



VOLUME FOUR SOUTH CORK

4

CORK COUNTY DEVELOPMENT PLAN 2022



Comhairle Contae Chorcaí
Cork County Council



**The Cork County Development Plan 2022
was adopted by the Elected Members of
Cork County Council on 25TH April 2022.**

The Plan came into effect on 6TH June 2022.



Comhairle Contae Chorcaí

Cork County Council

CLICK NAME TO GO DIRECT TO SECTION

VOLUME FOUR SOUTH CORK - CARRIGALINE, COBH, EAST CORK AND MACROOM MUNICIPAL DISTRICTS				
Settlement Type	Carrigaline MD	Cobh MD	East Cork MD	Macroom MD
Main Towns	Carrigaline	Carrigtwohill	Midleton	Macroom
	Passage West / Glenbrook / Monkstown	Cobh	Youghal	Millstreet
		Little Island		
		Monard		
Strategic Employment Location	Ringaskiddy		Whitegate and Aghada	
Key Villages	Crosshaven and Bays	Carrignavar	Castlemartyr	Killumney/ Ovens
		Glounthaune	Cloyne	Béal Átha an Ghaorthaidh
		Watergrasshill	Killeagh	Baile Mhic Íre / Baile Bhuirne
				Coachford
Specialist Employment Centre		Marino Point		
Villages	Ballinhassig	Knockraha	Ballincurrig	Aghabullogue
	Ballygarvan	Whitechurch	Ballycotton	Aherla
	Halfway		Ballymacoda	Ballynora
	Minane Bridge		Dungourney	Cloghduv
	Waterfall		Ladysbridge	Clondrohid
			Lisgoold	Courtbrack
			Mogeely	Crookstown
			Saleen	Inchigeelagh

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VOLUME FOUR SOUTH CORK - CARRIGALINE, COBH, EAST CORK AND MACROOM MUNICIPAL DISTRICTS

Settlement Type	Carrigaline MD	Cobh MD	East Cork MD	Macroom MD
			Shanagarry/ Garryvoe	Kilmurry
				Cill na Martra
				Model Village Dripsey
				Rylane/ Seiscne
				Stuake/ Donoughmore
				Upper Dripsey
Other Locations		Fota Island	Barnabrow/ Ballymaloe	Guagán Barra
		Haulbowline Island	Redbarn	Inniscarra
		Spike Island	Trabolgan	



CHAPTER 1
**CARRIGALINE
MUNICIPAL
DISTRICT**



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1.1 Overview of Carrigaline Municipal District

- 1.1.1 The Carrigaline Municipal District is located to the south and south west of Cork City and in 2016 the population of the area stood at 35,336. This population is spread across a network of settlements in particular 2 Main Towns, 2 Key Villages and 5 smaller settlements and the open countryside, as detailed in Table 4.1.1 below. The Municipal District is largely urban based with over 61% of the population living in the 2 Main Towns, 13% living in key villages and smaller settlements and 26% living in the open countryside i.e. not within a settlement.
- 1.1.2 The two Main Towns within the Municipal District are Carrigaline with a population of 15,770, and Passage West/Glenbrook/Monkstown 5,843 in 2016.
- 1.1.3 The Carrigaline Municipal District includes 2 Key Villages , Crosshaven and Bays and Ringaskiddy while Ringaskiddy also remains designated as a Strategic Employment Location in the Plan.
- 1.1.4 Carrigaline Municipal District is situated in a prime location in close proximity to Cork City and a large extent of the Municipal District is located within Cork Harbour or within a short distance to Cork Harbour. Being located within Cork Harbour the area benefits from the natural amenity and provides the area with valuable connections with and access to the waterfront which is widely used for recreation and community activity. In addition, this setting provides picturesque views characterised by large stretches of water and scenic landscape and natural heritage.
- 1.1.5 Many of the larger settlements are located on the waterfront as in the case of Passage West/Glenbrook/Monkstown which is reflected in its maritime history and Crosshaven reflected in its marine and tourism roles.
- 1.1.6 The Municipal District is the most urban of all the eight Municipal Districts within the County (over 70% of population with urban areas) while the town of Carrigaline has the highest population of all settlements within the County. The Municipal District also contains a number of smaller settlements including Ballygarvan, Ballinhassig, Halfway, Minane Bridge and Waterfall which are generally locally more inland in the rural parts of the Municipal District.
- 1.1.7 The Carrigaline Municipal Area is linked through road, cycleways, public transport, ferry and rail (via Carrigaloe) and is accessible to Cork Airport. As part of Metropolitan Cork it will benefit from public transport investment by way of CMATS which includes further improvements and access to public transport while also active travel facilities as mentioned below. This will enhance its attractiveness as a place to live, work and visit.

Table 4.1.1: Distribution of population within the Carrigaline Municipal District 2016

	Settlements	Population 2016	%
Main Towns	Carrigaline (15,770), Passage West/ Glenbrook/Monks- town (5,843)	21,613	61%
Key Villages	Crosshaven and Bays (2,577), Rin- gaskiddy (580)	3,157	9%
Villages	Ballygarvan (481), Halfway (300), Waterfall (240), Minane Bridge (157), Ballinhassig (181)	1,359	4%
Rural areas*		9,207	26%
Total Population		35,336	100%

* Village and Rural Area Populations are estimated figures

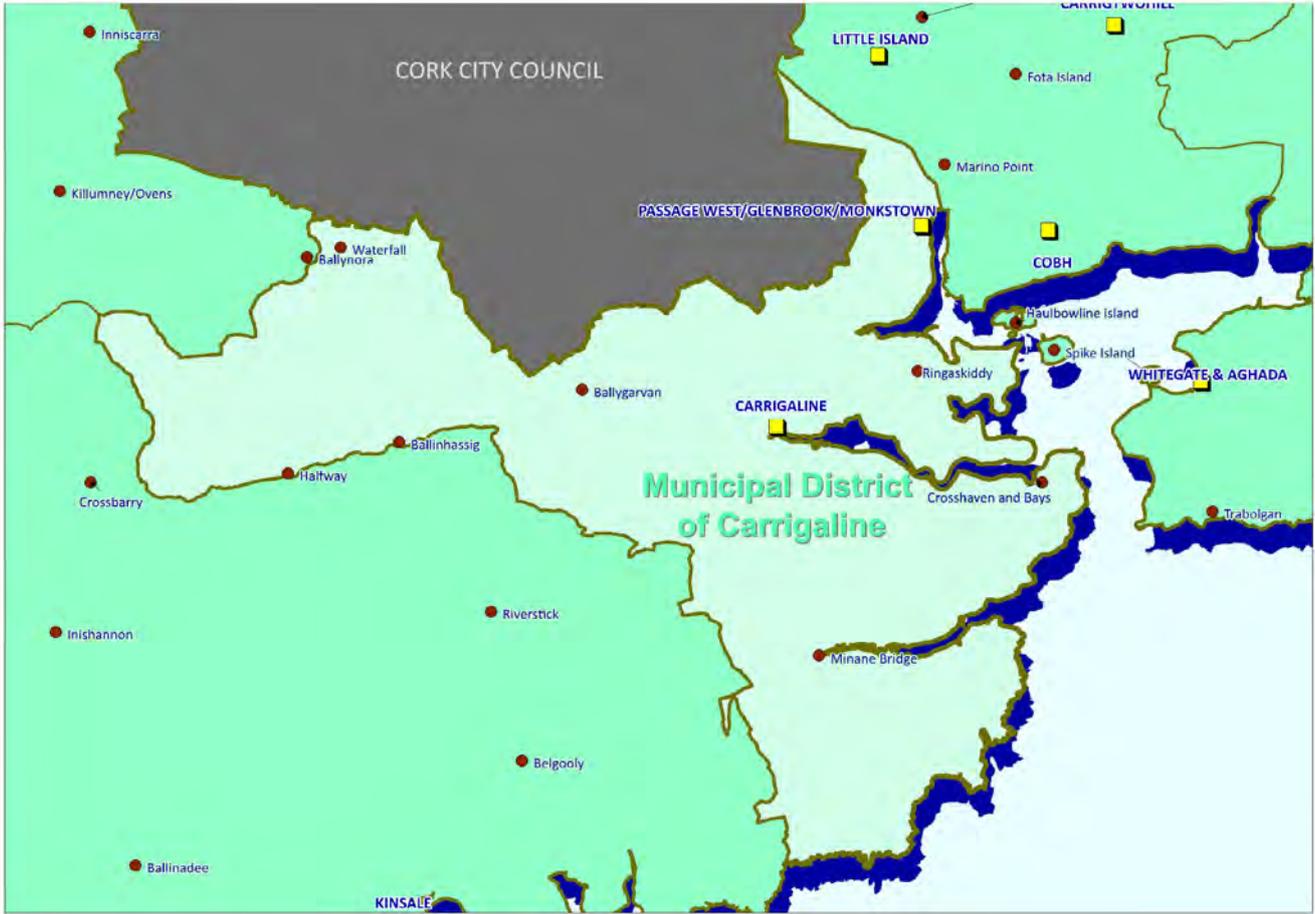
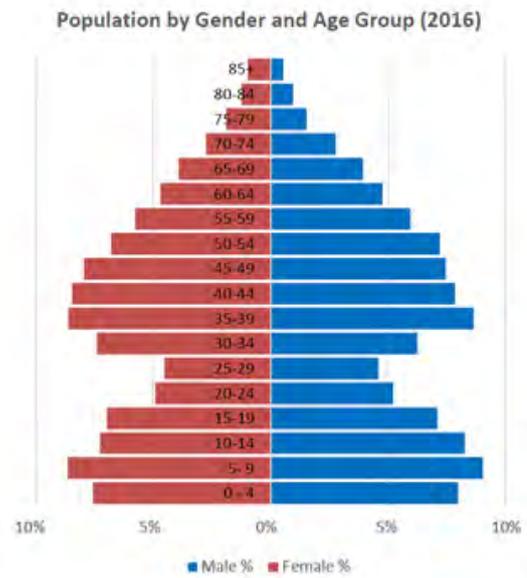
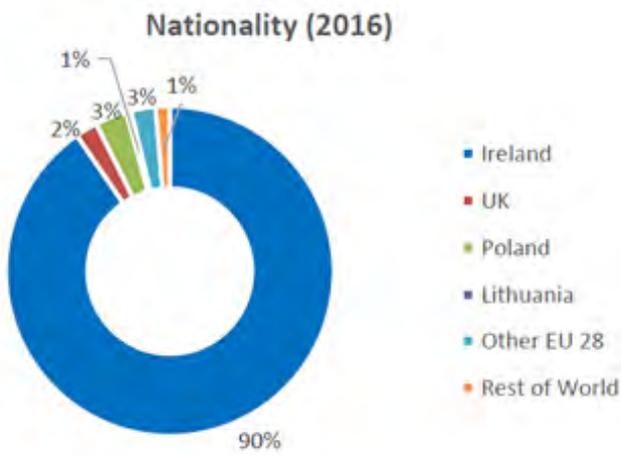


Figure 4.1.1 Map of the Municipal District of Carrigaline.

1.2 Municipal District Profile

Population Structure

The following analysis is based on Census 2011 and Census 2016 data.



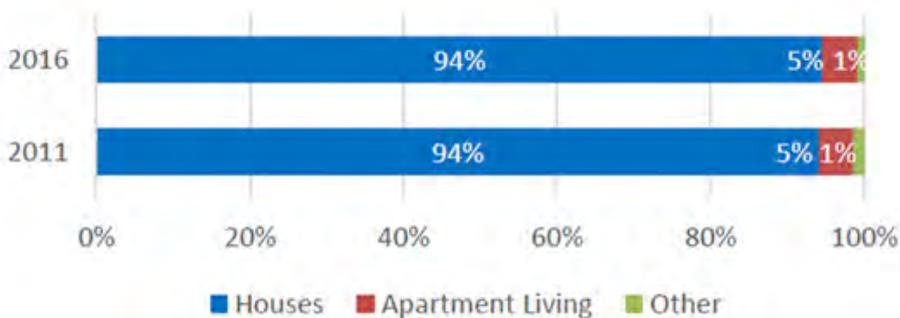
Increase of 5% in the intercensal period (2011-2016).

Decrease of 2% in the 20-29 and 30-39 age cohorts.

Substantial increases of 2% through the 60 – 80 age cohorts.

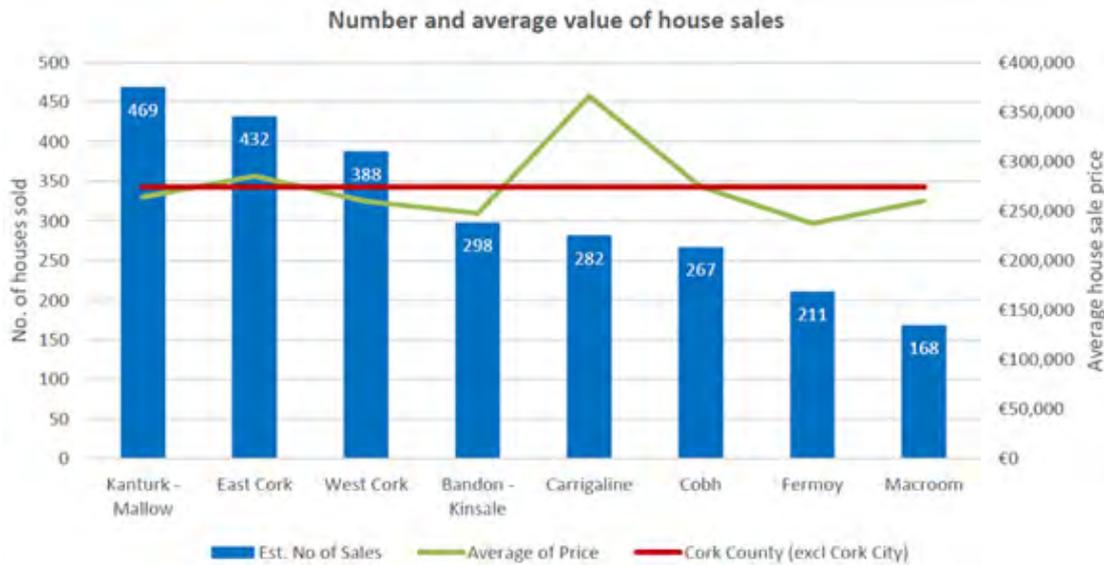
Housing

Housing Stock



Private households by occupancy type [CSO]

	2011	2016
Social Housing	4%	5%
Rented (Privately)	15%	15%
Owner Occupied (All)	78%	77%



Houses: 94.5%

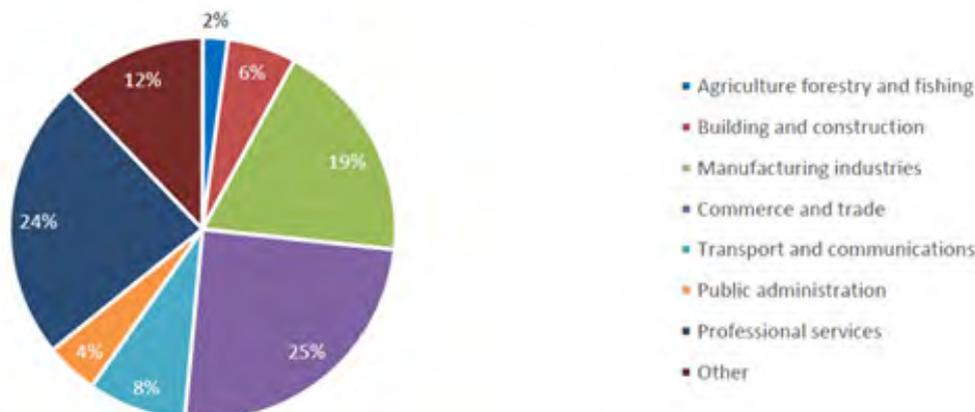
Apartments: 4.7%

Vacancy Rate: 8% in 2016 ↓ 4% since 2011.

The average rent in other settlements in Carrigaline MD decreased from 2008 to 2012, after which they recovered to levels higher than initially measured in 2008. Compared to the Cork City, the MD average was down by 17.5% and 12.6% in 2012 and 2014 respectively, and then recovered in the next two periods to closely behind the city average.

Employment

Occupation by Industry (2016)



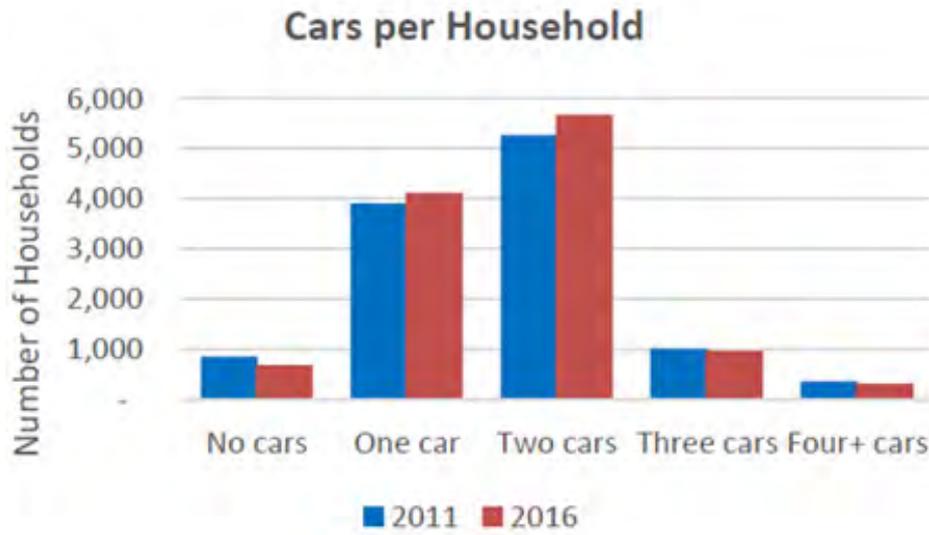
The manufacturing industries and transport and communication industries have seen the most increase in employment since 2011.

Decline of employment in the commerce and trade and public administration industries since 2011.

Transport

Increase in average commute time in Carrigaline – 27 minutes.

Increase of the number of households with a car by 20%



80% of Households have one or two vehicles

Increase in population and general decentralisation of households that increase traffic and longer commuting distances.

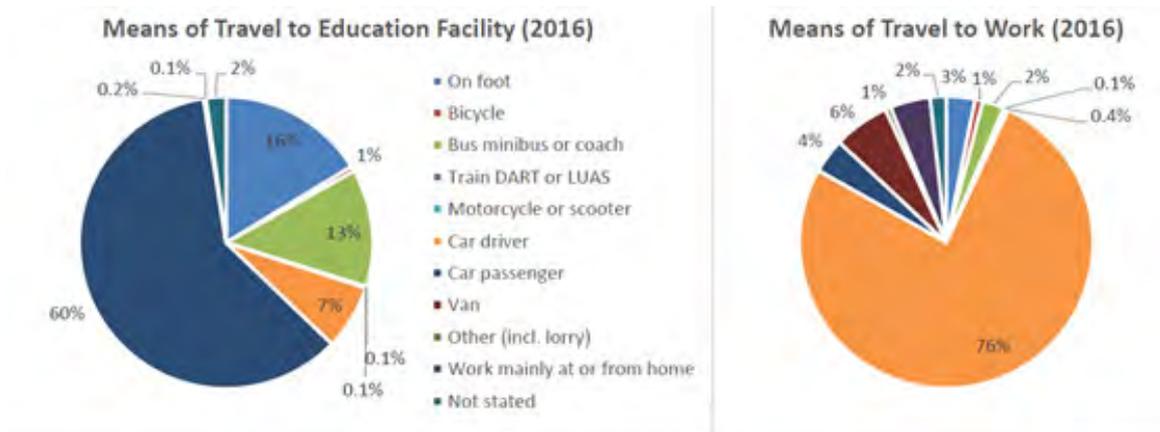


Table 4.1.2 Water and Wastewater Infrastructure across the Network

Settlement Name	Scale of Development (CDP Core Strategy 2020 to 2028)	Drinking Water Status February 2021 Assessment	Waste -Water Status February 2021 Assessment
Main Towns (2)			
Carrigaline	1,806		
Passage West/Glenbrook/Monkstown	379		
Total Main Towns	2,185		
Key Villages (2)			
Ringaskiddy	45		
Crosshaven and Bays	103		*
Total Key Villages	148		
Villages (5)			
Ballygarvan	45		**
Halfway	10		
Waterfall	22		
Minane Bridge	10		
Ballinhassig	15***		
Total Villages	102		
Overall Total	2,435		
Water Services Key	Capacity		
	Future capacity subject to Irish Water Investment Plan		
	Some capacity		
	No capacity		

*Not all of this settlement is treated. Crosshaven village now served by Lower Harbour Sewerage Scheme since December 2016 however no provision in Bays area.

**IW Investment Plan 2020-2024 - Ballygarvan WWTP. No project listed on IWCR.

***15 within Carrigaline MD and 30 within Bandon Kinsale MD

M28

- 1.2.1 The N28 National Primary route links Ringaskiddy to Cork City and onwards to the wider regional and National road network. It is proposed to construct a new M28 Motorway from Cork to Ringaskiddy from the existing N28 N40 Bloomfield interchange on the South Ring Road to Ringaskiddy village. The new road will remain online using the existing N28 from the Bloomfield interchange to Carrs Hill and from there the route will go off line to the west of the existing N28 passing between the existing Shannonpark roundabout and Carrigaline. From there the route will pass to the south of Shanbally and Ringaskiddy villages where it will terminate at the new Port of Cork facility at Ringaskiddy. The M28 Motorway will pass through the following zoned land RY-I-03, RY-I-04, RY-I-10, RY-I-15, RY-T-04, RY-GA-03, RY-GC-04, RY-GC-06, RY-GC-07 and RY-GC-08. On these zoned lands this will result in severance of strategic land banks and Cork County Council will engage with all relevant parties to future optimise and maximise the large amount of land zoned for Industry at this location. These zonings have been adjusted to take account of the road line and ensure that all zoned land remain developable and viable.
- 1.2.2 The new motorway will have a greater capacity particularly for freight vehicles making journeys to and from the port. The development of this road scheme is being promoted by Cork County Council and is funded by Transport Infrastructure Ireland (TII). It is critical that the M28 project be finalised as quickly as possible in order to bring certainty and assurance of commitment to existing and future investment in the Ringaskiddy area. This planned upgrade represents an important catalyst for the economic development of Cork and the South West region.
- 1.2.3 It is intended to develop the N28, once the M28 is developed, as an active travel route which will facilitate pedestrians, cyclists and other sustainable transport modes. The N28 will include connections to PW-U-02 Greenway in Passage West/Glenbrook/Monkstown and the proposed greenway CL-U-02 in north eastern Carrigaline.

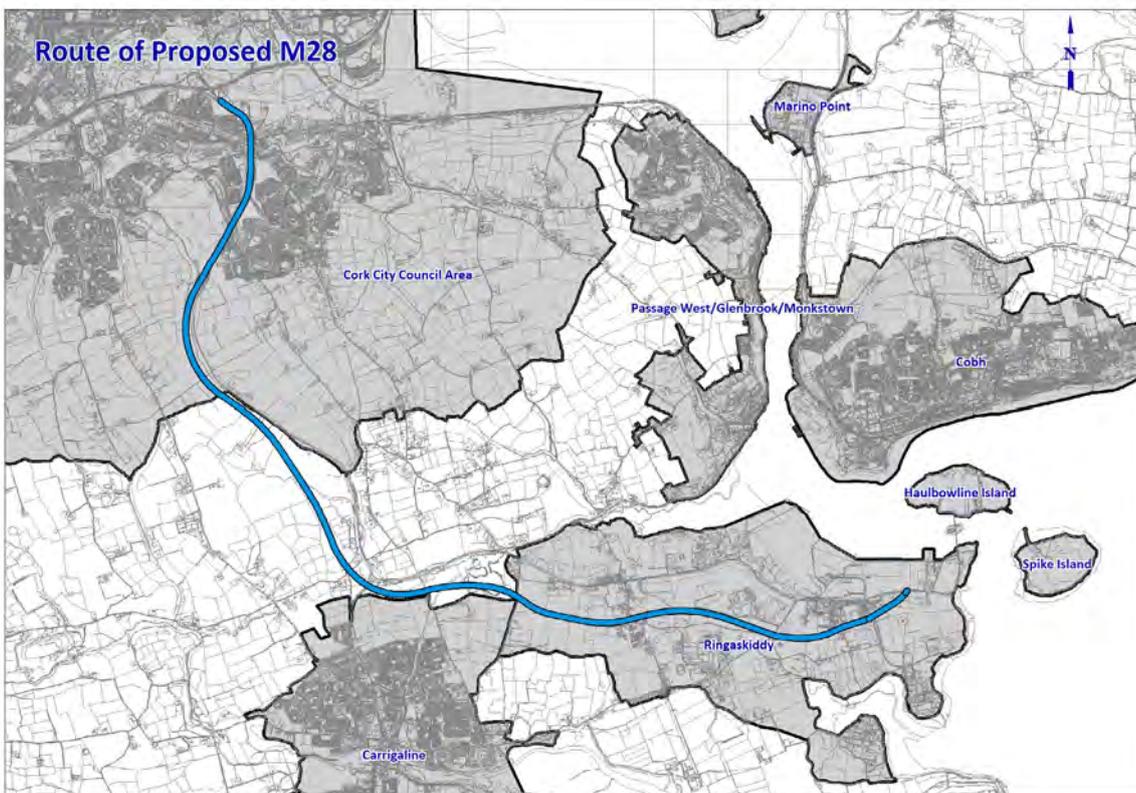


Figure 4.1.2: Route of proposed M28.

Cork Harbour Cluster

- 1.2.4 The Cork Harbour area of County Metropolitan Cork is a spatial entity consisting of five County Metropolitan Towns (Passage West/Glenbrook/Monkstown, Carrigaline, Cobh, Carrigtwohill and Midleton), as well as four Strategic Employment Locations (Ringaskiddy, Little Island, Carrigtwohill and Whitegate/ Aghada).
- 1.2.5 The Harbour Area consists of two distinct Harbour Clusters – the Western Harbour Cluster of Passage West/Glenbrook/Monkstown – Ringaskiddy – Carrigaline, and the Northern Harbour rail based settlement/employment Cluster of Cobh – Midleton – Carrigtwohill – Little Island.
- 1.2.6 This Cork Harbour Strategy is being supported at a strategic level via a number of critical planned interventions linked directly to the Passage West/Glenbrook/Monkstown - Ringaskiddy – Carrigaline Cluster, including at a Harbour-wide level:
- Public transport investment via CMATS (Cork Metropolitan Area Transport Strategy) in the Cork Harbour area (rail, bus and cycling), providing for realistic transport choices within the Cluster as well as between the Cluster and the rest of Metropolitan Cork;
 - Continued investment in the Metropolitan Cycle Network, providing cycling and walking connectivity within the Cluster as well as between the Cluster and the rest of Metropolitan Cork;
 - Cork Lower Harbour Main Drainage Project provides excellent capacity for Carrigaline, Ringaskiddy, Passage West/Glenbrook/Monkstown and Cobh areas.

1.3 Mains Towns

- 1.3.1 There are two Main Towns in the Carrigaline Municipal District as follows: Carrigaline and Passage West/Glenbrook/Monkstown. The purpose of this section of this plan is to give planning policy guidance on future development in the Main Towns.

1.4 Carrigaline

Vision and Context

- 1.4.1 The strategic aim for Carrigaline is to consolidate the rapid growth of recent years broadly within the town's existing development boundary, protecting its important green belt setting while maintaining its distinctiveness as a self-contained Metropolitan Town with improvement of the town centre and the town's residential amenities, and the aim to improve the worker resident ratio and increase active and sustainable travel movements in the town.

Strategic Context

- 1.4.2 Carrigaline is a Metropolitan Town within the County Metropolitan Strategic Planning Area and has experienced a significant amount of development in recent years. The objective for Carrigaline is set out in **Volume One Chapter 2 Core Strategy** of the Plan where the stated aim is to support the vitality and viability of the metropolitan towns and to ensure that such centres provide an appropriate range of retail and non-retail functions to serve the needs of the community and respective catchment areas, with an emphasis on convenience and appropriate comparison shopping.

Local Context

- 1.4.3 Carrigaline is situated 13km south of Cork City Centre and is separated from the city suburbs by open green belt. Carrigaline has a distinctive identity as a thriving Metropolitan Town with a strong village character, unique setting, history and community spirit. It is located at the mouth of the Owenboy River and at the Head of the Owenboy Estuary which forms part of Cork Harbour-Western Harbour Cluster. The estuary itself is of considerable scenic beauty and is designated part of an extensive area of high value landscape and much of it is a proposed Natural Heritage Area. The landscape is dominated by the River and Estuary and gently rolling hills to the North and South of the Town.
- 1.4.4 To the west of the town, the flood plain of the Owenboy River and the steep hills that form its valley, limit the potential for expansion. The area to the south of Carrigaline is ultimately constrained by steep hills forming the valley side.
- 1.4.5 The location of the settlement in the heart of the Metropolitan Area has made Carrigaline an important residential alternative to Cork City and its Environs, most notable Douglas. The towns setting adjacent to Cork Harbour and a designated scenic landscape provide excellent opportunities to create a high quality living environment.
- 1.4.6 With the popularity and growth of Carrigaline, its town centre encapsulates all that makes an ideal location for future development, mixed use activities and town centre living. Cork County Council supports the primacy of the town centre, encourages a mix of uses to facilitate sustainable transportation, as well as encouraging a greater focus on town centre living and placemaking. There is a need to provide for mixed use town centre activities in line with national, regional and local planning policy for this strategically located Metropolitan Town.
- 1.4.7 Housing in recent years has been provided in the form of large housing estate developments which, while often suburban in character, have introduced diversity to the housing mix in the town, catering for all age groups and stages in the lifecycle. This enhanced choice in housing is particularly important for a rapidly expanding settlement like Carrigaline, where the need to maintain mixed communities is an essential element in maturing a neighbourhood and creating a sense of integration between the established and new communities.

Population and Housing

- 1.4.8 The Plan established a population target of 20,495 for Carrigaline representing growth of 4,725 people on Census 2016 figures (15,770). In order to accommodate this level of population growth, an additional 1,806 housing units will be required for the period 2022-2028 of which 1,316 housing units delivered on residentially zoned land and the balance of 490 delivered within the built footprint of the town.
- 1.4.9 As mentioned above the population of Carrigaline in 2016 is 15,770 and its target growth for 2028 is 20,495. This level of population growth will give rise to a growth of 1,806 housing units. These targets will be met and delivered within the town.
- 1.4.10 Over the lifetime of this plan, it is envisaged that the town of Carrigaline will experience significant growth. This future growth will occur within the existing development boundary and will primarily focus upon the redevelopment and rebalancing of the Town Centre, the completion of existing planning permissions and the completion of the housing development at Shannonpark.

Table 4.1.3 Carrigaline Population and Housing Supply

	Population and Housing Requirement			Housing Supply Units
	Population Census 2016	Population Target (to 2028)	New Units Required (to 2028)	Housing Supply from Residential and Mixed-Use Zoning including Compact Growth Sites
Carrigaline	15,770	20,495	1,806	1,806

Table 4.1.4 Carrigaline Population 2006 - 2028

	Census 2006	Census 2011	Census 2016	Population Target to 2028
Carrigaline	12,835	14,775	15,770	20,495

Carrigaline Transportation and Public Realm Enhancement Plan (TPREP)

- 1.4.11 The Carrigaline Transportation and Public Realm Enhancement Plan (CTPREP), commissioned by Cork County Council, aims to deliver a robust transportation strategy to facilitate future sustainable development (as envisaged under the National Planning Framework) within the town of Carrigaline. The various transport interventions identified will be supported through the design of appropriate public realm interventions. The public realm element is to ensure that placemaking is an integral part of the design and implementation strategy.
- 1.4.12 The Carrigaline TPREP is focused on deriving/delivering maximum benefit/efficiency/return from the existing road network. It will also identify the stage at which the existing network would need to be augmented and the associated interventions necessary to cater for demand.
- 1.4.13 The CTPREP has considered the potential arising on foot of the delivery of the Carrigaline Western Relief Road including the possibility to support new development within the town. Carrigaline currently has one of the lowest jobs to resident workers ratio in the county and highlights the dormitory nature of the town. This gives rise to high dependency on car use as a high percentage of residents commute outside of the town for work. Thus the CTPREP has assessed options and measures to endeavour to improve the towns sustainability by influencing the movement of people and traffic through Carrigaline.
- 1.4.14 Consideration of the Carrigaline Western Outer Relief Road also formed part of the Carrigaline TPREP. The proposed route has been assessed as part of the Carrigaline TPREP in order to determine whether it is the optimal route and if not an alternative and more advantageous route shall be identified. After detailed assessment, the TPREP outlines that Transportation Strategy Number 7 was the preferred strategy as it would encourage traffic to use existing roads to both the east and to the west of the town, providing the required framework to allow for the upgrade of the streets within the centre of Carrigaline to accommodate greater access by active and sustainable travel modes. See Figure 4.1.3 which outlines the preferred route. Further detailed assessment of this route will be undertaken within two years of the adoption of the plan with the view to progressing this project.
- 1.4.15 The CTPREP aims to provide an attractive urban environment celebrating the assets of the town and providing space for people to meet, sit, talk, enjoy being outdoors and for businesses to flourish.
- 1.4.16 Cork County Council have appointed an engineering consultant to carry out preliminary design of a proposed pedestrian and cycle bridge over the Owenabue River adjacent to, and downstream of, the existing Bóthar Guidel bridge. This will link the cycle facilities along Bóthar Guidel with the Crosshaven pedestrian and cycle route and is a key intervention on the wider Passage West/Glenbrook/Monkstown to Crosshaven network. A planning application in relation to this has recently been submitted to An Bord Pleanála and the Bother Guidel works have gone to tender. This design is being progressed in tandem with the detailed design of the Bóthar Guidel capacity enhancement scheme which received Part 8 permission
- 1.4.17 A route selection study was completed in 2021 for the Carrigaline to Glenbrook and Ringaskiddy Pedestrian and Cycle route. Cork County Council are procuring consultants to carry out detailed design and bring the scheme forward to construction. Separately Cork County Council are also procuring consultants to carry out preliminary design and prepare a planning application for the Carrigaline to Raffeen and Ringaskiddy section.

- 1.4.18 The public realm exists for the benefit of everyone and should therefore exclude no one. This preliminary concept design attempts to strike an equitable balance between the needs of all the people of Carrigaline, including those just passing though, whilst helping to rejuvenate the village economy and encouraging more people to walk, cycle and use public transport. There will be places to sit, rest and socialise; trees to provide shade; places outside cafes and bars to eat and drink; places to park and secure a bicycle; comfortable places to wait for buses with shelters and benches; safe places for pedestrians to cross the street; and places to park, load and service shops. See Figure 4.1.4
- 1.4.19 New cycleways and pedestrian walking routes which are planned to be developed as part of the Carrigaline TPREP, particularly those located proximal to the estuary, and the proposed new bridge, will need to be very sensitively designed to ensure the avoidance of impact on intertidal habitats and on the Cork Harbour SPA. All TPREP projects will be subject to screening for Appropriate Assessment and Appropriate Assessment, where deemed to be so required. Projects located in ecologically sensitive locations will also be subject to ecological impact assessment.



Figure 4.1.3 Transport Network of Carrigaline taken from Carrigaline TPREP



Figure 4.1.4 Main Street South – Sketch View.



Figure 4.1.5 Visualisation showing the greenway/cycle route at its junction with Main Street

1.4.20 Placemaking

- 1.4.21 Carrigaline began as a small village built around the last bridge over the Owenbue River before it widens into the sea. Its location at the head of the River Owenabue. The estuary provides a beautiful natural amenity which is a key feature of the town and provides the opportunity to form an intrinsic part of the identity of the town and presents waterfront opportunities which can be utilised in the placemaking of the town.
- 1.4.22 While Carrigaline is the largest town in County Cork the town centre has kept its village feel. The majority of the expansion of Carrigaline took part in the late 20th century with the Main Street largely retaining its linear nature of predominantly two storey developments.
- 1.4.23 In order to balance the rapid expansion of the town in terms of housing and population growth the town centre needs to provide adequate services to mirror this growth. There is a need to expand what the town centre can offer and this goes hand in hand with the investment in public realm to add to the attractiveness of the town of Carrigaline. The Carrigaline Transportation and Public Realm Enhancement Plan (TPREP) will influence the public realm and transport in Carrigaline.
- 1.4.24 An important element to encompass placemaking in Carrigaline is to open up safe attractive and pedestrian friendly accesses from and through the town centre to the waterfront to reflect the natural beauty of the town's setting which would enhance the town's offer as a place to live, work and enjoy. See **Settlements and Placemaking Chapter in Volume 1** of the Plan.

Regeneration Sites

- 1.4.25 This Plan identifies areas of Carrigaline which are currently identified as Town Centre but merit additional guidance in the event of the opportunity to redevelop them arises during the term of this Plan.
- 1.4.26 Funding was sought from the Urban Regeneration and Development Fund (URDF) for development in Carrigaline.

Table 4.1.5: Carrigaline Regeneration Area

Regeneration Area	Number and Description
	<p>CL-RA-01 Old Pottery Site (T-02)</p> <p>This site is located within the area zoned CL-T-02, this is the former Carrigaline Pottery site which fronts the main street. This site presents an opportunity for regeneration of the town by strengthening and extending the existing retail core. The site will promote town centre living to support social vitality, promoting a range of residential types as part of a mixed use development within the town centre and is also suitable for a large scale retailers. In addition, this site will provide for town centre working, providing a range of office accommodation to support town centre services and facilities and ensure a vibrant town centre during the day. The site offers an opportunity to provide a strong urban edge as an extension of the main commercial streetscape of the town. The site also provides the opportunity for a high quality joined public realm strategy with connectivity to the surrounding areas/streets and with the construction of the Western Relief Roadway the improvement of permeability of this new area.</p>

Opportunity Sites

1.4.27 The new emphasis on compact growth focuses on the prioritisation of housing and developments in locations within and contiguous to existing urban footprints, such as regeneration sites, where it can be served by public transport, walking and cycling. Opportunity sites, such as infill sites are key to achieving compact growth.

Table 4.1.6: Carrigaline Opportunity Sites

Opportunity Site	Number and Description
	<p>Kilmoney Site (Former pitch and putt course).</p> <p>Development on this backland site should be sensitively designed to reflect the scale of the existing residential and their residential amenity.</p>
	<p>Junction of Cork Road and Ballea Road.</p> <p>Located at the junction of Cork Road and Ballea Road opposite Carrigaline Court Hotel this site provides the opportunity to enhance the town centre by providing for small scale residential/mixed residential units within close proximity to the town centre, supporting compact growth. The development of this site needs to reflect the streetscape of the town and provide a strong urban edge to the town at the entrance to the main street.</p>

Social and Community Facilities

- 1.4.28 The town has a number of education facilities with five primary schools which include Carrigaline Educate Together National School, Gaelscoil Carraig Ui Leighinn, St. Mary's Church of Ireland School, St. John's girl's national school and Scoile Mhuire Lourdes boy's national school. The town also has very successful co-educational secondary schools, Carrigaline Community School, Edmund Rice Catholic College and Gaelcholaiste Carraig Ui Leighinn.
- 1.4.29 The Ballinrea Education Campus to the North West of the town on lands zoned CL-C-01 accommodates three schools in the town, Gaelscoil and Gaelcholaiste Carraig Ui Leighinn and Sonas Special Junior Primary School. In the Urban Expansion Area at Shannonpark it is vital connectivity for pedestrians and cyclists is provided between these new schools and existing and proposed residential areas. Additional provision for an appropriate site for a primary school within Carrigaline will be identified in conjunction with the Department of Education within the lifetime of the plan.
- 1.4.30 The town has a very strong sense of identity which places the community at its heart. The community association is extremely active running many community initiatives such as the tidy towns, the Carrigaline youth club and new youth cafe, the community complex and the upkeep of the community park.
- 1.4.31 The community park is located on the eastern side of the town and is ideally located at the Head of the Owenabue Estuary. This public facility includes a playground for children of all ages including a basketball court, 5 a side soccer for teenagers, the community complex, the Naionra community pre-school, the outdoor gym, skate park and the park itself. Carrigaline has upwards of fifty clubs and societies. The hurling and football club which was founded in 1889 has recently expanded, with new pitches and club house, while Carrigaline Soccer club have a facility on the Ballea Road with pitches and a Clubhouse. Both the GAA club and the Carrigaline Soccer Club cater for over 300 young people over the ages of six. Other notable clubs and societies are rugby, basketball, tennis, gymnastics and the Lions club. Carrigaline Men's Shed has recently been constructed on a site off Church Road. In addition Cork County Council will facilitate and support additional community facilities in Carrigaline.
- 1.4.32 The County Council will support the provision of new and improved facilities for sports and recreation during the lifetime of the Plan, as the need arises. The Plan has identified within CL-GR-03, the provision of indoor and outdoor courts and buildings for community-based organisations to further expand sports and recreation facilities within Carrigaline to be considered while also maintaining its woodland setting.
- 1.4.33 A Cultural and Civic Centre in Carrigaline is one facility which is lacking in Carrigaline. It is considered that the desirable location for any future Cultural and Civic Centre should be within the town centre, CL-T-01. This Plan recognises the need for arts and cultural facilities in Carrigaline as a result of the large population and status of Carrigaline and its location within Metropolitan Cork.
- 1.4.34 A Primary Care Centre is now operating in Kilnagleary serving the town and wider catchment area.
- 1.4.35 There will be a focus on age friendly town opportunities in Carrigaline with inspiration being taken from Age Friendly Towns such as Kinsale, Cobh, Bandon, Passage West, Bantry, Millstreet, Charleville and Mitchelstown. With Covid-19 there has been an emphasis on the interaction and livelihoods of older people within settlements. Opportunities within Carrigaline for safe and inclusive transport and social interaction will be examined and optimised where possible in the lifetime of this Plan.
- 1.4.36 The River Owenabue is an intrinsic feature to the character of Carrigaline. Facilitation for greater access to the Owenboy River Corridor and Estuary Area, and provision of opportunities for water-based recreation such as kayaking, fishing etc, and enhancement of community facilities in the town, will be supported and developed while also providing for the protection of coastal/wetland habitats, the avoidance of disturbance to birds and the protection of the Cork Harbour SPA.

Green Infrastructure

- 1.4.37 This broad category is intended for zones which cater for 'green', recreation and conservation type areas being reflective of the multi-functionality of green infrastructure. There are 12 Green Infrastructure Zonings in Carrigaline. The Green Infrastructure Map for Carrigaline can be seen below. See **Chapter 14 Green Infrastructure and Recreation**.
- 1.4.38 A site for a town park has been identified in Carrigaline in CL-GR-02, and the Council will actively work with all stakeholders/landowners over the lifetime of the plan to deliver the necessary recreational amenities for the town.

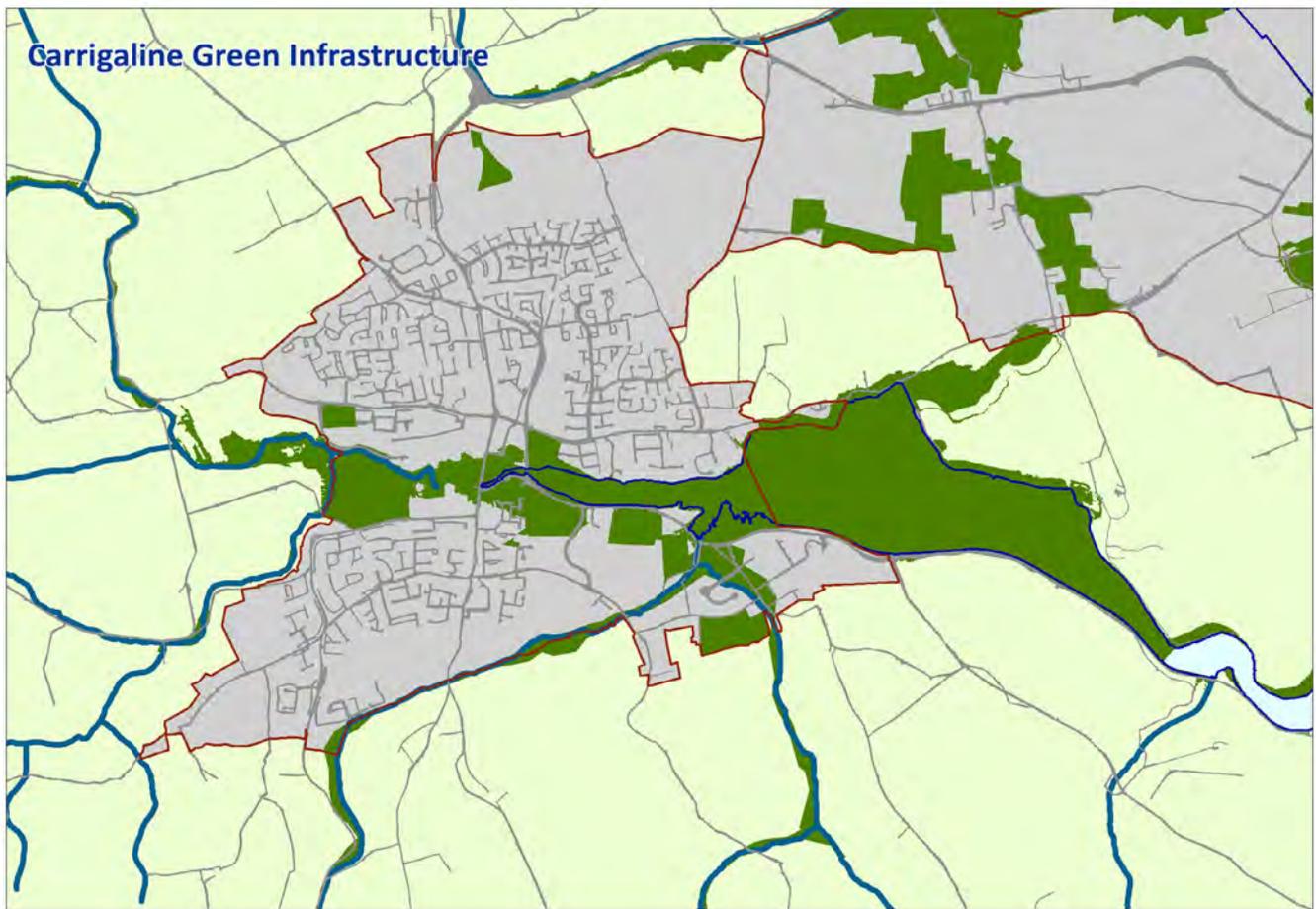


Figure 4.1.6 Carrigaline Green Infrastructure Diagram.

Employment and Economic Activity

- 1.4.39 The 2016 Census data analysis available for Carrigaline includes Ringaskiddy within its study area. The number of employees rises to 7,590 within this enlarged geographical area. In the past, agriculture, pottery and food processing were the main sources of employment in Carrigaline.
- 1.4.40 In recent years, industrial development has become the main employment activity in Carrigaline. The principle area for industry and enterprise development is to the south east of the town. In the 1970's, Biocon (now Quest) established a local Biochemical Industry at Crosshaven Road. Kilnaglery Industrial Park and Carrigaline Industrial Park both situated on the Crosshaven road contain many large companies such as Pepsi and locally owned West Building Products. The establishment of large stand-alone industrial plants such as Pfizer, Thermo Fisher Scientific and more at Ringaskiddy have also provided a significant amount of employment for Carrigaline residents.

Vision for the Town Centre

- 1.4.41 While Carrigaline is now the biggest town in County Cork and has grown substantially over the last thirty years it has managed to keep its village feel in particular within the town centre itself. In the life of this Plan, a new vision for Carrigaline Town Centre must be realised in the context of the projected growth in both population, employment, social and economic development both within Carrigaline and the surrounding area.
- 1.4.42 As the town core area faces many challenges to meet new growth in terms of new retail and commercial type developments, the development of new compact residential opportunities for the town core area will also have to be realised to ensure that the vitality and viability of the human inhabitation in the Town Core is strengthened to allow for the provision of alternative housing options, better lifestyles, healthier living and a safer town where a robust multi-generational liveable community can be sustained.
- 1.4.43 A vision for a new public realm enhancement which brings together the integration of traffic and transportation will encourage better human and pedestrian ownership of public areas where streets and laneways will become more active, have improved permeability and linkages throughout the town where a green and blue infrastructure can be developed in tandem with less car dominance to ensure that a new attractiveness for Carrigaline can be achieved and sustained.

- 1.4.44 Included in the vision will be the regeneration of under-utilised and dis-used building and spaces. New compact town centre housing initiatives will be a strong component of the vision for the Town Centre where mixed tenure, multi-generational, compact, lifetime housing will feature where a joined approach of different public and private stake holders will be encouraged to come together to produce new social, affordable and private housing initiatives that can be delivered with the Town core.
- 1.4.45 The vision will also consider the potential arising on foot of the delivery of the Carrigaline Western Relief Road and how this will form a new relationship with the Town core where back land areas can now be opened up and can have a new presentation focus to gain from the connectivity to the new Western relief road. This will further help alleviate the dormitory nature of the town. The benefit of the Western Relief Road will also create new potential linkages and connectivity to the Town Core which will play an important part in the revisioning of the public realm and the physical fabric of the town in a positive way and where the movement of people and traffic through Carrigaline can be achieved more sustainably where pedestrian and cycle experiences will be strengthened and much more dominant.

Town Centre and Retail

- 1.4.46 Carrigaline has a wide retail offering including a shopping centre, three large convenience stores (Super Valu, Dunnes Stores and Lidl), a co-operative store, a hotel, a number of pharmacies and a relatively wide range of other comparison shops.
- 1.4.47 The town also has a wide range of services including a Garda station, a fire station, two churches, doctor and dentist surgeries, banks and a library.
- 1.4.48 Currently the main convenience anchor stores are provided by SuperValu within the town core along with Dunnes Stores and Lidl which are located at the edge of the town centre. There are opportunities to improve pedestrian connectivity between the Main Street and the edge of town anchor stores with the provision of new pedestrian connectivity between the Main Street and the edge of town anchor stores by the provision of new pedestrian links and a new pedestrian bridge.
- 1.4.49 An Urban Capacity Study was carried out by Cork County Council for Carrigaline in 2019. The study highlighted that the town has a low representation of comparison retail units. Vacancy rates have been defined as the number of units not in occupation expressed as a percentage of the total amount of units (vacant and occupied) in the town centre. In Carrigaline vacancy stands at 7% within the town (12 units of 179 units). This falls inside the normal range limits within a functional market (5-7%) and represents one of the lowest vacancy rate when compared with towns surveyed as part of the Urban Capacity Study. It is important to note, however, that the low vacancy rate is influenced by the relatively small town centre area and associated building stock opportunities. The Pottery Site remains a long term vacant unit within the town. The survey findings also demonstrated that certain retail units are emerging within the Business Park and this may be symptomatic of the lack of available units within the town centre. Future expansion within the town centre will need to include suitable sized units to address this issue.
- 1.4.50 Of the 146 commercial units surveyed in 2019, only 8 were vacant. This included a large retail unit on the Main Street (formerly O'Crualaoi butchers) and a property under renovation.
- 1.4.51 A total of 4 residential units were identified as being vacant. Of these, 2 were the subject of a planning application for conversion to commercial use adjoining Supervalu (Barry Collins) and the remaining 2 were a pair of 2-storey semi-detached residential units.
- 1.4.52 To strengthen the retail service in the town this Plan considers that the best approach is to focus future expansion close to the main street. The Plan has designated a large area of backlands to the west of the Main Street as Town Centre (CL-T-01) which incorporates part of the existing retail core and this remains undeveloped. This Plan will seek to provide an urban design framework to guide the desired urban structure of any future town centre expansion in this area including the use of perimeter blocks, provision of additional small medium sized retail units, identifying access points and specifying building heights. Further town centre enhancement measures will be delivered on completion of the western relief road, which has been commissioned, which should focus on providing a more pedestrian friendly streetscape within the inclusion of a new community focused public space at the heart of the town, wider pavements, rationalized on-street parking and a more coherent approach to signage, shop fronts and utilities.
- 1.4.53 Apart from recent convenience stores (Dunnes Stores and Lidl) there has been little expansion in the retail environment in parallel with its significant population growth. A greater commercial offering in the town centre will attract locals inwards to the town centre instead of towards alternative centres such as Douglas. In order to strengthen the core area and promote increased footfall levels, it is essential that the location of any future significant retail development consolidates the core and relates positively to the planned inner western relief road.
- 1.4.54 There are two sites for Town Centre within this Plan. Some regeneration sites have been identified within the town centre to promote and prioritise the key sites which can fulfil appropriate town centre uses. There are also opportunities to introduce a new public space as part of the development of the back lands within the CL-T-01 and CL-T-02 sites.
- 1.4.55 The consolidation and improvement of the town centre of Carrigaline is one of the most important elements of this Plan.
- 1.4.56 Despite rapid development over recent years, the town retains a strong identity. The expansion of the town centre will add to the range of shops, services and employment opportunities whilst reducing any potential leakage in the trade to the large established shopping areas in Cork City or Douglas, in turn improving the overall quality of life in the town and

discourage unnecessary journeys by car.

- 1.4.57 It is considered essential to the continued vitality of the town that the established town centre should continue to be the focus of retail and commercial activity. The construction of an inner relief road, immediately to the west of the existing town centre, will provide a framework for this expansion and consolidation while contributing to the relief of traffic congestion on the main street. The provision of access to CL-T-01 will be dependent on the delivery of this inner western relief road which has been commissioned and set to be delivered by 2023. The completion of this road, the main streetscape proposals, general road improvements and the public realm requirements outlined in previous sections when implemented will add greatly to the town centre environment.

Movement

Cork Metropolitan Area Transport Strategy (CMATS)

- 1.4.58 Cork Metropolitan Area Transport Strategy was finalised in 2020 and the Strategy provides a coherent transport planning policy framework and implementation plan around which other agencies involved in land use planning, environmental protection, and delivery of other infrastructure such as housing and water can align their investment priorities. The strategy identifies specific projects for Carrigaline Town and surrounding area, with particular reference to public transportation projects such as the Greenway Cycle Network between Passage West/Glenbrook/Monkstown and Carrigaline, bus services for the town and hinterland and the development of the M28.

Road Network

- 1.4.59 Carrigaline is served by an important network of regional roads and is connected to Cork City via the N28 National Primary Road at Shannonpark Roundabout. Capacity issues on the National Road network together with high levels of commuter based travel in the town creates queuing at peak times at Shannonpark Roundabout. The movement network is one of the key influences on the future development of the town. The Carrigaline Area Transportation Study was adopted in 2007 and some of its recommendations have been delivered, most notably the eastern relief road. The planned Western Relief Road has been commissioned and is set to be delivered within the lifetime of this Plan. The western Inner Relief Road is a key element in the future expansion of the town centre.
- 1.4.60 The Carrigaline TPREP, which focuses on the settlement of Carrigaline will take cognisance of the linkages/radial routes i.e. Ringaskiddy, Passage/Glenbrook/Monkstown, Douglas/city and the airport. A Consultant was appointed to complete a feasibility assessment and outline design for pedestrian and cycle route between Carrigaline and both Ringaskiddy and Passage/Glenbrook/Monkstown, which will also address connectivity between Ringaskiddy and Passage/Glenbrook/Monkstown. The N28 will be a key consideration in relation to this.
- 1.4.61 The underlying goal for Carrigaline town centre is that provision should only be made for traffic that is essential to the economic survival and development of the Main Street and its environs. In this context, the maximum space is retained for core activities and the highest possible level of amenity for pedestrians and cyclists.
- 1.4.62 The construction of the inner relief road, immediately to the west of the existing town centre, will help relieve traffic congestion on the main street, but, it will also provide a framework for the expansion and consolidation of the town centre itself. This will involve the regeneration of existing opportunity sites which may include the Owenabue car park.
- 1.4.63 The proposed parking strategy for Carrigaline town centre is based on adopting a more efficient approach to parking management in order to maximise use of spaces. The promotion of convenient off street parking locations as part of a 'Park and Walk' initiative will be developed in the town.
- 1.4.64 The Carrigaline Area Transportation Plan identified the need for an Western Outer Relief Road. This will provide an alternative means of accessing the national road network from Carrigaline. It will also bring significant traffic relief where it is needed i.e. along the Main Street, Ballea Road and Church Road in the town centre area, and also along the R611 Cork Road.
- 1.4.65 Consideration of the Carrigaline Western Outer Relief Road also formed part of the Carrigaline TPREP. The proposed route has been assessed as part of the Carrigaline TPREP in order to determine whether it is the optimal route and if not an alternative and more advantageous route shall be identified.
- 1.4.66 Over the lifetime of the Plan Cork County Council will review traffic route options within the town and in this context the lack of connectivity between the western and southern relief roads will be examined.

Public Transport

- 1.4.67 Census 2016 recorded 78.32% of residents commuted to work by car, motorbike or van with the 64.22% of commuters journey time to work being under 30 minutes. Bus Eireann operates regular services through the town connecting to Ballincollig, Cork City, and C.I.T. Ringaskiddy and to Crosshaven and Fountainstown. A public transport facility is proposed on the (CL-U-09) lands. The provision of a regular bus service with priority lanes at peak times linking the town with the cluster of industries in Ringaskiddy and Cork City would help address some of the high car dependency levels within the town. During the lifetime of this Plan Cork County Council will facilitate and support any public transport improvements between Carrigaline, Ringaskiddy and Passage West/Glenbrook/Monkstown.

Walking and Cycling

- 1.4.68 Similarly, there are opportunities to enhance walking and cycling facilities between the town and Ringaskiddy given the short distance and level topography available. The R613 is the shortest route to the majority of the industries but this coastal road is narrow, poorly aligned and subject to flooding. Some traffic calming measures and enhanced bus parking at schools could also promote higher levels of walking and cycling amongst school goers and help reduce congestion levels within the town. Sustainable travel methods are imperative to the sustainability of the towns and in promoting and advancing the link between Carrigaline and Ringaskiddy and will be supported within the lifetime of this Plan.
- 1.4.69 This Plan recognises the future potential of linking existing shared use walking and cycle routes or greenways which exist in Carrigaline.

Water Management:

Water Supply

- 1.4.70 Carrigaline receives its drinking water from the Innishannon WS and from the Cork Harbour and City WS at Inniscarra. At present the Innishannon WS has limited spare capacity and there is an issue concerning the availability of adequate reservoir storage. However, the Cork Harbour and City WS has capacity to provide a water supply for proposed development in Carrigaline. Upgrading/extension of local watermains will be required to service some locations in Carrigaline.

Wastewater

- 1.4.71 The Lower Harbour Sewerage Scheme has been constructed which serves Carrigaline. Carrigaline has the capacity available to accommodate growth with waste water capacity available through the Lower Harbour Scheme and water supply capacity available.

Surface Water

- 1.4.72 Surface water is currently disposed of to a combined sewer. There is a need to separate these as problems occur in periods of heavy rainfall and in order to protect the capacity of the wastewater treatment plant. This will be resolved as part of the planned Carrigaline Collection System.

Flooding

- 1.4.73 Carrigaline has been subject to recurring flood events due to the low-lying nature of the town centre and the tidal influences on the Owenboy River. A large section of the town centre is at risk of flooding as illustrated on the settlement maps. The need for flood relief works in Carrigaline was identified by the CFRAM programme and are to be progressed in the future and will be funded under the Office of Public Works' flood relief capital works programme. Until the flood relief scheme is completed, significant new development in Flood Zones A and B is considered premature. Development in built up areas should be limited to minor development as defined by Section 5.28 of the Guidelines for Planning Authorities 'The Planning System and flood Risk Management'.
- 1.4.74 The approach to Flood Risk Management is set out in **Chapter 11 Water Management in Volume One** of this Plan and in the updated Strategic Flood Risk Assessment (SFRA), October 2021. The updated SFRA should be consulted for any settlement specific comments and recommendations, including site specific recommendations made as part of any Justification Tests carried out, prior to any application for development."

Water Quality

- 1.4.75 The Owenboy River flows east to west through Carrigaline Environs and discharges into Cork Harbour. The water quality of the Owenboy River is designated as moderate and it is an objective of the South West River Basin District Management Plan to restore this water body to good status. The delivery of the Lower Harbour Sewerage Scheme was crucial to achieving improvements in water quality in the harbour.

Built Heritage:

Protected Structures

- 1.4.76 There are 6 structures in or in close proximity to Carrigaline which are entered on the current Record of Protected Structures.

Archeological Heritage

- 1.4.77 The town contains a number of archaeological monuments which reflect the historic significance of the area. These are awarded protection under national legislation and policies contained in the Plan. All known archaeological sites and their setting within the development boundary shall be protected in line with the objectives outlined in this Plan.

Biodiversity

- 1.4.78 Carrigaline's attractive location where the Owenboy River enters the Estuary has produced a variety of important areas of local biodiversity. There are two natural heritage designations at this location, namely, the Cork Harbour Special Protection Area (SPA-004030) and the Owenboy River proposed Natural Heritage Area designation (Site Code pNHA 001990), west of the town. A Greenway has been developed along the southern banks of the Estuary (along the route of the Old Railway line) and there are objectives to extend this link further along the old railway line to link Carrigaline with Raffeen and Monkstown via CL-U-05.
- 1.4.79 The following habitats can be found within the settlement of Carrigaline: Scrub/Transitional Woodland (Updated 2011), Semi-natural Grassland (Updated 2011), Highly Modified/Non, Improved Grassland, Brackish Waters, Disturbed Ground, Built Land, Salt Marshes (Updated 2011), Sublittoral Sediment and Exposed Rock.
- 1.4.80 The future development of the town offers enormous opportunities to develop an integrated open space strategy which can perform a number of functions including passive and active amenity areas, wildlife corridors and carbon filters to offset impacts of increased development and traffic within the town. The attractive estuary and river valley setting of the town offers opportunities for the development of new east west recreational spine for the town which would enhance the overall quality of life for residents. Within the green fringes of the town there are clusters of attractive historic hedgerows and tree lines which should be retained as part of any future town development.

Landscape and Visual

- 1.4.81 In terms of Landscape type Carrigaline almost entirely lies within the 'Indented Estuarine Coast', an area of very high landscape value, very high sensitivity and an area of national importance. Its character area is designated as 'Incised Patchwork and Wooded Estuary with Mudflats and Islands'.
- 1.4.82 In terms of landcover, fertile soils predominantly of brown podzolics allow the undulating landscape to be farmed relatively intensively. Fields of moderate size gently rise and fall with the topography, creating a patchwork further articulated by bounding broadleaf hedgerows of generally low height as well as post and wire fencing.

Development Boundary

- 1.4.83 The development boundary of Carrigaline is determined, to the west and north, by the green belt (ensuring that the town does not merge with the southern city suburbs), and to the east by the Owenabue Estuary. To the south, the development boundary is set against a tributary of the Owenaboy River which forms the natural boundary to accommodate the planned expansion of the town.
- 1.4.84 The hills which bookend the town also forms a physical barrier to development beyond the development boundary.
- 1.4.85 Outside the development boundary, the land forms part of the Metropolitan Greenbelt. Here, the objectives of the Plan are to retain the open and rural character of lands between and adjacent to urban areas, maintain the clear distinction between urban areas and the countryside, to prevent urban sprawl and the coalescence of built up areas, to focus attention on lands within the development boundary which are zoned for development and provide for appropriate land uses that protect the physical and visual amenity of the area.

Shannonpark Urban Expansion Area (UEA)

- 1.4.86 The principal site for accommodating the substantive part of the residential growth envisaged in Carrigaline is the site to the north of the town and to the south of the Shannonpark Roundabout. A master plan for the area was developed, which comprises a total site area of 44 hectares. It is estimated that the master plan could make provision for approximately 1000 new housing units, to date approximately 307 of those units have already been delivered. Approximately 621 units have been granted permission over a phased basis in Shannonpark Urban Expansion Area.
- 1.4.87 The Master Plan was proposed and adopted in 2011 and Phase 1 of the Master Plan is now completed with three sites to the west of the UEA been developed. The remainder of the UEA will make a significant contribution to residential growth within the town. The zonings CL-GR-09, CL-U-01 and CL-C-02 have been amended since the Master Plan was adopted to reflect on-site infrastructure. The following sections refer to the remaining undeveloped sites in the UEA.

Site Location and Size

- 1.4.88 The Urban Expansion Area (UEA) is located mainly to the north of the town along the main Cork Road (R611) and is adjacent to the Shannonpark Roundabout and the N28 road to Ringaskiddy.

Environment

Appropriate Assessment and Strategic Environmental Assessment

- 1.4.89 A Strategic Environmental Assessment of Shannonpark was undertaken and the results from the SEA process were fully considered and integrated into the preparation of the Master Plan.
- 1.4.90 A Habitats Directive Assessment Screening was undertaken in accordance with the requirements under the EU Habitats Directive and EU Birds Directive and section 177 of the Planning and Development (Amendment) Act 2010.

Architectural Heritage

- 1.4.91 Ballyhemiken Bridge located on the Rock Road is listed on the National Inventory of Architectural Heritage. The bridge is located on the Rock Road and is a former railway bridge. It is a triple-span red brick road bridge, built in 1903, spanning the former railway line. Square headed arches, having coursed red brick piers with rock faced limestone quoins. Cast iron girder and concrete deck to flat arch, with English bond red brick parapets having tooled limestone coping stones. It is a reminder of the scale of the railway network which once crossed the country.

Ecology

- 1.4.92 A preliminary Ecological Appraisal of the Shannonpark site was carried out in January 2015. The purpose of the appraisal was to assess the baseline ecological conditions for each site, to identify the key ecological resources to be retained and where necessary identify the scope of further ecological surveys. While the site is connected ecologically to the Cork Harbour (via Glounatouig stream), it is suitable for development because it has largely agricultural habitats that are widespread.

Archaeology

- 1.4.93 The record of Monuments and Places (RMP) is a record compiled with the National Monuments Act 1994. It provides a list of all known archaeological monuments and places of interests. There is only one RMP on the site within the boundaries of the Shannonpark lands, A Fulacht Fia (Co 087-115) in the townland Carrigaline Middle.
- 1.4.94 The Shannonpark site has previously been identified as being at risk of pluvial flooding and a Flood Risk Assessment (FRA) will be necessary, as required by the Flood Risk Guidelines and the objectives of the development plan.

Transportation and Road Network

- 1.4.95 A Transport Assessment was prepared on the Shannonpark lands in May 2014 in accordance with the NRA Traffic and Transport assessment Guidelines to examine the transport impact of the proposed development on the local road network in the future. The Master Plan set out transportation and road network infrastructure to be provided in line with the phased approach to the overall development.

Master Plan Concept

- 1.4.96 The design and layout of the Master Plan site has strong underlying principles which has and will continue to help deliver an innovative layout and format that will integrate with Carrigaline.
- 1.4.97 The concept of the site layout was also guided by a detailed site specific flood risk assessment that identified a central area at risk of flooding. This informed the layout of the Master Plan site with open space and additional recreation areas being allocated here.
- Promote a strong sense of identity and distinctiveness through the provision of the primary amenity space at the centre of the site.
 - Ensure strong connectivity with Carrigaline and the hinterland through the arrangement of the linear park in its central location
 - Utilise the old railway line as an active amenity and promote same as a real route and asset
 - Break down the scale of the development through the provision of individual neighbourhoods, each with their own character and identity
 - Preserve existing vegetation, topographical feature and field patterns (mature hedgerows) where appropriate.
 - Prioritise the quality of architectural and urban design.
 - Watercourses should be maintained as close to their natural state as possible with minimal culverting. A mixture of open banks and over hanging bank side vegetation is considered the most natural.
- 1.4.98 A total of three development phases (1, 2 and 3) are identified within the development site. As stated above Phase 1 is completed. The Master Plan specifies, for each phase, the number of residential units, commercial uses, educational facilities, social facilities, amenities, physical infrastructure and access strategy required, thereby setting out the enabling works that are required to allow development to commence. The remaining phases equate to residential zoning objectives in this Plan.
- 1.4.99 Development within each phase should vary in terms of housing type in order to avoid uniformity in design. The overall layout will include an east west street link the construction of which will be shared by the developer or developers. The phased area descriptions are not intended to be overly prescriptive regarding the form and visual appearance of future development, but rather set out an overall framework which will include guidance on land use mix that will inform future planning applications. This guidance should lead to a series of co-ordinated high quality developments across the Master Plan site which can respond to specific site characteristics and plan for facilities.

Phasing and Implementation

- 1.4.100 Specific development guidance on the required infrastructure provision for each development phase is outlined in this Plan. This approach allows infrastructure providers and project developers to plan for the long term without having to provide large cost infrastructure in advance of its need.
- 1.4.101 The financing and timely delivery of the physical, social and community infrastructure required for the lands needs to be clearly outlined to inform project advancement.
- 1.4.102 The phasing of the Master Plan site will consist of three phases; phase 1 which is completed, phase 2 and phase 3.
- 1.4.103 Phase 2 will be approximately 500 houses and Phase 3 upwards of 200 houses. The traffic assessment details the infrastructure requirements before development commences and what is required for each phase.
- 1.4.104 The residential densities on the entire Master Plan site are guided by the requirements of Medium 'A' in the Plan.

Phase 1

- 1.4.105 This phase of the development was divided in two parts; phase 1a and phase 1b and covered a developable area of approximately 12.8 hectares. Phase 1 of the plan has been completed with the development of a section of the Janeville residential estate. Permission has been granted for a nursing home as part of CL-R-11.

Phase 2

- 1.4.106 This phase of the development covers an area of approximately 14.1 hectares on either side of the east west link street and will provide approximately 500 residential units. Phase 2 is divided into 2 precincts:-
- CL-R-11 measures approximately 7.9 hectares and will include provision of a site for a primary school of 1.14 hectares (CL-C-02). It is critical that the layout and design of this area allows for connectivity with the existing Herons Wood housing estate to the south.
 - CL-R-12 measures 5.99 hectares.
 - The provision of the CL-GR-09 linear open space and amenity park must be completed to the satisfaction of the Planning Authority as part of Phase 2 and prior to the commencement of any Phase 3 development (with the exception of the linear park between CL-R-13 and CL-R-01).

Phase 3

- 1.4.107 This phase of development measures approximately 9.3 hectares and is expected to deliver approximately 250 houses in CL-R-01 and CL-R-13. Phase 3 will require the continuation of the construction of the open space (CL-GR-09), the construction of the east west estate road (CL-U-01), the upgrading of Rock Road (CL-U-12) and the greenway project (CL-U-02), which will connect into the wider cycle network in the locality. The draft stage 3 flood risk assessment prepared does not extend to this portion of the site. However, this area has been identified as being at risk of pluvial flooding and a Flood Risk Assessment (FRA) will be necessary, as required by the Flood Risk Guidelines and the objectives of the development plan.

Fernhill Urban Expansion Special Policy Area

- 1.4.108 Carrigaline town, the largest town in the county has experienced and continues to experience rapid growth in population and housing. Based on its strategic location within Metropolitan Cork and historical growth trends it is important to ensure that provision is made for the long term housing and jobs needs of the town over and above what is provided for in the current residential/employment zonings. The Local Authority will consider the identification of these lands for more detailed planning over the lifetime of the Plan as the prudent proper planning approach to help guide the future development of Carrigaline in a sustainable manner.
- 1.4.109 In parallel with the growth in population and housing is the recognition that there is a need to improve the workers to jobs ratio currently in Carrigaline, as a significant number of people living in Carrigaline are employed in Ringaskiddy or the wider Metropolitan Area. It was identified that there was a need to make provision for more business and employment opportunities in the area. By providing more job opportunities in Carrigaline it will reduce car-based commuting and support the proposed provision of sustainable and active travel projects such as greenways and the provisions of the Carrigaline Transportation and Public Realm Enhancement Plan (CTPREP). Development of these lands will be subject to other lands been developed or shown not to be available and subject to the opening of the M28 and the preparation of a Framework Plan.
- 1.4.110 The area identified to make provision for this option is the former Strategic Land Reserve (SLR2). The former Strategic Land Reserve, now Fernhill Urban Expansion Special Policy Area, has already been subject to a detailed assessment and prioritisation by Cork County Council, and will now form a key part of reserving available and developable residential land supply in County Cork's largest Town when additional land is required and deliver further employment lands to benefit the town and hinterland. The site also forms part of the Carrigaline TPREP with emphasis on the delivery of integrated uses providing both living and working opportunities based on public transport and active travel provisions.
- 1.4.111 The area identified as Fernhill Urban Expansion Special Policy Area has been identified as a Special Policy Area X-01. The objective of the Special Policy Area is to prepare a Framework Masterplan which will decide the allocation of uses within the area. However, the main uses under consideration will be Recreational and Amenity Areas, Residential/Residential Reserve, Business, High Technology Campus. The overall mix of uses and their extent, and location will be decided in the preparation of the Framework Masterplan. The preparation of the Framework Masterplan will aim to achieve a balance between the various uses identified.
- 1.4.112 Fernhill Expansion Special Policy Area is situated to the east of Carrigaline, including the site that was formally a Strategic Land Reserve (SLR2). It borders the settlements of Carrigaline and Ringaskiddy. This location has been identified as being the most appropriate for the future expansion of Carrigaline as it is located on the north side of the town is relatively flat, serviceable and will tie in well with the active travel initiatives emerging from the Carrigaline TPREP. The provision of High Technology Campus and Business mix-use development will contribute to the local economy of Carrigaline and also to the wider Cork Harbour economy. It is recognised that as Ringaskiddy offers very specialised employment there is a need to provide differing types of employment opportunities in Carrigaline itself.
- 1.4.113 The north eastern area of the overall site contains many areas of archaeological value with a large number of Neolithic sites contained within the study area. Buffer areas free of development will need to be maintained around archaeological sites.
- 1.4.114 The following should be undertaken as part of the preparation of the Framework Master Plan for the site:
- Traffic and Transportation Assessment
 - Stage 3 Site specific flood risk assessment.
 - Archaeological Impact Assessment.
- 1.4.115 The development of the Fernhill Urban Expansion Special Policy Area will be guided by the preparation of a framework master plan in consultation with the landowners. The master plan will ensure that the lands are developed in a coherent and integrated manner to ensure good connectivity both externally with Metropolitan Cork and the rest of Carrigaline and internally between the different land use zones. The framework master plan will also make provision for a landscaped buffer between the eastern boundary of the Fernhill Urban Expansion Special Policy Area and the development boundary of Ringaskiddy.

General Objectives

1.4.116 The following objectives apply to all development proposals for Carrigaline. Development within this area must comply with the General Objectives as set out in the table below.

Table 4.1.7: General Objectives for Carrigaline

Objective No.	
CL-GO-01	<p>Population and Housing</p> <p>Secure the development of 1,806 new dwellings in Carrigaline from 2022 to 2028 in order to facilitate the sustainable growth of the town's population from 15,770 to 20,495 people over the same period.</p>
CL-GO-02	<p>Development Boundary</p> <p>The green infrastructure, biodiversity and landscape assets of Carrigaline include its river corridors, mature trees, wetlands, woodlands, coastal habitats, the Cork Harbour SPA and the Owenboy River pNHA. New development should be sensitively designed and planned to provide for the protection of these features and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity.</p> <p>Provision for screening or buffering may be necessary where new development is proposed in areas adjoining the Cork Harbour SPA and adjacent to the Owenboy Estuary including lands within existing residential/mixed residential and other use areas and existing mixed business/general business/industrial uses areas.</p>
CL-GO-03	<p>Urban Expansion Area</p> <p>Implement the provisions of the Shannonpark Framework Master Plan.</p>
CL-GO-04	<p>Traffic and Transportation</p> <p>Support the timely delivery of the M28 motorway by safeguarding the route corridor from inappropriate development.</p>
CL-GO-05	<p>Transport and Public Realm</p> <p>Secure public transport improvements including increased frequencies and examine the possibility of introducing a localised bus service within the town.</p> <p>Support and implement the provisions of the Carrigaline Transportation and Public Realm Enhancement Plan.</p>
CL-GO-06	<p>Town Centre Expansion</p> <p>Support consolidation and expansion of the Town Centre by promoting and prioritising key sites for regeneration which can fulfil appropriate town centre uses in line with the Public Realm Strategy.</p>
CL-GO-07	<p>Flood Risk</p> <p>All proposals for development within the areas identified as being at risk of flooding will need to comply, as appropriate, and with the provisions of the</p> <p>Ministerial Guidelines – 'The Planning System and Flood Risk Management'. See Chapter 11 Water Management.</p>
CL-GO-08	<p>Walking and Cycling Connectivity</p> <p>Further expand the network of designated walking and cycling routes to provide safe, convenient and pleasant routes between the town's main residential areas, schools and the town centre.</p>
CL-GO-09	<p>Western Outer Relief Road</p> <p>Support the provision of the Western Outer Relief Road in accordance with the provisions of the Carrigaline Transportation and Public Realm Enhancement Plan.</p>
CL-GO-10	<p>Fernhill Urban Expansion Special Policy Area</p> <p>Prepare a Framework Master Plan for the proposed Fernhill Urban Expansion Special Policy Area to ensure the delivery of an integrated residential and employment community which links into and supports the development of Carrigaline Town. The development of Fernhill Urban Expansion Special Policy Area is contingent on the completion of the M28 and the Framework Master Plan. The Framework Master Plan will include urban design principles, encourage mixed use development, provision of community facilities, use of sustainable travel modes, a traffic and transport assessment, flood risk assessment and archaeological impact assessment.</p>

Table 4.1.7: General Objectives for Carrigaline

Objective No.	
CL-GO-11	<p>Transport and Transportation</p> <p>Upgrade the N28 between Carrigaline and Cork City following the development of the M28 as an active travel route which will facilitate pedestrians, cyclists and other sustainable transport modes.</p>

Specific Objectives

1.4.117 The following objectives apply to all development proposals for Carrigaline. Development within this area must comply with the General Objectives as set out in the table preceding.

Table 4.1.8: Specific Development Objectives for Carrigaline

Objective No.		Site Area (Ha)
* Flood Risk. See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Residential/Residential Additional Provision /Residential Further Additional Provision		
CL-R-01	Shannon Park UEA Phase 3: Medium A density residential development to include a mix of house types. Permeability needs to be achieved within the layout to ensure connectivity with existing and proposed residential areas and include the construction of the Greenway (CL-U-02) and east - west link street (CL-U-01). The Rock Road (CL-U-12) will need to be upgraded in accordance with the specifications of the DMURS Guidance document and to the satisfaction of Roads Section in Cork County Council.	5.09
CL-R-02	Medium A density residential development. Any proposed development will take account of scenic landscape designations on the southern part of the site and protection of the flood plain.	1.8
CL-R-03	Medium A density residential development. Any proposed development will take account of scenic landscape designations on the southern part of the site and protection of the flood plain.	1.8
CL-R-04	Medium A density residential development. Provision for screening or buffering may be necessary as part of any development of this site as it adjoins the Owenboy Estuary.*.	1.1
CL-R-05	Medium A density residential development to include a mix of house types accompanied with appropriate landscaping. Any development on this site will need to take account of the biodiversity sensitivities, which have county level importance, of the site and area.	2.7
CL-R-06	Medium A density residential development to include a mix of house types. Specific arrangements should be made for the provision and construction an amenity walk (CL-U-08) *.	4
CL-R-07	Medium A density residential development to include serviced sites and a mix of house types. Specific arrangements should be made for the continued provision and construction an amenity walk (CL-U-08).	1.62

Table 4.1.8: Specific Development Objectives for Carrigaline

* Flood Risk. See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.	
Objective No.			Site Area (Ha)
CL-R-08	Medium A residential development. Any development of this site will require road and pedestrian improvement to be funded by the developer. Specific arrangements will be made for the provision and construction of the link road (CL-U-07) the southern relief road, amenity walk (CL-U-08). *		2.43
CL-R-09	Medium B density residential development. Specific arrangements will be made for the provision and construction of the link road (CL-U-07) the southern relief road amenity walk (CL-U-08).*		5.9
CL-R-10	Medium B density residential development to include a mix of house types accompanied with appropriate landscaping. Access to the site will be from the R611 and the Mountain Road. Specific arrangements will be made for the provision and construction of the link road (CL-U-07) the southern relief road, amenity walk (CL-U-08).		12.27
CL-R-11	Shannon Park UEA Phase 2: Medium A density residential development to include a mix of house types. Permeability needs to be achieved within the layout to ensure connectivity with existing and proposed residential areas. Provision for a primary school is required within CL-C-02.		7.9
CL-R-12	Shannon Park UEA Phase 2: Medium A density residential development to include a mix of house types. Permeability needs to be achieved within the layout to ensure connectivity with existing and proposed residential areas. The layout should also include the provision of appropriate boundary treatment and landscaping buffer of native tree species along the northern boundary of the site to protect residential amenities of adjoining property and maintain visual separation from the M28.		5.99
CL-R-13	Shannon Park UEA Phase 3: Medium A density residential development to include a mix of house types. Permeability needs to be achieved within the layout to ensure connectivity with existing and proposed residential areas and include the construction of the Greenway (CL-U-02) and east - west link street (CL-U-01). The Rock Road (CL-U-12) will need to be upgraded in accordance with the specifications of the DMURS Guidance document and to the satisfaction of Roads Section in Cork County Council. The layout should also include the provision of appropriate boundary treatment and landscaping buffer of native tree species along the northern boundary of the site to protect residential amenities of adjoining property and maintain visual separation from the M28.		4.21

Table 4.1.8: Specific Development Objectives for Carrigaline

* Flood Risk. See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.	
Objective No.			Site Area (Ha)
Business			
CL-B-01	Business development suitable for small to medium sized industrial units and office based industry and provision for appropriate landscaping along the northern boundary and western boundary to residential areas. *		9.7
Fernhill Urban Expansion Special Policy Area			
CL-X-01	<p>To prepare a framework masterplan which includes provision for the development of an integrated mix use development including lands identified for Residential/ Residential Reserve, High Technology Campus, Business and Recreational/Amenity Uses.</p> <p>The Framework Master Plan for Fernhill Urban Expansion Special Policy Area will include:</p> <ul style="list-style-type: none"> a) provision of community facilities including recreational and amenity uses, b) the provision of adequate separation distance from the M28, c) urban design and placemaking principles, d) encourage mixed use development, e) use of sustainable travel modes, f) a traffic and transport assessment, g) a flood risk assessment, h) an archaeological impact assessment. i) A Green Infrastructure Plan to include an overall detailed landscaping scheme to incorporate the retention of existing trees in particular existing trees which form part of the former golf course. This detailed landscaping scheme is to also identify an area within the Fernhill Urban Expansion Special Policy Area to make provision for a distinctive separation between the settlements of Carrigaline and Ringaskiddy. 		54.19
Town Centre			
CL-T-01	<p>This area denotes the built existing footprint of the town centre and any proposals for development within this core area should comply with the overall uses acceptable in town centre areas.</p> <p>The western inner relief road commenced construction in 2021 and the delivery of this road offers opportunities to deliver an updated public realm for the town including the introduction of new public spaces. These should be designed to accommodate a number of community functions including a market space, festival space, meeting place, seating area etc. The desirable location of these future public spaces are:</p> <ul style="list-style-type: none"> • The site of the existing car park adjoining the Main Street and River; • Within the town centre expansion area west of the Main Street and should form part of a wider public realm strategy for the town. <p>Community uses which will be considered appropriate for this site include youth facilities, theatre, cinema, town hall/multi purpose building and town square. Within the site there will be opportunity for regeneration and town centre expansion. The road scheme will give priority to pedestrians and cyclists and will provide permeability to the rest of the town including the open space area directly adjacent to the site (CL-GR-02).*</p>		26.98

Table 4.1.8: Specific Development Objectives for Carrigaline

* Flood Risk. See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.	
Objective No.			Site Area (Ha)
CL-T-02	<p>Proposed redevelopment of the Old Pottery site for mixed uses including retail, theatre, commercial businesses, community facilities, offices, mixed residential, restaurant, café.</p> <p>The site offers an opportunity to provide a strong urban edge as an extension of the main commercial/retail streetscape of the town. The site also provides the opportunity for a high quality joined public realm strategy including the introduction of new public spaces with connectivity to the surrounding areas/streets and with the construction of the Western Relief Roadway the improvement of permeability of this new area.</p> <p>The site will promote town centre living to support social vitality, promoting a range of residential types as part of a mixed use development within the town centre and is also suitable for a large scale stand alone retailers.</p> <p>A Landscaping and Public Realm Scheme is to form part of any development on this site. *</p>		3.27
Community			
CL-C-01	Educational Campus to include two primary schools and one post primary school and associated ancillary use.		8.5
CL-C-02	Provision of a Primary School by the Department of Education.		1.14
Utilities and Infrastructure			
CL-U-01	Construction of the east west link street across the site.		
CL-U-02	Implementation of the Greenway project (disused railway line to Carrigaline) where practicable.		
CL-U-03	Pedestrian street parallel to Main Street provided as part of the development of CL-T-01.		
CL-U-04	Proposed Western Outer Relief Road		
CL-U-05	Provide Greenway along old railway line from the river north towards Ballyhemiken where practicable.		
CL-U-06	Pedestrian walkway along river bank to Ballea road. Future development of this walkway will need to take account of environmental, biodiversity and landscape sensitivities, providing for an appropriate set back from the edge of the river and designing/developing it in accordance with IFI Guidelines – Planning for Watercourses in Urban Areas.		
CL-U-07	Link road between CL-U-04 and the Southern Relief Road		
CL-U-08	Provide pedestrian amenity walk from Mountain road east to join Greenway on the Crosshaven road. Future upgrades or extensions to the route will be considered/ designed/developed taking account of the birds that use the estuary as well as other values including landscape and biodiversity values.		
CL-U-09	Public Transport Facility. Access should be on to the R611 to the West and on to the local road L2473 to the North. In order to protect the visual amenity of existing residential development, appropriate landscaping will be included on site.		
CL-U-10	Completion of Southern Inner relief road		
CL-U-11	<p>The provision of a 100m southbound lane on the R-611 to serve both left turning and straight ahead traffic approaching the Carrig na Curra junction from the north;</p> <p>The provision of a 240m long merging lane to the south of the junction.</p>		

Table 4.1.8: Specific Development Objectives for Carrigaline

* Flood Risk. See Objectives in Volume One, Chapter 11. Water Management		^ TIA and RSA Required.	
Objective No.		Site Area (Ha)	
CL-U-12	Upgrade of Rock Road from the site to the junction with the N28 and works will include traffic management at the Junction with the N28		
RY-U-02	M-28 Cork to Ringaskiddy Motorway Scheme as finalised.		
Green Infrastructure			
CL-GR-01	Open space for informal public recreation including the provision of an amenity walk along the river bank and protection of the flood plain. Parts of this site are at risk of flooding.*	0.9	
CL-GR-02	Town park including provision of playing pitches. Any proposed associated development (Club House or Community Building) will take account of scenic landscape designations on the southern part of the site and protection of the flood plain. Parts of this site are at risk of flooding.*	14.64	
CL-GR-03	Open space for informal public recreation including the provision of pedestrian walks, playing pitches and, indoor and outdoor courts and buildings for community-based organisations. Any development on this site will need to take account of the biodiversity sensitivities of the site and area and must be of an appropriate scale so as to not result in a substantial loss of open space. Parts of this site are at risk of flooding.*	5.3	
CL-GA-04	Open space with provision for playing field and pedestrian walk. Parts of this site are at risk of flooding.*	3.2	
CL-GR-05	Provision of a pocket park for passive recreation.	0.2	
CL-GR-06	Existing Town Park.*	3.4	
CL-GA-07	Existing Carrigaline GAA Grounds and associated playing pitches and tennis court facilities.	5.17	
CL-GA-08	Existing Carrigaline Football Club and associated playing pitches.	2.16	
CL-GR-09	Provision of a linear open space and amenity park by the developer to accommodate playground facilities, pedestrian and cycle paths bio-diversity areas, possible storm-water attenuation swales and a number of playing facilities in accordance with the Recreation and Amenity Policy of Cork County Council.*	2.82	
CL-GA-10	Active Open space.	6.27	
CL-GC-11	Entrance to the Carrigaline Trail to Crosshaven. Parts of this site are at risk of flooding.*	4.35	
CL-GR-12	Open Space for informal public recreation including the provision of pedestrian walks. Parts of this site are at risk of flooding.*	0.57	

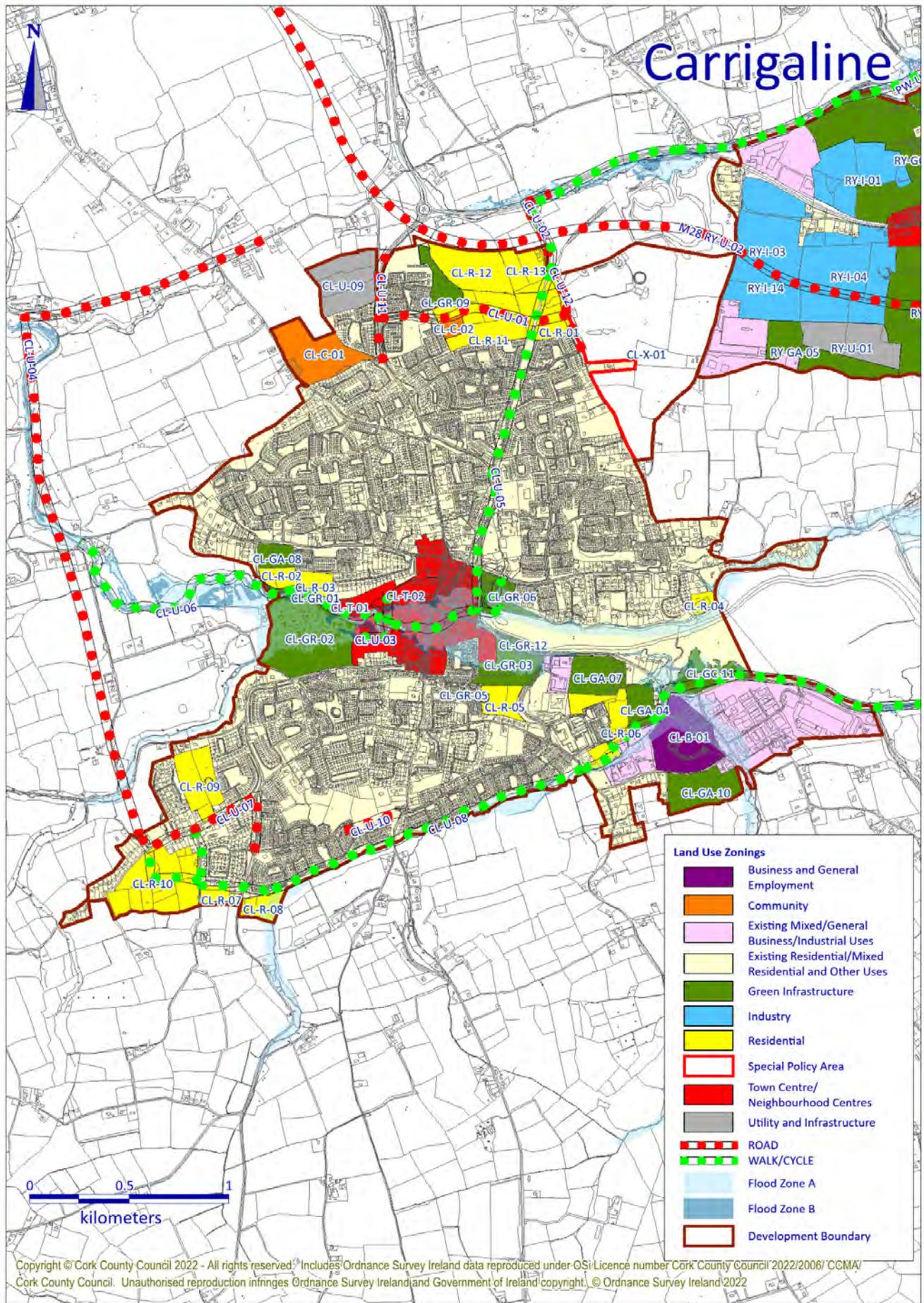


Figure 4.1.7: Map of Carrigaline.

1.5 Passage West/Glenbrook/Monkstown

Vision and Context

- 1.5.1 The Vision for Passage West/Glenbrook/Monkstown which is a series of three linked settlements of Passage West, Glenbrook and Monkstown with each settlement offering different functions reflective of their historic roles is to enhance and nurture the town's attractive waterfront setting, its rich architecture, with emphasis on regenerating its historic town centre. The town is strategically located near large centres of employment such as Ringaskiddy and Cork City with enhanced sustainable and active travel connections extending into Cork City centre. It is also in close proximity to Carrigaline and Cobh via the cross ferry service.
- 1.5.2 However, while the town is accessible to many locations emphasis is needed to improve and enhance connectivity within the town itself which will in turn encourage the existing community to engage with its own town centre. It is important to foster the existing growth of the town to date and to stitch the existing town core with the educational, community, and residential nodes of the town.
- 1.5.3 The continued population and housing growth of Passage West/Glenbrook/Monkstown should be in tandem with the improvement of the physical and built fabric at its historic core, building on its existing assets, its heritage, and its location.

Strategic Context

- 1.5.4 Passage West has a well defined urban structure reflective of its importance as a shipbuilding and railway terminus, however, the past few decades the function of the retail core has been progressively weakened resulting in a poor urban environment. Glenbrook is largely a small linear residential fishing village which contains some limited services including the local Garda Station. Monkstown's historic development as a new commuter suburb for the rich middle classes in the 19th century has left a legacy of large and impressive buildings. The existing town centre zoning reflects the focus of the existing limited services within the town. This settlement has been allocated a population target of 6,835 to 2028 under the CDP, representing a growth of just over 992 people on Census 2016 figures (5,843). Taking account of vacancy, an additional 379 housing units would be required to accommodate the target population growth.
- 1.5.5 Passage West/Glenbrook/Monkstown functions as an important residential area with excellent recreational facilities centred on its harbour location. The Settlement overlooks Cork Harbour, which provides an attractive setting. The existing dockland area primarily due to its location represents a significant redevelopment opportunity. Continued population growth may be constrained by the town's topography, the lack of transportation infrastructure and the proximity of the docks near its centre.
- 1.5.6 The SECAD Passage West Strategic Plan 2018-2022 sought to foster socio-economic development and renewal through community led partnership. This strategic plan is part of a process to help organise and inspire projects and activities that can have a real and lasting impact for the sustainable growth and development of Passage West.

Local Context

- 1.5.7 Passage West/Glenbrook/Monkstown is a popular residential area not just because of its unique setting but because of its location 14 km south of Cork City and 5.5 km from the southern Cork City suburbs.
- 1.5.8 The settlement is located on the western shores of Cork Harbour. Passage West and Glenbrook overlook the West Channel, through which Lough Mahon funnels into the lower harbour. Monkstown, further downstream at the mouth of the West Channel, overlooks the huge expanse of water that is Lower Cork Harbour.
- 1.5.9 The location of the settlement in the heart of the Metropolitan Area has made Passage West/Glenbrook/Monkstown an important residential alternative to Cork City and its Environs most notably Douglas. The town's setting adjacent to Cork Harbour and a designated scenic landscape provide excellent opportunities to create a high quality living environment.
- 1.5.10 Housing in recent years has been provided in the form of large housing estate developments which, while often suburban in character, have introduced diversity to the housing mix in the town, catering for all age groups and stages in the lifecycle. This enhanced choice in housing is particularly important for a rapidly expanding settlement like Passage West/Glenbrook/Monkstown, where the need to maintain mixed communities is an essential element in maturing a neighbourhood and creating a sense of integration between the established and new communities.
- 1.5.11 This group of small settlements grew as nineteenth century port towns in Cork Harbour. Being a once heavily utilised port town the marine character is still evident in Passage West, Glenbrook and Monkstown. However, only in Passage West does any significant commercial activity remain.
- 1.5.12 Monkstown has a small number of community and commercial facilities and remains a popular residential location in its attractive coastal and wooded setting. It has retained many of its period dwellings dating back to the 19th century as suburban life was made possible following the advent of the railway. Monkstown also is a significant centre for water based leisure activities including Monkstown Bay Sailing Club and the marina.
- 1.5.13 The cross river ferry in Glenbrook is a key link to the Northern Harbour rail based settlement/employment Cluster of Cobh – Middleton – Carrigrohilly – Little Island, and connects the two harbour clusters.
- 1.5.14 There is a need to improve access to the harbour and provision for access points and boat storage. The council will support the retention and redevelopment where appropriate of access points to the harbour, subject to ecological and environmental assessments. See **Volume One, Chapter 7 Marine, Coastal and Islands**.
- 1.5.15 The Council will work with other stakeholders to encourage the improvement of facilities at the cross river ferry.

Population and Housing

- 1.5.16 Over the past few decades the residential function of the settlement has expanded westwards up the undeveloped, steep hillsides in the areas closest to Douglas and Cork City. This is considered significant as many who live in these dwellings may not experience integration with the town they live in as they do not need to pass through the town. They are essentially dormitory developments with little integration with Passage West/Glenbrook/Monkstown itself. The new residential areas are far removed from the historic residential core. The existing, undeveloped land supply within the Plan follows this linear hillside development pattern. The key issue is ensuring connectivity opportunities are maximised between zoned lands and the town centre, existing schools and all residential developments.
- 1.5.17 The Cork Metropolitan Area Strategic Plan (MASP), including Passage West/Glenbrook/Monkstown, has been prepared through the RSES process, and sets out the future strategic direction of this area. Passage West/Glenbrook/Monkstown is defined as 'Other Metropolitan Towns', and as an important residential area based around excellent recreational facilities, harbour setting and greenway.
- 1.5.18 Passage West/Glenbrook/Monkstown has grown rapidly in recent years reflecting its attractive location and good access to employment centres at Cork City, Douglas and Ringaskiddy while at the same time reflecting its value as a Maritime Heritage Town.
- 1.5.19 Much of the new development in Passage West has occurred mostly in the more elevated parts of the town that are relatively remote from both the dockyard area of the town and the town centre are itself. Whilst it is important to protect the attractive open slopes overlooking the harbour itself, there is also a need to consolidate the settlement to enhance both the appearance and function of the central areas. The area's most sensitive to new development are those overlooking the harbour itself.
- 1.5.20 The Core Strategy of the Plan has set a population target 6,835 persons by 2028, representing a population growth of 992 persons on the 2016 Census figure. In order to accommodate this level of population growth, an additional 379 housing units will be required for the period 2022-2028 with 240 housing units delivered on residentially zoned land and the balance of 139 delivered within the built footprint of the town. The existing available land supply within this Plan has 12 ha of zoned land with an estimated minimum yield of 297 units and in this context it is considered that there is sufficient capacity in the existing residential land supply to provide for the housing needs of this target population.
- 1.5.21 The Plan will primarily focus upon the phased development of existing zoned sites. Over the lifetime of this Plan, it is envisaged that the main town of Passage West/Glenbrook/Monkstown will experience some moderate growth. This future growth will occur within the existing development boundary and will primarily focus on the phased development of existing zoned land.
- 1.5.22 The development boundary for Passage West/Glenbrook/Monkstown is tightly drawn and follows the shoreline on the eastern side. To the west, it follows the green belt boundary and is set to include land designated for planned development. To the north and south, it is tightly drawn to protect the important, strategic green belt gaps separating the town from the nearby settlements of Rochestown and Rafeen respectively.
- 1.5.23 Outside the development boundary, the land forms part of the Metropolitan Green Belt. Here, the objectives of the Plan seek to preserve the character of the area and (subject to certain exceptions) reserve the land generally for agriculture, open space or recreation uses.

Table 4.1.9: Passage West/Glenbrook/Monkstown Population and Housing Supply

	Population and Housing Requirement			Housing Supply Units	
	Population Census 2016	Population Target (to 2028)	New Units Required (to 2028)	Housing Supply from Residential and Mixed-Use Zoning including Compact Growth Sites	Housing Supply from Residential Additional Provision Sites
Passage West/ Glenbrook/ Monkstown	5,843	6,835	379	379	57

Table 4.1.10: Passage West/Glenbrook/Monkstown Population 2006 - 2028.

	Census 2006	Census 2011	Census 2016	Population Target to 2028
Passage West/ Glenbrook/ Monkstown	5,203	5,790	5,843	6,835

Placemaking

- 1.5.24 The settlement of Passage West/Glenbrook/Monkstown is located in a dramatic setting, with a strong maritime heritage, and an attractive urban form. It is a town with a distinct locational identity which adds to its character.
- 1.5.25 The key elements of a successful town are forged in Passage West/Glenbrook/Monkstown - a strong historic town centre with a dramatic waterfront setting, quality residential locations, growing population, and an established network of community and leisure activities. These elements allow for a sense of place and will be built upon to continue placemaking efforts in Passage West/Glenbrook/Monkstown. Interconnectivity between these elements is challenging, with the potential to create a car dominated environment and a population disconnected from its town core. Creating strong linkages between new housing areas and the key asset base of Passage West/Glenbrook/Monkstown are critical.
- 1.5.26 Mount St. Josephs is a substantial period residence set in generous grounds in an elevated location overlooking the harbour. The Council will encourage the appropriate reuse of the house and site having regard to its architectural character and its setting within Passage West.
- 1.5.27 Regeneration of the town centre of Passage West is the focus of strong community based initiatives which are hampered by redevelopment proposals for key vacant or derelict sites which have not been delivered. The regeneration of Passage West is one of the key visions of this Plan. The placemaking and urban environment of the town centre is challenged with:
- Fractured public realm which intermittently connects with the town's greatest asset, the waterfront
 - Car traffic dominated environment including extensive onstreet parking
 - Under-utilised and derelict buildings and sites
 - An absence of new development that has led to the demise of the image and usability of the town centre
 - Lack of connectivity between the town's key assets.

Public Realm

- 1.5.28 In order for Passage West Town Centre to expand and develop it is critical that progress is continued in the redevelopment of key opportunity sites. There is a need to promote Passage West/Glenbrook/Monkstown together as a settlement with a vibrant and attractive town centre in Passage West.
- 1.5.29 It is clear that Passage West/Glenbrook/Monkstown is a unique place with distinctive characteristics. The aim is to build on these characteristics by enhancing its attractions and amenities as a shopping, recreational and business centre while promoting a clean and attractive and secure environment which is conveniently accessible to all potential users. The vision is to see Passage West/Glenbrook/Monkstown regain its status as a vibrant town and become a pleasant place in which to visit, live and do business.
- 1.5.30 Currently the town is focused on one main street which suffers from accessibility and visibility problems and traffic congestion. The town in its current form is not pedestrian friendly and therefore there is a need to develop a traffic management scheme which gives priority to pedestrians and cyclists. The redevelopment of the old dockyard site would allow for the town centre to open up and expand while at the same time developing an appropriate town layout with a clearly defined streetscape. This will provide an opportunity for the development of town centre services and amenities which are currently absent in Passage West/Glenbrook/Monkstown. The high level of vacant sites which are currently in the town centre provides an opportunity to create community space and facilities centred on the waterfront; this would make Passage West/Glenbrook/Monkstown an attractive place to visit creating revenue and pride of place.
- 1.5.31 A public realm programme for Passage West/Monkstown/Glenbrook should include raised areas of high quality material that contrasts with both the road surface and the footway surface, road widening, kerb dropping, landscaping and high quality street furniture, the development of a new town square, improved signage and road markings, increased pedestrian crossings, traffic calming and improved parking management. It is recognised that the advancement of achieving the public realm programme will play a positive role in the future attractiveness of the town.

Social and Community Facilities

- 1.5.32 In the immediate area of Passage West/Glenbrook/Monkstown, the services are scattered which presents a challenge to the town. Community facilities are primarily in Passage West which has a library, medical centre and PACE which provides services for the elderly. There are numerous places of worship in all three settlements. There is a Garda Station (restricted hours) in Glenbrook and a community hall in Monkstown associated with the Church. Maulbaun Park on the site of the former tennis clubhouse recently been completed by Cork County Council and provides table tennis tables and astro turf pitches. The Post Primary School (St. Peters) an amalgamation of the Secondary School and technical college relocated from the town centre of Passage West in the 1990s to a site on the northern fringes of the town. There are 2 no. primary schools in the settlements; one in Monkstown and one adjoining the secondary school in Passage West, called Star of the Sea. The former primary school on the R610 is now used as a community centre. Improving walking and cycling links between residential areas and schools should be improved. This will encourage green modes of travel for shorter trips and help ease congestion.
- 1.5.33 The settlement has a good supply of active open space, including the GAA grounds, soccer pitches, Monkstown golf club

and tennis courts. There are a number of water-based recreation facilities including a rowing club, sailing club, sea angling club and marina in both Passage West and Monkstown. The Railway Walk is a very popular local walking and cycling route along the riverside which links Passage West/Glenbrook/Monkstown to Mahon and Blackrock Castle. This is planned to be extended via a green route to Carrigaline and Crosshaven along the route of the former railway line (U-05).

- 1.5.34 There is a small town park in Passage West, Fr. O Flynn Park which has benches and a playground. There are opportunities to develop additional riverside open spaces, especially on the site of the Dockyard. Any improvement along the waterfront should seek to remove the containers by the Mariners Quay Apartment Block. Cork County Council has developed a marina at this location.
- 1.5.35 The Plan includes proposals for a number of pedestrian walkways throughout the town. Some of these walkways have been completed and should be maintained and protected. Connectivity and permeability throughout the town will be encouraged and promoted.
- 1.5.36 However the locations of key services and amenities have been located out of the town centre to the north of the settlement. The GAA grounds are located on the upper ridges close to the new schools and housing developments. This amenity is disconnected from the town itself and the nature of the topography means that it is difficult to access the facility on foot from the town centre.
- 1.5.37 Passage West/Glenbrook/Monkstown is one of the four new towns which was successful in joining the existing Age Friendly network. The Age friendly initiatives implemented in towns include accessible public seating, promotion of age friendly businesses, age friendly parking and other public realm enhancements. Opportunities within Passage West/Glenbrook/Monkstown for safe and inclusive transport and social interaction will be continuously examined and optimised where possible in the lifetime of this Plan.

Employment and Economic Activity

- 1.5.38 The settlement does not have any specific employment related land supply. The traditional town centre of Passage West has been significantly eroded over the past 30 years. A slowdown in the shipbuilding industry in the 20th century hit trade in the town together with local job losses in the 1980s resulting in high unemployment rates. Passage West/Glenbrook/Monkstown was one of the few towns in Ireland which continued to decline during the national boom in the late 1990s and early 2000s. Emphasis within this Plan will be placed on town centre opportunities for future employment accelerated by the drive for regeneration in Passage West/Glenbrook/Monkstown.
- 1.5.39 The town largely functions as a commuter settlement with good access to the employment nodes of Ringaskiddy and Cork City. There are currently 4 no. brownfield opportunity sites within the historic core of Passage West/Glenbrook/Monkstown; Cork Dockyard, Convent site, Railway Street and a parcel of land along the R610 across from the Garda Station which offer a range of possible future land uses, including employment. Some additional guidance in the form of a non-statutory planning brief may be useful in attracting investment to these sites, as they offer enormous potential in reversing the recent negative trends in decline and urban decay within the town centre.
- 1.5.40 Of the four components of the settlement, Passage West has been affected most by large scale industry. The dockyard, dating originally from the nineteenth century, occupies an elongated and restricted site through the town centre along a good proportion of the town's water front. It attracts significant volumes of general cargo vessels and the commercial traffic taking goods to and from the docks causes congestion and unsatisfactory environmental conditions.
- 1.5.41 The Town Centre sites, and Special Policy Areas will promote town centre living to support social vitality, promoting a mix of residential types as part of a mixed use development within the town centre. In addition, these sites can provide for town centre employment opportunities, providing a range of office accommodation to support town centre services and facilities.
- 1.5.42 The ability of Passage West/Glenbrook/Monkstown to service the new population from the town's own resources is challenged. There is an absence of large scale local employers in the town, which means a large proportion of the population commute to work.
- 1.5.43 The challenge here is to ensure that notwithstanding the commuter element to the town, that the citizens of Passage West/Glenbrook/Monkstown are embedded in their local community for leisure, education, recreation, and personal fulfilment.

Green Infrastructure

- 1.5.44 Passage West, Glenbrook and Monkstown offer one of the most pleasant walking environments in South Cork. The coastal route along the former railway line from Hop Island in Rochestown to Passage West/Glenbrook/Monkstown has been restored and enhanced and is a very popular Greenway along the shores of Lough Mahon. The greenway also connects Passage West/Glenbrook/Monkstown to the city centre to the west and Crosshaven to the south.
- 1.5.45 The redevelopment of the waterfront offers great potential for the settlement. Improved access to the water from both Passage West and Glenbrook will present great opportunities for the town and proper landscaping and appropriate seating will create an ideal town centre focal point. The attractiveness and functionality of the waterfront will be further enhanced by the continuation of the Cork Metropolitan Area Cycle Network from Passage to Monkstown to Carrigaline.

- 1.5.46 Sections of the former railway line from Cork to Passage West/Glenbrook/Monkstown and on to Crosshaven have been converted to a Greenway. Many sections are segregated from road traffic and the amenity is well used. The greenway is a heavily utilised amenity in the settlement of Passage West/Glenbrook/Monkstown and promotes sustainable travel in the area. Cork County Council will support the enhancement of the Greenway to support sustainable and active travel methods.
- 1.5.47 The Regional Spatial and Economic Strategy (RSES) and Cork Metropolitan Area Transport Strategy (CMATS) both support the development and completion of the Lee to Sea Greenway subject to the outcomes of environmental assessments and the planning process.
- 1.5.48 This broad category is intended for zones which cater for 'green' recreation and conservation type areas being reflective of the multi-functionality of green infrastructure. The objectives PW-GC-04 to PW-GC-06 in this Plan for areas of open space seek to apply an appropriate degree of protection on those visually important open areas that contribute to the setting of this town and amenity afforded by the upper harbour generally. The remaining objectives PW-GA-01, PW-GA-03 and PW-GA-08 aim to protect existing sporting and recreational facilities which are deemed important to the settlement. In addition, efforts, should be made to further enhance the town park as a passive open space and playground facility.
- 1.5.49 The specific green infrastructure including open space, sport, recreation and amenity zoning objectives for Passage West/Glenbrook/Monkstown are set out in this chapter.



Figure 4.1.8 Passage West/Glenbrook/Monkstown Green Infrastructure Diagram

Town Centre and Retail

- 1.5.50 Passage West Town Centre which acts as the main retail focal point for the area has experienced decline in recent decades. This is particularly evident along Main Street and Strand Street. And in other areas of the town where there are a number of properties have fallen into disrepair however due to their wide dispersion, only the overall rejuvenation of the town will result in their redevelopment.
- 1.5.51 The Retail Strategy set out in the Plan identifies Passage West/Glenbrook/Monkstown as an existing smaller Metropolitan Town where it is an objective to strengthen and consolidate the retail role and function of the smaller metropolitan towns and to provide retail development in accordance with their planned population growth to serve their local catchments. There are currently 2 no. areas zoned for town centre, one in Passage West and one in Monkstown.
- 1.5.52 Within Passage West the extent of the town centre zoning reflects the parameters of the retail focus of the town.
- 1.5.53 An Urban Capacity Study of Passage West Town Centre (PW-T-01) was carried out in July 2020 to assess the existing land uses of all floors of the units within this designated area. The survey also assessed the conditions of the buildings as well as a street audit within these same areas. 128 no. buildings were assessed in addition to the PW-X-01 and PW-X-02 sites (which while outside of the designated Town Centre, are critical opportunity sites within the general Town Centre area). Non residential ground floor units amount to 38% (compared to 62% residential). Within this 38%, there is just 7% retail and 6% retail services. There is a good provision of health and medical at 5% but overall, the provision of services (retail, leisure, finance/business, public services) falls below the offering of other towns with similar populations in the Cork area, as previously surveyed.
- 1.5.54 The SECAD Passage West Strategic Plan 2018-2022 includes figures released by Geodirectory that refer to the national commercial vacancy rate as 13.5% while Passage West's figure of 26% being far higher than the national average which the plan recognised as something that requires urgent addressing.
- 1.5.55 This plan identifies areas in Passage West for regeneration. There is an urgent need to concentrate activity and effort towards revitalising and enhancing the town centre core. Efforts should be made to facilitate town centre expansion at the Dockyard and the former convent site along the R610 Strand/Main street. Within the Town Centre there is a plot of land which is flanked by railway street on three sides and Strand Street.
- 1.5.56 This is a prime opportunity site which has an aspect out onto the harbour on two sides but is currently derelict. Any redevelopment proposals at this location should seek to improve the amenities of the slip and harbour here. Additional measures should include the protection and enhancement of the built heritage and unique natural setting of the town.
- 1.5.57 The town centre environment is quite restricted and difficult to navigate, both as a pedestrian and by car. There is a huge opportunity to provide better connectivity between the town centre and its riverside setting. An urban design strategy would greatly benefit the historic core, part of which is designated as an Architectural Conservation Area. This would need to focus on key issues such as movement and parking; the regeneration of key historic buildings/ sites, addressing vacancy within the core and reconnecting the town with its riverside location. A marina has been developed recently close to the town centre and there are a number of small inlets with moorings within the town. Additional marine activity can help stimulate additional retail services within the town and it is important that the Plan looks at supporting these facilities.
- 1.5.58 Traffic management is an important issue in the town with particular problem being peak hour traffic congestion.
- 1.5.59 The provision of a safer environment for pedestrian and cyclist use of the town is required. In order for the town centre to flourish commercially safe pedestrian and cyclist permeability is required. This will require improved and increased pedestrian crossing points, dropped curves, tactile paving and traffic calming measures. Road widening in Glenbrook can also contribute to improved circulation in the town. The inclusion of sustainable travel methods will be supported within Passage West/Glenbrook/Monkstown.
- 1.5.60 This Plan recognises the future potential of linking existing shared use cycle and walking routes or Greenways which exist between Crosshaven and Cork City, such as the Lee to Sea Greenway. See **Chapter 14 on Green Infrastructure and Recreation**.
- 1.5.61 In Monkstown, the town centre zoning is reflective of the existing small cluster of bar/restaurants and community uses within the historic seaside settlement.
- 1.5.62 The SECAD Passage West Strategic Plan 2018-2022 refers to a need to harness the energy, talent and resources of Passage West to provide a new impetus to the town's economic development and creativity and to transform the 'village centre' so that it is reflective of everyone's pride and support for the town and its community.

Passage West Town Framework Plan

- 1.5.63 A Framework Plan for Passage West has been developed, which informs the development of the settlement. The aim of the Passage West Framework Plan is to build upon the existing assets of the town, its unique characteristics, its heritage and its location to help shape the future of the town. The Town Framework Plan includes both long term capital interventions and also short term more immediate interventions to enable place making changes building on the rich heritage of the town. The plan aims to enable and support compact urban growth in Passage West, encouraging and enabling town centre living and redevelopment adapted to climate change, which in turn is economically viable, deepens the sense of community and delivers enjoyable places for people where they will want to live, work and socialise.
- 1.5.64 The Vision is to create a resilient, sustainable, vibrant and attractive town for current and future generations. This can only be delivered through a collaborative approach with Government, Cork County Council, and local stakeholders, who best understand local needs.
- 1.5.65 The Town Framework Plan seeks to build on the very strong asset base of Passage West, to ensure it retains its strong identity, to contribute to its enhancement, and to create opportunities which are unique to Passage West for its citizens to identify with and embolden. As a town with growth potential, it needs to ensure that its current and future growth areas stitch into the town centre and its community base, and draw on its character and sense of place to instil new housing areas with the essence of Passage West.
- 1.5.66 The objectives of the Framework Plan are to:
- Create the opportunities for enabling strategies that the local community can support and sustain for the future development of the town
 - Enhance the vitality and vibrancy of Passage West through ensuring future growth areas are woven in to the town and the urban structure is consolidated
 - Create an enhanced environment for people living, working, and visiting the town through public realm interventions, encouraging and sustaining economic growth
 - Rebalance the movement network ensuring accessibility for all, to further enhance the walking and cycling environment, prioritizing public over private transport, and creating connections and places for people.
 - To lay the groundwork for a future Master Plan for Passage West supported by local stakeholders, community, and Cork County Council.
- 1.5.67 It is recognised that Passage West needs to be prioritised for regeneration, and this includes its public realm, its transport options, its under-utilised and vacant landbanks, and its new housing areas, if Passage West is to succeed in contributing to a strong metropolitan Cork City with a diverse urban character.
- 1.5.68 Passage West has a well defined urban structure reflective of its importance as a former shipbuilding and railway terminus which has left a strong urban legacy. It functions as an important residential area with recreational facilities centred on its harbour location, and an attractive setting overlooking Cork Harbour. The town's topography presents dramatic views and contributes to its setting, but equally creates significant challenges to stitching the town's growth areas to the town centre.
- 1.5.69 Sustained population growth is envisaged, and should be targeted to capitalize on the rich heritage of Passage West/Glenbrook/Monkstown enabling the town to retain its identity beyond being a commuter town to adjacent urban and employment centres. Connection of new growth areas to the town's heritage is critical.

Movement:

Cork Metropolitan Area Transport Strategy (CMATS)

- 1.5.70 Cork Metropolitan Area Transport Strategy was finalised in 2020 and the Strategy provides a coherent transport planning policy framework and implementation plan around which other agencies involved in land use planning, environmental protection, and delivery of other infrastructure such as housing and water can align their investment priorities. The strategy identifies specific projects for Carrigaline Town and surrounding area, with particular reference to public transportation. Projects such as the Greenway Cycle Network between Passage West/Glenbrook/Monkstown and Carrigaline, bus services for the town and hinterland and the development of the M28.

Transportation and Road Network

- 1.5.71 The area is served by one main route the R610 which follows the coastline linking the towns with Douglas to the north and the N28 at Raffeen Bridge. A cross river ferry operates from Glenbrook to Carrigaloe giving good linkages between these settlements and Cobh and East Cork.
- 1.5.72 This main route within Passage West/Glenbrook/Monkstown is primarily two way with the exception of the area close to the centre at the Shamrock Stores where due to the existing building layout traffic is carried by two one way streets. Main Street which is a one way street carries traffic wishing to enter the town from Cork City while the back road carries traffic exiting the town.
- 1.5.73 Currently Passage West suffers some traffic congestion in the middle of town and particularly in the vicinity of Main Street and Back Street. The majority of the delays experienced by motorists in the town are primarily down to the extent of unauthorized parking in the centre of the town. Due to the lack of convenient parking within the town many of the drivers visiting the shops and services within the town, park illegally on the roadside which delays through traffic.
- 1.5.74 Traffic management is an important issue in the town with particular problem being peak hour traffic congestion.

Public Transport

- 1.5.75 Bus Éireann runs a commuter service through Passage West, Glenbrook and Monkstown, seven days a week. The town is served by Bus Éireann routes no. 223 and 216, which cater to commuter needs with increased frequency during rush hour. The first bus from Monkstown to Cork City on a weekday morning leaves Ringaskiddy at 6.40 am, arrives in Monkstown at 6.55 am and stops in Passage West at 7.00 am. Buses continue to run at 20 – 25 minute intervals throughout the day. The main obstacle to an efficient bus services is the peak hour congestion along the R610 to Douglas and the traffic congestion in Douglas itself. There is no bus service from Passage West/Glenbrook/Monkstown to Carrigaline or between Ringaskiddy and Carrigaline. The first bus from the city centre (South Mall) is at 6.50 am arriving in Passage West at 7.20 am.
- 1.5.76 During the lifetime of this plan Cork County Council in collaboration with Bus Eireann will facilitate and support any further public transport improvements between this area and Ringaskiddy and Carrigaline.

Walking and Cycling

- 1.5.77 Pedestrian facilities within the town are substandard and need to be upgraded where necessary. Footpaths are provided on at least one side of each of the main streets within the town. There is a need for traffic calming in this settlement and reclaiming spaces for pedestrian and cyclists use, which will be supported in the lifetime of this plan. There is one pedestrian crossing in the centre of the town. There is a large reliance on car based transport in Passage West/Glenbrook/Monkstown, this is particularly true for residents in the newer residential areas to the west of Church Hill, who due to the steep nature of Church Hill favour car based transport to access the town.
- 1.5.78 There is a shared use walking and cycling route or greenway with public lighting, connecting Passage West/Glenbrook/Monkstown and Rochestown. The route connects the town centre in Passage West/Glenbrook/Monkstown with Harty's Quay in Rochestown (and onwards to Cork City) and generally runs along the old railway line, incorporating a total route of 4.8 kilometres.
- 1.5.79 The provision of a safer environment for pedestrian and cyclist use of the town is required, in order for the town centre to flourish commercially. This will require improved and increased pedestrian crossing points, dropped curves, tactile paving and traffic calming measures. Road widening in Glenbrook can also contribute to improved circulation in the town.
- 1.5.80 This Plan recognises the future potential of linking existing cycle and walking routes which exist in Passage West/Glenbrook/Monkstown to those that exist in Carrigaline, Douglas and Cork City through the connection to Monkstown via Glenbrook via the Cork Metropolitan Area Cycle Network. The proposed Lee to Sea Greenway is an example of this.
- 1.5.81 Provision for a walkway will be considered connecting the northern section of upper Passage West to the northern section of lower Passage West and any future upgrades or extensions to the route will be designed taking account of the environmental sensitivities in the area, including landscape and biodiversity values.
- 1.5.82 Fixed line broadband is available in Passage West/Glenbrook/Monkstown.

Water Management:

Drinking Water

- 1.5.83 Passage West, Monkstown and Glenbrook receive their drinking water supply from the Cork Harbour and City WS at Inniscarra. The Cork Harbour and City WS has capacity to provide a water supply to Passage West, Monkstown and Glenbrook. In order to provide a water supply for all of proposed development in Passage West, Glenbrook and Monkstown it will be necessary to upgrade the trunk watermain network from Monsfieldstown, Mount Prospect and Rochestown Road. Upgrading of existing reservoir storage may also be required. Upgrading and extension of local watermains will be required.

Wastewater

- 1.5.84 The Lower Harbour Sewerage Scheme serves the Passage West, Monkstown and Glenbrook area.

Built Heritage:

Architectural Heritage

- 1.5.85 The residential architecture of the settlement is of importance, as the area, including Monkstown, consists of a high number of large town houses, many of which are terraced. The town includes smaller artisan style housing, as well as a number of civic buildings. The mix of styles in these areas has led to the designation of an Architectural Conservation Area, both in Passage West and Monkstown, due to its retention of original fabric and styles.
- 1.5.86 Architectural Design Guidelines have been prepared by the former Passage West Town Council to assist developers in formulating suitable design proposals for developments in the area to ensure such development is respectful of the character of the area.
- 1.5.87 It is an objective of the Plan (HE 16-18) "to conserve and enhance the special character of the Architectural Conservation Areas".

Protected Structures

- 1.5.88 In all there are 20 structures in or in close proximity to Passage West/Glenbrook/Monkstown which are entered on the current record of protected structures showing the towns rich architectural heritage. Of these 11 protected structures are located within Passage West and 7 in Monkstown.

Archeological Heritage

- 1.5.89 The town contains a number of archaeological monuments which reflect the historic significance of the area. These are awarded protection under national legislation and policies contained in the Plan. All of these are Recorded Monuments which are subject to statutory protection in the Record of Monuments and Places, established under section 12 of the National Monuments (Amendments) Act 1994. Any potential archaeological sites and their setting within the development boundary shall be protected in line with the objectives for the protection of archaeological heritage listed in the Plan. See **Volume One Chapter 16 Built and Cultural Heritage**.

Biodiversity

- 1.5.90 There are two conservation designations which directly impact on Passage West/Glenbrook/Monkstown, namely, Cork Harbour Special Protection Area (SPA-004030) and the Monkstown Creek proposed Natural Heritage Area (pNHA 001979).
- 1.5.91 Special Protection Areas are designations of European significance. They form part of the "Natura 2000" network of sites spread throughout Europe. Their purpose is to give protection and support to populations of birds that are rare or threatened in Europe.
- 1.5.92 The Cork Harbour Special Protection Area (SPA-004030) is an internationally important wetland site, regularly supporting in excess of 20,000 wintering waterfowl, for which it is amongst the top five sites in the country.
- 1.5.93 The Natural Heritage Areas cover nationally important semi-natural and natural habitats, landforms or geomorphologic features, wild plants and animal species or a diversity of these natural attributes.

- 1.5.94 Monkstown Creek (pNHA 001979) is situated between Monkstown and Ringaskiddy on the western shores of Cork Harbour. Monkstown Creek is a tidal inlet composed of mudflats, with limestone along the southern shore. A brackish lake also occurs, separated from the sea by a sluice gate.
- 1.5.95 The area is of value because its mudflats provide an important feeding area for waterfowl and it is a natural part of Cork Harbour which, as a complete unit, is of international importance for waterfowl.
- 1.5.96 The following habitats can be found within the settlement of Passage West/Glenbrook/Monkstown: Scrub/Transitional Woodland (Updated 2011), Dense Bracken and Highly Modified/Non.

Flooding

- 1.5.97 In recent years there have been significant flooding events in Passage West and Glenbrook, resulting in flood relief works at Glenbrook. A flood event occurred in November 2009, caused by heavy rainfall, storm force gusts and high tides. This resulted in low lying areas of Passage West and Glenbrook being severely affected by tidal flooding.
- 1.5.98 Parts of Passage West/ Glenbrook/ Monkstown have been identified as being at risk of flooding. The areas at risk are broadly along the coastline and are affected by tidal flooding as illustrated on the settlement map. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated at being at risk of flooding.
- 1.5.99 There is potential for significant increases in frequency and depth of flooding associated with climate change in Passage West/ Glenbrook/ Monkstown. It is recommended that a climate change adaptation plan be prepared for the settlement. Until a detailed assessment of climate risk is undertaken, development in built up areas should be limited to minor development as defined by Section 5.28 of the Guidelines for Planning Authorities 'The Planning System and flood Risk Management'.
- 1.5.100 The approach to Flood Risk Management is set out in **Chapter 11 Water Management in Volume One** of this Plan and in the updated Strategic Flood Risk Assessment (SFRA), October 2021. The updated SFRA should be consulted for any settlement specific comments and recommendations, including site specific recommendations made as part of any Justification Tests carried out, prior to any application for development

Landscape and Visual Amenity

- 1.5.101 The Plan addresses the landscape of the County with reference to 4 landscape sensitivities. Passage West/Glenbrook/ Monkstown lies within the landscape type 'City Harbour and Estuary', an area of very high landscape value, very high sensitivity and an area of national importance. Its character area is designated as 'Cork City and Harbour'.
- 1.5.102 The topography and landscape components in this area, primarily the River Lee as well as the vast open and natural harbour, have provided the opportunity for human settlement and the development of a city.
- 1.5.103 Overall, the landscape of the city and harbour area comprises a mix of rural and intensely urban areas, combined with a large expansive harbour. To the south of the city, the western side of the harbour supports major industrial development, while on higher ground telecommunication masts or water storage towers punctuate the skyline. The harbour includes large islands, which, along with much of the harbour shore, comprises landscape of fertile farmland which slopes gently to the sea. It comprises a mosaic of fertile fields of mixed use on brown podzols.
- 1.5.104 The rural areas around much of the greater harbour area are now characterised by a prevalence of infrastructure such as roads, bridges and electricity power lines and some urban sprawl. The narrow harbour mouth is defined by two hilltops with old military fortifications on their summits.
- 1.5.105 Having regard to the combination of steeply sloping local topography and intensive urban areas within Passage West town centre, where it is considered necessary to support specific development proposals of three stories or more within the town centre, the Planning Authority may require the submission of light and shadow analysis with development consent proposals.

Regeneration Areas

- 1.5.106 This Plan identifies areas of Passage West which are currently developed but may merit from additional guidance in the event of the opportunity to redevelop them arises during the term of this plan. Funding was sought from the Urban Regeneration and Development Fund (URDF) for the regeneration areas in Passage West.
- 1.5.107 This Plan identifies areas in Passage West and Glenbrook for regeneration. There is an urgent need to concentrate activity and effort towards revitalising and enhancing the town centre core. Efforts should be made to facilitate town centre expansion at the Dockyard and the former convent site along the R610 Strand/Main Street. Within the Town Centre there is plot of land which is flanked by Railway Street on three sides and Strand Street. This is an opportunity site which is derelict and has an aspect out onto the harbour on two sides. Any redevelopment at this location should seek to improve the amenities of the slip and harbour here. This portion along with additional measures should include the protection and enhancement of the built heritage and unique natural setting of the town. These sites can provide opportunities for employment uses within the town centres.

Table 4.1.11: Passage West/Glenbrook/Monkstown Regeneration Areas

Regeneration Area	Number and Description
	<p>PW-RA-01 Former Convent Site</p> <p>The vacant institutional building and grounds which front the main street.</p>
	<p>PW-RA-02 Royal Victoria Dockyard</p> <p>Working Dockyard on the eastern side of the R610. The site is bounded by a high stone wall which prevents access from the town centre to the waterfront.</p> <p>Any development proposals on this site should facilitate pedestrian and cycle permeability along the Waterfront. This regeneration area includes a terrace of houses.</p>
	<p>PW-RA-03 Railway Street</p> <p>Backland development to the rear of the main street, which fronts the water on two sides. Any redevelopment at this location should seek to improve the waterfront amenities.</p>
	<p>PW-RA-04 Land along the Bath Terrace/R610 across from the Garda Station</p> <p>Brownfield site which fronts onto the R610. Any development of this site should be mindful of the residential setting to the west of the site and facilitate pedestrian and cycle permeability into PW-T-01 and PW-T-02. Development of this brownfield site should accommodate various uses including residential and mixed uses.</p>

General Objectives

1.5.108 The following objectives apply to all development proposals for Passage West/Glenbrook/Monkstown. Development within this area must comply with the General Objectives preceding.

Table 4.1.12: General Objectives for Passage West/Monkstown/Glenbrook

Objective No.	
PW-GO-01	<p>Population and Housing</p> <p>Secure the development of 379 new dwellings in Passage West/Glenbrook/Monkstown between 2022 and 2028 in order to facilitate the sustainable growth of the town's population from 5,843 to 6,835 people over the same period.</p>
PW-GO-02	<p>Development Boundary</p> <p>The boundary of Passage West/Glenbrook/Monkstown overlaps with and is adjacent to the Cork Harbour Special Protection Area. New development should be sensitively designed and planned to provide for the protection of Monkstown Creek and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <u>Volume One Main Policy Material and Volume Two Heritage and Amenity.</u></p> <p>Provision for screening or buffering may be necessary where new development is proposed in areas adjoining the Cork Harbour SPA and adjacent to Monkstown Creek pNHA including lands within existing residential/mixed residential and other use areas and existing mixed business/general business/industrial uses areas.</p>
PW-GO-03	<p>Development Boundary</p> <p>All new development will be located within the development boundary of the town established by this plan and which defines the extent to which Passage West/Glenbrook/Monkstown may grow during the lifetime of the plan.</p>
PW-GO-04	<p>Water Services</p> <p>All new development is to be connected to the public water supply; the public waste water treatment system should make adequate provision for storm water disposal.</p>
PW-GO-05	<p>Walking and Cycling</p> <p>Develop a network of designated walking and cycling routes will be established to provide safe, convenient and pleasant routes between the town's main residential areas, schools and the town centre in line with the Metropolitan Cycling Strategy.</p> <p>Support and implement the provision of the Cork Harbour Greenway to connect Passage West/Glenbrook/Monkstown, Carrigaline and Ringaskiddy, subject to the outcomes of environmental assessments and the planning process.</p> <p>The Council over the lifetime of the plan will look at options to connect the town centre with the upper parts of the town and improve east to west connections and connections between Passage West, Glenbrook, and Monkstown.</p>
PW-GO-06	<p>Flood Risk</p> <p>All proposals for development within the areas identified as being at risk of flooding will need to comply, as appropriate, and with the provisions of the Ministerial Guidelines – 'The Planning System and Flood Risk Management'. See <u>Volume One Chapter 11 Water Management.</u></p>
PW-GO-07	<p>Traffic and Transport</p> <p>Support the delivery of additional off street carparking provision in the town over the lifetime of the Plan.</p> <p>Work with other stakeholders to secure public transport improvements including increased frequencies and connections and examine the possibility of introducing a localised bus service within the town to connect to other neighbouring towns.</p>

Specific Objectives

Table 4.1.13: Specific Development Objectives for Passage West/Monkstown/Glenbrook		
* Flood Risk. See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Site Area (Ha)
Residential/Residential Additional Provision /Residential Further Additional Provision		
PW-RAP-01	Medium B density residential development (low density residential development individual serviced sites adjacent to a woodland setting).	1.75
PW-R-02	Medium A density residential development to include serviced sites and a mix of house types. Medical centre and nursing home and crèche to also be provided.	8.7
PW-RAP-03	Medium B density residential development.	1.6
Town Centre		
PW-T-01	Passage West: This area denotes the existing built footprint of the town centre and any proposals for development within this core area should comply with the overall uses acceptable in town centre areas. *	5.63
PW-T-02	Monkstown: This area denotes the existing built footprint of the town centre and any proposals for development within this core area should comply with the overall uses acceptable in town centre areas. *	3.0
Special Policy Area		
PW-X-01	Proposed redevelopment of the Victoria Dockyard site for mixed convenience and comparison retail, office, leisure, marina, service, civic and residential uses to facilitate town centre expansion. Any development proposals on this site should facilitate pedestrian and cycle permeability along the Waterfront. This site is suitable for mixed use development including offices and employment uses. *	2.52
PW-X-02	Development of the former convent site should accommodate various uses including residential and mixed use which could incorporate the retention of the buildings and their setting with provision for associated car parking. This site has been identified as a special policy site and could be suitable for residential development and mixed use development including offices and employment uses. *	1.6
PW-X-03	This site along Railway street provides an opportunity for backland development to the rear of the main street, which fronts the water on two sides. Any redevelopment at this location should incorporate public realm improvements including the provision of open space and waterfront and public amenities as part of the overall development of this area to fully utilise the unique setting this site offers. Development on this site should be designed to reflect the scale and character of this area recognising its strategic waterfront location. This site is suitable for mixed use development including offices and employment uses. *	0.33
PW-X-04	Brownfield site which fronts onto the Bath Terrace/R610. The development of this linear site will provide an opportunity for mainly residential development to enhance the streetscape of the area. Any development of this site should be designed which reflects the scale and character of the area and be mindful of the residential setting to the west of the site while facilitating pedestrian and cycle permeability to PW-T-01 and PW-T-02 areas. Development of this brownfield site should accommodate various uses including residential and mixed uses including offices.	0.27
Utilities and Infrastructure		
PW-U-01	Pedestrian walk.	

Table 4.1.13: Specific Development Objectives for Passage West/Monkstown/Glenbrook

* Flood Risk. See Objectives in <u>Volume One, Chapter 11 Water Management</u>		^ TIA and RSA Required.
Objective No.		Site Area (Ha)
PW-U-02	Develop and maintain pedestrian walk along Monkstown Creek as part of the network from Rochestown to Carrigaline. Development along this route will be subject to Habitats Directive Assessment and will only be progressed, where it is found to be compatible with the requirements of the Birds and Habitats Directives. The Habitats Directive Assessment will focus on the potential for development and use of the new route to result in disturbance impacts on birds. Future upgrades or extensions to the route will be considered/designed/developed taking account of the birds that use the estuary as well as other values including landscape and biodiversity values.	
PW-U-03	Pedestrian walk along stream glen. Future upgrades or extensions to the route will be considered/designed/developed taking account of the birds that use the estuary as well as other values including landscape and biodiversity values.	
Green Infrastructure		
PW-GA-01	Existing Passage West Football Club and associated playing pitches	1.2
PW-GC-02	Open Space with views overlooking Cork Harbour. Provision for landscape protection. The following habitat of county importance can be found within this site: Scrub/ Transitional Woodland, Dense Bracken and an Ecological Corridor.	7.23
PW-GA-03	Existing Passage West GAA Grounds and associated playing pitches.	3.8
PW-GC-04	Open Space which functions as an essential backdrop to the setting of the town. These lands will remain predominantly open and rural in character.	16.9
PW-GC-05	Open Space that will remain predominantly open in character, especially retaining the existing trees and natural features on site. This area is visually important and makes a significant contribution to the setting of Monkstown. Consideration will be given to the development of four dwellings on the northern side of these lands, close to the public road and in the vicinity of the existing dwelling. *	7.0
PW-GC-06	Open space, a prominent slope which is important to the setting of Monkstown and should therefore remain open and rural in character.	1.7
PW-GR-07	Open Space, recreational woodland walk with panoramic views over Monkstown, Cobh and Cork Harbour. Provision for tree protection. This site includes biodiversity and habitat sensitivities.	3.8
PW-GA-08	Monkstown Golf Course.	52.0

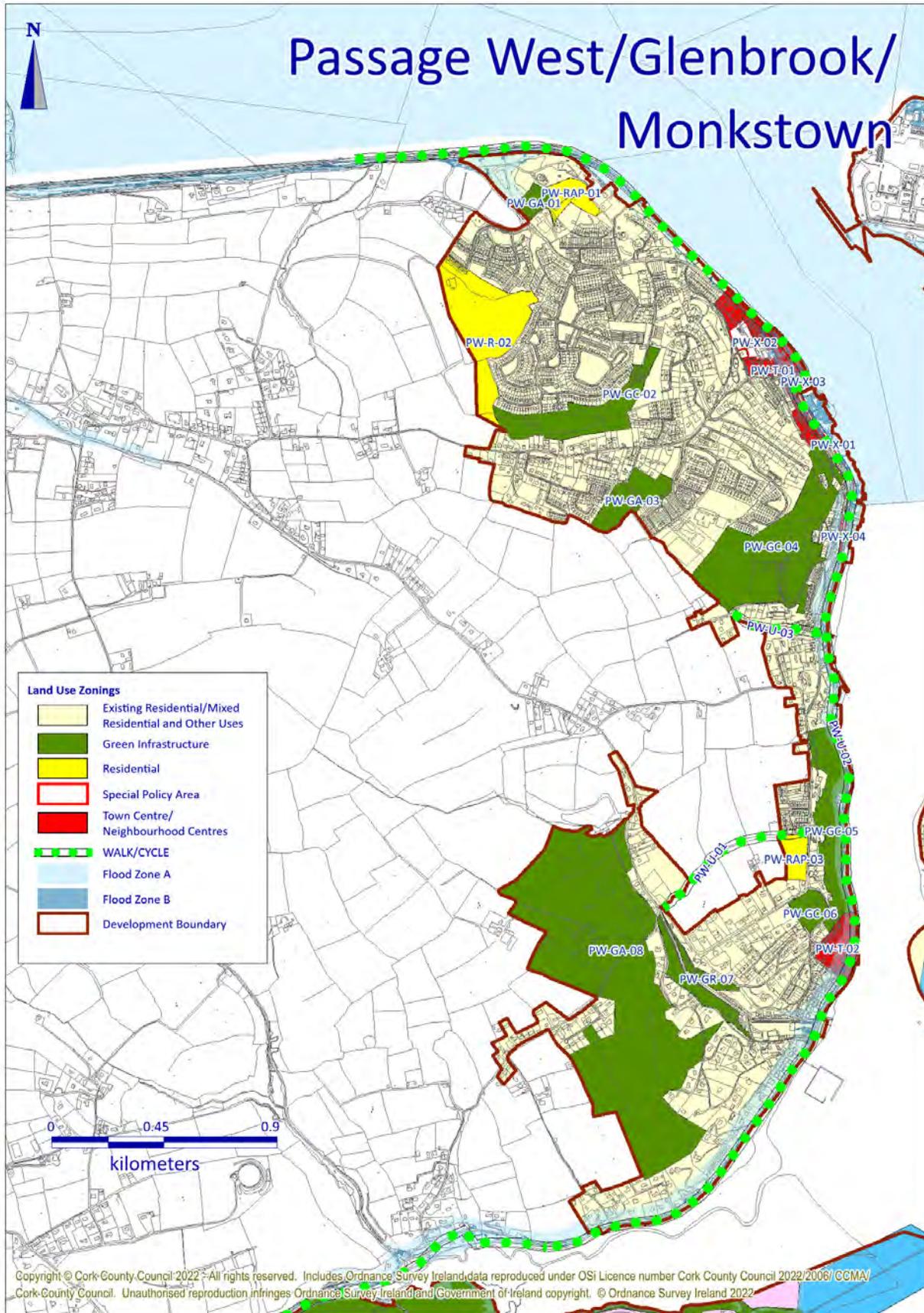


Figure 4.1.9: Map of Passage West/Glenbrook/Monkstown.

Key Villages and Strategic Employment Location

1.6 Key Villages in the Carrigaline MD

Introduction

- 1.6.1 There are two Key Villages in the Carrigaline Municipal District as follows; Crosshaven and Bays and Ringaskiddy. The purpose of this section of this plan is to give planning policy guidance on future development in the Key Villages.
- 1.6.2 In this plan, Crosshaven and Bays is projected to grow to over 1,500 people during the lifetime of the plan so is treated in a similar manner as regards zoning and land-use to the other main settlements which are over 1,500 people. That is as distinct from the other Key Villages in this Municipal District, all land within the development boundary of Crosshaven and Bays will have a specific land use zoning.
- 1.6.3 The settlements would benefit from a more compact form and from some regeneration of and re-use of existing properties within the village cores. In particular, further improvements to the village centres, with an enhanced streetscape, improved shopfronts and provision for improved street lighting, public footpaths and street furniture would be desirable. Further opportunities for streetscape improvements exist in the settlements, particularly within the village cores.
- 1.6.4 Given the challenges facing some key villages in relation to infrastructure, in particular water services and whether any deficits can be overcome in the lifetime of the plan the Council will consider the reallocation of the overall level of units for a specific Key Village from Key Villages with infrastructure constraints that are taking longer than expected to be resolved to a Key Village or Key Villages within the same Municipal District which has no such constraints subject to adequate capacity been shown to be available, in compliance with the requirements of **Chapter 11 Water Management** and any ecological considerations. The transfer of housing units from a specific settlement cannot exceed 50% of that settlements allocation as set out in the table below.
- 1.6.5 Further guidance on the development of villages is given in **Volume One** of this Plan, particularly **Chapter 2 Core Strategy, Chapter 3 Settlements and Placemaking, and Chapter 4 Housing**.

Table 4.1.14 Key Villages Overall Scale of New Development

Settlement Name	Existing Number of Houses	Existing Number of Houses Q2 2020 (Geodirectory)	Growth 2010 to 2020 (Geodirectory)	Overall Scale of Development (No. of houses)
Crosshaven and Bays	1,714	1,801	1,902	103
Ringaskiddy	447	-	442	45
Total Key Villages	2,161	1,801	2,344	148

1.7 Ringaskiddy

Vision and Context

- 1.7.1 Ringaskiddy is one of the key employment locations in Cork County. Its importance has been recognised in the Plan with its Strategic Employment Location designation. The aim of this Plan is to reaffirm Ringaskiddy's function as a strategic employment centre within the County Metropolitan Cork Strategic Planning Area. It has developed into one of the most significant employment areas of the county.

Strategic Context

- 1.7.2 Ringaskiddy is designated as a Strategic Employment Location, within the County Metropolitan Strategic Planning Area and has developed into one of the most significant employment areas in the Country. The objective for Ringaskiddy is set out in **Volume One, Chapter 8 Economy and Employment** of this Plan where the stated aim is to promote the development of Ringaskiddy as a Strategic Employment Location suitable for large scale industrial developments which is compatible with relevant environment, nature and landscape protection policies as they apply around Cork Harbour.
- 1.7.3 Lands in this area will be protected from inappropriate development which may undermine Ringaskiddy's suitability as a Strategic Employment Centre.
- 1.7.4 Ringaskiddy is the location of modern deep water port facilities, a naval and marine training institution and has successfully attracted major, large scale, high technology manufacturing plants. There are advanced proposals to upgrade the N28 to motorway standards.
- 1.7.5 This Plan will consider the following issues: securing enhanced public transport infrastructure possibly by the provision of a high quality green route, improved traffic management and environmental protection for the existing residential community in the area.

Local Context

- 1.7.6 Ringaskiddy is located 16km from Cork City and on the western side of Cork Harbour and adjacent to the sea port and is south east of Cork City and separated from the city suburbs by open green belt. Ringaskiddy has excellent port facilities and contains predominantly large scale manufacturing industrial uses that occupy large, stand alone sites with seven of the Top 10 largest pharmaceutical companies located in the area.
- 1.7.7 The N28 is a critical piece of infrastructure which needs to be upgraded. The current road is a substandard single-carriageway. Failure to upgrade the N28 to dual carriageway will have severe competitive and economic implications for both the Metropolitan Cork area and the region as a whole.

Placemaking

- 1.7.8 While the predominant use in the area is industrial/employment the settlement consists of two small villages, Shanbally and Ringaskiddy village and residential development within the existing built up areas outside of the villages. While the existing residential element is relatively small with very limited expansion potential for residential uses mainly within the two village areas it is important to protect the residential amenity of the existing communities. Provision of connectivity between the existing residential communities needs to be considered for the future of the area. The decommissioning of the existing N28 following the completion of the M28 will allow for enhanced connectivity through sustainable and active transport between the two villages and surrounding areas and amenities in the area such as Haulbowline Island Park.

Town Centres and Retail

- 1.7.9 Town centre sites have been identified at both Shanbally and Ringaskiddy village. Two of these town centre sites, RY-T-01 and RY-T-02 represent the existing built footprint of the town centre/village core. The remaining two sites, RY-T-03 and RY-T-04 have been identified for town centre expansion with the provision of community facilities. It is an objective of this plan to protect and enhance the amenity value afforded to these existing communities.
- 1.7.10 It is considered inappropriate to make provision for new housing on a large scale in Ringaskiddy. However, it is deemed appropriate that residential development could take place within the town centre zonings.
- 1.7.11 Funding has been provided as part of the Strategic Infrastructure Development (SID) of the Port of Cork which is being invested in the public realm of Ringaskiddy village area which will include proposals for landscaping. The management of this funding will commence with a Part 8 Planning Permission with the agreement of both the community and by Cork County Council and will enhance the public realm and community amenities in Ringaskiddy.
- 1.7.12 The specific town centre zoning objectives for Ringaskiddy are set out in the table to the rear of this chapter.

Population and Housing

- 1.7.13 The population of Ringaskiddy in 2016 was 580 and Shanbally stood at 349. This is a 21% increase on the 2011 population of 478 and the population of Shanbally was 337. Ringaskiddy has been allocated a target of an additional 45 housing units to be developed within the lifetime of this plan.
- 1.7.14 Carrigaline provides the main supply of housing land for this area. Housing is contained in a number of settlements throughout the area; the plan will consider opportunities for small scale infill development in both Ringaskiddy and Shanbally Villages to alleviate the housing pressures in Carrigaline and create sustainable development in Ringaskiddy. The link between Carrigaline and the employment hub in Ringaskiddy is greatly important and will be supported within this plan.
- 1.7.15 Whilst the Plan does not intend to provide for any significant additional population growth it does aim to maintain the current population of the settlement whilst also ensuring that the amenity and quality of life experienced by the residents will not be compromised by development of Ringaskiddy as a strategic employment location.
- 1.7.16 The population for Ringaskiddy village in 2016 was 580 persons in total, in accordance with the CSO settlement boundary for Ringaskiddy, as seen in Appendix B, of Volume One. Ringaskiddy has a 2028 population target of 698. The village of Shanbally is listed separately on the CSO 2016 population figures list which notes the population for Shanbally in 2016 as 349 persons. Both these villages are located within the Strategic Employment Location/Key Village settlement of Ringaskiddy. There is potential for limited residential development within the town centre areas of Ringaskiddy and Shanbally villages. The land which was zoned for residential development in previous plans has now been included within the overall town centre zonings of Ringaskiddy and Shanbally villages.
- 1.7.17 The scale and form of development will be very much dependant on retaining the character of the villages. While there may be opportunities for terraced and infill development in the village core areas, most development will be in the form of clusters of dwellings of varying sizes and types. As well as this student, staff and short term visitor accommodation associated with existing and future educational facilities located in the area will be deemed appropriate within the town centre zoning of Ringaskiddy village.
- 1.7.18 The Council seek to support existing pockets or nuclei of residences in order to bring cohesion and connections between them.
- 1.7.19 Access to lands to the east of the soccer pitches and south of the village of Shanbally zoned as Existing Residential/ Mixed Residential and Other Uses will need to be given careful consideration to protect the residential amenities of existing properties. One option to consider for access is through lands adjacent to the M28 once constructed.
- 1.7.20 The development boundary of Ringaskiddy is determined, to the west and south by the green belt (ensuring that the town does not merge with Carrigaline), and to the east and north by Cork Harbour. To the south, the development boundary is set to accommodate the planned expansion of the settlement.
- 1.7.21 Outside the development boundary, the land forms part of the Metropolitan Green Belt. Here, the objectives of the Plan seek to preserve the character of the area and (subject to certain exceptions) reserve the land generally for agriculture, open space or recreation uses.
- 1.7.22 While it is the Councils intention to develop Ringaskiddy as a Strategic Employment Location within Metropolitan Cork, there is a need to protect the amenity afforded to the existing communities of Ringaskiddy village and Shanbally. Balancing these two requirements is a challenge which will require much consideration. While Cork County Council will continue to promote the employment role of Ringaskiddy greater recognition will be given to the needs of the established resident community.
- 1.7.23 There is a need to promote and support the educational facilities available in Ringaskiddy by UCC. These facilities that exist need increased provision for student accommodation and amenities. As UCC further develops its research and teaching facilities at Ringaskiddy, there will be an increased demand for accommodation for students, researchers, and short term visitors. Accommodation in Ringaskiddy is limited with the only available student accommodation being linked to the NMCI. Lack of suitable short term accommodation in the Ringaskiddy area will restrict UCC's ability to attract post graduate researchers and visiting collaborative researchers/lecturers. Any student, staff and short term visitor accommodation should be catered for within the town centre of Ringaskiddy at an appropriate scale.

Table 4.1.15: Housing Growth Key Village Ringaskiddy 2010 -2020

Year	2010	2015	2020	Growth 2010-2020
No of dwellings	447	n/a	442	-5
Source – Geo Directory				

Port of Cork

- 1.7.24 Cork Harbour is the second most significant port in the state. It is critical to the economic success of the south west region. The port's activities are divided between several locations in the harbour, including traditional open wharfs and container facilities on the eastern approaches to the city at Tivoli and a modern deep water facility with Ro-Ro facilities and passenger car ferry links to Roscoff in France. The Port of Cork is identified in National Ports Policy (NPP) as a port of national significance (Tier 1) and is proposed for inclusion as one of 3 ports in the state in the TEN-T (North Sea Mediterranean priority Corridor in the European Union's Trans European Network Transport). For inclusion in the core network, ports must enjoy significant volumes of freight and/or passenger traffic, have a high level of international connectivity and by 2030 be connected to the core European rail and road network.
- 1.7.25 One of the ambitions of this network is that interconnectivity – in the North and West of the corridor where accessibility from the island regions is the critical issue, there is a need to develop Motorways of the Sea and to improve hinterland connections at the seaports.
- 1.7.26 The Plan supports the port of Cork's proposals to expand its facilities in Ringaskiddy so that port centred operations and logistics can become more efficient through the accommodation of larger ships and so that port traffic can directly access the National Road Network without passing through the city centre. The Ringaskiddy Deepwater Terminal has a length of 485m, with a depth of 13.4m. The storage space behind the berth is 16 hectares. Objective TM 12-15 in this Plan supports Cork County Council's policy on Ringaskiddy Port. **See Volume One Chapter 12 Transport and Mobility.**
- 1.7.27 The limitations at the existing Lo-Lo facilities in the Tivoli Container Terminal required the relocation of the container business downstream to the lower harbour at Ringaskiddy. In 2015 planning permission was granted for the further development of Ringaskiddy port. The first phase of the Ringaskiddy Development included an optimized 360m single berth with supporting quay development and equipment. This development represented the first phase of the implementation of the Port of Cork's strategic development Plan review 2010.
- 1.7.28 In July 2018 the Port of Cork commenced an €80M Cork container terminal development in Ringaskiddy. The first stage of development works under the plan was the construction of a new container terminal in Ringaskiddy to accommodate the ongoing increase in the size of container vessels calling at the port and to provide adequate landside storage for increasing trade volumes. The new entrance to the Ringaskiddy Deep Water Berth and Cork Container Terminal is open.
- 1.7.29 The Cork Container Terminal initially offers a 360 metre quay with 13 metre depth alongside and will enable larger ships to berth in Ringaskiddy. It accommodates current and future container shipping which can be serviced by modern and efficient cargo handling equipment with innovative terminal operating and vehicle booking systems.
- 1.7.30 Paddy's Point Park, Cork Harbour's newest amenity for harbour users is now open. This new marine leisure facility is free for the public to use and includes a pontoon to launch leisure craft and a secure trailer park along with picnic benches in a landscaped area for all to enjoy.
- 1.7.31 Haulbowline Island Amenity Park is now open and enhance the community amenities within Ringaskiddy. The new park includes 4km of walkways along the side of the harbour, a 1km jogging circuit, and numerous seating areas. The park has also been extensively landscaped. There are more than 200 trees in the park, as well as wildflower areas to promote biodiversity and wildlife habitation.
- 1.7.32 There is a need to provide certainty in terms of what needs to be considered with regard to economic and (or) operational impact upon current activity and future opportunity for expansion of port and harbour activities: planning applications proximate to Port of Cork must demonstrate consideration of the National Ports Policy and the SOP.

Third Level Education Facilities

- 1.7.33 In addition to the pharma industry, a €52 million state of the art National Maritime College of Ireland (NMCI) opened its doors to students in October 2004. Located near the bridge to Haulbowline Island on a Naval Service site, the college is one of the most sophisticated centres of its kind in the world. National Maritime College offers naval training/education using Navy staff and Merchant Navy training using staff from the Munster Technological University.
- 1.7.34 Work has recently been completed of the national Beaufort Laboratory adjacent to the NMCI and this will be extended into a maritime energy, science campus. Additional suitable lands have been identified to allow for the possible expansion of these marine educational related facilities. There is a need to promote Ringaskiddy as an Energy Hub and recognise the role that the Cork harbour region currently plays in facilitating Ireland's existing and future energy demands. (Future energy streams will require new port facilities in deepwater which will be outlined in Port of Cork 2020 -2050 Strategic Plan.
- 1.7.35 The overall effort in the marine research area can be seen as an attempt to build up a critical mass of sector related businesses and skills or Cluster in the Cork area, somewhat analogous to the Cork Harbour Development Plan in the 1970s and UCC's National Microelectronics Research Centre in the 1980s. Such initiatives are necessary if the region is to develop and retain worthwhile sources of competitive advantage. They involve a willingness to commit substantial resources, ahead of potential competitors, and often also to adopt a relatively long term view in relation to results.

Naval Facilities

- 1.7.36 Haulbowline Island occupies a strategic and central location within Cork Harbour. The headquarters of the Irish Naval Service occupy a significant part of the western side of the island as a disused playing pitch on the eastern side of the dock basin in the centre. Ringaskiddy is physically linked to Haulbowline Island by road. Haulbowline is home to the Irish Naval Service, the old Irish Steel site, the Coastal Marine Research Centre (UCC) and a crematorium. Haulbowline is dealt with in the Cobh Municipal District Chapter in this Plan.
- 1.7.37 Ringaskiddy provides the only road access to the Irish Naval Service base at Haulbowline Island. The continued Naval presence, the planned remediation work and the proposals for the future development of the area will provide significant employment opportunities, particularly in the tourism/amenity areas while providing new amenities for both local people and the wider region.

Social and Community Facilities

- 1.7.38 Ringaskiddy was selected as the ideal location of the lower harbour waste water treatment plant which has been completed and serves Ringaskiddy and the surrounding hinterland.
- 1.7.39 The site RY-I-16 is identified as being suitable for marine related educational facilities. There is great potential to expand existing educational activities in Ringaskiddy and establish a centre of excellence for marine related education, research and training. Any proposed development is likely to comprise of research facilities, for the existing NMCI and for the Coastal Marine and Resources Centre (CMRC) and Hydraulics and Maritime Research Centre (HMRC) of UCC. In addition, a marine related research and innovation park may be developed including general office accommodation, manufacture and storage associated with prototype development and testing. Any student, staff and short term visitor accommodation should be catered for within the town centre of Ringaskiddy at an appropriate scale.
- 1.7.40 The specific community and utilities objective for Ringaskiddy is set out to the rear of this chapter.
- 1.7.41 There are a number of community facilities located within the development boundary of the settlement. These are centred on the two established residential areas of Shanbally and Ringaskiddy village. There is a church, a primary school, a shop and a public house(s) located in both settlements. A large preschool and a community centre are located in Ringaskiddy. The GAA club (Shanbally GAA) and soccer club (Hibernian AFC) are located at Shanbally.
- 1.7.42 The Pfizer Sports Club is also located in the area and its facilities include a Golf Course, Pitch and Putt club and some playing fields. Membership of the club is open to existing, retired and former Pfizer Ireland employees and their families, with associated membership available to members of the local community.
- 1.7.43 The recent opening of the Haulbowline Island Park which includes 4 km of walkway, 1 km of jogging circuit and numerous seating areas serves as a very valuable asset to the community of Ringaskiddy and surrounding areas.
- 1.7.44 Given the location of Ringaskiddy along the shoreline of Cork Harbour it is important that public access to the water is available and existing facilities are protected and improved to facilitate residents, visitors and local boat and leisure craft owners while taking account of and protecting natural and other heritage resources of the harbour. A draft cork harbour Study was prepared by Cork County Council in 2011 and it is the intention of the Planning Authority to identify key aspects of this plan which can be worked on in conjunction with the Planning authority and Strategic Development SPC to help address these matters, where these are compatible with the protection of key natural and other heritage resources in the harbour.
- 1.7.45 Tobar Lic, the well of the Flagstones, is located adjacent to the roadway from Barnahely Cross to Ringaskiddy Primary School, and is of both historic and cultural significance to the area and is used as a place of reflection and of worship.

Green Infrastructure

- 1.7.46 The objectives in this plan for areas of green infrastructure seek to apply an appropriate degree of protection on those visually important open areas that contribute to the setting of Ringaskiddy and amenity afforded by the upper harbour generally. During the lifetime of this plan, if required, the Planning Authority will undertake to identify new areas of open space to compensate for the loss of any open space and green infrastructure which may occur as a result of the construction of the M28 Cork-Ringaskiddy Motorway Scheme. Such green infrastructure is most appropriately located as close to the town centre as is practicable.
- 1.7.47 The specific green infrastructure, sports, recreation and amenity zoning objectives for Ringaskiddy are set out to the rear of this chapter.

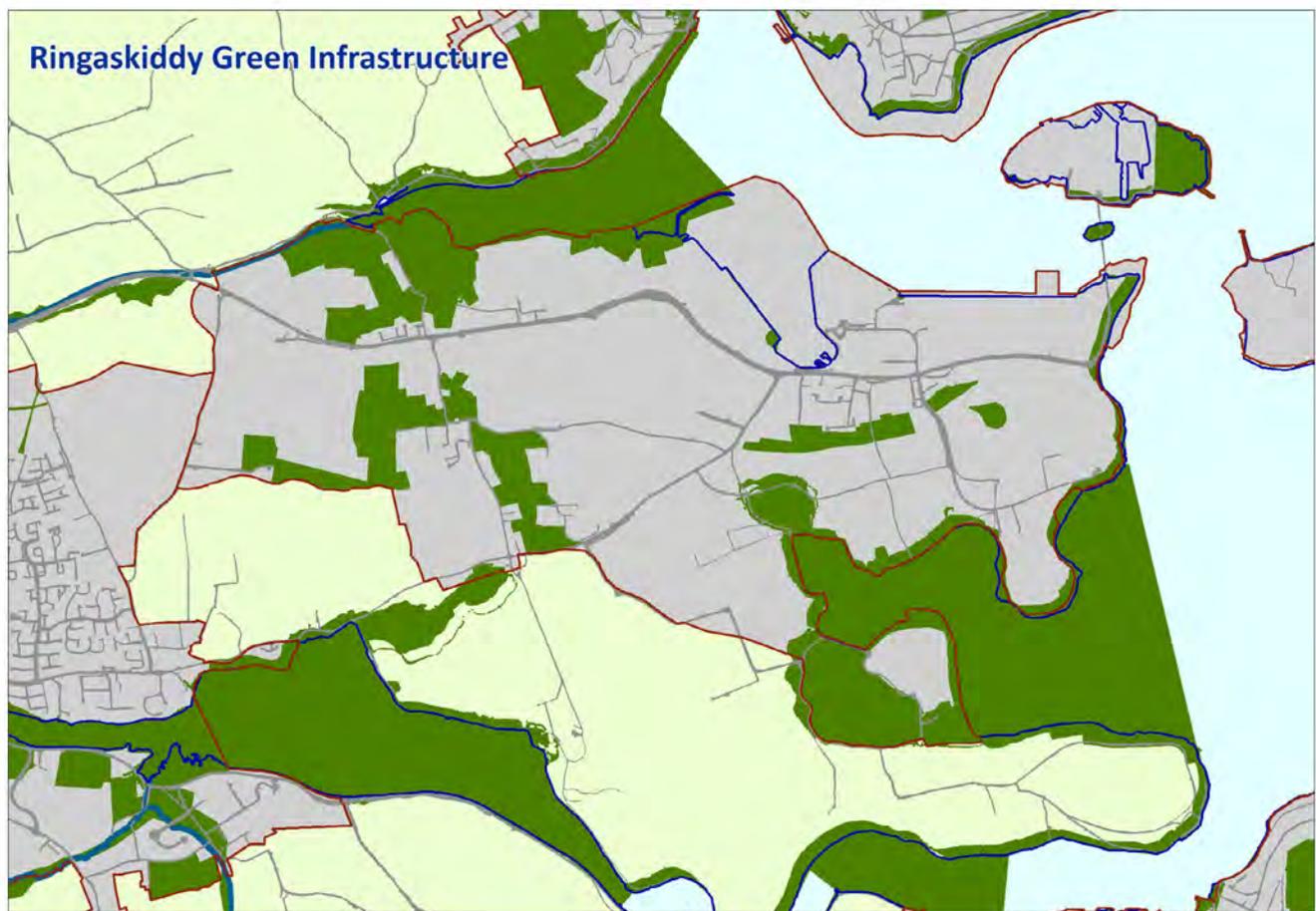


Figure 4.1.10: Ringaskiddy Green Infrastructure Diagram.

Employment and Economic Activity

- 1.7.48 Outside of the Greater Dublin Area, Ringaskiddy has the largest direct foreign investment employment centre in Ireland. Many of the top world leading pharmaceutical companies are located there. It is estimated that approximately 3,825 people are employed in the area. There are 344 acres of IDA industrial zoned land available. The Port of Cork's deepwater berth at Ringaskiddy is the principal port facility in the region. Facilities at the deepwater berth can handle a range of cargo types, including roll-on roll-off, lift-on and lift-off and dry bulk. Future expansion of port activities in Ringaskiddy is important to deliver the Cork City's plans for the Docklands area close to the city centre.
- 1.7.49 The Port of Cork's deepwater berth at Ringaskiddy is of huge importance to the region both from a commercial and a tourism perspective. Facilities at the deepwater berth can handle a range of cargo types, including roll-on roll-off, lift-on lift-off and dry bulk while Brittany Ferries sail out of Ringaskiddy to Roscoff, France. There is a need to support the maintenance and development of cruise and ferry berths in Ringaskiddy, particularly in the context of expansion of existing and development of new facilities that promote inward tourism.
- 1.7.50 Ringaskiddy is a significant centre of pharmaceutical manufacture which within the global community has earned an international reputation as a location of choice for mobile pharmaceutical investment. Firms such as Pfizer, Thermo Fisher Scientific, Janssen Sciences Ireland UC and Recordati all have major production facilities at Ringaskiddy. These create high quality employment opportunities while contributing to both the local and national economy.
- 1.7.51 Ringaskiddy is a textbook example of clustering, a theory that contends where one industry is established supplier industries soon follow, as does investment in education, training, research and development, and infrastructure.
- 1.7.52 Having regard to the strategic objectives of the Plan, projected employment targets and land requirement targets for the Electoral Area, it is envisaged that Ringaskiddy will continue to act as a Strategic Employment Location and indeed should see significant industrial employment growth, which will serve the Municipal District and Cork County as a whole.

Land Supply

- 1.7.53 There is currently approximately 343ha of land zoned for business use in Ringaskiddy of which approximately 234ha of this remained undeveloped, part of which is set aside for large stand-alone development.

Seveso

- 1.7.54 Two of the major employers within the development boundary of Ringaskiddy are designated under the Major Accidents (Seveso) Directive. These are Pfizer Ireland Pharmaceuticals and Thermo Fisher Scientific Cork Ltd.

Movement

Transportation and Road Network

- 1.7.55 Approximately 20% of the workforce in Ringaskiddy reside in Carrigaline and currently transportation linkages between the two settlements are poor, with access between the two settlements primarily by private car, although Ringaskiddy is served by a frequent public bus (223, and 225) only one of which also serves Carrigaline.
- 1.7.56 The M28 will offer the scope to modify the exiting N28 to offer dedicated bus and cycle lanes and provide increased footpath provision which in turn will help increase connectivity along the Ringaskiddy, Carrigaline and Passage West/Glenbrook/Monkstown access.
- 1.7.57 With a significant percentage of the Ringaskiddy workforce residing in East Cork and the Northern Environs of the city, the feasibility of a new public ferry route between Cobh and Ringaskiddy which would help in reducing journey to work times, as well as traffic congestion in the area between the South Environs of the city and Ringaskiddy, will also be explored during the lifetime of this plan.

Wastewater Management

- 1.7.58 Ringaskiddy wastewater discharges through two sewerage systems; sewers constructed by the IDA that serve industry and the others serving the village. The sewer, which serves the village, is a combined sewer is served by the Lower Harbour Sewerage Scheme.
- 1.7.59 Drinking water is supplied by the Cork Harbour City Water Supply Scheme and there is adequate storage from a reservoir at Strawhall.
- 1.7.60 All new development should include attenuation measures in accordance with Sustainable Drainage Systems (SuDS).

Flooding

- 1.7.61 There have been a number of flooding events in Ringaskiddy over the last decade. A flood event occurred in 2014 and was caused by surface water due to extremely heavy rainfall. This resulted in the low lying areas close to Ringaskiddy village and the NMCI being impassable. Minor flood events have also been recorded at Coolmore Crossroads and Raffan Bridge.
- 1.7.62 Parts of Ringaskiddy have been identified as being at risk of flooding. The areas at risk are mainly the areas affected by tidal flooding along the coastline as illustrated on the settlement map. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated as being at risk of flooding. The approach to Flood Risk Management is set out in **Chapter 11 Water Management in Volume One** of this Plan and in the updated Strategic Flood Risk Assessment (SFRA), October 2021. The updated SFRA should be consulted for any settlement specific comments and recommendations, including site specific recommendations made as part of any Justification Tests carried out, prior to any application for development.

Built Heritage

Protected Structures

- 1.7.63 In all there are two structures within the development boundary of Ringaskiddy, which are entered on the current record of protected structures.

Archeological Heritage

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

Biodiversity

- 1.7.65 There are two conservation designations which directly impact on Ringaskiddy, namely, Cork Harbour Special Protection Area (SPA-004030) and the Monkstown Creek proposed Natural Heritage Area (pNHA 001979).
- 1.7.66 Special Protection Areas are designations of European significance. They form part of the "Natura 2000" network of sites spread throughout Europe. Their purpose is to give protection and support to populations of birds that are rare or threatened in Europe.
- 1.7.67 The Cork Harbour Special Protection Area (SPA-004030) is an internationally important wetland site, regularly supporting in excess of 20,000 wintering waterfowl, for which it is amongst the top five sites in the country.
- 1.7.68 The Natural Heritage Areas cover nationally important semi-natural and natural habitats, landforms or geomorphologic features, wild plant and animal species or a diversity of these natural attributes.
- 1.7.69 Monkstown Creek (pNHA 001979) is situated between Monkstown and Ringaskiddy on the western shores of Cork Harbour. Monkstown Creek is a tidal inlet composed of mudflats, with limestone along the southern shore. A brackish lake also occurs, separated from the sea by a sluice gate.
- 1.7.70 The area is of value because its mudflats provide an important feeding area for waterfowl and it is a natural part of Cork Harbour which, as a complete unit, is of international importance for waterfowl.
- 1.7.71 The following habitats are found within the settlement of Ringaskiddy: Semi-Natural Grassland, Built Land, Dense Bracken, Scrub/Transitional Woodland, Sublittoral Sediment, Brackish Water, Highly Modified/Non, Disturbed Ground, and Salt Marshes.

Landscape and Visual Amenity

- 1.7.72 The Plan addresses the landscape of the County with reference to 16 defined landscape types that were derived from a study of 76 smaller landscape character areas. Ringaskiddy lies within the landscape type 'City Harbour and Estuary', an area of very high landscape value, very high sensitivity and an area of national importance. Its character area is designated as 'Cork City and Harbour'.
- 1.7.73 The topography and landscape components in this area, primarily the River Lee as well as the vast open and natural harbour, have provided the opportunity for human settlement and the development of a city.
- 1.7.74 Overall, the landscape of the city and harbour area comprises a mix of rural and intensely urban areas, combined with a large expansive harbour. To the south of the city, the western side of the harbour supports major industrial development, while on higher ground telecommunication masts or water storage towers punctuate the skyline. The harbour includes large islands, which, along with much of the harbour shore, comprises landscape of fertile farmland which slopes gently to the sea. It comprises a mosaic of fertile fields of mixed use on brown podzols.
- 1.7.75 The rural areas around much of the Greater Harbour Area are now characterised by a prevalence of infrastructure such as roads, bridges and electricity power lines and some urban sprawl. The narrow harbour mouth is defined by two hilltops with old military fortifications on their summits.

General Objectives

1.7.76 The following objectives apply to all development proposals for Ringaskiddy. Development within this area must comply with the General Objectives as set out in the table below.

Table 4.1.16: General Objectives for Ringaskiddy

Objective No.	
RY-GO-01	<p>Strategic Employment Location</p> <p>Reaffirm Ringaskiddy's focus on industrial and port related roles which reflects its status as a Strategic Employment Location.</p>
RY-GO-02	<p>Development Boundary</p> <p>The boundary of Ringaskiddy overlaps with and is adjacent to the Cork Harbour Cork Harbour Special Protection Area. New development should be sensitively designed and planned to provide for the protection of the Harbour and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <u>Volume One Main Policy Material and Volume Two Heritage and Amenity.</u></p> <p>Provision for screening or buffering may be necessary where new development is proposed in areas adjoining the Cork Harbour SPA and adjacent to Monkstown Creek pNHA including lands within existing residential/mixed residential and other use areas and existing mixed business/general business/industrial uses areas.</p> <p>In relation to proposals for new development in industrial zones in the settlement, the Habitats Directive Assessment will focus on the following:</p> <ul style="list-style-type: none"> • impacts of emissions generated by the new industrial development on the SPA and its qualifying species; • potential for new industrial development to result in loss of availability of field feeding habitat for wintering birds; • potential for new industrial development to result in disturbance impacts on birds. <p>Some greenfield and wetland areas around Lough Beg, which have been zoned for industrial development, provide important feeding and roosting habitat for some of the bird species for which the Cork Harbour SPA is designated. It will be necessary to retain some of this land in an undeveloped state to maintain the favourable conservation status of populations of these wintering birds.</p>
RY-GO-03	<p>Port of Cork</p> <p>Facilitate the completion of the relocation of the Port of Cork's container and bulk goods facilities to Ringaskiddy subject to the implementation measures which are required to be undertaken to comply with the planning consent to ensure that adverse impacts on communities are avoided as well as effects on the integrity of the Cork Harbour SPA.</p>
RY-GO-04	<p>Transport and Transportation</p> <p>Facilitate the proposed M28 and protect the route corridor from inappropriate development.</p>
RY-GO-05	<p>Transport and Transportation</p> <p>Upon completion of the M28, upgrade the existing N28 to facilitate the installation of bus priority and that a network of designated walking and cycling routes will be established to provide safe, convenient and pleasant routes throughout the settlement and connecting to Carrigaline.</p>
RY-GO-06	<p>Residential Amenity</p> <p>Protect, maintain and enhance the residential amenities of the existing communities at Ringaskiddy and Shanbally villages.</p>
RY-GO-07	<p>Water Services</p> <p>All new development is to be connected to the public water supply, the public waste water treatment system and should make adequate provision for storm water disposal.</p>

Table 4.1.16: General Objectives for Ringaskiddy

Objective No.	
RY-GO-08	<p>Flooding</p> <p>All proposals for development within the areas identified as being at risk of flooding will need to comply, appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. See Volume One Chapter 11 Water Management</p>
RY-GO-09	<p>Air Quality</p> <p>All proposals for industrial development need to include an assessment of the impact on cumulative air quality of the area.</p>

Specific Objectives

1.7.77 The following objectives apply to all development proposals for Ringaskiddy. Development within this area must comply with the General Objectives preceding.

Table 4.1.17: Specific Development Objectives for Ringaskiddy

* Flood Risk. See Objectives in Volume One, Chapter 11. Water Management		^ TIA and RSA Required.	
Objective No.		Site Area (Ha)	
Industry			
RY-I-01	Industry including ancillary uses such as associated offices, laboratories, manufacturing and utilities. Any development on this site will need to take account of the biodiversity sensitivities of the site and area, including the retention and integration of mature hedgerows habitat.	11.42	
RY-I-02	Industry including ancillary uses such as associated offices, laboratories, manufacturing and utilities. This zoning adjoins the Cork Harbour Special Protection Area and Monkstown Creek proposed Natural Heritage Area. Appropriate buffering and screening between new development and these sites will be required. Any development on this site will need to take account of the biodiversity sensitivities of the site and area. *	10.82	
RY-I-03	Industry with provision for appropriate landscaping, along the north western boundary to residential areas.	13.26	
RY-I-04	Industry, with provision for appropriate landscaping, along the eastern and northern boundary to residential areas.	14.38	
RY-I-05	Industry, with provision for appropriate landscaping, along the eastern and southern and south western boundaries to residential areas.	24.44	
RY-I-06	Industry including small to medium sized enterprises with appropriate measures taken, in consultation with the relevant competent authorities, to take account of the presence of the ring fort on the site. Areas within this zone may be used by Special Conservation Interest bird species for which the Cork Harbour SPA is designated. Account will be taken of this when considering new development proposals in this area.	8.3	
RY-I-07	Industry, including small to medium sized units. Areas within this zone may be used by Special Conservation Interest bird species for which the Cork Harbour SPA is designated. Account will be taken of this when considering new development proposals in this area.	3.0	

Table 4.1.17: Specific Development Objectives for Ringaskiddy

* Flood Risk. See Objectives in <u>Volume One, Chapter 11</u> Water Management		^ TIA and RSA Required.	
Objective No.			Site Area (Ha)
RY-I-08	<p>Large stand alone industry with suitable provision for landscaping and access points from the R613 and provision for appropriate landscape buffering, to all residential areas. This zone is adjacent to Lough Beg which forms part of the Cork Harbour Special Protection Area. Lough Beg and some of the fields in the area are known to be particularly important for field feeding species of bird for which the SPA is designated. It will be necessary to retain a portion of this land in an undeveloped state to avoid negative impacts on the SPA. The southern portion of the zone is known to be of particular importance for wintering birds. Appropriate buffering and screening between new development and the SPA will be required. Areas within this zone may be used by Special Conservation Interest bird species for which the Cork Harbour SPA is designated. Account will be taken of this when considering new development proposals in this area. *</p>		51.13
RY-I-09	<p>Suitable for the extension of the Third Level Educational campus and enterprise related development including marine related education, enterprise, research and development. Consideration will also be given to established operators in Ringaskiddy for the provision of ancillary office accommodation and for Research and Development facilities.</p> <p>This site is considered inappropriate for any short or full time residential accommodation.</p> <p>Any existing access to the nearby Martello tower which crosses this site should be protected and provision for an open space buffer to any existing access will need to be provided.</p> <p>Areas within this zone may be used by Special Conservation Interest bird species for which the Cork Harbour SPA is designated. Account will be taken of this when considering new development proposals in this area. *</p>		10.19
RY-I-10	<p>Industry, with provision for appropriate landscaping along the northern boundary with green infrastructure (RY-GC-06) and to the residential areas to the south and eastern boundaries of site. *</p>		15.15
RY-I-11	<p>Industry, with provision for the maintenance of a planted buffer zone along the southern boundary to nature conservation area, the scale of which will be determined at project level. This zone adjoins the Cork Harbour SPA. Appropriate buffering and screening between new development and the SPA will be required. Areas within this zone may be used by Special Conservation Interest bird species for which the Cork Harbour SPA is designated. Account will be taken of this when considering new development proposals in this area. *</p>		14.78
RY-I-12	<p>Industry, with provision for appropriate landscaping along the eastern, southern and south western boundaries to residential areas.</p>		2.6
RY-I-13	<p>Industry, with provision for the maintenance of a planted buffer zone along the southern boundary to nature conservation area. Appropriate buffering and screening between new development and the SPA will also be required. Areas within this zone may be used by Special Conservation Interest bird species for which the Cork Harbour SPA is designated. Account will be taken of this when considering new development proposals in this area. *</p>		14.5
RY-I-14	<p>Industry, with provision for appropriate landscaping, in particular along the western boundary.</p>		14.99

Table 4.1.17: Specific Development Objectives for Ringaskiddy

* Flood Risk. See Objectives in <u>Volume One, Chapter 11</u> Water Management		^ TIA and RSA Required.	
Objective No.			Site Area (Ha)
RY-I-15	Suitable for large stand alone industry with suitable provision for appropriate landscaping and protection of the access points and provision for open space buffer to the Martello Tower and its associated pedestrian accesses. Any development proposals will need to protect the special function and integrity of the setting of the Martello Tower and maintain the existing line of sight from the Martello Tower to the other four fortifications in the Harbour (Fort Camden Meagher, Carlisle Davis, Westmorland and the Martello Tower on Haulbowline Island).		28.84
RY-I-16	Suitable for the extension of the adjacent Third Level Educational Campus and enterprise related development including marine related education, enterprise, research and development. Consideration will also be given to established operators in Ringaskiddy for the provision of ancillary office accommodation and for Research and Development facilities. This site is considered inappropriate for any short or full time residential accommodation. Areas within this zone may be used by Special Conservation Interest bird species for which the Cork Harbour SPA is designated. Account will be taken of this when considering new development proposals in this area. *		9.5
RY-I-17	Port related industry with appropriate landscaping where necessary. This area may be used as a feeding ground by bird species for which Cork Harbour SPA is designated. This zone adjoins the Cork Harbour SPA. Appropriate buffering and screening between new development and the SPA will be required. Areas within this zone may be used by Special Conservation Interest bird species for which the Cork Harbour SPA is designated. Account will be taken of this when considering new development proposals in this area.		3.12
RY-I-18	Port Facilities and Port Related Activities. This zone adjoins the Cork Harbour SPA and Monkstown Creek proposed Natural Heritage Area pNHA. Areas within this zone are used Special Conservation Interest bird species for which the Cork Harbour SPA is designated. Account will be taken of this when considering new development proposals in this area. Any development on this site will need to take account of the biodiversity sensitivities of the site and area. *		92.67
Town Centre			
RY-T-01	This area denotes the existing built footprint of Shanbally and any proposals for development within this core area should comply with the overall uses acceptable in town centre areas. Any future development should reflect the scale and character of the surrounding existing built up residential area.		15.4
RY-T-02	This area denotes the existing built footprint of Ringaskiddy and any proposals for development within this core area should comply with the overall uses acceptable in town centre areas and should complement/ reinforce the the village's urban structure. Provision for small scale student accommodation will be considered within this area. Any future development should reflect the scale and character of the surrounding existing built up residential area.		19.88
RY-T-03	Community facilities and town centre expansion.		2.03
RY-T-04	Town Centre expansion including provision for community facilities.		1.95
Utilities and Infrastructure			
RY-U-01	Waste Water Treatment Plant		7.95
RY-U-02	M28 Cork to Ringaskiddy Motorway Scheme as finalised.		

Table 4.1.17: Specific Development Objectives for Ringaskiddy

* Flood Risk. See Objectives in <u>Volume One, Chapter 11</u> Water Management			^ TIA and RSA Required.		
Objective No.		Site Area (Ha)			
RY-U-03	Provision of a Pedestrian Walkway to connect the site RY-C-01 which includes the provision for a school to the village centre of Ringaskiddy.				
PW-U-02	Develop and maintain pedestrian walk along Monkstown Creek as part of the network from Rochestown to Carrigaline. Development along this route will be subject to Habitats Directive Assessment and will only be progressed, where it is found to be compatible with the requirements of the Birds and Habitats Directives. The Habitats Directive Assessment will focus on the potential for development and use of the new route to result in disturbance impacts on birds. Future upgrades or extensions to the route will be considered/designed/developed taking account of the birds that use the estuary as well as other values including landscape and biodiversity values.				
Community					
RY-C-01	Provision of Primary School.	3			
RY-C-02	Barnahely Graveyard	1.25			
Green Infrastructure					
RY-GC-01	Open space to comprise of a structural landscape setting for the adjoining industrial zoning including the provision and maintenance of tree planted buffers to the southern and northern boundaries of the site. This area may be used as a feeding ground by bird species for which Cork Harbour SPA is designated. *	22.24			
RY-GA-02	Open space comprising existing golf and pitch and putt courses to provide a long term, structural landscape setting for the adjoining industrial zoning including the provision and maintenance of a tree planted buffer and the protection and maintenance of the existing lagoon and NHA. This area may be used as a feeding ground by bird species for which Cork Harbour SPA is designated. *	18.55			
RY-GA-03	Open space which acts as a buffer between proposed industry and established uses. While the patterns of land use will remain largely unchanged, if the adjoining industry makes proposals for development, consideration will be given to landscaping including strategic tree planting on the land. This site also comprises of sporting facilities such as soccer pitches.	17.55			
RY-GC-04	Open space that acts as a buffer between proposed industry and established uses. While the patterns of land use will remain largely unchanged, if the adjoining land designated for industry is developed, consideration will be given to landscaping including strategic tree planting on the land.	3.6			
RY-GA-05	Public open space and playing pitches to be provided as part of the future development of RY-I-14.	7.3			
RY-GC-06	Open space that acts as a buffer between proposed industry and established uses. While the patterns of land use will remain largely unchanged, if the adjoining land designated for industry is developed, consideration will be given to landscaping including strategic tree planting on the land. The pedestrian link RY-U-03 which connects RY-C-01 to RY-T-02 runs through this site.	6.12			

Table 4.1.17: Specific Development Objectives for Ringaskiddy

* Flood Risk. See Objectives in <u>Volume One, Chapter 11</u> Water Management		^ TIA and RSA Required.	
Objective No.			Site Area (Ha)
RY-GC-07	Open space that acts as a buffer between proposed industry and established uses. While the patterns of land use will remain largely unchanged, if the adjoining land designated for industry is developed, consideration will be given to landscaping including strategic tree planting on the land.		2.5
RY-GC-08	Open space that acts as a buffer between proposed industry and established uses. While the patterns of land use will remain largely unchanged, if the adjoining land designated for industry is developed, consideration will be given to landscaping including strategic tree planting on the land.		1.7
RY-GR-09	Open space including car park at access point to Gobby Beach.		0.34
RY-GR-10	Passive open space within the vicinity of Ringaskiddy Martello Tower.		1.67
RY-GC-11	Protect this area which lies within Lough Beg pNHA and close to the Cork Harbour SPA and includes Tobar Lic Well which is of historic significance and the overall site is not suitable for development. *		6.82
RY-GC-12	Protect this area which lies within Lough Beg pNHA and close to the Cork Harbour SPA and is not suitable for development. *		0.89
RY-GC-13	Protect this area which lies within Lough Beg pNHA and close to the Cork Harbour SPA and is not suitable for development. *		13.5
RY-GC-14	Protect this area which lies within Monkstown Creek pNHA and Cork Harbour SPA. This area is not suitable for development. *		4.97
RY-GC-15	Open space site at risk of flooding. This area may be used as a feeding ground by bird species for which Cork Harbour SPA is designated. The zone supports wetland habitat which is known to be of importance for wintering birds, including species for which the SPA is designated. *		16.05
RY-GR-16	Open space that acts as a buffer between existing industry and established residential uses. Protect the woodland area, walkways and amenity areas for passive and active open space use.		13.7
RY-GC-17	Open space comprising of shrub and woodland.		1.51

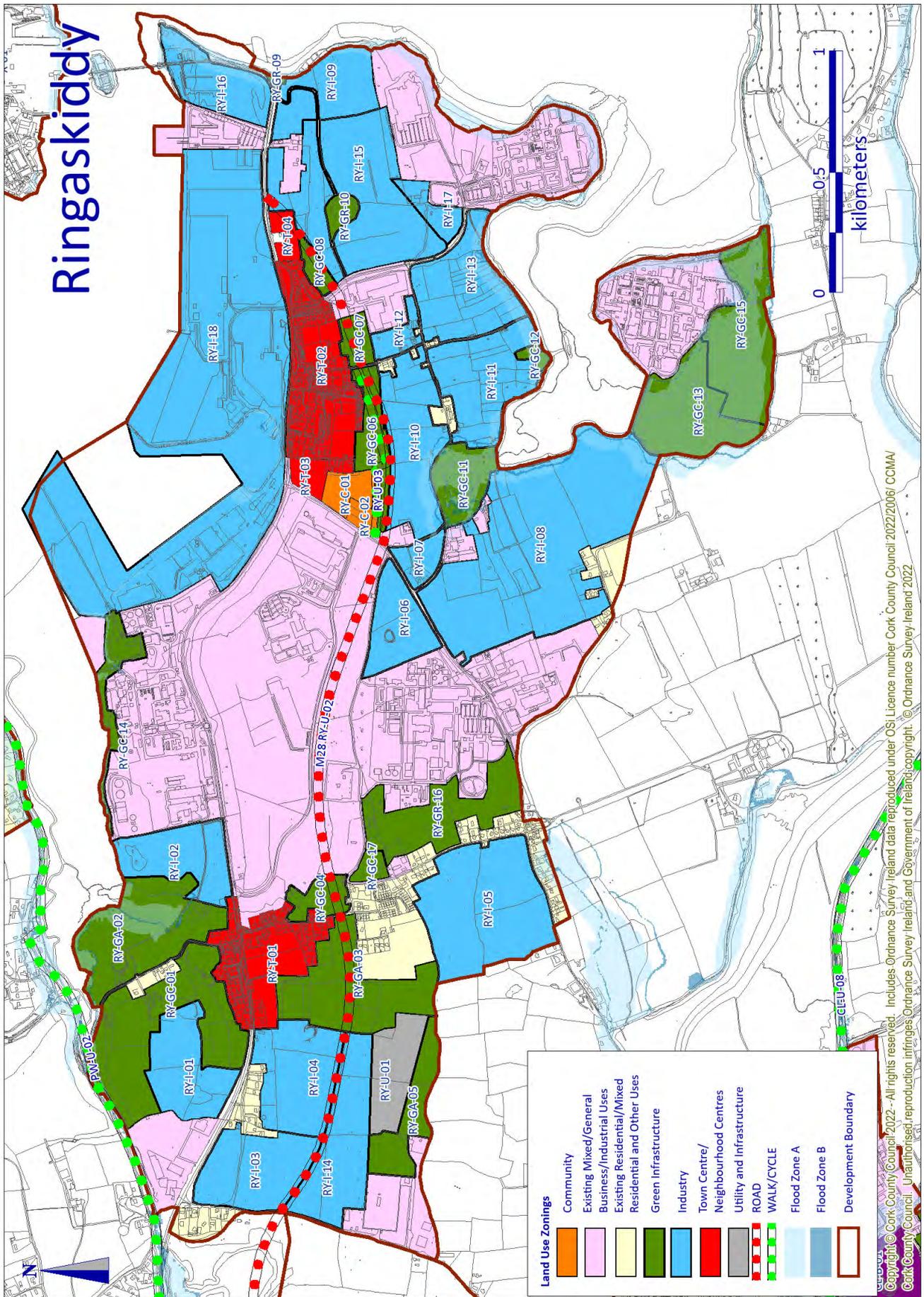


Figure 4.1.11: Map of Ringaskiddy.

1.8 Crosshaven and Bays

Vision and Context

- 1.8.1 Crosshaven is designated as a key village within the County Metropolitan Cork Strategic Planning Area. The strategic aim for Crosshaven is to encourage the consolidation of Crosshaven, to recognise its important economic, leisure, tourism and marine roles within Cork Harbour and promote sympathetic development in tandem with the provision of infrastructure and services that are compatible with the ecological designations within the Lower Harbour and Owenabue Estuary.
- 1.8.2 The strategic aims for the bay areas of Fountainstown, Church bay, Graball Bay, Fennell's Bay and Myrtleville is to acknowledge their important tourism function but limited capacity for future development given their sensitive coastal location, poor access and lack of wastewater infrastructure.
- 1.8.3 Due to its proximity to Carrigaline and Cork City, the rural hinterland surrounding Crosshaven and Bays is particularly susceptible to development pressure and is defined as a "rural area under strong urban influence" in the Plan. The purpose of this rural housing policy is to manage individual urban generated houses and protect the character of rural areas. It is also recognised that the sensitive scenic and coastal lands surrounding Crosshaven and Bays, which is defined a "high value landscape" has relatively limited capacity to accommodate individual houses in significant numbers.
- 1.8.4 Crosshaven and Bays comprises two distinct areas. With Crosshaven Village being where the higher concentration of population is situated to the northern section of the development boundary. This is where the majority of services are located. The Bays comprises of predominantly individual dwellings along the coastline. The Bays relates to the smaller nodes to the east and south.

Local Context

- 1.8.5 Crosshaven and the adjoining Bays of Fountainstown, Church bay, Fennell's Bay and Myrtleville are located at the mouth of Cork Harbour and are located 20km south of Cork City Centre and 5km east of Carrigaline.
- 1.8.6 The settlement has two distinct character areas the first is the established village area of Crosshaven which is located at the mouth of the Owenabue Estuary and the second is the Bays area which includes Fountainstown, Church bay, Fennell's Bay, Graball Bay and Myrtleville accessed by narrow, rural roads and surrounded by attractive farmland with extensive views of the Atlantic Ocean and/or Lower Cork Harbour. Development is not desirable in the hilly areas in the centre of the peninsula. The rural setting of Crosshaven and the bays settlements is part of their attraction. The most strategic of these landscape areas are zoned "Green Infrastructure".

Crosshaven Village

- 1.8.7 Crosshaven's strategic location at the mouth of Cork Harbour has made it a location of recurring military fortification since the 15th century (tower house) and later Camden Fort Meagher became an important military barracks and fortress in the 19th century. As a result the area has evolved into an attractive village and leisure base which utilizes its safe harbour. The settlement comprises a large number of attractive 18th and 19th century buildings. The western entrance to the town is characterized by a picturesque tiered townscape interspersed with landmark spires and mature trees. The village commands views overlooking the Owenabue Estuary, the wooded headland of Curraghbinny and the mouth of the Lower Harbour. In recent years a number of large housing developments have occurred to the south of Crosshaven House with mature screening which has assimilated well into the landscape.
- 1.8.8 The village has a good range of local services including a convenience store, a number of restaurants/ cafes, public houses, amusement arcade, amusement park and hairdressers.
- 1.8.9 Crosshaven House has been recently refurbished and is a fine example of an 18th century Country House. There is limited tourist accommodation within Crosshaven and in view of the expanding tourism function of the village, the Plan seeks to encourage new tourism accommodation so people can stay and contribute to the local economy. Lands zoned CS-X-01 includes provision of a hotel but is located in a highly sensitive site which forms part of the demesne of Crosshaven House, is steeply sloping and contains important mature trees which contribute to the landscape setting of the house and the wider village core. The Council continues to support the provision of a hotel on site but provides additional guidance in view of a previous refusal of permission by An Bord Pleanala for a hotel, 21 no. dwellings and associated site works.
- 1.8.10 The village is a growing tourism destination. Camden Fort Meagher has undergone major renovations and investment and as a result has become a successful tourist attraction which forms part of a wider network of coastal fortifications around the harbour. Works to rejuvenate this large fortress is ongoing and the Plan continues to support the expansion of the tourism offer on site, subject to best practice conservation techniques as required in Objective CS-X-02.

- 1.8.11 Crosshaven has the highest concentration of marinas and boat repair/ building facilities in Cork Harbour. These are located at the Royal Cork Yacht Club, Salve Marine and Crosshaven Boatyard. The Royal Cork Yacht Club located in the heart of the village is also an important tourist destination as its 18th century origins makes it the oldest yacht club in the world. It hosts a variety of annual and bi-annual sailing events which attracts large numbers of visitors to the village during summer months. Angling and rowing are also important marine based activities within the village. The Plan includes a general objective supporting the protection of marine recreation facilities within the village and encouraging improved public access to the water in view of its marine recreation function.
- 1.8.12 Boat -building and repairs is also long established economic activity in the village and the Council will continue to support this important marine -based use. Lands zoned CS-I-01 and CS-I-02 have been included to protect this strategic boat repair/ storage site activities.

The Bays

- 1.8.13 The "Bays" are a series of satellite nodes which have evolved as small seaside retreats including Fountainstown, Myrtleville, Fennel's Bay, Graball Bay and Church Bay. Some of these Bays have attractive beaches which are popular day -trip destinations for residents of Metropolitan Cork. The area is populated by high numbers of holiday homes and limited local services. These areas have their own character and require tailor made planning policy considerations.

Fountainstown

- 1.8.14 Fountainstown has evolved as a popular second home destination due to its attractive shingle beach and proximity to the City. The area has a large car park, public toilets and refuse/ recycling facilities to cater for day -trippers visiting the shingle beach and is popular for bathing and fishing. There are 2 long established caravan parks close to the beach along with a tennis club, pitch and putt facility and small local shop.
- 1.8.15 There is no public sewer in the area and so further housing or tourist related developments will need to comply with the EPA Code of Practice: Wastewater Treatment and Disposal Systems serving Single Houses (p.e.< 10) or any requirements as may be amended by future national legislation, guidance or Codes of Practice. Any future housing or tourism -related development will need to be carefully designed with comprehensive landscaping to ensure assimilation into the sensitive coastal landscape. The development boundary is drawn tightly to the north, east and west reflective of the limited environmental capacity of the settlement and its designation as a high value landscape.

Myrtleville

- 1.8.16 Myrtleville has evolved around its attractive sandy beach. The area is dominated by a proliferation of well established houses, many of which are in use as holiday homes which overlook the Atlantic Ocean. The "Coast Road" linking Fountainstown and Myrtleville has retained its attractive rural character of sod and stone ditches, attractive wild flowers and intermittent boathouses despite accommodating a series of linear roadside development both above and below the road. Part of the character of this area includes chalet type units on small plots. A number of well established local services are clustered close to the sandy beach including a public house, tea rooms, local shop and Post Office and large restaurant/ bar with function room at Bunny Connellans.
- 1.8.17 The development boundary offers some various options for limited housing expansion. There is no dedicated parking at this location, however, which results in haphazard parking arrangements on the roadside. The Plan carries forward an objective to provide a car park in Myrtleville to help improve tourism facilities in the area.

Graball Bay and Church Bay

- 1.8.18 These are areas of well established holiday homes overlooking the sea. The capacity of the landscape, and poor road network and lack of public wastewater infrastructure render these areas unsuitable for any significant expansion in housing and/or marine -related activities which would generate additional traffic onto the substandard road network. Over recent years there has been some upgrading of existing properties and/or provision of larger replacement dwellings where site sizes allowed resulting in a higher design quality. A pedestrian walkway which links Templebreedy Church to Church Bay needs to be preserved.

Fennell's Bay

- 1.8.19 This area is exclusively residential in nature. There is local access to the beach via a pedestrian track and no dedicated parking area. There is limited scope for further housing at this location. Any future development here will need to be sensitively designed and ensure it does not detract from the "High Value Landscape" designation afforded to this attractive coastal bay.
- 1.8.20 Development in relation to lands in Fennels Bay adjacent to the RTE Broadcasting Station Compound should be of a scale appropriate to that of existing residential development in the area with provision for individual units only.

Planning Considerations and Proposals

- 1.8.21 Crosshaven's attractive coastal and harbour setting and proximity to Cork City has made it a popular location for new development in recent years. It is important that the unique character of the settlement does not suffer from insensitive development, particularly in the more prominent areas overlooking both Crosshaven and the wider harbour area.
- 1.8.22 Capacity for new development in the Bays area is limited by its complex topography and sensitive environmental setting. There are a number of elevated ridges and prominent hilltops that are particularly sensitive to development, as they not only form part of the landscape setting of Crosshaven and the Bays area, but also form part of the High Value Landscape and visual setting of Cork Harbour.
- 1.8.23 Any further development along the laneway adjacent to Water Meadow should retain and protect the existing trees where possible.
- 1.8.24 It is also important to maintain and enhance the village's built and natural heritage. Infill development and sensitive alterations to facades in the older village core will be encouraged. In this plan the CS-T-01 area has been extended to accommodate the potential of Crosshaven to attract niche retail/commercial uses in the village centre as part of its coastal location and association with yachting and other marine activities. This area has also potential for sensitive, compact residential development incorporating a design which sits comfortably in its village setting. This zoning reflects the long-term vision for the village centre of Crosshaven and Bays but recognising the current uses on the site. The maritime activity to the north of the site can continue under the town centre zoning. This area adjoins the existing village core which has been zoned as CS-T-02.
- 1.8.25 This has removed the "limited residential development" requirement as residential uses are deemed an integral ingredient to the vibrancy and mixed use character of urban centres like Crosshaven.
- 1.8.26 Internal traffic management continues to be problematic in Crosshaven, particularly in the summer season and it is intended to promote further road improvements/ developments especially along the waterfront, in order to alleviate traffic congestion and pinch points within the road network. These issues will be prioritised by the Council over the lifetime of the Plan and will be addressed where resources allow.
- 1.8.27 Other important issues for the area include improved public transport services, provision of a community building in Crosshaven along with additional recreational, civic, cultural and business facilities to serve the growing population. The coast and shoreline of the area offers opportunities for the development of informal recreation facilities.
- 1.8.28 While significant levels of residential development have taken place in the village, there is a need for the proportionate provision of services and facilities for the enlarged population including improved community facilities. The Council also supports interventions which can improve walkability within the settlement, especially linking residential areas and the village core.
- 1.8.29 This Plan recognises the tourist and leisure potential that exists in Crosshaven and Bays. Any future proposals for tourism related industry will be given careful consideration subject to its compatibility with the ecological designations in Cork Harbour and the Owenabue Estuary.

Population and Housing

- 1.8.30 The 2016 Census recorded a population in Crosshaven was 2,577 people, an increase of 23% on 2011 Census figures. The bays area have a further 993 persons recorded in Census 2016 bringing the total population to 3,570 persons. This figure relates to a total of 1,236 housing units in Crosshaven by 2028, which is an increase of 103 housing units from 2022 to 2028. An examination of Geo-directory figures for the number of houses in the settlement show that there was an increase of 34 dwellings between 2010 and 2015. It should be noted that the geo-directory represents registered postal address and is not indicative of year round residential occupation as there is a high level of holiday homes located in the Bays area. There is an outstanding permission within Crosshaven for 73 units which is yet to commence.

Table 4.1.18: Crosshaven and Bays Population and Housing Supply

	Population and Housing Requirement			Housing Supply Units
	Population Census 2016	Population Target (to 2028)	New Units Required (to 2028)	Housing Supply from Residential and Mixed-Use Zoning including Compact Growth Sites
Crosshaven and Bays	2,577	2,847	103	103

Table 4.1.19 Crosshaven and Bays Population 2006 - 2028

	Census 2006	Census 2011	Census 2016	Population Target to 2028
Crosshaven and Bays	1,921	2,415	2,577	2,847

Overall Scale of Development

- 1.8.31 The planning Strategy for Crosshaven and Bays continues to encourage the consolidation of the settlement of Crosshaven and to recognise its important economic, leisure, tourism and marine roles within the Cork Harbour. The housing growth target for the village has been retained having regard to the scale of the settlement, the need to sustain existing services and community facilities and the availability of suitable infrastructure services.
- 1.8.32 It is envisaged that the settlement should grow by an additional 103 units bringing the total amount of units to 1,236 units by 2028. The majority of this housing will be provided around the existing housing and community facilities available at Crosshaven village. Any new development in the Bays area will be restricted to low density, individual infill development or the appropriate redevelopment or refurbishment of existing dwellings and brownfield sites subject to satisfactory sewage disposal arrangements. Medium and high density development is not considered appropriate for the Bays area. No additional development shall take place on the lands within the development boundary that are located at the southern end of a ribbon of development and lie to the west of the access road to Templebreedy Fort until such time as a car park and picnic area are provided on these lands.
- 1.8.33 There are opportunities to deliver compact growth in Crosshaven and Bays which would include infill developments, backlands developments, and through addressing vacancy. These opportunity sites have the potential to help meet the planned level of growth allocated to Crosshaven and Bays as a settlement and as a Key Village.

Social and Community Facilities

- 1.8.34 Crosshaven village is a well established settlement, with important community facilities including two churches, one co-educational secondary school, Colaiste Mhuire and three primary schools; Scoil Bhríde, Scoil Náisiúnta Cros tSeain and Templebreedy national School. The village has a large number of sporting clubs including GAA, soccer, rugby, sailing, tennis and rowing to name a few. The local community has developed additional facilities based around historic Crosshaven House including a playground and pitch and putt club. The Plan supports the provision of improved access to the village community hall.
- 1.8.35 The riverside amenity walk, which follows the old Carrigaline to Crosshaven railway line, is a high quality facility which was redeveloped by Cork County Council and reopened as a public walkway in 2000.

Green Infrastructure

- 1.8.36 Parts of Crosshaven and Bays have been identified as being at risk of flooding as illustrated on the settlement map. Parts of the headland at Myrtleville are susceptible to coastal erosion which has impacted on intermittent sections of a coastal amenity walk around the Bay.
- 1.8.37 Flood risk is tidal in nature and climate change impacts could be severe and as such the long term sustainability of the developments would be better achieved by applying the sequential approach and setting development back from the water's edge.
- 1.8.38 The approach to Flood Risk Management is set out in **Chapter 11 Water Management in Volume One** of this Plan and in the updated Strategic Flood Risk Assessment (SFRA), October 2021. The updated SFRA should be consulted for any settlement specific comments and recommendations, including site specific recommendations made as part of any Justification Tests carried out, prior to any application for development."
- 1.8.39 There are 11 Green Infrastructure Zonings in Crosshaven and Bays.

Employment and Economic Activity

- 1.8.40 Crosshaven village is a very attractive village which has a modest level of employment. The existing boatyard provides employment opportunities and provides essential repair and storage facilities for the sailing community based in Crosshaven. Crosshaven Boat Yard no longer builds boats but concentrates on every aspect of their care, maintenance and repair. In addition it offers new boat sales and a reactive Brokerage Service. Crosshaven Boat Yard is an approved contractor for the Department of Agriculture, Food and the Marine.
- 1.8.41 The Plan supports the continued expansion of the tourism and marine leisure industry within the village, subject to compatibility with the nature conservation designations within the Owenaboy Estuary and Cork Harbour. The expansion of the tourism offer within the village can help broaden the economic base of Crosshaven anchored around the visitor experience at the Fort and marine leisure activities within the Estuary and Bays. The Plan carries forward lands zoned CS-X-01 which supports the provision of additional tourism accommodation within the village core. A General Objective has also been included recognizing Crosshaven's importance as a tourism destination for water related sport and supports improved public access to the water. Tourism facilities should be encouraged in the Crosshaven and Bays area to increase employment opportunities and economic activity.
- 1.8.42 Two sites are zoned for town centre related development adjacent to the existing village core in Crosshaven. These sites are considered suitable for mixed use development including residential development.
- 1.8.43 There is two areas set aside for marine related industrial development in Crosshaven village. CS-I-01 is an established boatyard and boat repair facility and is considered a strategic land use which needs to be protected. CS-I-02 also includes the provision of boat repair, storage and ancillary uses.

Movement

- 1.8.44 The Plan has continued to include nine objectives relating to walkways and pedestrian network throughout Crosshaven and Bays however, it should be noted that such lines are indicative only and are subject to agreement with landowners and other considerations as appropriate.
- 1.8.45 The road network is particularly inadequate in the Bays area and cannot facilitate large amounts of traffic. Some road improvements, such as widening and the provision of footpaths and traffic management are required and could help alleviate congestion in the area. In recent years improvements have been made to the car parking facilities and public realm around Cronins/ Crosshaven House which has resulted in a better functioning village core and safer pedestrian environment.
- 1.8.46 Additional car parking is required in areas with large numbers of visitors, namely Myrtleville. Bus Éireann runs a daily bus commuter service which operates between Crosshaven, Carrigaline and Cork City. The Plan carries forward an objective to provide a new car park at Myrtleville.
- 1.8.47 In order to meet the target population growth in Crosshaven and the Bays additional storage capacity will be required along with network upgrades at some locations within the system.
- 1.8.48 Foul sewer is available in Crosshaven Village and Church Bay area; however, there are infiltration issues. No foul sewer system is available in Myrtleville or Fountainstown area. Cork Lower Harbour Sewerage Scheme now serves Crosshaven. Provision of a foul sewer system is required for Myrtleville and Fountainstown areas.

Water Management

- 1.8.49 Crosshaven village (but not the wider Bay area) has now been connected to the Lower Harbour Sewerage scheme, but drinking water capacity issues remain.

Built Heritage

- 1.8.50 The settlement of Crosshaven has a particularly attractive townscape. Throughout the village as a whole, there are 4 buildings or other structures entered in the Record of Protected Structures, including "Camden Fort Meagher" military fortification, which enjoys a prominent location overlooking the mouth of Cork Harbour. Crosshaven House is a protected structure and any future development in the vicinity of the site will need to undertake an appraisal of the Historic Gardens and demesne of Crosshaven House as per Guidance Notes produced by Cork County Council. Within the Bays area, Fountainstown House is entered in the Record of Protected Structures.

Landscape and Visual Amenity

- 1.8.51 A large section of Crosshaven and Bays is identified as high value landscape in the Plan. This area stretches from the Owenabue Estuary through Crosshaven and Bays and onto Ringabella.

- 1.8.52 The Plan designates two scenic routes close to and within Crosshaven and bays, namely S58 and S59. Scenic route S58 is described as the R612 regional road from Carrigaline to Crosshaven and is considered scenic due to its views of the Owenabue River (including Drakes Pool) and its views of Cork harbour and coastal landscape. Scenic route S59 is described as the R612 regional road and Local roads between Crosshaven and Myrtleville, Church Bay, Camden, Weavers Point and Fountainstown. This route is designated because of its attractive coastal views of the Harbour, Atlantic Ocean and scenic coastal landscape.
- 1.8.53 Crosshaven and Bays is a dispersed settlement with substantial and prominent areas of open land uses forming part of the settlement. Many of these areas contribute to the landscape setting of the settlement and also form an attractive backdrop to longer distance views across the lower reaches of Cork Harbour. In this plan these areas have been made the subject of specific objectives so that they can be given an appropriate degree of protection.

Biodiversity

- 1.8.54 There are a number of important nature conservation sites located throughout this coastal area including Cork Harbour SPA, Templebreedy National School pNHA and Fountainstown Swamp pNHA. Templebreedy National School, which is located within Crosshaven, is proposed as a Natural Heritage Area (pNHA-0107), for a protected species of bat. The attic of the school and the mature trees located nearby, combine to provide an important nursery and habitat.
- 1.8.55 Fountainstown Swamp (pNHA-0371), which is located immediately north of Fountainstown, consists of a former lake or inlet of the sea that has been grown over by a mixture of marsh plants and woodland. The swamp is proposed as a Natural Heritage Area due to its unusual character and undisturbed nature, and the relatively high number of birds that visit the site.
- 1.8.56 The woodland at Knocknagore is an important asset to the setting of the village and for the community in Crosshaven, it provides an important backdrop to the village and adjacent residential developments and it should be maintained and protected for future generations.
- 1.8.57 Lands zoned CS-GC-01 relates to the protection of the setting of Crosshaven House and important mature trees within and on the perimeter of the site.
- 1.8.58 The following habitats are found within the settlement of Crosshaven and Bays: Littoral Rock, Littoral Sediment, Dense Bracken, Highly Modified/Non and Scrub/Transitional Woodland.

Special Policy Areas

- 1.8.59 There are two special policy areas which have been carried forward. Lands zoned CS-X-01 has been set aside for hotel. This is a very attractive and sensitive site with views of the coast and Curraghbinny. The site is sloping in nature and needs a sensitive design response. Some additional text has been included having regard to the relationship of the site to Crosshaven House and Demesne and restricting residential development to "a limited amount of housing" due to the difficult topography and site features which need to be retained.
- 1.8.60 Land zoned CS-X-02 Camden Fort Meagher is now operational as a military tourism destination including a café, car parking facilities and a series of interpretative spaces within some of the existing refurbished buildings. The Council supports the continued rehabilitation of the site as a tourism and cultural centre subject to applying best practice conservation techniques.
- 1.8.61 Cork County Council is in the process of preparing a Masterplan for the overall site. It is envisaged that the recommendations of this Masterplan will inform the future development and operation of these strategic lands within the village and wider harbour area and may include provision for a broader range of uses within the complex.

General Objectives

Table 4.1.20: General Objectives for Crosshaven and Bays

Objective No.	
CS-GO-01	Within the development boundary of Crosshaven and Bays encourage the development of up to 103 additional dwelling units during the plan period.
CS-GO-02	Support the expansion of sustainable tourism facilities within the Crosshaven and Bays area in a manner that is compatible with the nature conservation designations in Cork Harbour. New development should be sensitively designed and planned to provide for the protection of the River Owenabue Estuary and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity . It may be necessary to provide for screening or buffering where new development is proposed in areas adjoining the Cork Harbour SPA (on zoned land, existing built up areas, existing businesses, etc.).
CS-GO-03	Recognises the unique opportunity that Crosshaven has as a tourism destination for water related sport and recreation and supports improved public access to the water.
CS-GO-04	Support the continued development of Camden Fort Meagher as a coastal fortification tourism destination in a manner that is compatible with its heritage and conservation designations. Camden Fort Meagher Developments DAC, a company wholly owned by the Council, has identified a series of discreet projects which it proposes to develop over the lifetime of the Plan.
CS-GO-05	The boundary of Crosshaven and Bays overlaps and is adjacent to the Cork Harbour Special Protection Area. Development in the Key Village will only be permitted where it is shown that it is compatible with the requirements of the Habitats Directives and the protection of these sites.
CS-GO-06	The Council will work in co-operation with landowners to deliver the proposed amenity routes.
CS-GO-07	The council is supportive of the objective to seek an extension of the Crosshaven public sewer network to serve the Graball area. Any new development should be accompanied by surface water attenuation solutions on site.
CS-GO-08	The level of development permitted within the Bays will include appropriate individual residential development only. New dwelling house design and scale needs to be respectful of the character and pattern of existing dwellings while fitting appropriately into the elevated setting of this coastal area of high value landscape overlooking Cork Harbour.

Specific Objectives

Table 4.1.21: Specific Development Objectives for Crosshaven and the Bays

* Flood Risk. See Objectives in Volume One, Chapter 11 Water Management		
Objective No.		Site Area (Ha)
Residential/Residential Reserve/Residential Further Additional Provision		
CS-R-01	Medium B residential development.	5.31
Town Centre		
CS-T-01	Mixed uses including: retail, small scale offices, community, residential and marine/tourism uses to facilitate village centre expansion. The residential element on this site should be sensitive, compact with a design that sits comfortably into the village setting of Crosshaven. *	2.4
CS-T-02	This area denotes the existing built footprint of Crosshaven and any proposals for development within this core area should comply with the overall uses acceptable in town centre areas. Any future development should reflect the scale and character of the surrounding existing built up area. *	0.39

Table 4.1.21: Specific Development Objectives for Crosshaven and the Bays

* Flood Risk. See Objectives in Volume One, Chapter 11 Water Management		
Objective No.		Site Area (Ha)
Industry		
CS-I-01	Marine related development to include the provision of boat repair and storage and ancillary uses. Uses compatible with the primary use only to be considered acceptable. Any development on this site will need to take account of the biodiversity sensitivities, which have county importance, within the site and area.*	0.72
CS-I-02	Marine related development to include the provision of boat repair, storage and ancillary uses.*	2.05
Special Policy Areas		
CS-X-01	Allow for the provision of a hotel, and a limited amount of sensitively designed residential development responding to site specific visual amenity, natural and architectural heritage, specific site characteristics and surrounding context. All development on the site is subject to a landscaping scheme and the retention of the existing tree belt.	0.8
CS-X-02	Support the continued development of Camden Fort Meagher as a military tourism destination. The heritage and historical importance of the site and its strategic harbour location can contribute to the development of a network of harbour related tourism. Any development on this site will need to take account of the biodiversity and habitat sensitivities which have county importance, within the site and area.*	11.5
Green Infrastructure		
CS-GC-01	Open Space to protect setting of Crosshaven House and retain existing mature trees.	
CS-GA-02	Open Space. This prominent slope makes a significant contribution to the setting of Crosshaven. There is a presumption against development on these lands because of the importance of the hillside to the setting of the area. The provision of additional playing pitches for the established sports facilities on the lands will be considered provided they do not impact adversely on the setting of the hillside.	
CS-GC-03	Open Space. Protect existing Percolation Areas	
CS-GC-04	Open Space. Protect existing Percolation Areas	
CS-GC-05	Open Space. Protect existing Percolation Areas	
CS-GC-06	Open Space. Protect existing Percolation Areas	
CS-GC-07	Open Space to protect views of Myrtleville Bay.	
CS-GC-08	Open Space to maintain the character of the coastal landscape and ensure protection of seaward views.	
CS-GC-09	Open Space to maintain the character of the coastal landscape and ensure protection of seaward views.*	
CS-GC-10	Open Space to protect the Special Protection Area designation.*	
CS-GR-11	Protect woodland area for passive open space use.	

Table 4.1.21: Specific Development Objectives for Crosshaven and the Bays

* Flood Risk. See Objectives in Volume One, Chapter 11 Water Management		
Objective No.		Site Area (Ha)
Utilities and Infrastructure		
CS-U-01	Develop and maintain amenity walk.	
CS-U-02	Develop and maintain amenity walk.	
CS-U-03	Develop and maintain amenity walk.	
CS-U-04	Develop and maintain amenity walk from Church Bay to Templebreedy Church.	
CS-U-05	Develop and maintain amenity walk. Any development on this site will need to take account of the biodiversity sensitivities, which have county importance, of the site and area.	
CS-U-06	Develop and maintain amenity walk.	
CS-U-07	Develop and maintain amenity walk.	
CS-U-08	Develop and maintain amenity walk from Church Bay to Fennell's Bay.	
CS-U-09	Develop and maintain amenity walk.	
CS-U-10	Car Park with permeable surface.	0.3

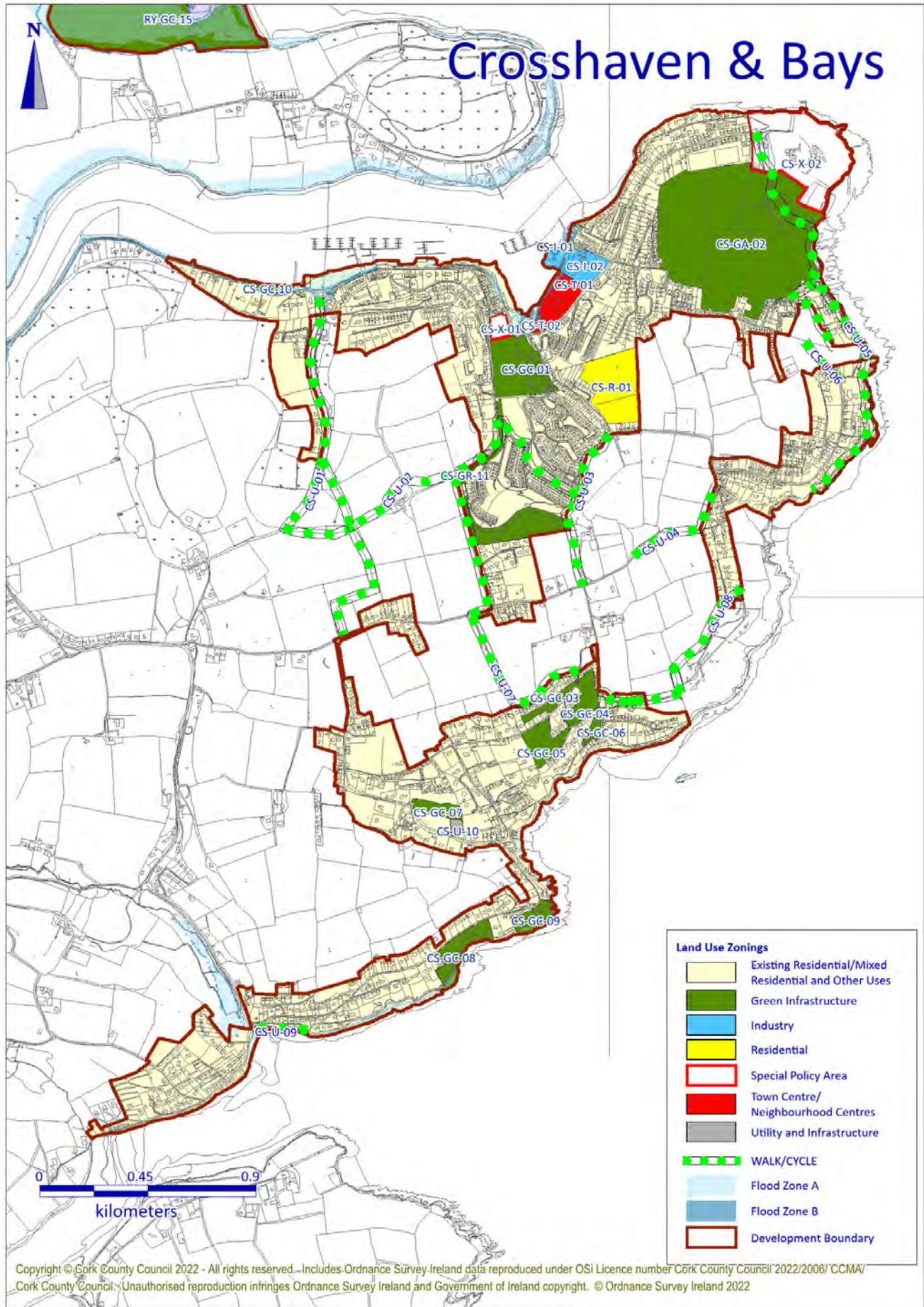


Figure 4.1.12: Map of Crosshaven and Bays.

Villages

1.9 Villages of the Carrigaline Municipal District

Introduction

- 1.9.1 The purpose of this section of this plan is to give planning policy guidance on future development in the Villages.
- 1.9.2 Villages are settlements that provide a range of services to a local area but the range of services are not as broad as those provided by the Key Villages. There are five villages in the Carrigaline Municipal District as follows; Ballinhassig, Ballygarvan, Halfway, Minane Bridge and Waterfall.
- 1.9.3 To allow the villages to develop in an orderly manner, it is particularly important that improvements are made to the village's infrastructure. It is intended that future growth will be largely organic in nature based on small scale developments. It is important that the village's rural character, architectural heritage and its other heritage and natural amenities are maintained, enhanced and not compromised, including the surrounding landscape, particularly any designated high value landscapes.
- 1.9.4 Given the challenges facing some villages in relation to infrastructure, in particular water services and whether any deficits can be overcome in the lifetime of the plan the Council will consider the reallocation of the overall level of units for a specific Village from Villages with current infrastructure constraints that are taking longer than expected to be resolved to a Village or Villages within the same Municipal District which has no such constraints subject to adequate capacity been shown to be available, in compliance with the requirements of **Chapter 11 Water Management** and any ecological considerations. The transfer of housing units from a specific settlement cannot exceed 50% of that settlement's allocation as set out in the table below.
- 1.9.5 Further guidance on the development of villages is given in **Volume One** of this Plan, particularly **Chapter 2 Core Strategy, Chapter 3 Settlements and Placemaking, and Chapter 4 Housing**.

Table 4.1.22 Scale of Development for Villages Carrigaline Municipal District

Villages	Existing Number of Houses	Existing Number of Houses Q2 2020 (Geodirectory)	Growth 2010 to 2020 (Geodirectory)	Overall Scale of Development (No. of houses)
Ballinhassig	26	67	41	15* (45 units in total split between Carrigaline Municipal District and Bandon Kinsale Municipal District.)
Ballygarvan	171	178	7	45
Minane Bridge	58	58	0	10
Halfway	74	111	37	10
Waterfall	88	110	22	22
Total Villages	417	524	107	102

1.10 Ballinhassig

- 1.10.1 The vision for Ballinhassig is to encourage the consolidation of the village and to promote sympathetic development in tandem with the provision of infrastructure and services.
- 1.10.2 Ballinhassig is located within both Carrigaline Municipal District and in the Bandon Kinsale Municipal District. The village is split between the two Municipal Districts with the village centre and existing built up area falling within the Carrigaline MD and the developable lands to the south within Bandon Kinsale MD. See map below showing the extent of the village within the two Municipal Districts.

Table 4.1.23: Development Boundary Objectives for Ballinhassig

Objective No.	
DB-01	Within the development boundary, encourage the development of up to 15* additional dwellings during the Plan period within the section of the village within Carrigaline Municipal District. (*45 within the entire village)
DB-02	Development should not occur on the steep slopes to the north of the village which form an important part of the village setting.
DB-03	Implement traffic calming measures in the village, including measures to prevent inappropriate roadside parking where alternative parking spaces have been provided as part of a development.

Specific Objectives

Table 4.1.24 Specific Development Objectives for Ballinhassig

* Flood Risk. See Objectives in Volume One, Chapter 11 Water Management		
Objective No.		Site Area (Ha)
Town Centre		
T-01	Allow for the expansion of the village centre to accommodate mixed use development including retail, business and residential uses.*	2.17
Green Infrastructure		
GR-01	Open space for informal public recreation, with provision of neighbourhood scheme.	2.25
Utilities and Infrastructure		
U-01	Develop and maintain amenity walk.	
U-02	Develop and maintain amenity walk.	

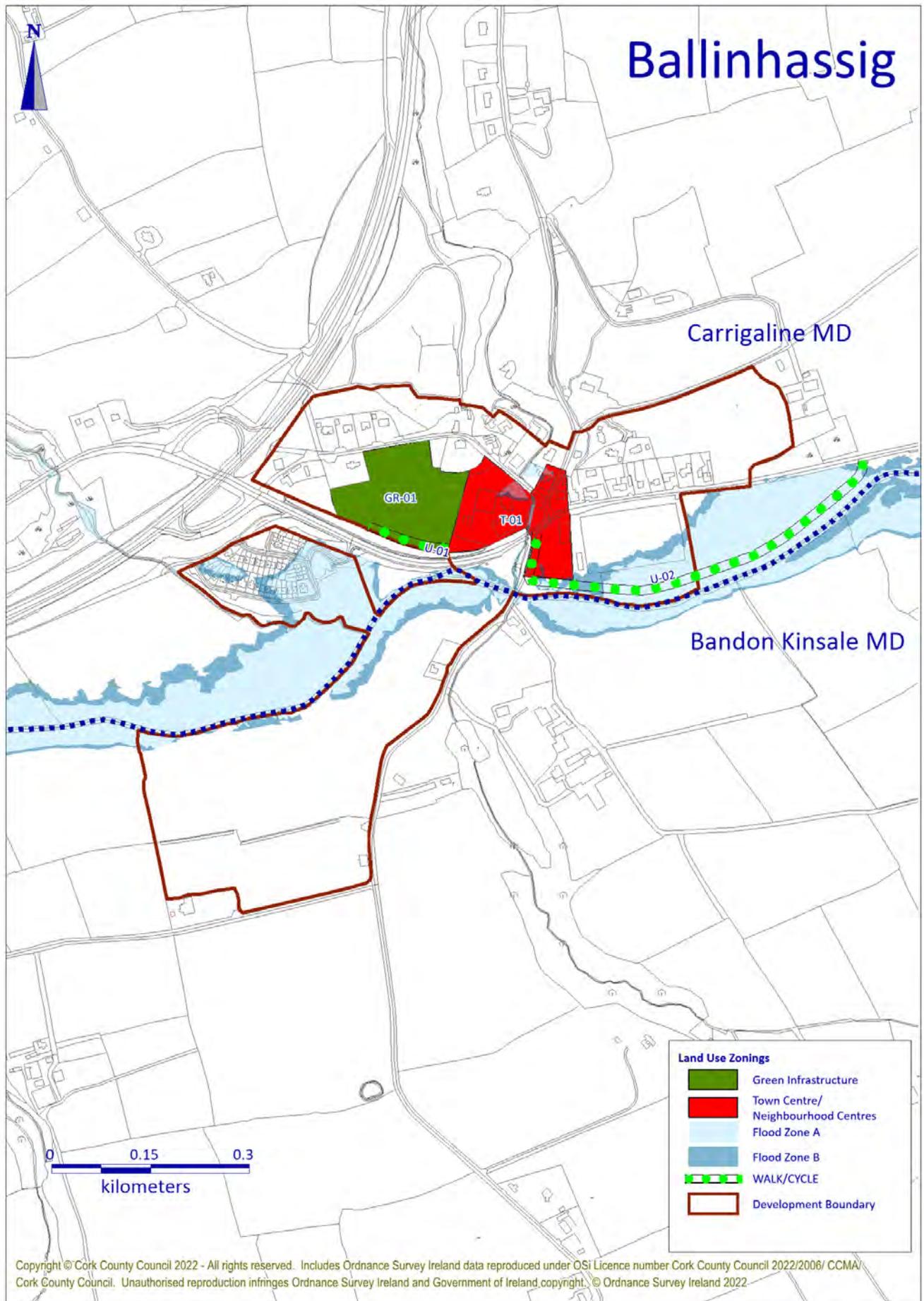


Figure 4.1.13: Map of Ballinhassig.

1.11 Ballygarvan

- 1.11.1 The vision is to encourage the consolidation of the village firmly within its Green Belt setting, and to promote sympathetic development in tandem with the provision of services.

Development Boundary Objectives

Table 4.1.25: Development Boundary Objectives for Ballygarvan

Objective No.	
DB-01	Within the development boundary encourage the development of up to 45 additional dwelling units during the plan period.
DB-02	Development should not occur on the steep slopes to the north of the village which forms an important part of the villages setting.
DB-03	Implement traffic calming measures in the village, including measures to prevent inappropriate roadside parking where alternative parking spaces have been provided as part of the development.

Specific Development Objectives

Table 4.1.26: Specific Development Objectives for Ballygarvan

* Flood Risk. See Objectives in Volume One, Chapter 11 Water Management		
Objective No.		Site Area (Ha)
Special Policy Area		
X-01	Any proposals for development on the lands that lie to the south of the existing Sports grounds and to the north of the Owenboy River will only be considered subject to the provision of a safe access, the carrying out of a flood study for all of these lands and will be subject to satisfactory drainage and sanitary arrangements. Any residential development will be medium density to include a mix of house types and sizes, an appropriate playing pitch which integrates efficiently and effectively with existing recreational facilities, and an amenity walk (U-01) along the southern boundary. *	5.9
Green Infrastructure		
GR-01	Open space with potential to develop and maintain an amenity area. *	0.5
Utilities and Infrastructure		
U-01	Develop and maintain pedestrian walk.	-
U-02	The Plan supports the provision of a new pedestrian bridge within the Village.	-
Community		
C-01	School Site	

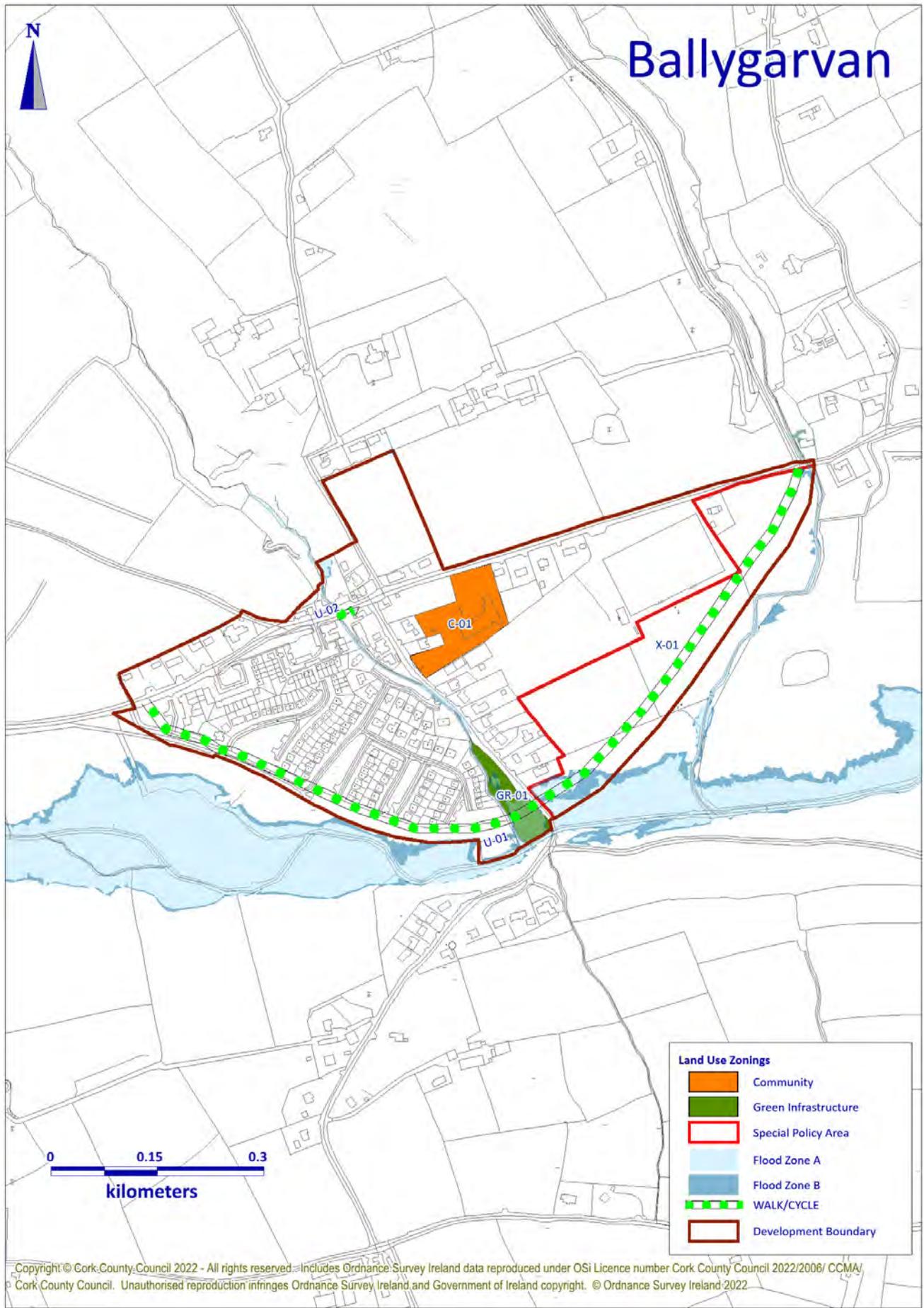


Figure 4.1.14: Map of Ballygarvan.

1.12 Halfway

- 1.12.1 The vision for Halfway is to encourage limited amount of development within the village and restore a village core where local services are available.

Development Boundary Objectives

Table 4.1.27: Development Boundary Objectives for Halfway	
Objective No.	
DB-01	Within the development boundary encourage the development of up to 10 additional dwelling units during the plan period.
DB-02	The development of a riverside walk will be implemented.

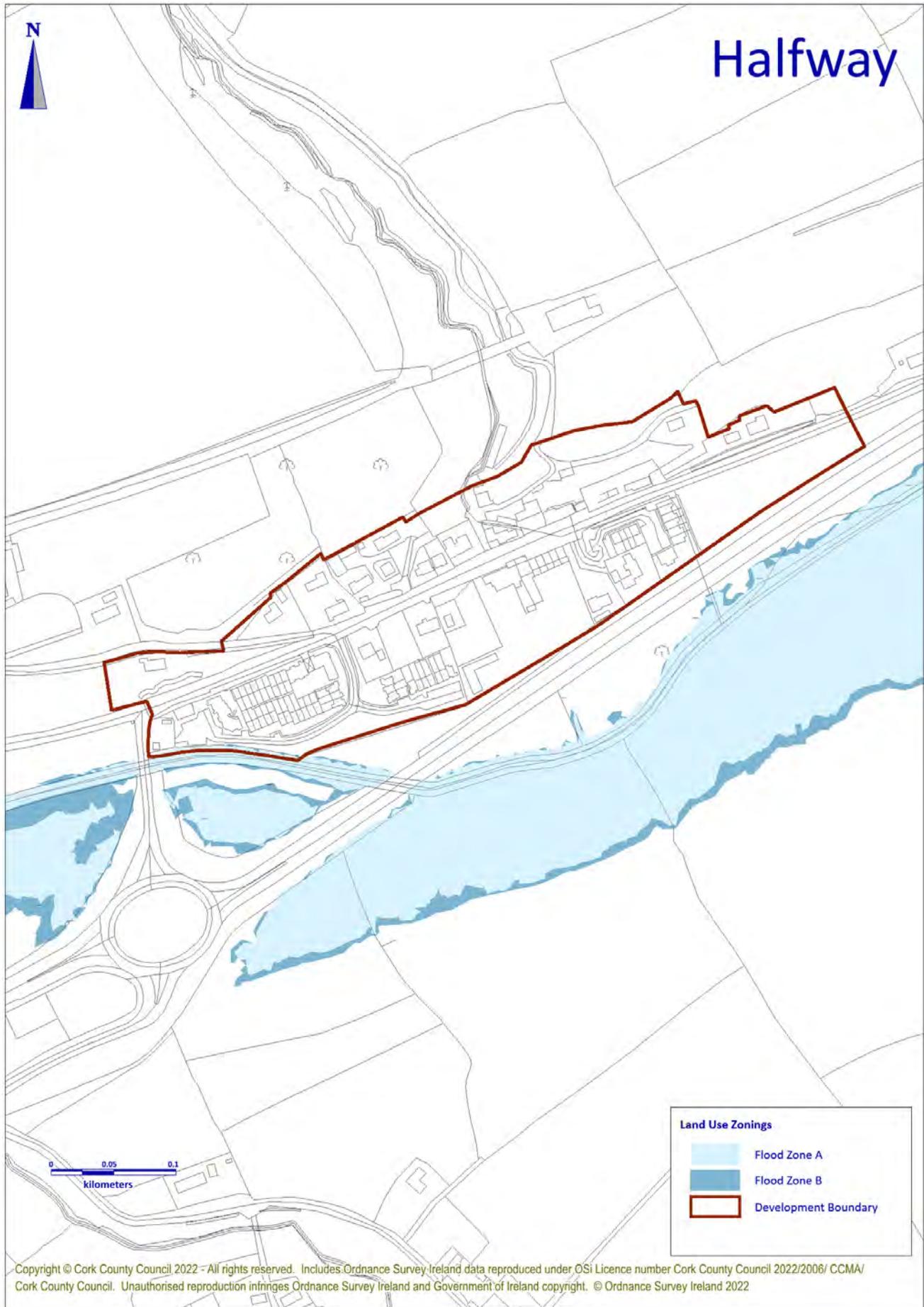


Figure 4.1.15: Map of Halfway.

1.13 Minane Bridge

1.13.1 The vision for Minane Bridge is to promote sympathetic development which does not impact on the groundwater sensitivity of the area and to support the development and regeneration of the village core in line with the availability of services.

Development Boundary Objectives

Table 4.1.28 : Development Boundary Objectives for Minane Bridge

Objective No.	
DB-01	Within the development boundary encourage the development of up to 10 additional dwelling units during the plan period.
DB-02	Encourage development that: <ol style="list-style-type: none"> Consolidates and strengthens the existing village core, Is sympathetic to the scale and character of the village, Where appropriate, allows for sufficient set back in the building line to accommodate pedestrian facilities, Respects the views and settings of the village, Avoid land to the north which is an existing groundwater protection area, Be accompanied by surface water attenuation solutions. The boundary of Minane Bridge adjoins the Minane Bridge Marsh pNHA. New development should be sensitively designed and planned to provide for the protection of this wetland and will only be permitted where it is shown that it is compatible with the requirements of environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity.
DB-03	The Plan supports the provision of traffic calming measures and improved pedestrian facilities linking residential areas to community buildings within the Village.
DB-04	The Plan supports proposals to enhance recreation facilities in the village including the provision of a playground.

Specific Development Objectives

Table 4.1.29: Specific Development Objectives for Minane Bridge

* Flood Risk. See Objectives in Volume One, Chapter 11 Water Management		
Objective No.		Site Area (Ha)
Town Centre		
T-01	Town Centre. Village type uses including; small scale retail i.e. local shop, local services and possibly incorporating housing above ground floor level. Any future development should reflect the scale and character of the surrounding existing built up residential area.	0.56
Green Infrastructure		
GC-01	Protect the visual setting of the village including the attractive, historic Minane Bridge.*	0.08
GC-02	Protect the mature woodland which is important to the visual setting of the village.*	0.2
Community		
C-01	Existing school, including an area to allow for the expansion of education facilities.	1.6
Utilities and Infrastructure		
U-01	Develop and maintain amenity walk which connects to the existing GAA grounds. A nature-based approach will be required to the design and construction of this walk to ensure that it does not impact negatively on the Minane Bridge Marsh proposed Natural Heritage Area and takes account of flood risk. The design of the walk will be subject to ecological impact assessment.	-
U-02	Maintain existing amenity walk.	-

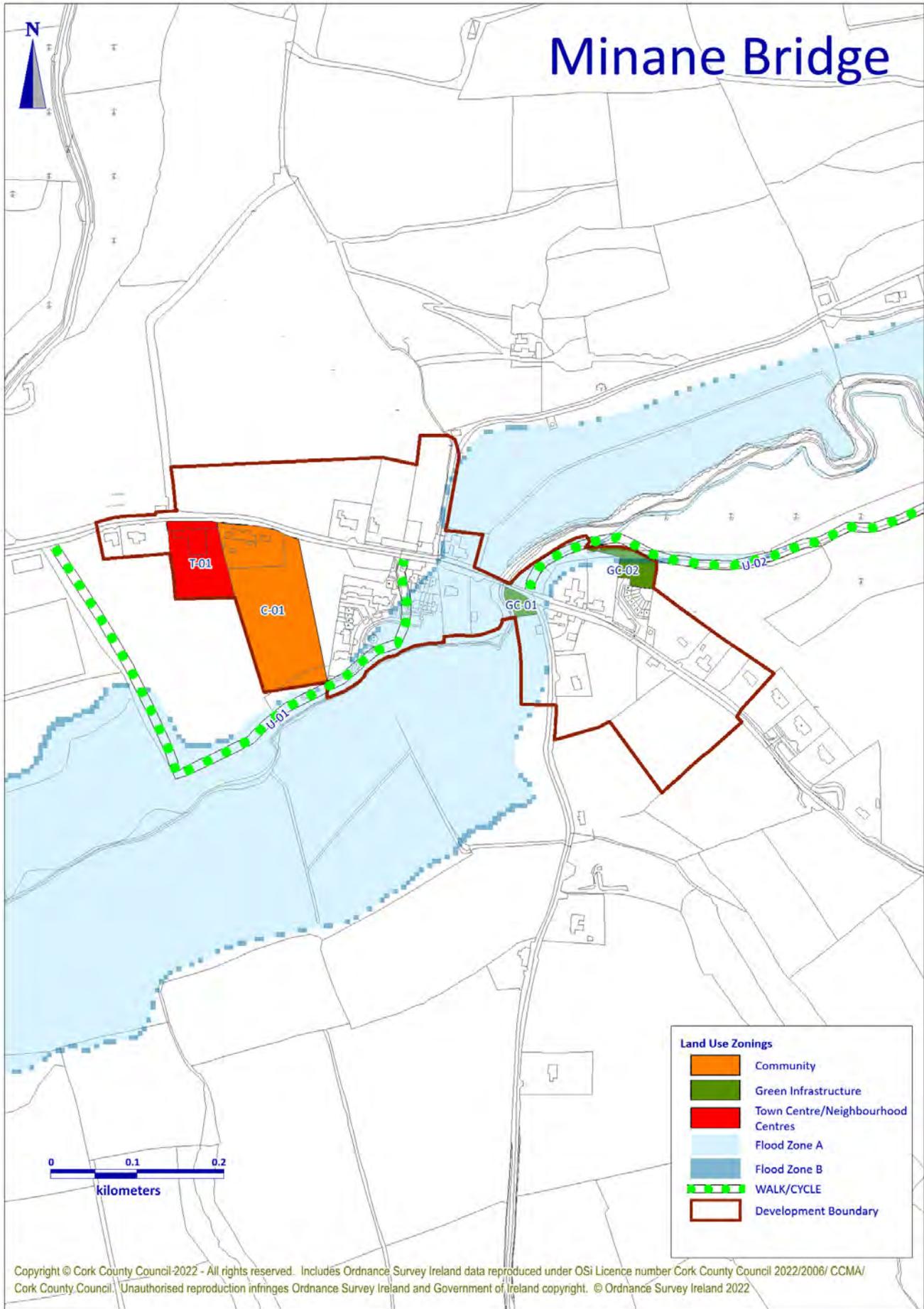


Figure 4.1.16: Map of Minane Bridge.

1.14 Waterfall

- 1.14.1 The strategic aims for Waterfall are to encourage the consolidation of the village firmly within it's Green Belt setting, and to promote sympathetic development in tandem with the provision of services.

Development Objectives

Table 4.1.30: Development Boundary Objectives for Waterfall	
Objective No.	
DB-01	Within the development boundary of Waterfall to encourage the development of up to 22 additional dwelling units in the period 2022-2028.
DB-02	All new development should; <ol style="list-style-type: none"> consolidate and strengthen the existing village core, be sympathetic to the scale and character of the village, where appropriate, allow for sufficient set back in the building line to accommodate pedestrian facilities, respect the views and settings of the village, avoid the steep slope to the north of the settlement, which forms an important part of the setting of Cork City and provides a strategic gap between the City and village. be accompanied by surface water attenuation solutions.
DB-03	Notwithstanding the scale of growth outlined in objective DB-01 above, in the absence of a public wastewater treatment plant, development will be limited to individual dwellings. Each dwelling unit will be served by a private individual treatment unit and will provide a sustainable properly maintained private water supply. Such proposals will be assessed in line with the appropriate EPA code of practice and will have regard to any cumulative impacts on water quality. Any new dwellings with individual wastewater treatment must make provision for connection to the public system in the future.
DB-04	Development should not occur on the steep slopes to the north of the village which forms an important part of the village setting.
DB-05	Extend footpaths and public lighting to serve the whole of the village and where practicable, to provide for the undergrounding of utilities.
DB-06	Implement traffic calming measures in the village, including measures to prevent inappropriate roadside parking where alternative parking spaces have been provided as part of the development.
DB-07	Encourage the provision of improved and new community facilities including a village park and playground.
DB-08	Encourage additional retail services within the village to coincide with the needs of any future growth.

Specific Objectives

Table 4.1.31: Specific Development Objectives for Waterfall		
* Flood Risk. See Objectives in Volume One, Chapter 11 Water Management		
Objective No.		Site Area (Ha)
Town Centre		
T-01	Village centre type uses including; small scale retail i.e. local shop, service and possibly incorporating housing perhaps above ground floor level. Potential also for an appropriate sized village park with appropriate facilities such as playground and public seating. Any future development should reflect the scale and character of the surrounding existing built up residential area.	3.3

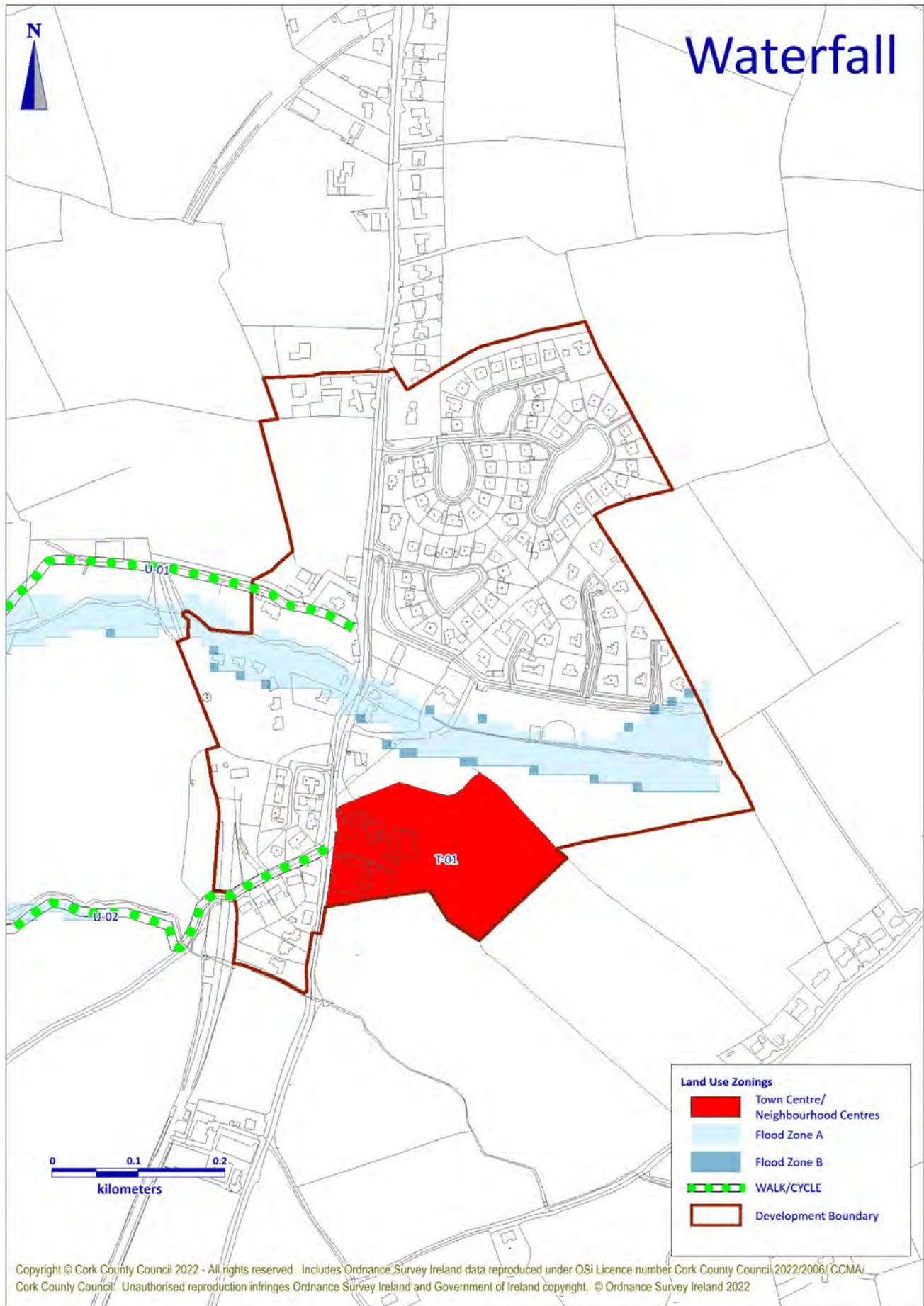


Figure 4.1.17: Map of Waterfall.



CHAPTER 2
COBH
MUNICIPAL
DISTRICT



S T E T N O C

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2.1 Overview of the Cobh Municipal District

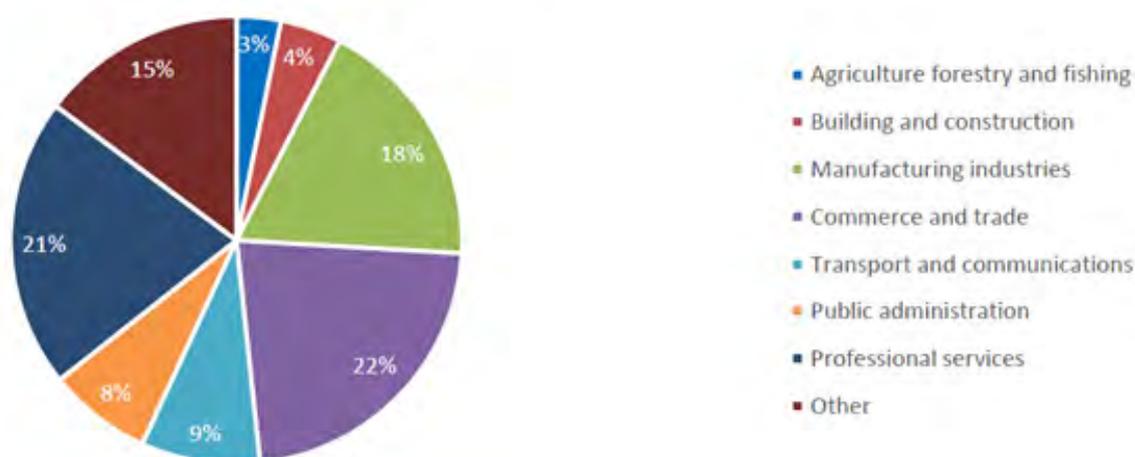
- 2.1.1 The Cobh Municipal District straddles two Strategic Planning Areas for which this plan sets out differing objectives. The majority of the District, and all the main settlements, are within the Metropolitan Strategic Planning Area, while part of the more rural northern section of the district including Watergrasshill and Carrignavar key villages are within the Greater Cork Ring Strategic Planning Area.
- 2.1.2 In 2016 the census population of the Cobh Municipal District was 34,208. This reflects the municipal district boundary change in 2019 and the expansion of the City administrative area. The population is spread across 3 towns, 5 villages and the rural areas, as detailed in Table 4.2.1.
- 2.1.3 The District includes the proposed new town of Monard which was designated by the Government as a Strategic Development Zone (SDZ) in 2010 with the aim of accommodating a new town of 5,000 houses. The proposal to create a new town at Monard is part of a wider planning process following on from the Cork Area Strategic Plan (CASP) which established the case for the suburban rail project and selected the areas for urban expansion on the rail corridor. These included Midleton, Carrigtwohill and Blarney, as well as Monard. Cork County Council made a planning scheme for Monard in August 2015 which was approved by An Bord Pleanála in May 2016.
- 2.1.4 The Cobh Municipal District also includes Little Island which is identified as a Strategic Employment Location. Little Island has a small local population and limited community facilities. Subject to the preparation of a framework plan expansion of the residential offering on Little Island is provided for during this plan period.

Table 4.2.1: Distribution of Population within the Cobh Municipal District

	Settlements	Population 2016	%
Main Towns	Cobh (12,800), Carrigtwohill (5,080), Little Island (1,461) and the proposed new town of Monard	19,341	57
Key villages	Carrignavar (519), Glounthaune (1,440), Watergrasshill (1,346)	3,305	10
Specialist Employment Centre	Marino Point		
Villages	Whitechurch (522), Knockraha (300)	822	2
Other Locations	Fota Island, Haulbowline Island, Spike Island		
Rural Areas*		10,740	31
Total Population		34,208	100

*Village and Rural Area Populations are estimated figures.

Occupation by Industry (2016)



Employment

Change in unemployment 2011-2016: - ↓ 31.43%

Industries that have seen the most change between 2011 and 2016: 'Transport and Communications' (+0.9%), and 'Public Administration' (-0.8%).

Housing Stock

Houses: 93% Apartments: 1%

Vacancy Rate: 7% (12% in 2011)

37% of housing stock was built in the last 20 years.

	2011	2016
Social Housing	5%	6%
Rented (Privately)	16%	16%
Owner Occupied (All)	76%	74%

Transport

Average commute time: 26 minutes

79% of households have one or two vehicles.

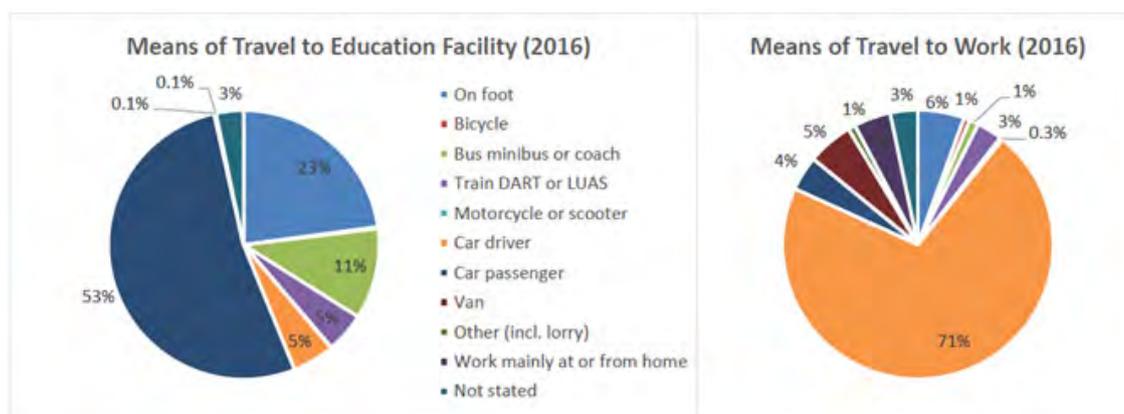


Table 4.2.2: Cobh Municipal District – Proposed Scale of Development

Settlement Name	Scale of Development	Drinking Water Status August 2019 Assessment	Waste Water Status August 2019 Assessment
Main Towns			
Carrigtwohill	1,784		
Cobh	1,316		
Little Island	500		
Monard	-		
Total Main Towns	3,600		
Key Villages			
Carrignavar	32		
Glounthaune	379		
Watergrasshill ~	149		
Total Key Villages	560		
Specialist Employment Centre			
Marino Point	-		
Villages			
Knockraha	10		
Whitechurch	50		
Total Villages	60		
Overall Total	4,220		
Other Locations			
Fota Island	-		
Haulbowline Island	-		
Spike Island	-		
Key	Capacity		
	Future capacity subject to Irish Water Investment Plan		
	Some capacity		
	No capacity		
~ WWTP currently not compliant with Waste Water Discharge Licence emission limit values but is capable of achieving at least UWW standards.			

Municipal District Wide Matters

- 2.2.2 Cobh Municipal District, adjoining both the city and Cork Harbour, has a number of distinct features which present unique challenges and opportunities that frame the policy response and objectives of this plan.
- 2.2.3 The Cobh MD contains two of the County's four Strategic Employment Locations and has a considerable amount of both existing employment and employment growth potential. It also contains Marino Point Specialist Employment Centre.
- 2.2.4 The MD offers enhanced sustainable travel choices. It benefits from the East Cork Rail corridor which serves the two Strategic Employment Locations, Little Island and Carrigtwohill, as well as Glounthaune and Cobh. The Cork Metropolitan Area Transport Strategy plans additional rail stations at Carrigtwohill and Cobh. The area has also recently benefitted from significant funding for active travel infrastructure. The development of a pedestrian and cycle route from Dunkettle/Bury's Bridge to Carrigtwohill, via Glounthaune has recently been completed providing for a future

connection to Carrigtwohill rail station. CMATS identifies (subject to compliance with environmental directives) a more extensive indicative area for the development of a greenway which would see this route being continued to Midleton (part of the EuroVelo 1 route) and, onwards to Youghal via the Midleton to Youghal greenway also underway.

- 2.2.5 Cobh is a very attractive town, offering a high quality and unique tourism experience as well as being a gateway to other tourist attractions in Cork Harbour.
- 2.2.6 The MD offers a very strong opportunity to integrate employment and population growth and to further integrate these and a diversity of other land uses with transport plans. It has exceptional potential to deliver a high level of compact sustainable development.
- 2.2.7 The MD contains two Natura sites – both Cork Harbour Special Protection Area and Great Island Channel Special Area of Conservation are partially located within the MD to its south.

2.3 Main Towns

- 2.3.1 There are 4 Main Towns in the Cobh Municipal District as follows: Carrigtwohill, Cobh, Little Island and Monard SDZ. The purpose of this section is to give planning policy guidance on future development in the Main Towns.

2.4 Carrigtwohill

Vision and Strategic Context

- 2.4.1 The overall aims for Carrigtwohill are to realise the significant population growth proposed, to maximise the value of the suburban rail project, grow the employment base of the town as a key location for the delivery of the economic targets for the whole of Metropolitan Cork, and build a vibrant, compact and accessible town centre that provides for the needs of the expanding community, while retaining the unique character and community spirit of the town.
- 2.4.2 Carrigtwohill is a Metropolitan Town within the County Metropolitan Strategic Planning Area and while after Little Island it is the smallest of the main towns in the Municipal District, it has experienced the most growth in percentage terms of any of the towns in the county in recent years.
- 2.4.3 One of the most significant features of the rapid growth in the population of the town since 2002 is the young profile of the population. 2016 census data shows that in Carrigtwohill 41.9% of the population fall into the 25-44 age bracket compared to 29.5% nationally. Conversely only 18.6% of the population of Carrigtwohill falls within the 45+ age bracket compared to 37.2% nationally. This has implications for the range of services the community needs.
- 2.4.4 The 2014 County Development Plan envisaged further population growth in the town arising from an overall increase in the expectations for the County Metropolitan Strategic Planning Area and an intensification of employment provision, following the delivery of the commuter rail link. The population growth targets were predicated on the delivery of the lands north of the rail line that were the subject of a framework Masterplan that was adopted in 2015. This approach was reflected in the 2017 Local Area Plan and is continued in this plan.
- 2.4.5 As well as functioning as a main town, Carrigtwohill, designated as a Strategic Employment Area in the 2014 Plan, and as a Strategic Employment Location in this plan, is one of the primary locations for industrial development and an important location for high technology manufacturing.
- 2.4.6 The ability of the town to provide a strong supply of housing and business land and the availability of a commuter rail service will make this a particularly sustainable settlement. There are no water supply constraints and deficits in wastewater infrastructure have recently been addressed. As a consequence of the provision of this infrastructure, Carrigtwohill is well placed to facilitate rapid yet sustainable growth and development.

Local Context

- 2.4.7 Carrigtwohill is located on the N25 Cork - Midleton road and originally developed as a small village serving a larger rural hinterland. The N25 runs to the south of the town and the rail line runs to the north. The town lies on an undulating plain with the hills rising steeply to the north of the rail line providing a backdrop to the town. The town has developed in a linear fashion with the N25 largely providing the town's southern boundary. Encouraged by the Cork Land Use & Transportation Studies of 1978 and 1992, the IDA Business park has been developed as a large area of modern, technology based, industrial development at the western end of the town and a significant landbank of industrial land also demarcates the eastern extent of the town.
- 2.4.8 The location of the settlement in the heart of the Metropolitan Green Belt and adjacent to the upper reaches of Cork Harbour, provides an excellent opportunity to create a high-quality living environment. Carrigtwohill lies within the City Harbour and Estuary Landscape Character Area, an area of very high landscape value and sensitivity. The Cork County Draft Landscape Strategy has suggested that this area is of national landscape importance.

- 2.4.9 Housing in recent years has been provided in the form of large housing estate developments which have introduced diversity to the housing mix in the town, catering for all age groups and stages in the lifecycle. This enhanced choice in housing was important for a rapidly expanding settlement like Carrigtwohill, where the need to maintain mixed communities was seen as an important element in maturing a neighbourhood and creating a sense of integration between the established and new communities.
- 2.4.10 The Carrigtwohill North Framework Master Plan study was completed in 2015 and comprises a set of land use proposals for the development of the Urban Expansion Area (UEA) land north of the rail line. The findings and recommendations from this report and from subsequent progress made by the Housing Infrastructure Implementation Team are reflected in this plan.

Population and Housing

- 2.4.11 Carrigtwohill expanded rapidly through the last decade with the Census recording an almost doubling of its population in the period between 2002 and 2006 from 1,411 to 2,782. In the period between 2006 and 2011, the population grew by a further 1,769 persons to 4,551 and by 2016 it had grown by an additional 529 persons.
- 2.4.12 This growth in population was mirrored in the expansion of the town's housing stock. The town underwent a very significant level of housing growth with unit numbers increasing from 739 in 2005 to 1,980 in 2015 and to 2,040 in 2020, reflecting growth strategies laid down in CASP and successive Plans.
- 2.4.13 Despite the pace of change in the peripheries of the town, the Main Street has maintained a distinct village character, with limited re-development. New housing has a very distinctive urban estate style, the scale of which is not reflective of the village scale of the town centre. This is not helped by the lack of distinctive character areas within these large developments. There is a prominent, uncompleted development and this detracts from the visual amenities of the settlement. It is important that new development be designed in such a fashion as to encourage permeability, avoiding excessive cul-de-sacs and thereby allowing convenient pedestrian and cyclist movements and encouraging frontage development on link roads.
- 2.4.14 Carrigtwohill's target population for 2028 is 9,749 which is an increase of 4,669 people over the 2016 population. As a result of these growth targets, this plan makes provision for a further 1,784 dwellings up to 2028 with approximately 1,376 housing units delivered on residentially zoned land and the balance of 408 delivered within the built footprint of the town.
- 2.4.15 Within the Carrigtwohill Urban Expansion Area, provision is made for a certain amount of post 2028 population growth in order to support the medium to long term delivery of the UEA. Here the Plan looks beyond its current 2028 headline year as regards the contribution the Urban Expansion Area can make to the delivery of housing, by including proposals for the development of these lands in this Plan.

Table 4.2.3: Carrigtwohill Population and Housing Supply

	Population and Housing Requirement			Housing Supply Units		
	Population Census 2016	Population Target (to 2028)	New Units Required (to 2028)	Housing Supply from Residential and Mixed-Use Zoning including Compact Growth Sites	Housing Supply from Residential Additional Provision Sites	Housing Supply from Residential Further Additional Provision Sites
Carrigtwohill	5,080	9,749	1,784	1,784	218	2,390

Table 4.2.4: Carrigtwohill Population 2006-2028

Name	Census 2006	Census 2011	Census 2016	Population Target to 2028
Carrigtwohill	2,782	4,551	5,080	9,749

Residential

- 2.4.16 The most significant area of future growth in Carrigtwohill is to be in the form of a new residential neighbourhood located to the north of the rail line that will enable the town to expand to meet the growth targets as set out in this plan. This site was chosen to form the basis of a major urban expansion of the town of Carrigtwohill because of its location on the Cork – Midleton rail line with the potential to achieve integrated and co-ordinated sustainable development that would also benefit and provide greater connectivity to and within the wider town of Carrigtwohill. The broad objectives for the Carrigtwohill North Urban Expansion Area as set out in the 2017 LAP have been carried forward into this plan to allow for the delivery of a significant quantum of residential development in the area, but with a greater emphasis on the requirement of compact growth.
- 2.4.17 In addition to a site south of the UEA adjoining both a proposed new school campus and the rail station, a number of other greenfield sites close to the rail station have been identified, within the UEA, as being suitable for high density residential development. Sites within walking distance of the rail present significant opportunity for transport modal shift, an important tool in implementing climate action measures and enhancing quality of life. It is important that efficient use is made of such sites. There is a significant level of employment in Carrigtwohill and the need to offer people the choice to live close to where they work also supports the requirement to deliver more compact growth and maximise the residential offering in the town.
- 2.4.18 It is important to ensure that future residential development to the south of the rail line in Carrigtwohill allows for permeability between housing areas and in particular, direct, safe and convenient access to the rail station by pedestrians and cyclists. This is particularly important on the CT-R-01 site where providing appropriate connectivity with lands in Carrigtwohill North is essential.
- 2.4.19 In line with national policy there is a requirement to deliver 30% of new residential growth within the existing built up area of the town as infill or brownfield development. Infill or brownfield residential development will mostly occur within the significant areas of town centre zoning and in particular within the areas identified for regeneration therein. This may be in the form of above ground floor residential development with other town centre uses occupying the ground floor. There will be other unanticipated small scale development opportunities throughout the town. In addition, there are some greenfield sites zoned for residential development that are mostly surrounded by existing development. Due to the significant growth target for the town and the developed nature of its existing built footprint it will not be possible to reach the 30% target. However, efforts will be made to maximise the potential for development within the built up area of the town.

Placemaking / Public Realm

- 2.4.20 Historically, Carrigtwohill primarily functioned as a small rural village with a limited residential and retail function. The townscape of the central area, in terms of the scale and quality of the buildings, is also typical of a rural village. The reopening of the Cork Suburban Rail Line and the growth strategy set out in previous Plans and Local Area Plans has resulted in significant population and employment growth in the town since 2002. As a key growth area within Metropolitan Cork it is essential that Carrigtwohill develops an attractive vibrant urban centre of its own with shops, services, attractive streets, buildings and public spaces to meet the needs of the local population, attract investment to the area and send a positive signal to investors about the importance of Carrigtwohill as a key growth centre for the future reflecting Carrigtwohill's strengths in terms of multi-modal accessibility and emerging role as a retail destination within Metropolitan Cork. A key priority therefore has been the development of a strategy to guide the coherent development of the town centre in terms of land use and urban design, addressing issues such as the range of uses to be accommodated, priority areas for development, improved pedestrian facilities, traffic and connectivity issues and improvements to the public realm.
- 2.4.21 Public realm investment has potential to attract higher density development, create a strong sense of place and facilitate enhanced pedestrian permeability. The Council has secured funding under the Urban Regeneration Development Fund (URDF) for the design of significant traffic and transport connectivity and public realm improvements of Main Street and Station Road in Carrigtwohill. Measures proposed as part of this URDF Public Realm Initiative include discouraging drop offs outside schools, reallocating road space to vulnerable road users and providing alternative/relocated carparking off Main Street.
- 2.4.22 A number of key public realm opportunities are located within T-01 and it is important that any development in this vicinity protects and enhances the public realm potential and function of these areas.
- 2.4.23 See also **Chapter 3: Settlements and Placemaking** in this plan.

Regeneration Areas

- 2.4.24 Within Carrigtwohill town centre area there are a number of sites that would benefit from regeneration to accommodate uses more appropriate to the town centre and to enhance the streetscape and its functionality. Any proposals for regeneration of these sites should align with broader proposals under the URDF Public Realm Initiative for the Town.

Table 4.2.5: Carrigtwohill Regeneration Area

CT-RA-01

(South of the Main Street, Located in CT-T-01, Adjoining O'Donovan's Transport Depot to the East.)



Large opportunity site located South of the Main Street with very good pedestrian linkage to Main Street.

The northwestern corner of the site is earmarked for a public amenity area at the junction of Station Road and Main Street, therefore vehicular access will need to be provided from the west (CT-U-15a).

The site is suitable for a mixed use development, possibly including a larger anchor retail unit and a range of smaller retail units, cafes, restaurants, and office space. The development will accommodate some above ground floor residential use. This development would encourage a high level of footfall and enhance turnover of existing smaller retail units along the Main Street.

The development of this site CT-RA-01 together with CT-RA-02 to the west would benefit from the development of a composite Masterplan to guide the appropriate development of this area in terms of a range of suitable uses, layout, and connectivity with an emphasis on high quality public realm. Public carparking considerations should form part of the overall proposals to provide the opportunity for a degree of relocated parking off Main Street.

CT-RA-02

Located South of the Main Street, Located in CT-T-01, O'Donovan's Transport Depot)



This site is currently in use as a depot for a transport and logistics company. Relocation of the current use to an alternative location would allow the site to be developed with a range of possible uses more appropriate to a town centre. The overall development of this site is to support an appropriate balance of development types with an emphasis on high quality public realm that would contribute to opening up a people centred public amenity area at the intersection of Station Rd and Main Street. Proposals for development must have due regard to the facilitation of development of adjoining lands also.

The development of this site CT-RA-02 together with CT-RA-01 to the east would benefit from the development of a composite Masterplan to guide the appropriate development of this area in terms of a range of suitable uses, layout, and connectivity with an emphasis on high quality public realm. Public carparking considerations should form part of the overall proposals to provide the opportunity for a degree of relocated parking off Main Street.

CT-RA-03

Located to the North of Main Street accessed off Church Lane)

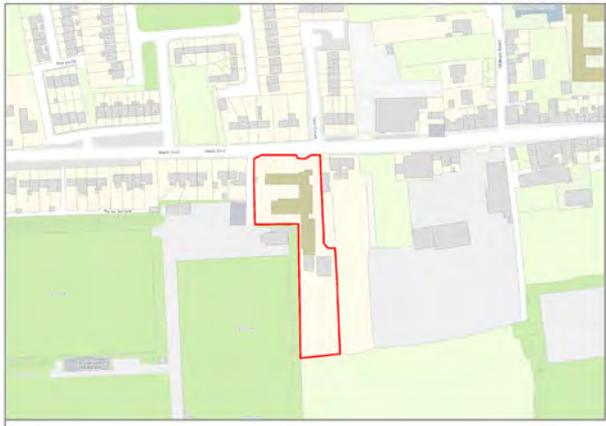


There are 2 no. sites in this area located directly to the East West of Church Lane, just at the start of Station Rd. Both sites are dominated by derelict old cottages and a site currently in use as a car scrap yard. Both sites are brown field sites and should be developed with appropriate town centre uses, possibly housing, and public carparking, with good pedestrian linkages to the Main Street.

Table 4.2.5: Carrigtwohill Regeneration Area

CT-RA-04

(existing primary school site, south of Main street, Scoil Mhuire Naofa, that will become vacant upon completion of a new amalgamated primary school campus)



These buildings should be retained for their character and good quality architecture and can be upgraded and refurbished for re-use as locations for a range of appropriate uses such as community uses / adult education centre / business start up hubs / remote working hub / cultural centre.

CT-RA-05

(abandoned building works north of Main Street).



It is proposed that this site could be used for a small scale infill residential development of approximately two dwellings facing Main Street with provision for a pedestrian north south link through the site to Main Street, and a perpendicular/stepped housing arrangement to the rear with potential for the provision of overlooked public on-site carparking with vehicular access from the northern site boundary.

Social and Community facilities

- 2.4.25 Carrigtwohill has a range of public services and community facilities including three primary schools, two secondary schools, a garda station and a church. The community centre, located in the heart of the settlement on the main street is a substantial building available for a wide variety of activities including sports and meetings. Immediately south of the community centre is a relatively new community playground.
- 2.4.26 A survey of the town has identified a deficit in sports facilities for a town of this size. Notwithstanding this, there is a wide variety of sports clubs operating in the town including badminton, basketball, athletics and activities offered by the Community Games programme for young people. Carrigtwohill GAA is located south of the town's main street and the complex contains 3 pitches, a gymnasium and a handball alley. Carrigtwohill United Football Club recently re-located to new facilities at Ballyadam to the east of the town where they have 2 playing pitches, 2 training pitches and a clubhouse with dressing rooms. In 2010 the Community Council opened a new state of the art All-Weather facility accommodating four 5-a-side pitches or one full size pitch.
- 2.4.27 The existing primary and post-primary schools in the town are mostly clustered in the area of the Main Street and east of Station Road with an additional primary school located within the grounds of the GAA club adjoining the town centre. A temporary planning permission was issued at Fota Business Park to allow for use of existing offices as a post primary school (Carrigtwohill Community College) in the short term. Planning permission was granted in 2020 for a new schools campus on land zoned CT-C-01 to serve the Carrigtwohill North UEA. The campus will comprise two primary schools (to which two of the existing primary schools will relocate) and a post primary school. The site is central to the development of Carrigtwohill and when developed will ensure adequate permeability between existing adjacent residential areas and the new schools campus. Its development will alleviate some of the traffic congestion that occurred in the town centre at peak drop-off and collection times.
- 2.4.28 The Community Council have invested significantly in the provision of facilities on their site, south of Main Street, including a children's playground and an all-weather pitch. It is important that these facilities be protected for use by the wider community and an objective has been included in this regard.
- 2.4.29 The new school campus in Carrigtwohill North, which includes ball courts and play areas, will address a part of the deficit in sporting facilities in the town in the longer term. However, it is important that proposals be advanced in the established areas of the town to provide a balance in the location of facilities.
- 2.4.30 Consideration will be given to any need for expanded graveyard provision should such need arise over the lifetime of the plan.

Green Infrastructure

- 2.4.31 The green infrastructure network in Carrigtwohill is comprised of areas of flood risk and areas of biodiversity value and open space. Some of the areas of open space serve as sports pitches or recreational areas and others serve as important ecological habitats. The image which follows gives an overview of some of the more obvious areas which form the network of green spaces, habitats and ecosystems in Carrigtwohill, most of which are reflected in the specific zoning objectives for Carrigtwohill. The image highlights the fragmentation of the town's green infrastructure but it also highlights opportunities to strengthen it for biodiversity as well as social and wellbeing benefits. Not all of the green infrastructure in Carrigtwohill is mapped and there are additional areas such as hedgerows which also contribute to the green infrastructure function of the area.
- 2.4.32 Existing sports facilities/pitches are zoned in this plan and provision is also made for open space to be provided in Carrigtwohill North in line with provisions set out in the Framework masterplan for the Urban Expansion Area. Provision will be made in CT-GR-01 for a small park with provision made for a linear park on the CT-GC-08 site. Within these sites, provision should also be made to accommodate playground facilities, passive recreational areas, bio-diversity areas, possible storm water attenuation swales and a number of playing facilities in accordance with the Recreation and Amenity Policy of Cork County Council. Sports facilities will be shared with the neighbouring school.
- 2.4.33 Some areas which are zoned for development support habitats of ecological value. New development should be planned to provide for the retention and protection of these habitats in so far as possible.

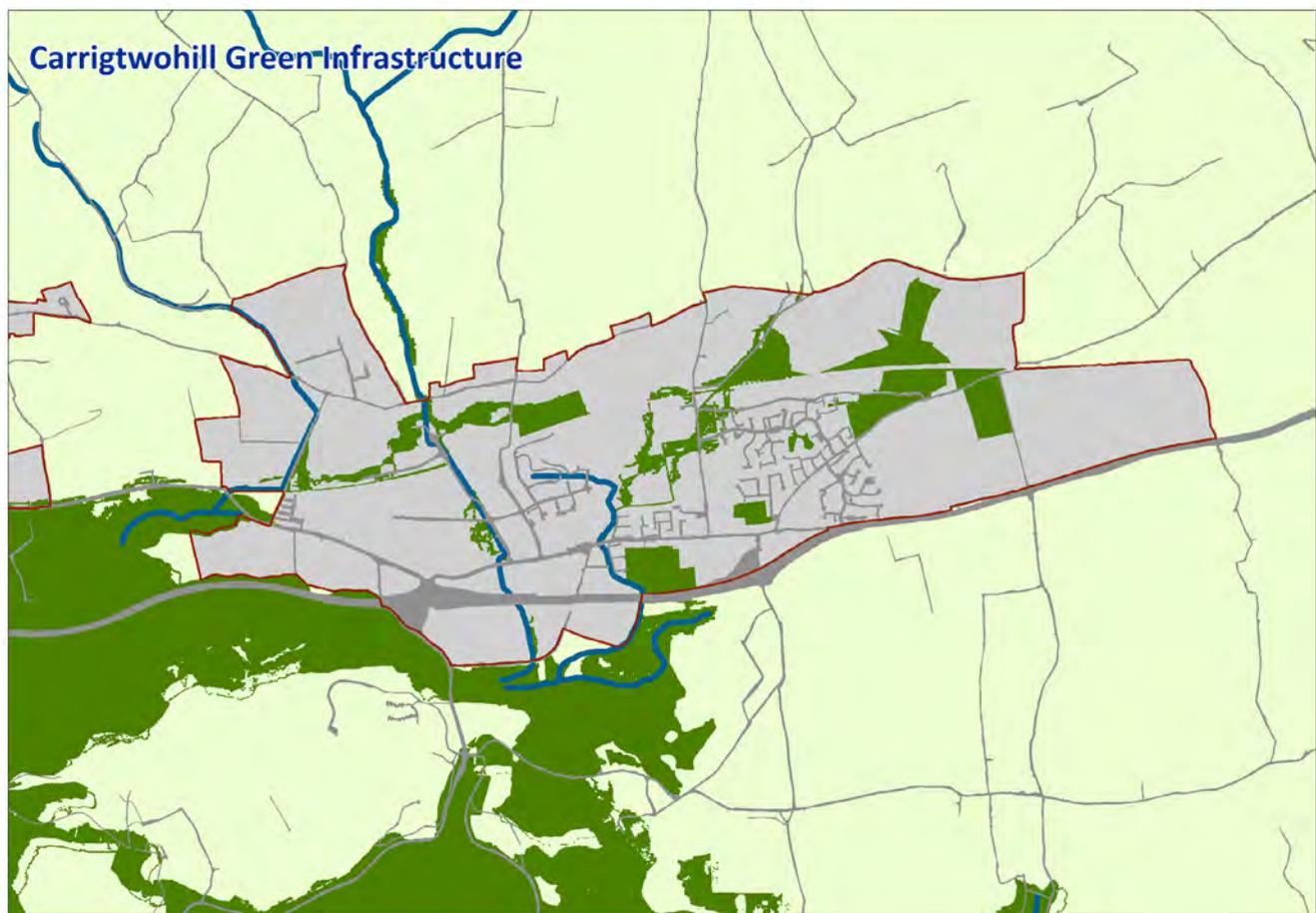


Figure 4.2.2: Carrigtwohill Green Infrastructure Diagram

Economy and Employment

- 2.4.34 Carrigtwohill has long been an important economic location within Metropolitan Cork and is designated as a Strategic Employment Location in this plan. That it benefits from being on the Cork-Midleton Suburban Rail Line significantly enhances the potential attractiveness of the town as a sustainable employment location.
- 2.4.35 Analysis of the Census 2016 POWCAR data shows that of the population of Carrigtwohill aged 15 years and over 68% (2336) were at work in 2016. 81.2% of employees living in the census settlement of Carrigtwohill commuted to work by car in 2016.
- 2.4.36 Further analysis of the POWSCAR data shows an estimated 3,782 jobs within the development boundary of Carrigtwohill. 89% of all employees commuting to work in Carrigtwohill in 2016 travelled by car, just under 1% travelled by public transport and 2% travelled by walking or cycling.
- 2.4.37 As the population grows, a key challenge for the settlement will be to encourage those who work locally to want to live locally in the first instance, or along the rail corridor generally, and to travel by sustainable mode. In this regard, significant improvements are required to the urban structure, services and amenities of the town to create an attractive, liveable town.
- 2.4.39 In order to ensure the continued growth of the employment sector in the town, provision has been made for an augmented business offering through promotion of more intensive job uses on existing zoned lands and the zoning of greenfield sites.
- 2.4.39 In recognition of its importance as an employment centre, Carrigtwohill has also some capacity for enterprise related developments and provision has been made for this within the CT-X-01 special policy area zoning alongside the railway station. Any such development should form part of the overall development of the site and should be visually appropriate to the coherency of the overall site. 'Enterprise' developments include activities such as software development, IT, university and commercial research and development, data processing and telemarketing.

Industry

- 2.4.40 Significant land was zoned in the 2017 Cobh MD Local Area Plan for industrial use and this is continued in this plan. The IDA landbank, which was one of the key development priorities for the Cork Gateway identified in the National Development Plan 2007-2013 and is now almost fully developed, continues to be protected in this plan.

- 2.4.41 The site proposed for industry at Ballyadam (CT-I-03), has been identified for this use as far back as the 1996 Plan and remains an important asset to the town. While previously zoned for standalone uses a wider range of industrial uses may now be accommodated on the site.
- 2.4.42 The following criteria will need to be addressed in the development of the site:
- Road improvements required to the National Primary network including a new grade separated interchange with the N25;
 - Road improvements to the local road network. These routes should be capable of providing public transport to connect the site with the town centre and railway station and adequate land should be reserved to facilitate likely future traffic growth;
 - The need to set aside land for a passenger station to serve the proposed development in the medium or longer term, subject to the selection of an agreed location in consultation with Iarnród Éireann;
 - A landscaping and tree planting scheme will be implemented to enhance the setting of the development; and
 - A detailed Traffic Impact Assessment (TIA), Mobility Management plan and parking strategy that optimizes modal shift to public transport, cycling and walking will also be required.
- 2.4.43 Provision has also been made for sites suitable to accommodate additional industrial development, ensuring Carrigtwohill has the optimum mix of sites to meet the industrial sector requirements. Additional lands to the west of Carrigtwohill have been included for this purpose.
- 2.4.44 In relation to the development of other lands zoned for industrial use, the following issues should be considered as part of any development proposal,
- CT-I-01 -High quality structural landscaping shall be provided along the western site boundary as part of a comprehensive landscaping scheme for the site and shall also include proposals to minimise the impact on existing residential properties on the eastern site boundary.
 - CT-I-02 - Consideration should be given to providing connectivity between the south-western part of this site and the proposed passenger rail station at Fota Retail and Business Park.

Business

- 2.4.45 Several sites are identified for business uses in this plan, as in the 2017 Local Area Plan, including a number of sites for general business uses. Three adjoining sites to the south west of the town are consolidated in a single zoning in this plan. One of the key business opportunities in Carrigtwohill is at the Station Quarter (CT-B-06). Provision shall be made in this area for a range of uses including convenience retailing, professional services and leisure facilities. Residential development can also be accommodated at ground floor level and above. CT-B-03 and CT-B-04 continue to be zoned for distribution related business uses given the proximity to existing business uses and location next to a major intersection on the N25.

Town Centre and Retail

- 2.4.46 This plan envisages that the town centre of Carrigtwohill will grow in line with the planned increases in population and develop into an attractive area of mixed-use development where the aim is to ensure that a significant amount of the goods and services required by the town's population can be provided without the need to travel to other locations. It is particularly important, if unnecessary car journeys are to be avoided, that the range and scale of convenience goods shopping should be sufficient to provide for the weekly shopping needs of the resident population. The parallel development of a good range of comparison goods shopping will add significantly to the overall attractiveness of Carrigtwohill as a place to live and work.
- 2.4.47 The dispersed nature of the town centre in Carrigtwohill is noted, with the primary retail area being located along Main Street (CT-T-01). This retail area has evolved over time and it is acknowledged that improvements are required to public realm spaces and connectivity. While new retail facilities (Aldi, at CT-T-02) have been provided to the west of the town centre, significant regeneration of the town centre itself has yet to take place and the current retail / service offer within the town is limited. The town has instead become a focus for retail warehousing, with the development of over 8,000sqm of retail warehousing at Fota Retail and Business Park. Convenience shopping is provided in the form of a discount food store to the west of the town (Aldi), a Centra in the centre of the town and a Costcutter supermarket at the eastern end.
- 2.4.48 The CT-T-01 site denotes the established footprint of the town centre and it requires some consolidation and enhancement. It includes an area identified for regeneration where the current uses, including extensive transport/ storage yard areas, are better suited to a site outside of the town centre. Regeneration here will allow for expansion of town centre uses. This core shopping area (retail core) is the primary location for new retail and office development where services are provided to visiting members of the public. New residential development that will enhance the vitality, attractiveness and safety of the town centre will be an important component of any development proposal.
- 2.4.49 Any proposals for development within this core CT-T-01 area should comply with the overall uses acceptable in town centre areas and should, in the short to medium term, sensitively incorporate provision for relocated public carparking off Main Street as part of any redevelopment proposals to the south of Main Street, as appropriate. The development

of the core retail area will also provide for the closure of the eastbound slip off road from the N25. It is desirable that this be considered within a national Infrastructure improvements programme. The N25 Carrigtwohill to Midleton Transport Infrastructure Upgrade project was progressed to Phase 2 Options Selection in September 2020.

- 2.4.50 There are a number of key public realm/civic space opportunities within the T-01 including in particular the area around the Station Rd./Main Street junction, the land immediately south of Pearce Place, across from St. Mary's church, and the significant regeneration opportunity at the Main Street site which is currently in active use as a depot for a transport/haulage company. It is important that any development in this vicinity protects and enhances the public realm potential and function of these areas.
- 2.4.51 Outside of the primary retail area town centre development has also been provided for (CT-T-02) to support the newer residential areas at Castle Lake and its environs. In addition, provision has been made to allow for town centre related development along Station Road (CT-T-03) so as to provide continuity and connectivity to the Station Quarter and encourage pedestrian and cyclists movements contributing to the vibrancy of the area. Future development planned for Carrigtwohill North will support these additional retail areas. Small scale convenience retail in the form of a small neighbourhood centre may be considered elsewhere within the UEA if appropriate.
- 2.4.52 Development within all Town Centre areas, in conjunction with Table 4.2.7 (UEA infrastructure table), shall provide for new town centre streets and improved junctions with Main Street so as to provide access to backlands, include proposals for public realm improvements with particular focus on Main Street, and include proposals for the completion of the upgrade of the junction of Main Street and Church Lane.
- 2.4.53 Traffic congestion and lack of parking have long detracted from the town centre and a number of measures are proposed under the current URDF Public Realm Initiative to deal with these issues, including discouraging drop offs outside schools, reallocating road space to vulnerable road users and providing alternative/relocated carparking off Main Street. The URDF Public Realm Initiative, currently underway, is investigating the potential for relocated car parking to the lands to the rear of Main Street and this should be incorporated as part of the wider development proposals for the regeneration sites in this location, as appropriate. In the long term, it is an objective to make provision for a new public carpark at a location to the west of the all-weather pitch, the exact location of which is to be determined. Concurrent with the resolution of parking and congestion issues will be the opportunity to instigate public realm improvements, particularly with the rationalisation of parking and junction improvements on Main Street.
- 2.4.54 The distributor road to be provided as part of the development of the urban expansion area north of the rail line will alleviate traffic congestion in the town, acting as an outer relief road. The completion of the undeveloped housing lands south of the rail line provide a further opportunity to enhance connectivity in the town through the provision of a link road through Castlelake to Station Road that would ultimately connect up with the existing link road from Station Road to the Carrigane Road.

Movement

- 2.4.55 Carrigtwohill has the potential to be a leading settlement with regard to sustainable transport due to its position on the rail corridor, its diverse mix of land uses, its relatively flat terrain, the opportunity to deliver a new sustainable neighbourhood presented by the UEA and the opportunity for enhanced public realm in the town centre. The town would benefit from a Local Transport Plan to ensure delivery of a coherent pedestrian and cycle network for the town that makes public transport and active travel more attractive travel mode choices.

Walking/ Cycling

- 2.4.56 Delivering the ten-minute town/neighbourhood concept (see **Transport and Mobility Chapter** in Volume One of this plan) is a key factor in making Carrigtwohill an attractive, liveable town.
- 2.4.57 Much of the existing built up area of Carrigtwohill is within a convenient walking or cycling distance from the town's new station and the town centre itself. In order to make the most advantageous use of the new railway service it is important to encourage the provision of safe, convenient and pleasant access to the station area for walkers and cyclists. The development of this network will also facilitate better access to the town centre and, ultimately, between the main residential areas. A small scale neighbourhood centre may be provided for within the UEA in order to support the 10 minute neighbourhood concept.
- 2.4.58 In the town centre, footpath provision along Main Street is of varying widths though generally of a reasonable quality. There are good footpath linkages between the IDA Business Park and the town centre but beyond this the public lighting and footpath provision and quality varies from substandard to no provision. There are few stretches of footpath along station road. Both footpath provision and cycle routes in new residential estates are good, however, there is an issue with poor pedestrian connectivity between these developments and the town centre. Also, the town lacks a coherent cycle network to take advantage of the potential for increased levels of cycling due to the largely flat terrain.
- 2.4.59 The current Strategic Carrigtwohill Transport Assessment and URDF Public Realm Initiative are in the process of identifying a series of measures that will be key to unlocking the rejuvenation and expansion of the town centre, as well as facilitating the delivery of new roads in Carrigtwohill North and the upgrade of the connections between the existing town centre and new developments.
- 2.4.60 While the provision of new pedestrian and cycle facilities will be incorporated into the development of Carrigtwohill North from the outset, it is important that these facilities are not delivered in isolation and will be tied into a programme of wider improvements to the walking and cycling infrastructure in the town.

- 2.4.61 One of the principal improvements will be to Station Road, connecting the train station with the town centre and future development in Carrigtwohill North. This is identified in CMATS as a key, primary cycle route within the Cork Metropolitan Area to be improved. Currently, there is no dedicated cycle path connecting the station with the town centre. In addition, improvements to pedestrian and cycle facilities connecting existing residential facilities along Carrigane Road with the recent developments at Castlelake requires the Council to develop these routes on a phased basis once funding is made available.
- 2.4.62 Permission was secured in 2020 for the development of a 7.7km pedestrian and cycle route from Dunkettle/Bury's Bridge, Kilcoolishal to Carrigtwohill via Glounthaune and this is currently progressing to construction. This provides for a future connection to Carrigtwohill rail station. The route forms part of Interurban Route IU-1 of CMATS and the Cork Cycle Network Plan 2017.
- 2.4.63 CMATS identifies (subject to compliance with environmental directives) a more extensive indicative area for the development of a greenway which would see this route being continued to Midleton (part of the EuroVelo 1 route) and, onwards to Youghal.
- 2.4.64 It is an objective of the Council to implement the Carrigtwohill to Midleton section of IU-1 as a high-quality pedestrian and cycle facility. Design of Phase 1, from Wise's Road Midleton to Ballyadam, has been progressed. This includes the objective of providing direct high quality segregated links for pedestrians and cyclists from IU-1 to Carrigtwohill Town centre, the IDA Business and Technology Park, the permitted Carrigtwohill Schools' Campus, and existing and future residential areas.

Public Transport

- 2.4.65 The rail line to Carrigtwohill offers a half hourly service to Cork City in the peak, with a journey time of just 16 minutes. The provision of a commuter rail service offers a cost effective, sustainable alternative to a car based commute. The rail line offers a significant opportunity to integrate transport and landuse planning as a key climate action tool. CMATS explicitly supports the intensification and consolidation of future housing, employment and educational development within the immediate catchment area of Carrigtwohill station.
- 2.4.66 In the medium term (up to 2031) CMATS envisages an increase to three trains per hour between Midleton and Kent Station. In the long term (up to 2040) it envisages further increase to up to 6 trains per hour, a double track between Glounthaune and Midleton and consideration of electrification of the line.
- 2.4.67 CASP Update recommended the development of an additional station at Carrigtwohill West and in 2009 permission was granted for a new station at Fota Retail and Business Park, including the provision of a park and ride facility. While this permission was not implemented the possibility of a new station at Carrigtwohill West continues to form part of the overall transport strategy for Carrigtwohill as reflected in CMATS to support future employment growth to the west of the town. The proposed new station is provided for in this plan within the zoning objective for Fota Retail and Business Park. In addition, the need to set aside land for a passenger station to serve the proposed development at I-03 in the medium or longer term, subject to the selection of an agreed location in consultation with Iarnród Éireann, is provided for.
- 2.4.68 The town is served by a number of bus routes as part of the bus services operating between Cork City and a range of settlements in East Cork including Midleton, Cloyne, Whitegate and Youghal. In addition to the scheduled services, other bus operations that take place include school bus services.

Roads

- 2.4.69 Carrigtwohill is well served by national road infrastructure being located on the N25 Cork –Waterford road. There is a problem with traffic congestion and on street parking in the town centre which detracts from the public realm.
- 2.4.70 As outlined in the section 'Town Centre and Retail', the ongoing Strategic Carrigtwohill Transport Assessment and URDF Public Realm Initiative are investigating a series of measures to address this issue and, where appropriate, these recommendations will be reflected in this Plan. The distributor road through Carrigtwohill North is also likely to resolve some of the traffic issues in the town. As part of the restoration of the rail line to Midleton, a vehicular underpass was also installed under the railway linking lands south of the rail line and the Urban Expansion Area. During the lifetime of the plan, new development in the area and the need to provide additional capacity for future growth, are likely to necessitate the following major road network improvements:
- Cobh Cross Junction (Junction improvement and upgrade of northern roundabout);
 - Upgrades to the road network within Carrigtwohill itself; and
 - Upgrade to the N25 between Carrigtwohill and Midleton (included in National Development Plan 2018-2027 National Roads Programme).
- 2.4.71 See also **Chapter 12 Transport and Mobility** in this plan.

Water Management

Water Supply

- 2.4.72 The water supply to the town was upgraded in 2007 by the extension of the Cork Harbour and City Water Supply Scheme. Provision has been made for 5 watermain connections under the completed railway line to facilitate development of the lands to the north. Water supply capacity issues may be addressed by supply from Inniscarra. There is a need for additional storage capacity through a new reservoir.

Waste Water

- 2.4.73 Following its upgrading, the existing Carrigtwohill Waste Water Treatment plant has available capacity to cater for the existing and projected future growth of Carrigtwohill. Upgrades are proposed to elements of collection systems to facilitate growth.

Surface Water

- 2.4.74 Slatty pond is within the Great Island Channel SAC and the Cork Harbour SPA as well as within a pNHA. Treated waste water as well as surface water run off is discharged to Slatty Pond. It will be very important that the discharges at this point do not impact on water quality or on the habitats or species for which the SAC and the SPA are designated.
- 2.4.75 All new development will be required to demonstrate application of Sustainable Urban Drainage systems (SUDs).

Flooding

- 2.4.76 Parts of Carrigtwohill have been identified as being at risk of flooding. This risk refers to fluvial or tidal risk, however, some areas may also be at risk of groundwater or pluvial flooding and while not shown on the flood risk maps, such risks will still need to be assessed when planning a development. The areas at risk follow the path of the Tibbotstown River through the town and are illustrated on the settlement maps. The approach to Flood Risk Management is set out in **Chapter 11 Water Management in Volume One** of this Plan and in the updated Strategic Flood Risk Assessment (SFRA), October 2021. The updated SFRA should be consulted for any settlement specific comments and recommendations, including any site specific recommendations made as part of any Justification Tests carried out, prior to any application for development.

Built Heritage

- 2.4.77 The National Inventory of Architectural Heritage contains a number of entries for Carrigtwohill including two bridges along the rail line, the former presbytery and the Roman Catholic Church. There are 7 structures in Carrigtwohill listed in the Record of Protected Structures contained in this plan. There are five archaeological sites within the Town development boundary. These are awarded protection under national monuments legislation and policies in this plan. Any development close to these sites will require an Archaeological Assessment. The historic, rural village townscape of the town centre is an attractive feature of Carrigtwohill's built heritage.
- 2.4.78 Carrigtwohill has an interesting collection of ecclesiastical remains, immediately north of CT-T-01, consisting of unusual remains of the medieval parish church (CO075-01702) with an associate graveyard (CO075-01701). The church is unusual – larger than most and has a tower. It warrants further investigation (survey and research) and preparation and implementation of conservation plans for the medieval ecclesiastical remains including the Medieval Parish church (RMP CO075-017-02/RPS 854) and associated graveyard (CO075-01701).

Biodiversity

- 2.4.79 There is one proposed Natural Heritage Area within the Carrigtwohill area, the Great Island Channel including the area around Harpers Island, Foaty Island and also the channel south of Carrigtwohill and North of Cobh (Great Island) as far as the Ballinacurra River Estuary (pNHA-1058). It is an objective of this plan to maintain the conservation value of all Natural Heritage Areas proposed for designation. There is one special area of conservation (SAC-1058) in the Carrigtwohill area. This SAC is also called 'Great Island Channel' and covers the same area as the proposed natural heritage area outlined above. There is also a Special Protection Area (SPA), 'Cork Harbour' which applies to a similar area and overlaps with the SAC.
- 2.4.80 There are a number of cave systems in Carrigtwohill. The most notable of these is the limestone cave system at Terry's Land. Other small caves are found near the graveyard and in the bed of a stream near the quarry.
- 2.4.81 This plan has included a small number of changes to the 2017 Local Area Plan which will give greater protection to an existing wider area of ecological habitat of county importance. This includes an expansion of the open space areas to the north east of the town and, within sites zoned for development, measures to protect significant biodiversity areas through the inclusion of ecological buffers or corridors.

Carrigtwohill North Urban Expansion Area – Context

- 2.4.82 Carrigtwohill North is a significant Urban Expansion Area (UEA) of approximately 100ha which runs north and parallel to the rail-line north of Carrigtwohill Town and benefits from the location of an existing operational rail station. It is identified as a priority growth area in Metropolitan Cork for large scale sustainable housing delivery along the Eastern Rail Corridor.
- 2.4.83 The vision for the Carrigtwohill North UEA when fully developed is the delivery of 2747 homes, 3 schools, a mixed use station quarter, a small park to the west and a large linear park to the east linked with a segregated inter-urban greenway and biodiverse green network, all integrated with the Main Town of Carrigtwohill via high quality sustainable transport linkages.
- 2.4.84 Carrigtwohill North was first identified in the 2005 Special Local Area Plan for Carrigtwohill as an area capable of delivering significant residential development, in tandem with the reopening of the suburban railway line. Significant growth continued to be planned for the area in both the 2011 Midleton Electoral Area Local Area Plan and the 2017 Cobh Municipal District Local Area Plan. Growth in this area will facilitate a significant modal shift to more sustainable transport modes which is a key tool for addressing climate change. As outlined above, sites within walking distance of the rail present the greatest opportunity for transport modal shift and it is important that efficient use is made of such sites. As such, a number of sites are most appropriately zoned for higher density development.
- 2.4.85 Significant progress has been made more recently regarding activation of the Carrigtwohill North UEA through the receipt of funding under the Urban Regeneration Development Fund (URDF) to develop preliminary design proposals for the UEA's strategic enabling infrastructure, currently being progressed by the Council's Housing Infrastructure Implementation Team (HIIT).
- 2.4.86 A whole of government approach is being adopted to create a sustainable new settlement which aligns with government policy at national, regional and local levels, particularly in relation to achieving compact growth and building high quality communities around strategic public transport infrastructure. The outcome of this progress is reflected in the Carrigtwohill North specific policy contained within this Plan.
- 2.4.87 In accordance with the zoning map, the Carrigtwohill North UEA is defined as comprising the following zonings: CT-R-02, CT-R-03, CT-R-04, CT-RFAP-05, CT-R-06, CT-R-07, CT-RFAP-08, CT-RFAP-09, CT-RFAP-10, CT-RFAP-13, CT-RFAP-16, CT-RFAP-17, CT-RFAP-19, CT-C-03, CT-C-04, CT-B-06, CT-GR-01, CT-GC-08, CT-GC-06, CT-GC-07, CT-GC-10.
- 2.4.88 Since 2010, a number of studies/surveys of the town have been undertaken in order to frame how development should proceed in Carrigtwohill North.
- Carrigtwohill North Framework Master Plan 2015;
 - Transport Assessment for Midleton / Carrigtwohill (2010 and 2014);
 - Strategic-Carrigtwohill UEA Transport Assessment (underway);
 - The Cork Metropolitan Cycle Strategy Study prepared for the Cork County Council, and now incorporated into the Cork Metropolitan Area Strategic Plan (2020), made recommendations for the improvement of accessibility to cycle users and pedestrians;
 - Carrigtwohill Flood Risk Assessment Report 2013;
 - Site Specific Flood Risk Assessment related to the Carrigtwohill URDF Initiative;
 - Preliminary Design Reports for Sewerage Schemes in Midleton.
- 2.4.89 In addition, consultation was undertaken with all key infrastructure service providers (Irish Rail, Irish Water, Bus Eireann, Department of Education and Skills, Transport Infrastructure Ireland and the National Transport Authority) in November 2014.
- 2.4.90 The framework masterplan prepared for the development of the lands at Carrigtwohill North is a non-statutory document which informed the preparation of an amendment to the Midleton Electoral Area Local Area Plan in November 2015 and was reflected in the Cobh Municipal District Local Area Plan in 2017. More recent and ongoing studies for the area, overseen by the Council's Housing Infrastructure Implementation Team (HIIT) include a Strategic Carrigtwohill Traffic and Transport Assessment, Ecological Studies, a site specific Flood Risk Assessment and the Community and Open Space Development Strategy and Framework Plan for the UEA.

Carrigtwohill North: Implementation

- 2.4.91 To facilitate the delivery of housing across the area as a whole, and across the sites required for this plan period, significant transport, water and surface water infrastructure is required both on and off the site, with significant elements required at or close to the commencement of development. Ownership of the Carrigtwohill site is fragmented amongst several landowners, and, in the absence of a single or controlling landowner it is considered unlikely that any individual landowner or developer will be able to fund and deliver the infrastructure required.

- 2.4.92 To overcome this difficulty and facilitate the delivery of new housing where it is needed, an integrated and co-ordinated approach to delivering the necessary enabling infrastructure is proposed by the Council in collaboration with key state bodies responsible for various elements of infrastructure delivery (IW, OPW, IR, DES). Specifically, the County Council is proposing to deliver the key strategic infrastructure required for the activation of the UEA on a phased basis in tandem with housing delivery, including the provision of an internal services corridor link road network, the implementation of a surface water drainage system, the delivery of parks and amenities and a number of off-site junction/road improvements.
- 2.4.93 Through the system of development contributions and agreements, developers will be required to reimburse the costs incurred by the Local Authority as the development progresses.
- 2.4.94 As the first stage of interventions to achieve delivery of the Urban Expansion Area, the Council is to undertake significant traffic and transport connectivity and public realm improvements in the town comprising enhancement of Main St. and Station Rd. and junction upgrades as part of the URDF Public Realm Initiative.

Carrigtwohill North: Phasing

- 2.4.95 In order to promote the accelerated delivery of housing through the development of the Carrigtwohill North site, the phasing arrangements are flexible, depending on the delivery of the relevant supporting infrastructure.
- 2.4.96 The Council has identified two bundles of core, on site infrastructure, including access roads, water services, and particular areas of open space, that they intend to deliver in order to facilitate the independent development of individual parcels of zoned lands outlined under Table 4.2.6 . In addition, there is a need to regulate the overall delivery of housing on the site to the delivery of particular off site infrastructure and this is outlined under Table 4.2.7.
- 2.4.97 The Council's core on site infrastructure programme of Bundles A and B as per Table 4.2.6, will regulate the timing of the commencement of development on particular parcels of zoned land. It is proposed to deliver Bundle A infrastructure first. It follows that the development of lands linked to Infrastructure Bundle A must be developed first followed by lands linked to Infrastructure Bundles B, conditional on the necessary associated infrastructure being in place.
- 2.3.98 Subject to proper planning and sustainable development considerations, the Council is open in principle to facilitating development between lands linked to Infrastructure Bundles A and B if an owner of such lands completes development in their earlier bundles and only if the necessary infrastructure is in place to facilitate the development including:
- Appropriate connections to water services infrastructure and surface water management systems;
 - Relevant on/off site infrastructure.
- 2.4.99 The core on-site infrastructure, necessary for housing development to commence for the site, will be delivered in two phased bundles as follows:

Table 4.2.6 Carrigtwohill North Urban Expansion Area

Core On-Site Infrastructure Programme
Delivery Agency: Cork County Council
(Wastewater and Drinking Water Services are the responsibility of Irish Water)

On-Site Infrastructure Bundle	Key Projects	Notes	Delivery Programme
A	Western Spine Link Road A* (Wyses Road to Leamlara Road.	To include water and waste water networks and surface water disposal network.**	Proposed initial infrastructure bundle.
	Completion of the Northern Spine Link Road (CT-U-12) linking the Western Spine Link Road via the underpass to lands south of the railway.*		Delivery of Bundle 'A' will facilitate development on the following zones:
	Upgrade of Station Road North (CT-U-15).		CT-R-02
	Upgrade Leamlara Road. (CT-U-05).		CT-R-03
	Waste Water pumping station and rising main to existing Irish Water Infrastructure.		CT-R-04
	Drinking water connection to IW infrastructure.		CT-RFAP-05
	Delivery of phase 1 of surface water management system.		CT-R-06
	Delivery of Small Park West (CT-GR-01).		CT-R-07 CT-RFAP-08

* Vehicular access to serve individual dwellings will not be permitted. New vehicular access will be to estate roads only.

** Individual developers will be required to provide surface water attenuation on site.

Note no 1. Development of zones linked to Infrastructure Bundle B may commence in parallel with the delivery of infrastructure Bundle A if the following can be secured:

- Appropriate connections to water services infrastructure and surface management systems; and
- Relevant on/off site road infrastructure.

Note no 2. Individual Developers will be required to provide UEA internal roads as part of their planning applications to the appropriate standards in agreement with Cork County Council.

Note no 3. Appropriate densities for each particular zone is set out in the 'Carrigtwohill Specific Policy Objectives' of this Chapter, further detail for which is available in **Chapter 4 Housing of Volume 1**.

Note no 4. Beyond the development of 560 residential development units, further Bundle A residential development within the Urban Expansion Area shall not occur until CT-GR-01 has been delivered.

Table 4.2.6 Carrigtwohill North Urban Expansion Area

Core On-Site Infrastructure Programme
Delivery Agency: Cork County Council
(Wastewater and Drinking Water Services are the responsibility of Irish Water)

On-Site Infrastructure Bundle	Key Projects	Notes	Delivery Programme
B	Eastern Spine Link Road B* (Leamlara Road to Ballyadam Road).	To include water and wastewater networks and surface water disposal network.**	Delivery of this infrastructure bundle is not proposed to commence until after the delivery of Bundle 'A'.
	Waste Water pumping station and rising main to existing Irish Water Infrastructure.		Delivery of Bundle 'B' will facilitate development on the following zones:
	Drinking Water connection to IW infrastructure.		CT-RFAP-09
	Delivery of phase 2 of surface water management system.		CT-RFAP-10
	Delivery of Linear Park East (CT-GC-06, CT-GC-07 and CT-GC-08).		CT-RFAP-13 CT-RFAP-16 CT-RFAP-17 CT-C-04 CT-RFAP-19

*Vehicular access to serve individual dwellings will not be permitted. New vehicular access will be to estate roads only.

** Individual developers will be required to provide surface water attenuation on site.

Note no 1. Development of zones linked to Infrastructure Bundle B may commence in parallel with the delivery of infrastructure Bundle A if the following can be secured:

- Appropriate connections to water services infrastructure and surface management systems; and
- Relevant on/off site road infrastructure.

Note no 2. Individual Developers will be required to provide UEA internal roads as part of their planning applications to the appropriate standards in agreement with Cork County Council.

Note no 3. Appropriate densities for each particular zone is set out in the 'Carrigtwohill Specific Policy Objectives' of this Chapter, further detail for which is available in **Chapter 4 Housing of Volume 1**.

Note no 4. Beyond the development of 560 residential development units, further Bundle A residential development within the Urban Expansion Area shall not occur until CT-GR-01 has been delivered.

**Table 4.2.7: Carrigtwohill North Urban Expansion Area
Core Off-Site Infrastructure Programme:
Delivery Agency: Cork County Council**

Development Phase	No of Housing Units	Off-Site Infrastructure Project
Phase 1	Up to 1,390	Relevant section of Interurban Greenway (CT-U-03).
		Existing underpass for provision of Pedestrian/Cycling Link to Interurban Greenway CT-U-03 (CT-U-07).
		Upgrade of Station Road South to include for a segregated cycle facility between the rail station junction and the town centre (CT-U-14).
		Cobh Cross additional capacity upgrade.
		Upgrade & signalisation of Main Street/ Station Road junction.
		Signalisation of Main Street/Castlelake Avenue.
		Signalisation of Main Street/L-3612-0 (Road to Barryscourt).
		Provision of link road (CT-U-01) (new schools' campus).
		Upgrade of Main Street to include the reallocation of road space to vulnerable road users and relocation of on-street carparking (CT-U-16).
		Improvement of Carrigane/Castle Avenue junction (CT-U-19).
Phase 1 of Surface Water Management System.		
Phase 2	1,390 – 2,623	Relevant section of Interurban Greenway (CT-U-03).
		Installation of segregated Pedestrian/Cycling crossing at Wyse's Bridge (CT-U-06).
		Installation of segregated Pedestrian/Cycling crossing at Ballyadam Bridge (CT-U-09).
		Junction upgrades and traffic management measures from the Transport Assessment.
		Phase 2 of Surface Water Management System.

Note no 1: The off-site transport infrastructure programme is required both to support the Carrigtwohill North UEA and also the development objectives of the Plan more broadly.

- 2.4.100 The on and off-site infrastructure tables refer to core infrastructure requirements only. The full range of requirements in relation to the provision of on and off-site infrastructure will be determined during the relevant planning application process and in accordance with the specific policy objectives of this plan.
- 2.4.101 The existing bridges (Wyses' Bridge, Station Road Bridge and the Ballyadam Bridge) carry only a vehicular carriageway (typically c.6m in width) and have no capacity to make appropriate provision for pedestrians or cyclists. Instead, segregated pedestrian and cycle facilities are proposed in the vicinity of these bridge locations (see specific policy objectives CT-U-06 and CT-U-09).
- 2.4.102 The early phases of development are also likely to require the modification of Barry's Bridge (Station Road) to provide for cyclists and pedestrians. The Carrigtwohill Strategic Transport Assessment, which is currently underway, has identified an interim shuttle operation solution to provide for vehicular, pedestrian and cycle movements until such time as the longer term solution of a dedicated pedestrian and cycle bridge at Barry's Bridge (CT-U-08) is required and delivered.
- 2.4.103 In the event that it proves possible to commence development on the eastern part of the site, then Infrastructure Bundle 'B' (together with the measures proposed for Station Road Bridge and Leamlara Road Upgrade) will be required at the outset.
- 2.4.104 A key component of the residential development in Phase 1 of the Carrigtwohill North development is the need to ensure that residential densities are reflective of the proximity of the development to the train station with higher densities to be provided on those sites closer to the station. Layouts shall allow for permeability between housing areas and in particular, direct, safe and convenient access to the rail station by pedestrians and cyclists.
- 2.4.105 On those sites adjacent to proposed greenways, developers will be responsible for the provision of this infrastructure which will be designed in accordance with the latest revision of the DMURS Guidance document to the approval of the Cork County Council. This infrastructure should also be capable of being linked to other parts of the greenway on adjacent properties. Where upgrades to the local road network are proposed through the findings of the ongoing Strategic Carrigtwohill Transport Assessment, then such works shall be constructed in accordance with DMURS and the specification of Cork County Council.

Carrigtwohill North: Station Quarter (CT-B-06)

- 2.4.106 The creation of a Station Quarter in Carrigtwohill North will result in the delivery of a vibrant, high density residential and mixed use local centre providing a focal point for the entire community. A vertical mix of compatible uses should be focused around a new square with a mix of business of appropriate scale. Residential uses can be accommodated at ground floor level as well as over ground floor.
- 2.4.107 The development of the CT-B-06 site should include provision for a public square, designed to accommodate a wide variety of events such as a regular local market and should include cycle parking provision, public seating and public art. Access to this square should be via a variety of pedestrian priority streets/lanes/arcades which should converge on this space to reinforce its centrality within the plan area.
- 2.4.108 When approaching the development of the CT-B-06 site, part of which is adjacent to the new greenway (CT-U-03) that will comprise a cycleway and pedestrian pathway, consideration should be given to the provisions of the Design Manual for Urban Roads and Streets, with pathways and cycleways designed accordingly. In addition, part of the site is adjacent to the local roads L6306 (CT-U-04) and L6303 (CT-U-05) which will need to be upgraded to accommodate increased pedestrian and cycle activity.

Carrigtwohill North: Transport Assessment

- 2.4.109 As part of the preparation of the Carrigtwohill North Framework Masterplan Study, a Transport Assessment was commissioned by Cork County Council. The assessment assumed that all extant permissions in the wider town for both residential and commercial development would be utilised in full, a new secondary and a new primary school would be constructed within the existing town and that the projected population targets be achieved in Carrigtwohill and the wider Cork Metropolitan Area.
- 2.4.110 The assessment identified a number of minor road works and improvements to accommodate the first phase of the development (1,000 houses approximate). With an additional 500 units constructed and an increase in modal shift anticipated, additional works will be required and these include.
- Signalisation Main Street/Carrigane Road Junction
 - Signalisation Main Street/Wyses Road
 - Junction Upgrade of crossroads at junction Maple Lane/ Oakbrook to a roundabout.
- 2.4.111 The development of such a large site in close proximity to the suburban rail network offers a major opportunity to achieve high modal shift. Providing new homes at this location therefore, where residents can gain easy access to high quality public transport service, is a priority for Cork County Council.
- 2.4.112 It is proposed that Cork County Council and other agencies, including Transport Infrastructure Ireland (TII), the NTA and Irish Rail, will, subject to agreement with the relevant agencies and programming, be responsible for the funding and/or implementation of the measures.

Carrigtwohill North: Green Infrastructure

2.4.113 A primary green corridor is proposed across Carrigtwohill North forming a key link between existing and future development to the south, developments in Phase 1 and a Linear Park to the east of the urban expansion area – the station quarter and the proposed schools. This green corridor will provide a well maintained and secure natural corridor. In addition, a number of secondary green corridors are envisaged that link the site in a north to south and east to west direction. This network of corridors will form a local community hub enabling pedestrian / cycle cross movements towards the linear park at all times of the day. Provision shall be also made for landscaping along the green corridors to ensure an attractive pedestrian and cycling link through the area. Useable open space shall be in the order of 20% of the total site area and shall be designed and located in accordance with best practice guidance.

Special Policy Area

2.4.114 A key development opportunity in Carrigtwohill remains the undeveloped land south of the rail line adjacent to the Station Car Park. Given the proximity of these lands to the station it is appropriate to adopt similar approach their development as was taken on the CT-B-06 site on the opposite side of the rail line in the masterplan area i.e., a high-density mixed-use core. This is a site where high density development, 50+ units per hectare, is considered appropriate. In addition, this site lends itself to enterprise-related developments.

General Objectives

2.4.115 The following objectives apply to all development proposals for Carrigtwohill.

Objective No.	General Objectives for Carrigtwohill
CT-GO-01	<p>Taking account of development already completed or under construction, to secure the development of 1,784 new dwellings in Carrigtwohill over the lifetime of this plan in order to facilitate the sustainable growth of the town's population to 9,749 people over the same period, to provide a balance between the provision of housing and employment uses in the town, to support Carrigtwohill's development as an integrated live/work destination.</p> <p>These will be provided through the development of land for which planning permission has already been granted and by the development of land designated for development in this plan.</p>
CT-GO-02	<p>In order to secure the sustainable population growth and supporting development proposed in CT-GO-01, appropriate and sustainable water and waste water infrastructure that will secure the objectives of the relevant River Basin Management Plan as well as the Cork Harbour Special Protection Area and the Great Island Channel Special Area of Conservation, must be provided and be operational in advance of the commencement of any discharges from the development. Waste water infrastructure must be capable of treating discharges to ensure that water quality in the receiving harbour does not fall below legally required levels.</p>
CT-GO-03	<p>The green infrastructure, biodiversity and landscape assets of Carrigtwohill include its hedgerows, mature trees, woodlands, wetlands (adjoining Cork Harbour Special Protection Area and Great Island Channel Special Area of Conservation), and other habitats. New development should be sensitively designed and planned to provide for the protection of these features and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <u>Volume One Main Policy Material and Volume Two Heritage and Amenity.</u></p>
CT-GO-04	<p>Improve public realm spaces within the Town Centre and to allow greater connectivity, particularly pedestrian and cycle connectivity, between existing and proposed development areas. To reallocate road space to vulnerable road users and to relocate carparking from Main street. To discourage school drop-offs on Main Street and associated traffic congestion at school traffic times.</p>
CT-GO-05	<p>Support the implementation of the Carrigtwohill North Urban Expansion Area.</p>
CT-GO-06	<p>Support the implementation of the ongoing Strategic Carrigtwohill Transport Assessment and the URDF Public Realm Initiative as they apply to Carrigtwohill.</p>

Objective No.	General Objectives for Carrigtwohill
CT-GO-07	<p>Reserve land on either side of the railway route to facilitate the possible future upgrading of the route to double track standard. This objective applies to all land within 5m of the perimeter fence on either side of the railway. Within this area the following categories of development will be resisted:</p> <p>New buildings not required for the operation of the railway; and</p> <p>New vehicular and pedestrian accesses where these accesses are the sole or primary access to development.</p> <p>New bridge crossings constructed will be required to provide sufficient clearance to permit double track operation.</p> <p>Open land uses, such as open space, surface car parking and agriculture will normally be permitted subject to the proper planning and sustainable development of the area.</p>
CT-GO-08	<p>A network of designated walking and cycling routes shall be established to provide safe, convenient and pleasant routes between the town's main residential areas, schools, the town centre and the railway station complex, in accordance with the CMATS and the Cork Cycle Network Plan 2017 and supporting the implementation of the 10-minute town/neighbourhood concept.</p> <p>The network of designated walking and cycling routes proposed will include the following residential areas within the town:</p> <p>Bog Road;</p> <p>Fota Rock;</p> <p>Gortnamucky;</p> <p>Rocklands;</p> <p>Terry's Land (North & South); and</p> <p>Tullagreen.</p>
CT-GO-09	<p>Ensure that provision is made in proposals for new development, particularly for housing, employment, retail, and educational uses to provide safe, convenient and pleasant routes for walkers and cyclists linking the development to the railway station, town centre and the other principal areas of the town for walkers and cyclists. Any such provision must have regard to the existing deficiencies in infrastructure and the requirement to ensure the delivery of adequate infrastructure ahead of or in tandem with the new development.</p> <p>In achieving this objective, special attention will be paid to the layout of the development, to latest DMURS standards, to ensure that appropriate measures are taken to establish a walking and cycling friendly environment.</p>
CT-GO-10	<p>Support the implementation of important safety improvements to the national road network generally in accordance with the N25 improvement proposals developed by TII and by Cork County Council in conjunction with TII.</p>
CT-GO-11	<p>Secure significant road safety and traffic management improvements to Station Road so that it can provide a safe, pleasant and effective route between the station and the town centre.</p>
CT-GO-12	<p>Provide direct high quality segregated links for pedestrians and cyclists from Inter-Urban Cycle route / Greenway IU-1 (see CMATS) to Carrigtwohill Town centre, the IDA Business and Technology Park, the permitted Carrigtwohill Schools' Campus, and existing and future residential areas.</p>
CT-GO-13	<p>Secure the completion of an integrated local transport plan for Carrigtwohill.</p>
CT-GO-14	<p>Proposals for employment related development, of 50 employees or more, shall be required to prepare and submit a mobility management plan that maximises the use of public transport options/passenger rail services and pedestrian/cycle permeability and connectivity to surrounding areas.</p>
CT-GO-15	<p>Provide a landscape framework plan for each phase of development of Carrigtwohill North as part of a landscape strategy. Provide for advanced planting to include primarily native trees.</p>
CT-GO-16	<p>All new development will need to make provision for Sustainable Urban Drainage Systems (SuDS) and provide adequate storm water infrastructure. Surface water management and disposal should be planned in an integrated way in consideration with land use, water quality, amenity and habitat enhancements as appropriate (see Chapter 11 Water Management, including Surface Water and Flood Risk, of this plan).</p>
CT-GO-17	<p>All proposals for development within areas identified as being at risk of flooding will need to comply with relevant objectives in Chapter 11 Water Management, including Surface Water and Flood Risk, of this plan</p>
CT-GO-18	<p>Prepare a Sustainable Urban Drainage Strategy for Carrigtwohill.</p>

Specific Zoning Objectives

2.4.116 The following specific zoning objectives apply to zoned land in Carrigtwohill. Development proposed in these areas must also comply with the General Objectives at the beginning of this section.

County Development Plan Objectives Specific Development Objectives for Carrigtwohill		
* Flood Risk Obj. See Objectives in <u>Volume One, Chapter 11</u> Water Management		^ TIA and RSA Required
Objective No.		Site Area (Ha)
Residential / Residential Further Additional Provision (Including Carrigtwohill North Phase 1)		
CT-R-01	High density residential development. High quality pedestrian and cycle connectivity, particularly to adjoining schools campus and station quarter, to be provided. *	10.5
CT-R-02	Carrigtwohill North UEA. Medium A density residential development. Development on this site requires provision to be made for the delivery of the infrastructure described in Tables 4.2.6 and 4.2.7. *	1.8
CT-R-03	Carrigtwohill North UEA. Medium A density residential development. Development on this site requires provision to be made for the delivery of the infrastructure described in Tables 4.2.6 and 4.2.7.	4.4
CT-R-04	Carrigtwohill North UEA. Medium A density residential development. Development on this site requires provision to be made for the delivery of the infrastructure described in Tables 4.2.6 and 4.2.7.	6.2
CT-RFAP-05	Carrigtwohill North UEA. High density residential development. Development on this site requires provision to be made for the delivery of the infrastructure described in Tables 4.2.6 and 4.2.7.	4.0
CT-R-06	Carrigtwohill North UEA. High density residential development. Development on this site requires provision to be made for the delivery of the infrastructure described in Tables 4.2.6 and 4.2.7. *	3.8
CT-R-07	Carrigtwohill North UEA. High density residential development. Development on this site requires provision to be made for the delivery of the infrastructure described in Tables 4.2.6 and 4.2.7.	3.7
CT-RFAP-08	Carrigtwohill North UEA. High density residential development. Development on this site requires provision to be made for the delivery of the infrastructure described in Tables 4.2.6 and 4.2.7. *	7.3
CT-RFAP-10	Carrigtwohill North UEA. Medium A density residential development. Development of this site requires provision to be made for the delivery of the infrastructure described in Tables 4.2.6 and 4.2.7.	2.6
CT-R-11	Medium A density residential development. Proposals should include a tree planted buffer, of suitable depth, to the southern boundary of the site and screening to protect views from the N25.	8.1
CT-RFAP-12	Medium A density residential development. Proposals should include screening to protect views from the N25. Ecological corridor or buffer to be provided to protect the biodiversity of the site as much as possible.	9.5
Residential / Residential Additional Provision / Residential Further Additional Provision (Including Carrigtwohill North Phase 2)		
CT-RFAP-09	Carrigtwohill North UEA. Medium A density residential development. Development of this site requires provision to be made for the delivery of the infrastructure described in Tables 4.2.6 and 4.2.7.	7.8

**County Development Plan Objectives
Specific Development Objectives for Carrigtwohill**

* Flood Risk Obj. See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required
Objective No.		Site Area (Ha)
CT-RFAP-13	Carrigtwohill North UEA. Medium density A residential development. Development on this site requires provision to be made for the delivery of the infrastructure described in Tables 4.2.6 and 4.2.7. A way leave for an existing high voltage powerline is in place on this site and prospective developers will need agreements with ESB networks regarding required separation distances for developments in proximity to the powerlines.	9.4
CT-RFAP-14	Medium A density residential development.	5.8
CT-RAP-15	Medium A density residential development.	4.9
CT-RFAP-16	Carrigtwohill North UEA. Medium A density residential development. Development of this site requires provision to be made for the delivery of the infrastructure described in Tables 4.2.6 and 4.2.7.	12.9
CT-RFAP-17	Carrigtwohill North UEA. Medium A density residential development. Development of this site requires provision to be made for the delivery of the infrastructure described in Tables 4.2.6 and 4.2.7.	7.4
CT-RAP-18	Medium B density residential development.	2.2
CT-RFAP-19	Carrigtwohill North UEA. Medium A density residential development. Development of this site requires provision to be made for the delivery of the infrastructure described in Tables 4.2.6 and 4.2.7. This site contains habitat of particular biodiversity importance and an ecological corridor, linked to open space zoning adjoining this site to the east, is to be provided to protect this biodiversity function. *	3.7
Industry		
CT-I-01	Industrial type activities including warehousing and distribution. This land is proximate to the Cork Harbour SPA and the Great Island Channel SAC. Appropriate buffering and screening will be required along the western boundary of the site adjoining the greenbelt and also at the eastern boundary to minimise the impact on adjoining existing residential properties. * ^	30.22
CT-I-02	Develop this site for industrial type activities giving priority to high quality manufacturing. * ^	29.4

**County Development Plan Objectives
Specific Development Objectives for Carrigtwohill**

* Flood Risk Obj. See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required
Objective No.		Site Area (Ha)
CT-I-03	<p>Industrial development.</p> <p>The following criteria will need to be addressed in the development of the site:</p> <p>Road improvements required to the National Primary network including a new grade separated interchange with the N25;</p> <p>Road improvements to the local road network. These routes should be capable of providing public transport to connect the site with the town centre and railway station and adequate land should be reserved to facilitate likely future traffic growth;</p> <p>The need to set aside land for a passenger station to serve the proposed development in the medium or longer term, subject to the selection of an agreed location in consultation with Iarnród Éireann;</p> <p>The need to provide safe, attractive and convenient pedestrian and cycle permeability and connectivity.</p> <p>The need for sensitive design providing for the retention and protection of the green infrastructure features (including protected species and habitats of high biodiversity value) which are known to occur on site.</p> <p>An appropriate landscaping and tree planting scheme will be implemented to enhance the setting of the development; and</p> <p>A detailed Traffic Impact Assessment (TIA), Mobility Management plan and parking strategy that optimizes modal shift to public transport, cycling and walking will also be required. ^</p>	56.3
CT-I-04	Maintain existing industrial uses.*	39.7
Business		
CT-B-01	<p>Business development, excluding retail warehousing, non-retail general offices and car showrooms. Proposals for this site will include a comprehensive layout and structural landscaping scheme. Vehicular access to the site will be from the adjoining industrial area to the south only.</p> <p>^</p>	19.8
CT-B-02	<p>Business development. Proposals shall optimise connectivity with the proposed rail passenger station at Fota Business and Retail Park, particularly for pedestrians and cyclists, and to the Burys bridge to Carrigtwohill cycleway. This land adjoins the Cork Harbour SPA and the Great Island Channel SAC. Appropriate buffering and screening between new development and the SPA and the SAC will be required. Areas within this zone may be used by Special Conservation Interest bird species for which the Cork Harbour SPA is designated. Account will be taken of same when considering new development proposals in this area. Buffering and screening will also be required to protect views from the N25.</p> <p>Treelines and hedgerows on the northern boundary of this zone create a visual screen to the estuary and shall be retained and protected. ^</p>	17.4
CT-B-03	<p>Business development. This land adjoins the Cork Harbour SPA and the Great Island Channel SAC. Appropriate buffering and screening between new development and the SPA and the SAC will be required. Areas within this zone may be used by Special Conservation Interest bird species for which the Cork Harbour SPA is designated. Account will be taken of same when considering new development proposals in this area. The existing scrub woodland habitat in the south west of the zone creates a buffer to the SAC and SPA and should be retained. ^</p>	2.8
CT-B-04	<p>Business development. Ecological function of scrub / transitional woodland habitat to be retained as much as possible. * ^</p>	6.6

**County Development Plan Objectives
Specific Development Objectives for Carrigtwohill**

* Flood Risk Obj. See Objectives in [Volume One, Chapter 11](#)
[Water Management](#)

^ TIA and RSA Required

Objective No.		Site Area (Ha)
CT-B-05	Business development. This land adjoins the Cork Harbour SPA and the Great Island Channel SAC and pNHA. Appropriate buffering and screening between new development and the SPA and the SAC will be required. Areas within this zone may be used by Special Conservation Interest bird species for which the Cork Harbour SPA is designated. Account will be taken of same when considering new development proposals in this area. The existing hedgerows should be retained. ^	2.3
CT-B-06	Station Quarter including convenience retailing, professional services, leisure facilities and an element of residential development at both ground floor level and above. * ^	1.4
CT-B-07	Fota Retail and Business Park. Business including retail warehousing. Provision to be made for Carrigtwohill West rail station, in consultation with Iarnród Éireann.	14.1
CT-B-08	Business.	4.9
Town Centre		
CT-T-01	Expansion of established town centre in line with overall uses acceptable in town centre areas and providing for improved connectivity and public realm spaces. ^	11.0
CT-T-02	Town/neighbourhood centre in line with the overall uses acceptable in town centre areas. Careful consideration shall be given to the overall design approach given the prominence of the site to both the entrance to Castlelake and the start of the Main Street. Opportunity to connect to adjoining green infrastructure north of this site is to be taken into consideration in the layout and design of development. * ^	4.4
CT-T-03	Town Centre development in line with the overall uses acceptable in town centre areas. * ^	5.0
Community		
CT-C-01	Land to provide for education purposes to include two primary schools and a post primary school with ancillary open space area suitable for playing fields. *	10.4
CT-C-02	Retain existing community centre, playground and sports facilities.	2.3
CT-C-03	Provision of a primary school. *	2.1
CT-C-04	Provision of a primary and secondary school multi campus. *	6.5
Green Infrastructure		
CT-GR-01	Open Space - Provision of a Small Park West. *	4.5
CT-GA-02	Open Space - Maintain active open space. *	7.8
CT-GC-03	Open space - important scrub/transitional woodland habitat.	1.08
CT-GA-04	Open Space - Maintain active open space.	1.9
CT-GA-05	Active open space to include the provision of playing pitches, ancillary facilities and parking. *	5.0
CT-GC-06	Open Space. Forms part of a significant ecological green infrastructure corridor and contains an important semi natural grassland habitat - forming part of Linear Park East. *	3.5

**County Development Plan Objectives
Specific Development Objectives for Carrigtwohill**

* Flood Risk Obj. See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required
Objective No.		Site Area (Ha)
CT-GC-07	Open Space. This site forms part of a significant ecological green infrastructure corridor - forming part of Linear Park East. *	5.9
CT-GC-08	Open Space forming significant ecological green infrastructure area – forming part of Linear Park East. *	6.8
CT-GA-09	Open Space - Maintain active open space / playing pitches.	6.08
CT-GC-10	This area supports habitats of biodiversity value. *	3.0
Utilities		
CT-U-01	Provision of a new link road connecting Castle Lake to Station Road. *	-
CT-U-02	Provision of new East West Spine Link Roads to access development lands in the UEA. *	-
CT-U-03	Provision of a Greenway to comprise a cycleway and pedestrian pathway designed in accordance with the DMURS guidance document to the approval of Cork County Council and constructed as part of the UEA development and linked to other parts of the greenway on adjacent properties. An appropriate scrub buffer on the northern side of the railway is to be retained to protect the ecological diversity of the corridor.	-
CT-U-04	Upgrading of existing Local Road (CT-U-04) to accommodate Pedestrian and Cycling facilities. Surface Water Drainage (including side catchment) to be provided as part of any development proposals.	-
CT-U-05	Upgrading of existing Local Road (CT-U-05) to accommodate Pedestrian and Cycling facilities.	-
CT-U-06	Installation of segregated Pedestrian/Cycling Crossing at Wyse's Bridge. *	-
CT-U-07	Existing underpass for provision of Pedestrian/Cycling Link to Interurban Greenway (CT-U-03).	-
CT-U-08	Installation of segregated Pedestrian/Cycling Crossing at Barry's Bridge, Station Road.	-
CT-U-09	Installation of segregated Pedestrian/Cycling Crossing at Ballyadam Bridge.	-
CT-U-10	Construction of Pedestrian/Cycling Bridge linking CT-R-13, CT-R-18 and Educational Campus CT-C-04.	-
CT-U-11	Construction of Pedestrian/Cycling Bridge linking Open Spaces.	-
CT-U-12	Completion of the Northern Spine Link Road linking the Western Spine Link Road via the underpass to lands south of the railway.	-
CT-U-13	Provision of new link Road to access backlands and to accommodate pedestrian and cycling facilities.	-
CT-U-14	Upgrade of Station Road South to include for a segregated cycle facility between the rail station junction and the town centre.	-
CT-U-15	Upgrade of Station Road North (within UEA).	-
CT-U-16	Upgrade of Main Street.	-
CT-U-17	Access Street (Link) from Main Street to CT-U-12.	-
CT-U-18	Access to Regeneration Areas south of Main Street.	-

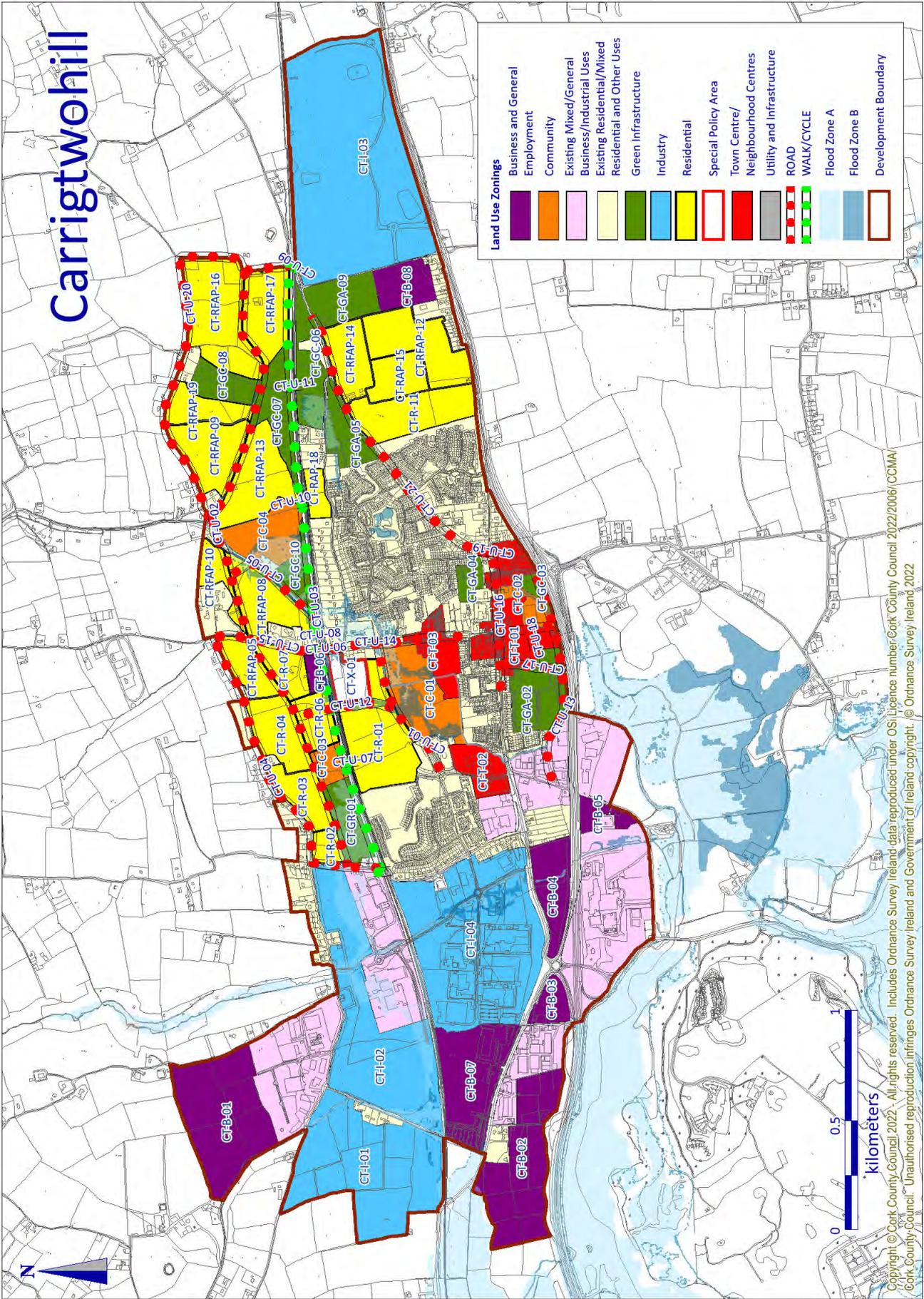
**County Development Plan Objectives
Specific Development Objectives for Carrigtwohill**

* Flood Risk Obj. See Objectives in Volume One, Chapter 11 Water Management

^ TIA and RSA Required

Objective No.		Site Area (Ha)
CT-U-19	Upgrade of Carrigane Road / Castle Avenue junction to accommodate alternative access to the schools.	-
CT-U-20	Upgrade of Ballyadam Road and Northern Road (Road Nos. L-7639-0 & 7640-0) to provide surface water drainage (including side catchment drainage).	-
CT-U-21	Upgrade Carrigane Rd to accommodate pedestrian and cycle facilities.	-
Special Policy Area		
CT-X-01	Station Quarter South – Mixed use development to include enterprise development, high density residential, small scale retail and community uses. *	3.3

Carrigtwohill



2.5 Cobh

Vision and Strategic Context

- 2.5.1 The vision for Cobh going forward is to provide for growth in population and employment, promote greater self-sufficiency within the town in terms of the role of the town centre and retail services, and seek to optimize the potential of the waterfront and the heritage of the town as a platform for economic growth, continuing implementation of the strategy of the 2017 Local Area Plan and the 2013 Cobh Town Development Plan. This vision is underpinned by the principle of compact growth and the optimisation of regeneration opportunities within the built envelope of the town.
- 2.5.2 In this Plan, Cobh is identified as a Main Settlement in the Cobh Municipal District and as a Metropolitan town in the Cork Metropolitan Area. Cobh is the second largest of the Metropolitan Cork Towns after Carrigaline with a population that has steadily increased over the last two decades to a 2016 census population of 12,800 persons.
- 2.5.3 It is located within the 'Cork Metropolitan Area Transport Strategy' area for which a coordinated land use and transport strategy for the Cork Metropolitan Area applies. Proposals for development have been framed to complement the City Council's development proposals and the County Council's proposals in other Metropolitan Towns. The final phase of the €144m Cork Lower Harbour Main Drainage Project commenced in 2019. Its completion in 2021 facilitates development within the town and significantly enhances water quality in the harbour.
- 2.5.4 The central part of the town was administered by Cobh Town Council until 2014. A Town Development Plan was adopted in 2013 setting out a strategy for the development of the lands within the Town Council area. This complemented the County Council's plans for growth in the environs of the town set out in the 2017 Local Area Plan.
- 2.5.5 The Cork Area Strategic Plan previously identified the opportunity to increase Cobh's residential population further to sustain and deliver additional retail, commercial and service functions and proposed the most appropriate location for this to the north of the town along the Ballynoe Valley. A large mixed use residential area was subsequently identified for development at Ballynoe which will consolidate the commercial function established at Ticknock. Growth here should be linked to the provision of a new rail station at Ballynoe, as supported by the Regional Spatial and Economic Strategy for the Southern Region (RSES) and should have connectivity to the town of Cobh.

Local Context

- 2.5.6 Cobh is located approximately 20 km south east of Cork City. The town is prominently positioned on the south of Great Island commanding spectacular views over the western harbour as well as providing impressive views from the harbour owing to its attractive architectural heritage. The town has a rich maritime, military and ecclesiastical heritage, which combined with proposed developments at Spike Island, Haulbowline and Camden Fort Meagher, affords the town significant potential for tourism development to be a strong feature of its economic growth. Cobh also has the only dedicated cruise liner berth in the country and many cruise liners visit the town every year offering the potential for spin-off trade.
- 2.5.7 In previous decades, the town relied heavily for employment on the Irish Steel plant on Haulbowline Island and Irish Fertilisers at Marino Point but since the closure of these plants in 2001/2002 many of the population now commute off Great Island for work to Cork City, Ringaskiddy or other locations in the metropolitan area. The Irish Navy headquarters and naval base is located on Haulbowline. The main point of sea access to the Naval Base is from Cobh Pier. Cobh also has a strategic dry dock facility at Rushbrooke which is an important economic asset for the town.
- 2.5.8 The retail and commercial base of the town has contracted significantly. Strengthening the town centre and capitalising on the attractiveness of the waterfront area are important priorities for the town.
- 2.5.9 Investment in roads infrastructure is a significant issue for Cobh in order to facilitate the sustainable growth of the town. The town is solely dependent for road access on the R624 and Belvelly Bridge to connect Great Island to the national road network and the lack of an alternative road access route raises concerns over emergency services access should this route become blocked. This section of the route from Carrigtwohill to Belvelly (to which there is no alternative) requires significant upgrading and there are difficulties in other parts of the route network also. The provision of an alternative access to Cobh will need to take account of ecological/heritage considerations arising from Cork Harbour Special Protection Area and Great Island Channel SAC and pNHA. The RSES supports the upgrading of the R624 regional road linking N25 to Marino Point and Cobh and its designation to National Road status.
- 2.5.10 Cobh lies within the City Harbour and Estuary Landscape Character Area, an area of very high landscape value and sensitivity. The Cork County Draft Landscape Strategy has suggested that this area is of national landscape importance.

Population and Housing

- 2.5.11 The strategy for Cobh, as set out in this plan provides for the population of the town to grow to 15,836, from the Census 2016 population figure of 12,800. In order to accommodate this level of population growth, an additional 1,316 housing units will be required with approximately 872 housing units delivered on residentially zoned land and the balance of 288 delivered within the built footprint of the town. A net housing land requirement of 33ha has been identified to cater for this level of housing provision. This plan also makes provision for residential reserve land - see **Chapter 2 Core Strategy of Volume One** of this Plan for further guidance on the role of residential reserve lands.

- 2.5.12 A large component of the land supply for development in this plan is located within the Ballynoe Valley land bank to the north of the town and a landuse framework has been prepared for its co-ordinated development – see section ‘Urban Expansion Area – Ballynoe Valley’ below.
- 2.5.13 Within this Cobh Urban Expansion Area (UEA) provision is made for a certain amount of post 2028 population growth in order to support the medium to long term delivery of the UEA. Here the Plan looks beyond its current 2028 headline year as regards the contribution the Urban Expansion Area can make to the delivery of by including proposals for the development of these lands in this Plan.
- 2.5.14 As well as lands identified at Ballynoe there are a number of additional sites zoned for residential use in Cobh. While housing growth has been strong, some of the areas that were designated for housing in the 2011 and 2017 Local Area Plans have not yet come forward for development – these sites have been retained in this Plan.
- 2.5.15 In addition to zoned lands other development opportunities exist which will need to be pursued to achieve compact growth of the town. These opportunities include the development of brownfield land and infill sites as well as reusing or redeveloping existing buildings, including availing of ‘living over the shop’. A number of sites which currently have a negative impact on the town’s streetscape have been identified as being suitable for regeneration. Due to the significant sustainable development opportunity presented by the town and the subsequent significant area of zoned greenfield land, it will not be possible to deliver 30% of the growth target for the town within its existing built up footprint or through infill development and regeneration opportunities. However, it is recognised that there are many opportunities for infill development and regeneration in the town in addition to the development opportunity at the site zoned as X-01 between the Ticknock neighbourhood centre and the built up area of the town. Efforts will be made to maximise such opportunities and the plan will aspire to achieving high levels of growth within the current built footprint of the town.
- 2.5.16 Development in Cobh has extended over the ridge behind the old town, spilling into the valley behind. Most of this new development has been concentrated on the western side of the town on the hillside above Rushbrooke. Development has generally taken the form of large estate development in the environs, dominated by semi-detached and terraced style housing.
- 2.5.17 The 2016 census recorded that 8.5% of residential properties in the census town area were vacant. If unoccupied holiday homes are excluded the vacancy figure drops to 7.6%.
- 2.5.18 As the proportion of older people in the population increases, housing options for this age group is likely to be more of an issue and demand for more specialised accommodation where elderly people can more readily live independently is likely to increase. Housing affordability will also continue to be an issue and should be reflected in the range of house types provided.

Table 4.2.8: Cobh Population and Housing Supply

	Population and Housing Requirement			Housing Supply Units		
	Population Census 2016	Population Target (to 2028)	New Units Required (to 2028)	Housing Supply from Residential and Mixed-Use Zoning including Compact Growth Sites	Housing Supply from Residential Additional Provision Sites	Housing Supply from Residential Reserve Sites
Cobh	12,800	15,836	1,316	1,316	364	126

Table 4.2.9: Cobh Population 2006-2028

Name	Census 2006	Census 2011	Census 2016	Population Target to 2028
Cobh	11,303	12,347	12,800	15,836

Placemaking

- 2.5.19 Cobh, a maritime town in the lower harbour, has a very rich Victorian architectural heritage reflected in its 370 Protected Structures within the town and 5 Architectural Conservation Areas. This, combined with its industrial, military and ecclesiastical heritage, set within a deeply sloping topography, lends the town a strongly identifiable sense of place.
- 2.5.20 The town's topography has created a unique urban response to the townscape structure. Buildings are largely stacked in linear forms as they rise on the hillside, including a striking crescent just outside the area zoned town centre. The town's southerly aspect on a steeply sloping hill has resulted in a tight urban grain in places characterised by narrow steep streets and terraced housing. The town's main spine runs east-west, parallel with the waterfront and includes two attractive squares and impressive buildings.
- 2.5.21 Cobh has a clear hierarchy of streets, squares and buildings. The primary streets facing the Harbour have deep plots, building heights of up to 4 storeys and of 2-3 bays, transected by laneways or pend passageways to the rear yards. The secondary streets have a tighter urban grain and building heights of between 2-3 storeys.
- 2.5.22 Public realm investment has the potential to attract higher density development, create a strong sense of place and facilitate enhanced pedestrian permeability. A significant public realm improvement project for the town, benefitting from URDF funding, received planning consent in 2021. The project will focus on 6 zones within the town (Heritage Centre/Train Station; Town Park; Town Squares; Cathedral Quarter; Main Streetscape; and East Beach) and it will achieve the following:
- Enhance pedestrian permeability through the town centre architectural landmarks with attractive, accessible and safe walkability for both residents and tourists.
 - Generate an increased footfall through the streetscape and the Town Squares.
 - Maximize the legibility of the historical pedestrian routes with reimagining the historical lanes and steps.
 - Strengthen the 'hilly town' topography as an opportunity to enhance a new public realm frame of town vistas as a touristic attraction.
 - Connect town centre arrival points [train, car, sea] by active mobility mode priority.
 - Address traffic calming measures through placemaking and sense of place.
 - Reinforce the heritage connection with the Irish navy and the Cork Harbour.
 - Reimagine the Town Park Public Realm with strong connection to the Streetscape and the sea.
 - Enhance the diaspora heritage experience to deliver a stronger connection for tourists and stronger destination product.
 - Maximize an authentic tourism experience through "foodscape" and local community public life strategy by enhancing the farmers market and pedestrian footfall in the Town Square.
 - Rebrand the town centre as a destination to spend more than a day, to dine at night, to stay longer.
 - Make Cobh a more attractive place to work, live and invest.
- 2.5.23 The inclusion of trees where appropriate within the public realm of the town centre would be desirable and would perform climate change mitigation and adaptation functions as well as contributing to an attractive sense of place.
- 2.5.24 Shopfront design significantly influences a town's sense of place and is an important consideration in Cobh. The Council's publication Shopfronts of County Cork – A Design Guide for the Historic Setting (2017) will be a useful guide for developers. Guidance regarding sensitive reinstatement of retractable awnings on the main street should be explored as potential public realm enhancement action.
- 2.5.25 Lighting design is a key element that needs consideration in the design and function of the public realm. See **Chapter 3 Settlements and Placemaking** in this plan for further detail. A high level lighting strategy is being prepared by the Council for Cobh and this will guide lighting design in the town. It will enhance the iconic buildings and the protected structures of the town centre especially focusing on special views from the water and the streetscape, including the square, the cathedral, and the deck of cards.

Regeneration Areas

- 2.5.26 Within Cobh town centre area there are a number of sites within the Architectural Conservation Area that would benefit from sensitive regeneration.

Table 4.2.10: Cobh Regeneration Areas

CH-RA-01

Located at North East of Casement Square.



This is an existing building in active use which, as a single storey building, is out of character with the adjoining streetscape. An opportunity exists to redevelop this site for a suitably scaled town centre building where the existing context and building height would have to be considered.

CH-RA-02

Located at West Beach Rd.



This site is read as a gap in the streetscape and would benefit from a new infill development with ground floor retail and living over the shop accommodation above on 2/ 3 storeys above.

CH -RA-03

Located at Rahilly Street.



This site comprises a vacant site and a number of inappropriate and underutilised buildings. An opportunity exists for a sensitive appropriate and suitably scaled town house development where the existing context and building height would have to be considered.

Landscape

- 2.5.27 The Draft Landscape Strategy 2008 prepared by Cork County Council identifies Cobh as being within a landscape categorized as 'City Harbour and Estuary' which is described as a landscape of very high value, very high sensitivity and of national importance. Objectives for this landscape type include the promotion of sustainable growth in Cobh and maintaining and enhancing views of the harbour.

Scenic Routes

- 2.5.28 The regional road R624 is a designated scenic route, S53 from Belvelly Bridge to the centre of the town. The town is also highly visible from the S54 scenic route located across the harbour running from Passage West on to Monkstown and ending in Ringaskiddy.

Social and Community Facilities

- 2.5.29 Cobh has a reasonably good range of community facilities and amenities serving its current population. The population target for Cobh envisages growth of over 30%. This will give rise to a demand for augmented social and community infrastructure. It is important that new community infrastructure is delivered in tandem with planned population growth and in this context, significant investment will be required in community infrastructure to meet the needs of the growing population.
- 2.5.30 There are six primary schools and two secondary schools in the town. An additional primary school will be required at Ballynoe. There is a community hospital and a community centre in the town. While the hospital fulfils a nursing home role the town does not have a dedicated nursing home or primary health care centre.
- 2.5.31 The town has a good supply of private sports and recreational facilities including rugby, soccer and GAA, tennis and croquet facilities, and a leisure centre including a swimming pool. Rushbrooke Park and, in the town centre, Kennedy Park provide the main public amenity spaces in the area while the waterfront and natural amenities of the harbour provide additional recreational opportunities. In the 2017 Local Area Plan over 14 ha of passive open space was zoned on the western side of Cobh in an area which includes Rushbrooke Park. The development objectives for the open space indicated that the park would benefit from the provision of structural landscaping and a seating area along with the provision of a children's playground on the eastern part of the site.
- 2.5.32 With the harbour constraining the southern and western edges of the town, it is essential to maintain and expand on the provision of open space for additional sporting and recreational uses close to the main residential areas.
- 2.5.33 Additional recreational facilities for recreation, sports and leisure facilities are proposed at Ballynoe in conjunction with an assessment of the overall adequacy of active and passive open space in the town. This assessment will need to address requirements for pedestrian and cycle links to existing and proposed recreational areas. There is potential to augment Rushbrooke Park through the provision of recreational land at Ballynoe.
- 2.5.34 A waterfront amenity walkway/cycleway from the western shore of Whitepoint to the eastern end of the Mall at Bishop Roche Park is proposed in this plan. This proposal, which was originally identified in the Cobh Town Development Plan in 2013, includes an objective to achieve an amenity route or boardwalk of appropriate width to achieve a continuous linked amenity route within the town. Bishop's Park forms the final node on this route and there is an opportunity to create a destination to draw people to this node.
- 2.5.35 There are opportunities to develop an inclusive and more age friendly environment through the promotion of public realm and place making interventions such as the inclusion of public seating. This should be considered in the context of open space and public realm.
- 2.5.36 The attractive setting of the town offers many opportunities for the development of new recreational and cultural amenities for the town which would enhance the overall quality of life for residents. This plan seeks to place greater emphasis on the development of such amenities in order to optimise the benefits of the town's natural amenities for the people of Cobh.

Green Infrastructure

- 2.5.37 The green infrastructure network in Cobh is comprised of areas of flood risk and areas of biodiversity and open space. Some of the areas of open space serve as sports pitches and others support habitats of ecological value. The image below gives an overview of some of the more obvious areas which form the network of green spaces, habitats and ecosystems in Cobh, most of which are reflected in the specific zoning objectives for Cobh. The image highlights the fragmentation of the town's green infrastructure but it also highlights opportunities to strengthen it for biodiversity as well as social and wellbeing benefits.
- 2.5.38 Not all of the green infrastructure in Cobh is mapped and there are additional areas such as hedgerows which also contribute to the green infrastructure function of the area.
- 2.5.39 Included in the green infrastructure network are sports open space in Cobh: GAA, Soccer, Rugby and Golf Clubs, and the various secondary schools. Existing passive areas of open space attached to residential developments are to be retained as part of the governing permissions attached to those developments.

- 2.5.40 Some areas which are zoned for development support habitats of ecological value. New development in these areas should be planned to provide for the retention and protection of these habitats in so far as possible.



Figure 4.2.3: Cobh Green Infrastructure Diagram

Employment and Economic Activity

- 2.5.41 Cobh, as a large town in Metropolitan Cork, is at the top of the Cork County Employment Hierarchy and is a principal location for employment. The Employment Strategy principles for Metropolitan Cork, including Cobh, are set out in **Chapter 8 Economy and Employment** of this plan. One of the key factors in attracting potential investment and employment to Cobh will be the availability of suitable land for development.
- 2.5.42 The 2014 County Development Plan identified Cobh (including Marino Point) as one of a number of principal employment locations within the Cork Gateway harbour area where the overall strategy includes providing a choice of sites for large, medium and small scale enterprise/business and industrial uses.
- 2.5.43 The 2016 census shows that Cobh has 5098 resident workers, representing 52% of the population aged 15 years and over (compared to 50% in 2011), and that there are 1,432 jobs in Cobh. 16% of resident workers are employed in the town and 61% work elsewhere in Metropolitan Cork. 3% of employees living in Cobh work from home. Cobh has a relatively low rate of jobs to resident workers (0.281).
- 2.5.44 The majority of employment in Cobh in 2016 fell within two categories of industrial group: 'Wholesale, Retail Trade, Transportation and Storage, Accommodation and Food Service Activities'; and 'Education, Human Health and Social Work Activities'.
- 2.5.45 The main location of employment in the town is within the town centre itself and at Rushbrooke Dockyard which provides a strategic, specialized facility with deep water access, graving dock and dry docks used for repairs and maintenance of local, national and international vessels. This facility is the only facility of its kind in the state. Beneficiaries of the facility include the Naval Service, offshore industry and pollution response vessels. The dry dock facility is a strategic asset for the region and enhances the overall attractiveness of the Port of Cork and it is desirable that it be retained. The dockyard also includes large scale manufacturing halls, workshops and marine engineering facilities. Much of the site is currently underutilised and a range of small businesses are accommodated within the existing structures on site.
- 2.5.46 It would be prudent to retain and develop the site as a dockyard in view of the strategic and specialised nature of its infrastructure and to facilitate the development of complementary marine related industrial uses. It may also have a role as a service hub for the offshore marine energy sector subject to environmental assessment and upgrade of R624. Part of the site is also considered to be suitable for the provision of a park and ride facility to serve Rushbrooke Train Station.

- 2.5.47 Marino Point, a largely brownfield industrial area located approximately 5km north of Cobh adjacent to the Cork-Cobh rail line, forms part of the employment land supply within Metropolitan Cork and for Great Island. The area comprises approximately 41 ha, of which c.3ha is occupied by a currently functioning hazardous industrious installation (Marino Chem (Dynea Ireland) Ltd)). The remainder of the site is primarily degraded and vacant since the closure of the IFI plant. There is a deep water wharf at the site and it is served by high capacity water, gas and electricity supplies. Marino Point was identified as an 'Other Location' in the 2017 Local Area Plan and was subject to a Special Policy Area zoning objective to facilitate the development of the area for port-related industrial development. In this plan it is identified as a Specialist Employment Centre and is also subject to a Special Policy Area zoning objective. Development and future activity at this location will need to be carefully planned and controlled given its sensitive location proximate to Cork Harbour Special Protection Area and Great Island Channel SAC.
- 2.5.48 The greatest potential for economic and employment growth in Cobh lies in developing the tourism function and this is multi-faceted. Cobh's harbour setting is a key natural asset of the town, providing opportunities for recreation and marine leisure activities while the town's rich historical heritage, and relationship with Spike Island and the other military fortifications within the harbour, also offers significant tourism potential. Spike Island was awarded Europe's Leading tourism attraction at the World Travel Awards in 2017 and the town is the embarkation point for trips to the Island. The Cobh Cruise terminal operated by the Port of Cork currently attracts about 100 cruise liners a year providing a large potential clientele for heritage/ retail attractions within the town. Cobh's association with the history of the Titanic, in particular, and also the Lusitania, represents an important layer of its maritime heritage and it is also a significant tourism attractor.
- 2.5.49 In order to reduce the reliance on commuting for employment and to supplement employment in the more traditional engineering and marine sectors, it would be advantageous to increase the range and quantity of employment opportunities in the town. In this context improving road access is an issue. Tourism has a key role to play in terms of employment opportunities. There may be potential for a hotel development to support an expanding tourism industry and this could be accommodated by sensitive regeneration within the town centre. In addition to the potential of the town as a significant attraction in itself, there is also additional benefit to be optimized from the cruise liner industry and the town's position as a gateway to other harbour attractions including Spike Island.
- 2.5.50 The Port of Cork has taken a strategic decision to develop a second berth for cruise liners to complement existing facilities and maximise benefits from the location-specific advantages evident in Cobh. It intends to undertake a detailed appraisal of alternatives to determine the most suitable location for the additional facility in Cobh. This Plan recognises the potential benefits that would accrue from its delivery, particularly as part of an integrated tourism product. In this regard, the Plan supports the further enhancement and development of the tourism offer in Cobh including the provision of a second cruise liner terminal, Spike Island Ferry Terminal, retail services, cafe/restaurants and accommodation as well as the required mooring facilities. It is intended that the plan-led expansion of the tourism offering will allow for significant economic opportunities for Cobh and an improved quality of life for the community it serves.
- 2.5.51 The Plan recognises that a traffic and transport assessment needs to be prepared to manage increased transport demands, especially considering additional traffic, car and bus parking.
- 2.5.52 With the exception of small-scale business /office based uses, which may be accommodated within the town centre area or as part of small infill / redevelopment sites at appropriate locations elsewhere in the town, the main location for any significant new business or industrial development will have to be outside the town centre and in this regard, land has been zoned for business use at Ticknock.
- 2.5.53 There is scope to accommodate small business, offices, restaurants and residential development within the town centre to reduce vacancy and improve vibrancy. This will assist in increasing footfall in the town centre, strengthening its retail function and particularly allowing increased tourism-related comparison retail. Given Cobh's established tourist centre status, there is additional potential for high quality specialist and niche shops and restaurants.
- 2.5.54 There are a number of areas in the town where the provision of a digital hub may be considered, including within the town centre, such as on a regeneration site, or, subject to compatibility with adjoining uses, on land zoned for business use.
- 2.5.55 The availability of business land is a crucial issue for Cobh if it is to make any progress towards its 2028 jobs target. There are 3 sites, totalling 18.1Ha, zoned specifically for business development in Cobh.

Town Centre/Retailing

- 2.5.56 While the physical character of the town remains very strong the town centre has declined economically and most recent residential and commercial development has taken place in the suburbs, which have little connectivity with the historic town centre, thus impacting negatively on footfall levels and overall vitality.
- 2.5.57 The town centre is dominated by car parking, which, coupled with the narrow steep streets, can make the town difficult to navigate. There are high levels of vacancy along the Main Street which is detracting from the image of the town. It is essential, as the town as a whole continues to grow, that the town centre is re-established as the retail and commercial focus for the town and the potential offered by the Waterfront, and the town's unique heritage, is realised.
- 2.5.58 There is considerable opportunity to strengthen the public realm of the town centre afforded by the attractive townscape and waterfront location. See Placemaking on previous pages in this chapter and see also **Chapter 3: Settlements and Placemaking** in this plan for further detail. This in turn will assist uptake of retail and business opportunities. Vibrancy of

the town centre can be enhanced by encouraging offices, small businesses, restaurants and residential development as well as retail. It is important that new development should contribute to the character of the town as the success of the growth strategy for Cobh is dependent on a vibrant and attractive town centre.

- 2.5.59 A core principle of this Plan is to enhance and strengthen the existing town centre, centred on the seafront at Westbourne Place, Casement Square, Pearse Square and extending along West Beach and East Beach, as the focus for the town and the centre of the community. In order to achieve this, the economic and retail functions of the town need to be strengthened and vacancy reduced in order to enhance the vitality of the town centre. In addition, the potential of the Waterfront needs to be maximised and further investment is needed in improving the public realm and the quality of the urban environment and in strengthening linkages between the town centre / Waterfront and the rest of the town. The planned public realm upgrade (see Placemaking above) will substantially address this and will catalyse further investment in the town centre. Residential uses also need to be encouraged, particularly within the Town Centre, to address population decline and to ensure vibrancy in the evening time.
- 2.5.60 In terms of the development of the Waterfront, the Cobh Urban Design Feasibility Study 2009 highlights the potential to develop the waterfront around a series of nodes, each having a specific maritime function. The study is an important development framework providing guidance in relation to the future development of the Waterfront and it was a reference for the public realm project outlined above. Any development along or overlooking the waterfront will have to be sensitively designed in order to respect the setting of the town, maintain important views to the harbour and negate any undue environmental impacts within the wider harbour. However, the study has not been subject to screening for impacts on sites designated for nature conservation within the wider harbour area and projects will need to be screened for impact prior to implementation.
- 2.5.61 An urban land capacity study prepared in 2018 identifies the predominant land use in the town as residential which represents over a quarter (28%) of the building stock and is located largely on Rahilly Street and Harbour Hill/ East Beach. It found that vacancy is the second largest category (18%) and that the town has a strong Leisure Services sector (16%) reflecting its growing tourism function as a Cruise port and exit point for Spike Island. These uses are largely concentrated along the Waterfront. Retail Comparison is the fourth predominant landuse (15%) recorded and is largely focussed on West Beach within the Retail Core.
- 2.5.62 Retail Services were found to represent 7% of the ground floor uses and Financial and Business Services 5% of the town centre land use mix respectively. Public services represented 4% of the town centre including a Garda Station, Municipal District Office and Art Galleries. The Retail Convenience offer stood at only 3% and included one small Convenience store and smaller independent outlets.
- 2.5.63 The study identified a number of retail issues for the town centre including the following:
- Strong growth in the comparison retail sector since 2012 should be continually supported;
 - There is a need to introduce additional convenience retailers, especially niche traders and higher value uses, to broaden the sector,
 - There is a high number of Fast Food and Takeaways in the town (7 units in 2018),
 - The Financial and Business Services sector is weakly represented in the town centre,
- 2.5.64 The existing retail offering at Ticknock, and adjoining Special Policy Area, have been identified as a neighbourhood centre.

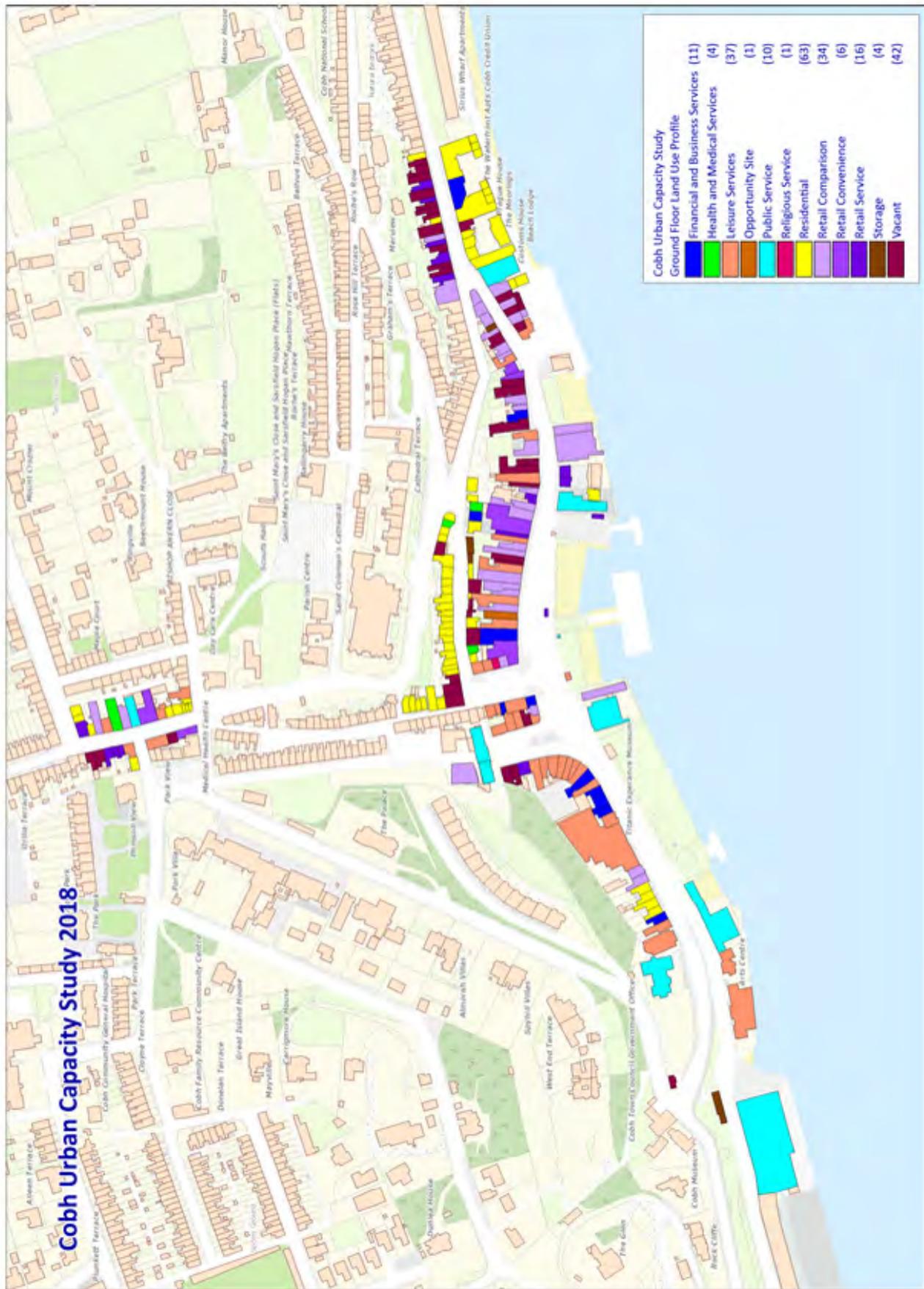


Figure 4.2.4: Ground floor land use mix (CH-T-01 and CH-T-02).

Movement

- 2.5.65 Cobh's capacity to offer sustainable transport choices is enhanced by its rail offering, attractive streetscape, compact town centre, and waterfront amenity. The town would benefit from a Local Transport Plan to ensure delivery of a coherent pedestrian and cycle network for the town that makes public transport and active travel more attractive travel mode choices.

Walking/ Cycling

- 2.5.66 With its rich and interesting architectural heritage, streets linked by stairways, and splendid vistas, Cobh town centre has the potential to offer a very attractive walking environment. However, the historic street network and urban fabric of the town does not lend itself to ease of connectivity between the older core and the more recent suburban development to the north of the town. It is therefore important that opportunities to provide and enhance connectivity between the town centre and more peripheral areas be exploited, particularly for pedestrian and cyclist movements.
- 2.5.67 There is need to ensure that any new development provides quality pedestrian and cycle links to the town centre, to schools, to recreational facilities and to public transport and that opportunities to enhance or provide pedestrian links to existing developments are sought. In some areas retrospective provision of pedestrian links is required. Notably, development at Rushbrooke does not have adequate pedestrian links to the town centre.
- 2.5.68 As part of the Council's Project ACT in 2020, refurbishment and widening of footpaths at L-7054 to increase pedestrian footfall and assist in achieving social distancing was undertaken. Also, at L-2989 in the town centre, resurfacing and relining of roads/streets was undertaken to improve road access from a number of housing estates on the outskirts of the town to the main commercial and retail centre of the town.
- 2.5.69 A lack of cycle facilities in the town is evident in terms of bicycle parking provision and connectivity for cyclists. There is an opportunity to provide a cycle path to the passenger ferry to link to the Passage West to Rochestown cycle network across the harbour as well as improvements to Tay Road and Ballynoe in line with the recommendations of the Cork Cycle Network Plan, 2017. The Cork Metropolitan Area Transport Strategy identifies the links from Cobh residential areas to the primary cycle network as one of a number of key priorities for development of the Metropolitan Area Cycle Network Plan.
- 2.5.70 The Council has the objective of linking Inter-urban Route IU-1 to Cobh Town via Fota Island with a segregated high-quality pedestrian and cycle facility. It is also an objective of the Council to provide high-quality pedestrian and cycle links between Marino Point, and Carrigaloe, to Cobh Town.
- 2.5.71 Access from hillside residential areas to open spaces, shopping areas and greenway routes in many of the inner suburban areas of Cork City and metropolitan towns like Cobh requires cyclists to negotiate steps. Wheel ramps can help cyclists more easily move bikes up ramps while minimising pedestrian/ cyclist conflict in narrow shared areas.
- 2.5.72 Delivering the ten-minute town/neighbourhood concept (see **Chapter 12 Transport and Mobility** of this plan) is a key factor in making Cobh an attractive, liveable town. This concept seeks to deliver compact growth providing opportunities for people to make shorter trips by walking or cycling and encouraging a mix of uses to facilitate such trips. The designation of a neighbourhood centre at Ticknock will facilitate provision of a range of services within walking distance of residential development in Ballynoe UEA.

Public Transport

- 2.5.73 Cobh has a regular commuter rail service to Kent Station in Cork City providing a half hourly service in the peak. The journey time is just 25 minutes and the train serves five intermediate stations on route to the city; Rushbrooke, Carrigaloe, Fota, Little Island, and Glounthaune. It is also possible to travel to Carrigtwohill and Midleton by changing at Glounthaune. This is an important asset to the town and measures to increase its use, such as facilitating easier access to the station are proposed in this plan. CMATS identifies the need for a second platform at Cobh station to cater for the projected increase in train numbers required to provide the enhanced level of service proposed under the strategy. In the medium term (up to 2031), CMATS envisages an increase to three trains per hour between Cobh and Kent Station. In the long term (up to 2040), it envisages further increase to up to 6 trains per hour and consideration of electrification of the line.
- 2.5.74 CMATS explicitly supports the intensification and consolidation of future housing, employment and educational development within the immediate catchment area of Cobh station.
- 2.5.75 Provision for a new station near the ferry at Ballynoe was proposed in the 2011 and 2017 Local Area Plans, as well as in CMATS, and is being carried forward in this Plan.
- 2.5.76 The need for a town bus linking with the rail service, and a bus service linking Cobh with other areas such as Mahon, Douglas, Wilton, Carrigtwohill/Midleton could be explored as the train only serves Cork City Centre and Little Island employment locations. There is also a need to consider improved connections at Kent Station and improved access at Little Island. There is currently a private bus service in operation serving a number of areas in Cobh town, including the passenger ferry terminal, and Cork City centre. This service currently operates with proximate to hourly departures from Cobh to the City from 6.15 am to 21.45pm daily (with reduced service on Sundays and Bank Holidays).

- 2.5.77 A cross river car and passenger ferry service operates between Carrigaloe (north of Rushbrooke) and Glenbrook (Passage West). The ferry runs daily and the crossing takes four minutes. The ferry offers the ability to cross from one side of the harbour to the other while avoiding traffic congestion at the Dunkettle and Bloomfield Interchanges and the city centre and giving easy access to the Strategic Employment Centre Location of Ringaskiddy as well as Carrigaline and Monkstown.
- 2.5.78 To ensure facilitation of a growing number of visitors, CMATS identifies that a range of measures are required including improving way finding and an integrated coach management scheme to support traffic management measures.

Roads

- 2.5.79 Great Island and the town of Cobh are accessed via the R624, which diverges from the N25, the main east-west route from Cork to Waterford. This is the only fixed link to the mainland and the road experiences serious capacity issues at peak times, is poorly aligned in many parts and also contends with flooding problems at Belvelly Bridge. Road access to the town therefore requires significant upgrading while the road infrastructure within the town also needs to be improved to facilitate development. The R624 function requires safeguarding to facilitate existing and future port related uses. Cork County Council submitted an application for National Road status for the R624 in January 2018.
- 2.5.80 The provision of an alternative access to Cobh will need to take account of ecological/heritage considerations arising from Cork Harbour Special Protection Area and Great Island Channel SAC and pNHA.

Waterborne Transport

- 2.5.81 CMATS recognises that waterborne transport may perform a role for facilitating certain movements and support of the Strategy. In Cobh it is envisaged that these would come forward and be delivered on a commercial basis.

Water Management

Water Supply

- 2.5.82 Generally, water supply is considered sufficient to meet the needs of the town however upgrades are required including replacement of cast iron mains with possible switching of supply to Inniscarra. Water is currently supplied to the Cobh Regional Water Supply Scheme from the Tibbotstown reservoir via an abstraction from the Owenacurra River at Ballydesmond. Significant increases in demand led to an augmentation of that supply from the waterworks at Glashaboy via the 750/900mm Little Island trunk main and the Ballard Hill pumphouse. The bulk of the town's water supply currently comes from Glashaboy supplemented as necessary from the Cork Harbour and City WSS.
- 2.5.83 Pipes have been replaced in areas of the town previously affected by lead. Pressure problems in the town have been resolved through the construction of a 2,000 cubic metre reservoir on Ballard Hill that was commissioned in 2000 and which boosts water into the Tibbotstown/Cobh trunk main. This supply is considered adequate to cater for any future development.
- 2.5.84 To facilitate development of the Urban Expansion Area the existing main along the Tay Road must be upgraded and a new watermain network will be required to service the UEA. The existing main along the Ash Grove road must also be upgraded.

Wastewater

- 2.5.85 The Cork Lower Harbour Sewerage Scheme upgrades the existing wastewater infrastructure in the Lower Harbour and Environs including separation of foul and storm water, new pipelines, new pumping stations, a marine crossing and the construction of a new Wastewater Treatment Plant at Ringaskiddy, resulting in a significant improvement in water quality in the harbour. The construction of a treatment facility at Shanbally (65,000PE capacity in the first phase), which can safely discharge to sensitive environments has been completed. The plant is a modular design with capability to expand to 80,000PE as population growth demands. The final stage of this scheme, the Cobh Networks Contract was also completed in 2021. The wastewater is transferred for treatment via the Cobh to Monkstown Estuary Crossing to Monkstown pumping station, from where it is pumped to Shanbally Wastewater Treatment Plant for treatment before its safe discharge to the harbour.
- 2.5.86 The North Cobh Sewerage Scheme serves the northern part of the town and has provided foul and surface water drainage with a temporary foul outfall to Cork Harbour as part of an advance contract to the Cork Lower Harbour Sewerage Scheme. The temporary wastewater treatment plant has a design capacity of 4,000 PE but has the capacity on site to expand to 8,000 PE if required in the future. On completion of the Cork Lower Harbour Sewerage Scheme the foul wastewater from the North Cobh area was to be diverted to this scheme.

Surface Water

- 2.5.87 All new development will be required to address surface water disposal via Sustainable Urban Drainage Systems in line with surface water management policy set out in this plan (see **Chapter 11 Water Management** - Incl. Surface Water and Flood Risk).

Flooding

- 2.5.88 Flood risk is not a significant issue for Cobh apart from some coastal flooding including at Rushbrook dockyard and is illustrated on the settlement map. The approach to Flood Risk Management is set out in **Chapter 11 Water Management in Volume One** of this Plan and in the updated Strategic Flood Risk Assessment (SFRA), October 2021. The updated SFRA should be consulted for any settlement specific comments and recommendations, including site specific recommendations made as part of any Justification Tests carried out, prior to any application for development.

Built Heritage

Record of Protected Structures

- 2.5.89 There is a myriad of listed buildings and structures in the town of Cobh with over 370 entries on the Record of Protected Structures of this plan.

Architectural Conservation Areas

- 2.5.90 There are five ACAs included in Cobh as follows (see Volume 2 of this plan);
- Town Centre
 - Victorian villas adjacent to and in Midleton Park
 - The Crescent
 - Patrick's Square
 - Athenian Terrace, Willmott Terrace and St. Maur's Terrace

Archaeology

- 2.5.91 The Record of Monuments and Places (RMP) of County Cork identify archaeological sites throughout the County. Cobh is identified as a historic town in the Urban Archaeological Survey of County Cork (1995) thus the RMP designates part of the Cobh town as a Zone of Archaeological Importance. There are 6 archaeological sites recorded in Cobh Town.

Biodiversity

- 2.5.92 Particular areas of the town have been identified as making a significant contribution to the green infrastructure of the town and having habitats of ecological value and are specifically zoned accordingly. In addition, opportunities generally to create or enhance biodiversity are to be taken in both new and existing developments – see **Chapter 15 Biodiversity and Environment** of this plan.
- 2.5.93 While there are no nature conservation designations adjoining the boundary of the town, there are two pNHAs (Monkstown Creek pNHA and Cushkinny Marsh pNHA), Cork Harbour Special Protection Area, and Great Island Channel SAC within a 2km radius.

Urban Expansion Area – Ballynoe Valley

- 2.5.94 To provide for the lands necessary to accommodate the target population growth in Cobh, a significant greenfield site was identified on the northern fringe of Cobh town in the Ballynoe Valley in the 2011 Local Area Plan and designated as an 'urban expansion area' in the 2017 Local Area Plan. Ballynoe is an existing residential area with significant retail services, to the north of Cobh. As an Urban Expansion Area on the edge of Cobh, Ballynoe has the potential to create the critical mass to support improved public transport and services provision, set within the wider CMATS and Cork Metropolitan Area Strategic Plan (RSES) context.
- 2.5.95 Within this area approximately 31 Ha is zoned for residential development in this plan period. Phase one comprises sites closest to both the proposed rail station at Ballynoe and the town centre as these sites may best deliver sustainable, compact development integrated with transport planning. The more peripheral areas of the Ballynoe UEA, further from the rail station and stretching westward to Ticknock form phase two.
- 2.5.96 A framework proposal has been prepared for the Ballynoe land and is set out in further detail below. The proposal includes a number of zonings reflected in this plan which provide for residential, open space, recreation, community, educational uses and business use. The existing retail offering at Ticknock has been identified as a neighbourhood centre and a Special Policy Area (CH-X-01) has been provided adjoining this which will adequately meet the retail needs of the target population for the area.
- 2.5.97 It was an objective of the Cobh Municipal District Local Area Plan to allow for an orderly development of the Ballynoe Valley area of Cobh and maximize the development quantum relative to investment in infrastructure and this continues to be an objective of this Plan. The designation of this area for a new residential neighbourhood includes the provision of business/ employment lands, education and community facilities which will provide an opportunity to create a sustainable new neighbourhood allowing for the co-ordinated planning of the area's physical and social infrastructure.

- 2.5.98 The site also has habitats of County-wide importance which include substantial areas of semi natural grassland and three areas of Scrub/Transitional Woodland.
- 2.5.99 The Ballynoe Urban Expansion area has some difficulties which will determine how it is developed, including topographical constraints and the presence of high tension ESB power lines which traverse the site at two locations.

Funding and Contributions Scheme

- 2.5.100 The provision of the necessary infrastructure on this site involves the complex co-ordination of investment programmes by a number of infrastructure agencies involving land in a number of different ownerships.
- 1.4.101 To overcome these difficulties, the County Council is proposing to co-ordinate development and infrastructure provision between the various agencies and landowners through the use of agreements under Section 47 of the Planning and Development Acts.
- 2.5.102 Intending developers are advised to enter discussions with the County Council at an early stage so that proposals for the funding and delivery of infrastructure to support the proposed development can be agreed at the outset.

Ballynoe UEA Constraints

Transportation

- 2.5.103 The capacity of the local road network is a key issue in relation to the delivery of future residential development both for the Ballynoe area and the town of Cobh in general. The critical access issue is its island nature with a single, narrow, historic bridge functioning as the only road link to the Mainland. Belvelly Bridge is a stone arch bridge with a carriageway width of only 5.5m leading to capacity issues and has been subject to periodic flooding. The R624 is poorly aligned in parts and experiences serious capacity issues at peak commuting times.
- 2.5.104 The current road network serving Ballynoe is inadequate. It is possible to access the site from the Ballynoe Road opposite the entrance to Cobh Rugby Club. The northern portion of the site runs along the Tay Road at Ballyleary. This is a relatively minor road with no pedestrian or cycle infrastructure. There are two access points to Ballynoe from the Tay road. The junctions from these access points onto the Tay Road are substandard and significant improvements will be required in order to accommodate any future development. An access road could also be provided through the CH-X-01 site to the south of the Ticknock Retail Park on Hilltop Park Road. Another possible access is to the south of the graveyard, however providing an appropriate road to a sufficient standard at this junction may be difficult.
- 2.5.105 There is no public bus service to Cobh. It would be desirable to have a bus service linking the town to the adjoining towns of Midleton and Carrigtwohill in addition to Cork City. There is a private bus service which operates a town orbital route of approximately 6 services daily. The potential for a bus service to meet the future public transport requirements for Cobh and the lands at Ballynoe will be considered as part of a package of transport interventions. This will include the provision of high levels of permeability within and between new and existing development areas which facilitates the operation of bus services through these areas, at an early stage in their development.
- 2.5.106 Improvement of access to the train station from Ballynoe is essential in order to optimize use of the rail service and also to maximize the potential of lands closest to the proposed passenger rail station at Ballynoe. The provision for a new railway station at Ballynoe was made in the 1996 Plan. This is considered the most advantageous location for this important development because of its location near the ferry to Glenbrook and on the principal east – west route serving the main area where new residential development is proposed.

Water Services Infrastructure

- 2.5.107 Water Services - Irish Water is responsible for the funding and provision of water supply and waste water treatment capacity. Generally, water supply is considered sufficient to meet the needs of the town however the adequacy of the existing watermains in the area to provide a water supply to development at Ballynoe needs to be assessed.
- 2.5.108 The Cork Lower Harbour Sewerage Scheme upgrades the existing wastewater infrastructure in the Lower Harbour and Environs. It was intended that when the scheme is complete the foul wastewater from the North Cobh area will be diverted to this scheme. The design and layout of water services will require consultation with Irish Water.

Transmission Lines

- 2.5.109 One of the key constraints to development at Ballynoe is the presence of two 110kv power lines crossing the western part of the site. Further investigation is required to ascertain if these lines can be redirected or placed underground.

Topography

- 2.5.110 The topography of the Ballynoe lands will also prove to be a challenge to future development particularly in Phase 1. The land rises sharply (up to 40 metres) from the Tay Road up to the Ballynoe Road.

Ballynoe UEA Land Use Proposals

Ballynoe Residential Development

- 2.5.111 The overall quantum of houses envisaged for Ballynoe in the 2017 Local Area Plan was 700 units, at an average density across the entire site of 16 units per hectare, delivered over two phases in tandem with the facilities and amenities to serve the development. To meet compact growth and sustainable development requirements an increased overall density of development is more appropriate in this plan.
- 2.5.112 The pockets of existing one off houses at Ballynoe necessitate a buffer of lower density housing to protect their residential amenity. The areas concerned are along the existing Tay Road. The higher densities should be concentrated on the eastern and southern sections of the site with the lower densities to the north and medium density to the west subject to adequate consideration for the landscape and sloping nature of the site. There is sufficient land within the area defined to accommodate a medium density development overall whilst also providing a generous quantity of useable and passive open space to ensure protection of residential amenity and a reduction of the visual impact of the new development. It is considered that, in the context of integrated transport and land use, and the need to address climate change, the site closest to the proposed rail station (mostly within 500m) is best suited to an overall higher density of development.

Ballynoe Transportation

- 2.5.113 The existing road infrastructure consists of the R624, Tay Road, the Ash Grove Road, the Hilltop Park Road and a number of smaller local roads throughout the Ballynoe area. Significant improvements are required to the local road network in order to accommodate the level of growth anticipated in the Ballynoe area. The most pressing upgrades involve improvements to Belvelly Bridge and the R624, which will require State funding for the necessary upgrade.
- 2.5.114 The provision of adequate pedestrian and cycling facilities within the site and connections to the wider area is an important factor especially as there is limited footpath and no cycling lanes on the existing road network. This green field site represents the opportunity to provide pedestrian routes and cycle ways in a manner that allows for direct and attractive routes to both the town centre and the proposed train station at Ballynoe.

Ballynoe Retail

- 2.5.115 There is an existing retail development at Ticknock which serves the existing settlement. Additional land is zoned as a Special Policy Area, which may have the potential to accommodate further convenience retail and other mixed use developments on foot of the planned population increase within the Ballynoe Masterplan Area, subject to detailed Retail Impact Assessment and Sequential Approach Tests, as appropriate.

Ballynoe Phasing and Implementation

- 2.5.116 It is the objective of this Plan to set out logical and sequential phasing that allows for an orderly development pattern and maximises the development quantum related to investment in infrastructure. The timing of each phase of development is directly linked to infrastructure availability. It is envisaged that development phases may commence in a sequential order once appropriate and necessary infrastructure is available to serve the proposed development.
- 2.5.117 A total of two indicative development phases are identified. This Plan specifies for each phase; the number of residential units, open space requirements, educational facilities, social facilities, amenities, physical infrastructure and access strategy required, thereby setting out the enabling works that are required to allow development to commence.
- 2.5.118 As the ownership of this land is fragmented amongst several land owners, one of the challenges faced in implementing these proposals is the need to develop a model for the funding and provision of critical 'on' and 'off' site infrastructure so that the cost is equitably shared by those subsequently carrying out development. The County Council's Housing Infrastructure Implementation Team is currently developing proposals that will secure the delivery of the relevant infrastructure on this site.
- 2.5.119 Because of the importance of the Ballynoe lands to the overall delivery of new housing in Metropolitan Cork and because of its strategic location close to the Cobh railway line, the County Council is giving consideration to the potential for it to deliver the core infrastructure (including access roads, water services and particular areas of open space) that will enable individual parcels of zoned land to be developed independently of each other but in accordance with appropriate planning principles as set out in this plan. Once firm proposals are developed, the County Council will consult with landowners/ developers and other stakeholders.
- 2.5.120 In the interim, development proposals that can provide the necessary infrastructure can be considered for permission.
- 2.5.121 Through the system of development contributions and agreements (provided for by sections 47, 48 and 49 of the Planning & Development Act 2000), developers will be required to reimburse the full costs incurred by the County Council as the development progresses.

**Table 4.2.11: Phased Development Programme for Ballynoe Urban Expansion Area:
Phase 1: Development Programme: Ballynoe Urban Expansion Area**

Phasing of Development	Strategic Infrastructure and Service Requirements*
Prior to Commencement of development	<p>Transport /Road Infrastructure</p> <ul style="list-style-type: none"> Develop proposals for road upgrades /new road as necessary. <p>Water Services Infrastructure</p> <ul style="list-style-type: none"> Irish Water to commence the provision of the water supply infrastructure. Irish Water to finalise provision of the Cork Lower Harbour Main Drainage Scheme to ensure capacity for development of the lands. <p>Surface Water Management</p> <ul style="list-style-type: none"> Undertake SuDS Study. <p>Open Space</p> <ul style="list-style-type: none"> Complete a landscape Strategy to set out the strategy for the provision of allotments on CH-U-11 and playing pitches on CH-O-08.
Phase 1 0 - 826 Dwelling Units	<p>Water Services</p> <ul style="list-style-type: none"> Provision of Water Supply Reservoir (Irish Water). Provision of capacity for Waste Water Treatment and collection (as required) (Irish Water). Implementation of SuDS Study Recommendations. New Mains Surface Water Drainage Sewer / System for UEA <p>Transport</p> <ul style="list-style-type: none"> Upgrade western portion of Ballynoe Road to CH-U-12 (new rail station at Ballynoe) CH-U-01 to include provision of pedestrian and cycle connectivity. Upgrade of the Tay Road and in particular the junctions serving the UEA site, adjacent to the CH-B-02/CH-U-02, junction improvements. Improvements to existing local roads (CH-U-02 and CH-U-03). Provision of new CH-U-04 Service Corridor Link Rd. (West). Provision of new link roads (CH-U-05 and CH-U-06). Design of new connectivity to Ballynoe Railway Stop. <p>Education</p> <ul style="list-style-type: none"> Provision of a primary school. (Dept of Education). The lands should be reserved for a 16 classroom primary school. The site should be procured by the Dept of Education.
Phase 2 826 - 1,366 Dwelling Units	<p>Water Services</p> <ul style="list-style-type: none"> Provision of Water Supply Reservoir (Irish Water). Provision of capacity for Waste Water Treatment and collection (as required) (Irish Water). Implementation of SuDS Study Recommendations. New Mains Surface Water Drainage Sewer / System for UEA <p>Transport</p> <ul style="list-style-type: none"> Upgrade to Existing Local CH-U-01 Tay Rd. (East) to include provision of pedestrian and cycle connectivity. Tay Rd. Ticknock Junction Upgrade. New combined pedestrian and cycle facility from CH-U-07 to College Manor (CH-U-09). Provision of new Service Corridor Link road (CH-U-06 and CH-U-07). Creation of a new access road (CH-U-08) connecting to new development at Cooline and linking to CH-U-07 <p>Education</p> <ul style="list-style-type: none"> Provision of a primary school. (Dept of Education). The site should be procured by the Dept of Education.

General Objectives

2.5.122 The following objectives apply to all development proposals for Cobh. Development proposed in these areas must also comply with the General Objectives at the beginning of this section

Objective No.	General Objectives for Cobh
CH-GO-01	<p>Taking account of development already completed or under construction, secure the development of 1,316 new dwellings in Cobh town over the lifetime of the plan in order to facilitate the sustainable growth of the town's population to 15,836 people over the same period.</p> <p>These will be provided through the development of land for which planning permission has already been granted and by the development of land designated for development in this plan.</p>
CH-GO-02	<p>(a) In order to secure the population growth and supporting development proposed in CH-GO-01, appropriate and sustainable water and waste water infrastructure, that will secure the objectives of the relevant River Basin Management Plan and the protection of Cork Harbour Special Protection Area, must be provided and be operational in advance of the commencement of any discharges from the development. Waste water infrastructure must be capable of treating discharges to ensure that water quality in the receiving river does not fall below legally required levels. Sustainable Urban Drainage Systems (SuDS) and sufficient storm water attenuation will be required for developments within this area.</p> <p>(b) All new development shall be connected to the public water supply, the public waste water treatment system and shall make adequate provision for storm water disposal. New development will be contingent, in the interim on the upgrade of the North Cobh Sewerage Scheme, and in the longer term, on the provision of the Lower Harbour Sewerage Scheme.</p>
CH-GO-03	<p>The green infrastructure, biodiversity and landscape assets of Cobh include its hedgerows, mature trees, woodlands, coastal and other habitats. The town is proximate to Cork Harbour Special Protection Area and the Great Island Channel SAC. New development should be sensitively designed and planned to provide for the protection of these features and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity.</p>
CH-GO-04	<p>Ensure that provision is made in proposals for new development, particularly for housing, employment, retail, and educational uses to provide safe, convenient and pleasant routes for walkers and cyclists, ultimately linking the development to the railway station, town centre and the other principal areas of the town for walkers and cyclists. Any such provision must have regard to the existing deficiencies in infrastructure and the requirement to ensure the delivery of adequate infrastructure ahead of or in tandem with the new development.</p> <p>In achieving this objective, special attention will be paid to the layout of the development, to latest DMURS standards, to ensure that appropriate measures are taken to establish a walking and cycling friendly environment.</p>
CH-GO-05	<p>All development shall contribute to improved pedestrian and cyclist connectivity and shall include proposals for the provision of improved pedestrian / cycle access routes, provision of new footpaths or improvement of existing footpaths and provision of facilities for cyclists, as appropriate in accordance with the CMATS and the Cork Cycle Network Plan 2017 and supporting the implementation of the 10 minute town/neighbourhood concept.</p> <p>It is an objective of this plan that a network of designated walking and cycling routes shall be established to provide safe, convenient and pleasant routes between the town's main residential areas, schools, and town centre in accordance with the Cork Cycle Network Plan 2017.</p>
CH-GO-06	<p>Link Inter-urban Route IU-1 (of CMATS) to Cobh Town via Fota Island with a segregated high-quality pedestrian and cycle facility.</p>

Objective No.	General Objectives for Cobh
CH-GO-07	Provide high-quality pedestrian and cycle links between Marino Point, and Carrigaloe, to Cobh town.
CH-GO-08	Secure the completion of a feasibility study on the proposed new passenger station at Ballynoe.
CH-GO-09	Seek to improve access from the N25 to Cobh, subject to ecological assessment. See also objective TM 12-13 footnote, Chapter 12 Transport and Mobility , Volume 1.
CH-GO-10	Secure the delivery of the key supporting infrastructure required under Table 4.2.11 to ensure the delivery of Ballynoe Urban Expansion Area.
CH-GO-11	Secure the completion of an integrated local transport plan for Cobh.
CH-GO-12	<p>Ensure that provision is made in proposals for new development, particularly for housing, office, retail, industrial and educational uses to provide safe, convenient and pleasant routes linking the development to the proposed railway station at Ballynoe as well as back to the principal areas of the town for walkers and cyclists.</p> <p>In achieving this objective, special attention will be paid to the layout of the development (to latest DMURS standard) to ensure that appropriate measures are taken to establish a walking and cycling friendly environment.</p>
CH-GO-13	Provide a landscape framework plan for each phase of development as part of a landscape strategy for the Ballynoe Urban Expansion Area. Provide for advanced mix planting of coniferous and broadleaf trees, to include native trees, to ensure year-round tree coverage to protect the visual amenity of the area.
CH-GO-14	Proposals for employment related development, of 50 employees or more, shall be required to prepare and submit a mobility management plan that maximise the use of public transport options/ passenger rail services.
CH-GO-15	All new development will need to make provision for Sustainable Urban Drainage Systems (SuDS) and provide adequate storm water infrastructure. Surface water management and disposal should be planned in an integrated way in consideration with land use, water quality, amenity and habitat enhancements as appropriate (see Chapter 11 Water Management, including Surface Water and Flood Risk).
CT-GO-16	All proposals for development within areas identified as being at risk of flooding will need to comply with relevant objectives in Chapter 11 Water Management, including Surface Water and Flood Risk, of this plan.
CH-GO-17	To preserve and protect the archaeological and architectural heritage of both formal and vernacular and heritage features which contributes to the character of Cobh including historic boundaries, walls, gate piers, street furniture.
CH-GO-18	Prepare a Sustainable Urban Drainage Strategy for Cobh.

Specific Objectives

2.5.123 The following specific objectives apply to lands zoned in Cobh:

County Development Plan Objectives Specific Development Objectives for Cobh		
* Flood Risk Obj. See Objectives in <u>Volume One, Chapter 11</u> Water Management		^ TIA and RSA Required
Objective No.		Site Area (Ha)
Residential / Residential Additional Provision / Residential Further Additional Provision (Including Ballynoe UEA Phase 1)		
CH-RFAP-01	High density residential development to include a mix of apartments, house types and sizes. This site is close to Ballynoe proposed rail station. Development of this site is to facilitate high quality pedestrian and cycle connectivity and permeability.	6.85
CH-RAP-02	Ballynoe UEA. High density residential development.	4.6
CH-R-03	Ballynoe UEA. Medium A density residential development.	4.0
CH-R-04	Ballynoe UEA. Medium A density residential development.	5.2
CH-RFAP-05	Ballynoe UEA. Medium A density residential development.	0.7
CH-RAP-06	Ballynoe UEA. Medium A density residential development. This site supports habitats of ecological value including semi natural grassland and scrub/ transitional woodland. New development should be planned to provide for the retention and protection of these habitats in so far as possible. Habitats of high natural value on boundaries should be retained and, where possible habitats of high natural value within the site should be integrated into areas to be retained as open space.	4.7
CH-R-07	Ballynoe UEA. Medium A density residential development. This site supports habitats of ecological value including semi natural grassland and scrub/ transitional woodland. New development should be planned to provide for the retention and protection of these habitats in so far as possible. Habitats of high natural value on boundaries should be retained and, where possible habitats of high natural value within the site should be integrated into areas to be retained as open space.	1.5
CH-R-08	Ballynoe UEA. Medium A density residential development. This site supports habitats of ecological value including semi natural grassland and scrub/ transitional woodland. New development should be planned to provide for the retention and protection of these habitats in so far as possible. Habitats of high natural value on boundaries should be retained and, where possible habitats of high natural value within the site should be integrated into areas to be retained as open space.	4.0
CH-R-09	Medium A density residential development to include a mix of house types and sizes. Any layout shall be designed to allow for connectivity with, and in particular pedestrian and cyclist movements between, the UEA lands to the west.	7.1
CH-R-10	Medium A density residential development.	1.6
CH-R-11	Medium A density residential development. Development of these lands shall include landscaping proposals and shall be accompanied and informed by a comprehensive Visual Impact Assessment Statement.	5.2
CH-R-12	Medium A density residential development to include a mix of house types and sizes.	4.6

**County Development Plan Objectives
Specific Development Objectives for Cobh**

* Flood Risk Obj. See Objectives in Volume One, Chapter 11
Water Management

^ TIA and RSA Required

Objective No.		Site Area (Ha)
Residential / Residential Further Additional Provision (Including Ballynoe UEA Phase2)		
CH-RFAP-13	Medium A density residential development to include a mix of house types and sizes.	5.9
CH-RFAP-14	Ballynoe UEA. Medium A density residential development.	7.9
CH-RFAP-15	Ballynoe UEA. Medium A density residential development.	4.8
CH-RFAP-16	Ballynoe UEA. Medium A density residential development.	2.6
CH-RFAP-17	Ballynoe UEA. Medium A density residential development.	2.7
Residential Reserve		
CH-RR-01	Medium A density residential development to include a mix of house types and sizes, with a suitably sized tree planted buffer along the northern site boundary.	4.2
Business		
CH-B-01	Business development, to exclude all forms of retail development including retail warehousing. Access to these lands shall be by means of a single access point onto the county road to the west of the site and subject to a detailed Traffic and Transport Assessment and Road Safety Audit. ^	7.8
CH-B-02	Business development, to exclude all forms of retail development including retail warehousing.	4.5
CH-B-03	Business development, to exclude all forms of retail development including retail warehousing.	5.8
Industrial		
CH-I-01	Retain and develop this site as a dockyard in view of the strategic and specialised nature of its infrastructure and to facilitate the development of complementary marine related industrial uses. Part of this site is also considered suitable for the provision of park and ride facility to serve Rushbrooke train station. This site may have potential as a service hub for the offshore marine energy sector subject to environmental assessment and capacity of R624. This land adjoins an Annex 1 Estuaries habitat. Account will be taken of this habitat of ecological value when considering development proposals in this area. ^*	16.7
Community		
CH-C-01	Nursing home and possible sheltered housing. Field boundaries on the site support habitat of biodiversity value and are to be retained.	1.37
CH-C-02	Extension to cemetery.	1.2
CH-C-03	Community uses with possible provision to be made for a primary school.	2.6
CH-C-04	Community uses.	1.3

**County Development Plan Objectives
Specific Development Objectives for Cobh**

* Flood Risk Obj. See Objectives in <u>Volume One, Chapter 11</u> <u>Water Management</u>		^ TIA and RSA Required
Objective No.		Site Area (Ha)
Green Infrastructure		
CH-GR-01	The area makes a significant contribution to the attractiveness of longer distance views from the Passage West area and would benefit from the provision of structural landscaping and a seating area, and the provision of a children's playground on the eastern part of the site.	5.7
CH-GR-02	Provision of allotments. This site forms an important habitat and its ecological green infrastructure role is to be maintained.	4.3
CH-GR-03	Cove Fort / Bishop Roche Park / Titanic Memorial Garden. Maintain existing park.*	0.6
CH-GR-04	Kennedy Park. Maintain quayside park.*	0.4
CH-GR-05	Maintain existing gardens and open space.	0.9
CH-GR-06	Maintain open space.*	0.5
CH-GR-07	Maintain open space.	0.1
CH-GR-08	Maintain public park.	0.2
CH-GA-09	Maintain existing playing pitches and sports facilities.	3.7
CH-GA-10	Maintain existing playing pitches and sports facilities.	3.3
CH-GA-11	Maintain existing playing pitch.	1.9
CH-GA-12	Maintain existing playing pitch and sports facilities.	2.4
CH-GA-13	Provision of playing pitches and sports facilities. This site forms an important habitat and its ecological green infrastructure role is to be maintained.	5.3
CH-GA-14	Maintain existing pitch.	1.4
CH-GA-15	Maintain existing playing pitches and sports facilities.	1.5
CH-GA-16	Maintain existing pitch.	2.4
CH-GA-17	Maintain existing sports facility.	0.4
CH-GA-18	Maintain existing sports facility.	1.6
CH-GA-19	Maintain existing sports facility.	1.1
CH-GA-20	Maintain existing sports facility.	0.3
CH-GC-21	Extensive scrub/transitional woodland habitat, serving as a green infrastructure corridor and open space between two large residential areas, to be retained.	7.4
CH-GC-22	Retain green infrastructure corridor and semi natural grassland habitat.	2.2

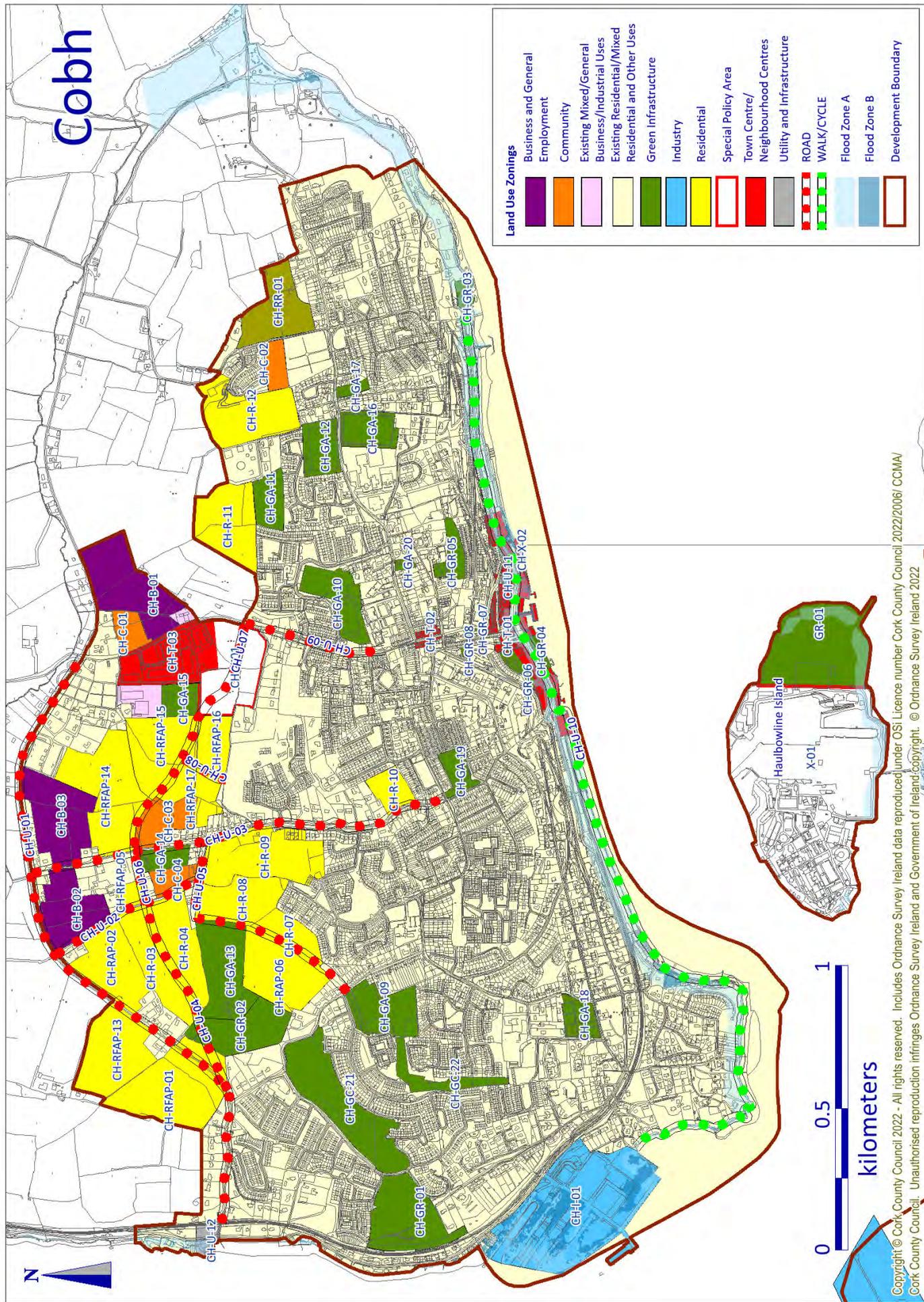
**County Development Plan Objectives
Specific Development Objectives for Cobh**

* Flood Risk Obj. See Objectives in Volume One, Chapter 11 Water Management

^ TIA and RSA Required

Objective No.		Site Area (Ha)
Town Centre		
CH-T-01	Town Centre. *	4.51
CH-T-02	Town Centre.	0.35
CH-T-03	Neighbourhood centre and public realm enhancement to create a more attractive, functional, sense of place, maximizing the opportunity for active travel.	5.62
Utilities		
CH-U-01	Upgrade to Ballynoe Road and Tay Road – pedestrian and cycle connectivity to proposed train station.	-
CH-U-02	Upgrade local road – pedestrian and cycle connectivity to proposed train station.	-
CH-U-03	Upgrade local road.	-
CH-U-04	Provision of New Link Road.	-
CH-U-05	Provision of New Link Road.	-
CH-U-06	Provision of New Link Road.	-
CH-U-07	Provision of New Link Road.	-
CH-U-08	Provision of New Link Road.	-
CH-U-09	Upgrading of Ticknock to Cobh Road including pedestrian walkways and cycleways.	-
CH-U-10	Waterfront amenity walkway/cycleway from the western shore of Whitepoint to the eastern end of the Mall at Bishop Roche Park. *	-
CH-U-11	Multi Storey Car Park. Subject to high specification design approach. *	0.3
CH-U-12	New rail station including provision of park and ride on seaward side of road. *	0.8
Special Policy Area		
CH-X-01	Provide for a mixed-use development, including provision of a primary healthcare centre. Comparison retail or other town centre uses are not appropriate. Consideration may be given to additional convenience retailing, subject to detailed Retail Impact Assessment and Sequential Approach. ^	5.7
CH-X-02	Appropriate and sensitively designed town centre use. May provide integrated tourism product including new cruise liner berth, ferry terminal, car parking and associated commercial services at Lynch's Quay. ^*.	0.15

Cobh



2.6 Little Island

Vision and Strategic Context

- 2.6.1 Little Island is one of the key employment locations in Metropolitan Cork, designated as a Strategic Employment Area in the 2014 County Development Plan, and designated as a Strategic Employment Location in this plan. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population along with an expansion of the residential offering and supporting facilities.
- 2.6.2 According to the CSO POWSCAR data from the 2016 census, there were approximately 7,955 persons working in Little Island in 2016, with 1 in 5 employed as employers and managers. The policy in this plan is to reaffirm Little Island's function as a strategic centre of employment while protecting the amenity enjoyed by existing and future residential communities.
- 2.6.3 Little Island enjoys a strategic location on the N25 and stands to benefit from improved access as part of the upgrading of the Dunkettle Interchange which commenced in 2020. Its location on the East Cork rail corridor is also significant and as further population growth takes place along this corridor at Carrigtwohill and Midleton, demand for employment development in Little Island may further increase.
- 2.6.4 Little Island presents a very significant opportunity to sustainably integrate employment and residential uses with public transport due to its rail service and high level of existing employment. Integrating employment and residential development with high quality public transport is an important feature of climate action.
- 2.6.5 Regeneration of Cork City Docklands is a key part of the Metropolitan Area Strategic Plan (MASP) strategy for the development of Metropolitan Cork (as reflected in the Southern Region Spatial and Economic Strategy). In order to achieve this, industries and businesses located within the docklands need to be able to relocate to other industrial / business areas and it is recognised that Little Island offers significant potential in this regard.
- 2.6.6 To the north of the N25, the land forms part of the Metropolitan Greenbelt where the objective is to preserve them from development (see **Chapter 5 Rural Cork**, Volume 1 of this plan).

Local Context

- 2.6.7 Little Island, adjoining and east of Cork City on the N25, has emerged as one of the principal employment locations in Cork. It has a number of large-scale manufacturing industries, a number of small to medium sized industrial parks, a large office park (Eastgate) and a modern car sales facility. Parts of the settlement are located near industries that are covered by the Control of Major Accidents Hazards (Seveso III) Directive.
- 2.6.8 As well as being a major employment centre, Little Island has a significant existing residential element of an estimated 1,461 persons. This plan will ensure that the employment function in Little Island is protected without detracting from the amenity and quality of life of existing and future residential communities.
- 2.6.9 Little Island lies within the City Harbour and Estuary Landscape Character Area, an area of very high landscape value and sensitivity. The Cork County Draft Landscape Strategy has suggested that this area is of national landscape importance.

Population and Housing

- 2.6.10 The strategy for Little Island in terms of population growth, as set out in this plan, provides for the population of the town to grow to 2,515, from the 2016 population of 1,461. In order to accommodate this level of population growth, an additional 500 housing units will be required. It is anticipated that this growth will largely be accommodated within a special policy area (LI-X-01), which will be subject to a framework plan, on part of the former Harbour Point golf course and adjoining land to the east. The framework plan will provide for a neighbourhood centre, provision of a school and high quality public open space, public realm and connectivity. In addition, there may be potential for a small amount of infill growth within the areas which are predominantly existing residential. This plan also makes provision for residential reserve land on the remainder of the former golf course. Such residential reserve land will not generally be required for development in this plan period to 2028.

Table 4.2.12 Little Island Population, Housing Supply and Residential Land Area

	Housing Requirement			Housing Supply	
	Population Census 2016	Population Target (to 2028)	New Units Required (to 2028)	Housing Supply from Residential and Mixed-Use Zoning including Compact Growth Sites	Housing Supply from Residential Reserve Sites
Little Island	1,461	2,769	500	500	800

Table 4.2.13: Little Island Population 2006-2028

Name	Census 2006	Census 2011	Census 2016	Population Target to 2028
Little Island	-	-	1,461	2,769

Placemaking

- 2.6.11 Little Island has distinctive placemaking elements derived from its strategic employment role combined with its setting on Cork Harbour. The overall character of the area is dominated by industry and business uses but it also contains pockets of attractive existing residential development. There is a coastal walkway and amenity area to the south east of Little Island and potential for a walkway to the east. The area does not benefit from a distinct town centre and it is important that the development of the former golf course bestows a strong sense of place including through the development of a high-quality neighbourhood centre and public realm.

Social and Community Facilities

- 2.6.12 The centre of Little Island has a small residential community with a church and a primary school. There are also a number of important sporting and cultural facilities on Little Island including Cork Golf Club which is a valuable amenity on Little Island.
- 2.6.13 The Little Island Sports Complex provides outdoor soccer facilities for Leaside Football Club. The complex also includes an indoor hall for sporting and community related uses. No GAA facilities are provided in Little Island, with the nearest clubs located in Glanmire and Caherlag.
- 2.6.14 Other services such as cafes and shops are located in an existing neighbourhood centre at the entrance to the Eastgate Business Park to serve the needs of both local residents and those working in the employment areas.
- 2.6.15 This plan retains the provision for additional community facilities that was made in the 2017 Local Area Plan. Part of the site, particularly on the northern boundary, is affected by flooding. Regard will have to be given to the provisions outlined in this Plan, in relation to developments in areas susceptible to flooding, when considering future proposals on this site. Provision has also been made for the development of a school within the LI-X-01 special policy area.

Green Infrastructure

- 2.6.16 The green infrastructure network in Little Island is largely comprised of areas of flood risk and areas of biodiversity value and open space. Two of the areas of open space serve as sports facilities the larger of these being the Cork Golf Club golf course and the other being a soccer pitch. Others serve as important habitats of ecological value or buffers to protect such habitats. This plan recognizes the importance of open space areas on Little Island for Wintering Birds. The primary areas of biodiversity value on Little Island include the shoreline and estuarine habitats, pNHAs- (Rockfarm Quarry, Great Island Channel pNHA, Dunkettle Shore pNHA), the Cork Harbour SPA, the Great Island Channel SAC, small pockets of woodland and wetland and small areas of unimproved or semi-improved grassland.
- 2.6.17 The eastern part of the island is close to Fota Island where there are important leisure and cultural facilities. In order to protect the views and prospects at this point, land at the eastern end of the island has been made the subject of a specific objective.
- 2.6.18 Not all of the green infrastructure in Little Island is mapped and there are additional areas such as hedgerows which also contribute to the green infrastructure function of the area.
- 2.6.19 The following image gives an overview of some of the more obvious areas which form the network of green spaces, habitats and ecosystems in Little Island, most of which are reflected in the specific zoning objectives for Little Island. The image highlights the fragmentation of the town's green infrastructure but it also highlights opportunities to strengthen it for biodiversity as well as social and wellbeing benefits.

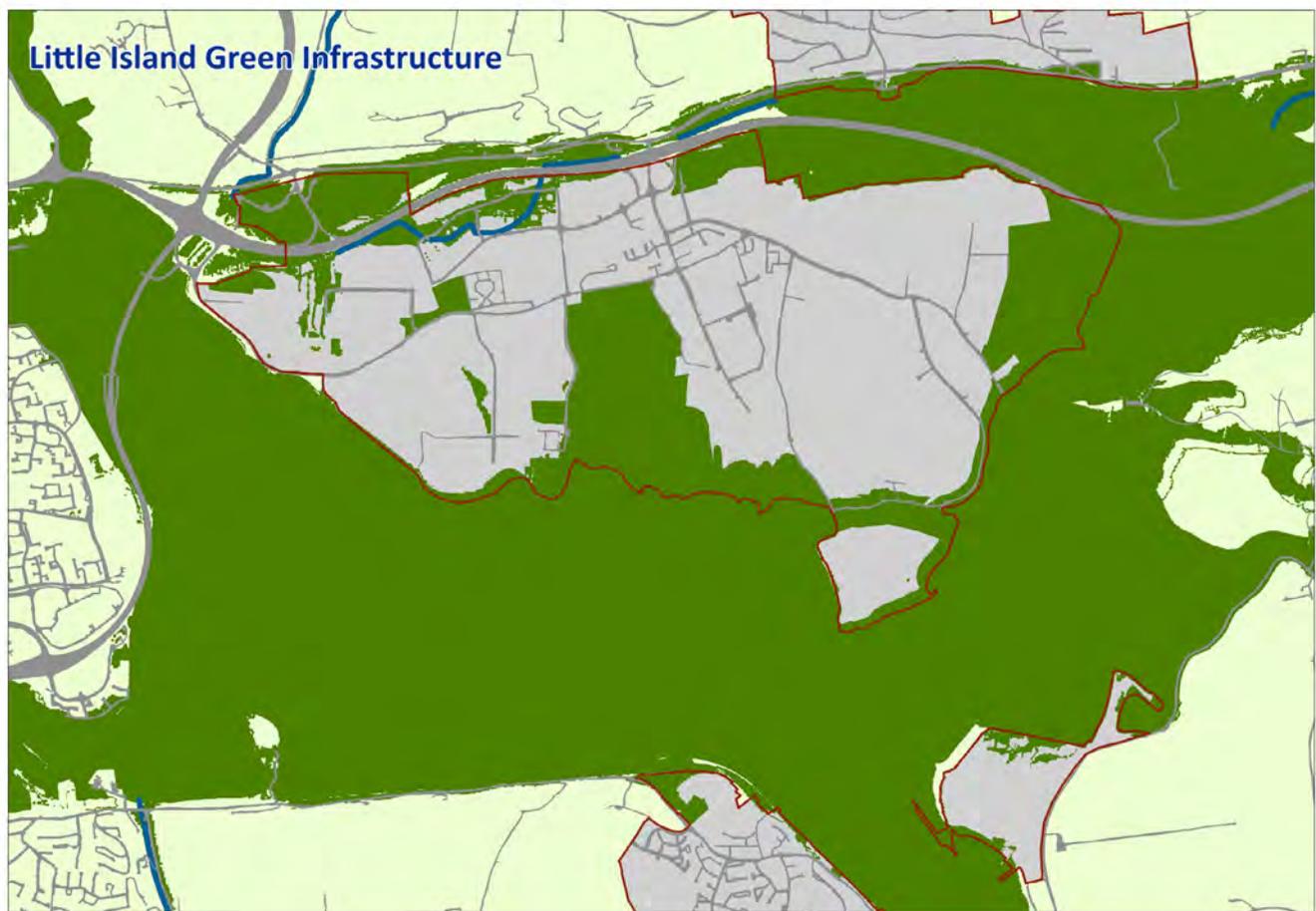


Figure 4.2.5: Little Island Green Infrastructure Diagram

Economy and Employment

- 2.6.20 As outlined, from census 2016 data it is estimated that there were approximately 7,955 persons working in Little Island in 2016. Little Island is a substantial and diverse employment area composed of a series of industrial estates and business/commercial parks. It is of strategic importance for industry where good access to the distribution network is a key factor. The focus in the area has typically been on large scale standalone industrial developments principally located to the west of the island both within and around the large IDA industrial estate. In recent years, there has been a move away from this traditional manufacturing base towards more distribution and logistical type developments on the eastern end of Little Island.
- 2.6.21 Eastgate is an office based development which reflects a more recent service based focus in Little Island. It is fronted by a retail park which contains a number of large retail warehouses some of which remain unoccupied. A cluster of car showrooms and a neighbourhood centre are also located within this area. The Euro Business Park to the east of Eastgate contains a mix of commercial and logistical uses, storage and distribution in a similar modern and landscaped environment. Types of uses include car testing, post office depot, storage and distribution, flooring, vehicle accessories etc. To the south is the O'Connell Business Park which contains uses such as warehouse distribution, small scale workshops, car sales etc. The Harbour Point and Courtstown Business Park is located further south and contains uses such as wholesale retail, catering supplies, other general warehousing and logistics and continues to expand.
- 2.6.22 Given its proximity to Cork City and the existing mixed character of employment development that is located there, it is considered that Little Island's employment potential will be best achieved by continuing to provide for mixed employment development. While some locations close to the rail station may be suitable for higher density office uses, more areas, less well located in relation to public transport, will be best suited to lower density manufacturing, storage and distribution/logistic uses. It is important to support high occupancy rates of retail warehousing units.
- 2.6.23 Much of the land supply in Little Island is already developed and is identified as Existing Mixed/General Business/Industrial Uses built up area, although some green field sites remain available for development. Development opportunities also arise through the redevelopment of redundant industrial sites, for example, the former Mitsui Denman site at the western end of the Island. In this plan, provision has been made to reserve five areas for industrial development. These areas are best placed to accommodate those uses that need to be relocated from major areas of urban regeneration in Cork City. In addition, part of the former Mitsui Denman site has been designated as a special policy area, LI-X-02, which may accommodate industrial or business uses.

2.6.24 Industrial related developments in close proximity to established residential areas will need to ensure that sufficient measures are put in place to protect amenities for both existing and future local residents.

Town Centre and Retail

2.6.25 While Little Island lacks a distinct town centre there is a neighbourhood centre within the Eastgate development which serves employees and local residents and measures to enhance this are encouraged. There is an additional cluster of neighbourhood centre uses including the post office and adjoining buildings, east of Castle View.

2.6.26 The LI-X-01 special policy area, which is subject to a framework plan to guide development, will include a small scale, local neighbourhood centre with high quality public realm.

Movement

2.6.27 Given geographical constraints, vehicular access to Little Island is limited to the N25 interchange and slip roads off the Dunkettle Interchange, with most travel to and from the island during peak period by car. The road network within Little Island itself is also restricted. Whilst a frequent rail service provides access to Kent Station and Midleton, the public transport offering on the island is very limited. As such, Little Island suffers from severe peak hour traffic congestion. A Little Island Transport Study (LITS) was completed in 2018 to determine what transport infrastructure improvements and policy measures are needed to alleviate peak hour traffic congestion on the road network within Little Island and to explore the potential to reduce dependency on single occupier car journeys and look at ways of increasing active travel and public transport use. The study makes recommendations on what interventions are required to improve the environment for general traffic, cyclists, pedestrians and public transport vehicles to allow Little Island fulfil its strategic function as an employment location, logistics hub and residential community.

2.6.28 Some sustainable transport interventions are proposed to be sited close to the shoreline adjoining the Cork Harbour SPA. Sensitive design and integration into the landscape will be essential to ensure the avoidance of impacts on the SPA. These developments will be subject to Appropriate Assessment at project stage



Figure 4.2.6 Little Island Active Travel Interventions.

2.6.29 Transport Infrastructure Ireland's upgrading of Dunkettle interchange, which adjoins the development boundary of Little Island, is currently underway. The project includes the development of a direct road link to the R623 regional road in Little Island which is largely complete. The following image is a schematic plan by TII of the Dunkettle Interchange Upgrade.



Figure 4.2.7: Dunkettle Interchange Upgrade, TII

Active Travel

- 2.6.30 Currently pedestrian facilities are of varying quality in Little Island with issues such as narrow footpaths, lack of crossing facilities and poor surfacing and lighting. There are no dedicated cycle lanes on any routes within the Island. Apart from cycle parking provision at several businesses, there are no cycle parking facilities. Encouraging cycling is a challenge in the Little Island area due to the relatively inhospitable road infrastructure; in particular Dunkettle Interchange and the N25. The relatively flat topography of the area however will make it attractive for cycling once active travel infrastructure has been enhanced.
- 2.6.31 The Cork Metropolitan Area Strategic Plan (CMATS) sets out key priorities for development of the Cork Metropolitan Cycle Network Plan which include improvement of the primary segregated cycle route from Cork City to Little Island and development of a greenway linking the City-Tivoli-Glanmire-Little Island-Carrigtwohill and Midleton (Part of the EuroVelo 1 route) with extension to Youghal via the greenway along the old railway line. Permission was secured in 2020 for the development of a 7.7km pedestrian and cycle route from Bury's Bridge, Kilcoolishal to Carrigtwohill, connecting with Little Island rail station, and construction of this is now underway.
- 2.6.32 The Council has the objective of implementing the strategy emerging from the Little Island Transportation Study 2017, as appropriate. Sustainable transport infrastructure, providing high quality pedestrian and cycle access to and within Little Island, is being developed to serve existing and future residential and employment areas. It is an objective of the Council to further develop the proposed scheme and include for increased amenity routes within Little Island.
- 2.6.33 It is also an objective of Cork County Council to provide high quality linkage between Little Island Train Station, Inter-urban Route IU-1 (as referenced in CMATS and the Cork Cycle Network Plan), and Little Island.

Public Transport

- 2.6.34 Little Island has a train station on the suburban rail line but the station is located north of the N25 on the local road network, some distance from the main employment areas. Pedestrian connectivity between the station and the major employers is inadequate. Similarly, the Bus Eireann bus route serving the area runs along the local road network north of the N25 but does not serve Little Island itself. The available public transport options therefore only serve the Eastgate and Euro Business Parks. Ample car parking is provided for staff and visitors with the area relying heavily on car usage. Implementation of the LITS proposals will seek to address these issues.
- 2.6.35 CMATS sets out an indicative Bus Connects network to address the bus transport needs of the Cork metropolitan region. This includes a Northern Inner Orbital bus route and an Inner Southern Orbital bus route, both of which will serve Little Island.

- 2.6.36 The Council has identified and constructed bus stops along the R623 Regional road to provide Bus access to Little Island. A private operator has obtained a license from the NTA and intends to service the route. The Council is progressing the design of an optimised priority bus route to serve Little Island's existing and future residential and employment areas.

Multi modal transport hub

- 2.6.37 With its favourable topography and proximity to a high quality public transport corridor Little Island has the potential to achieve significant modal shift to sustainable transport modes. A special Policy area, LI- X-03, has been zoned in this plan at North Esk for a multi modal transport hub which may include railway fleet depot, railway sidings, railway station, bus depot, park & ride including EV charge points, bike sharing systems and bike maintenance station. Consultation and collaboration with TII will be undertaken to ensure that the Dunkettle Interchange is not unduly impacted.

Water Management

Water Supply

- 2.6.38 The current water supply to Little Island is adequate. There are no capacity concerns for projected growth of this employment location.
- 2.6.39 Currently it is envisaged that there is capacity available in the Cork City Water Resource Zone to accommodate the proposed draft growth targets. It should be noted that the Cork City WRZ covers a large area and includes various smaller water supply zones (WSZs) which individually may need local upgrades/interconnections to facilitate the full levels of growth identified in all towns.

Wastewater Treatment

- 2.6.40 The Wastewater Treatment Plant at Carrigrennan, Little Island, accommodates flows from Cork City, Glounthaune, and Little Island areas. Its modular design allows for expansion if required. In addition, most industries on Little Island have their own treatment plants. While there are some compliance issues with Carrigrennan WWTP, Irish Water is currently working to resolve these.

Surface water / Stormwater

- 2.6.41 Disposal of stormwater from new developments is a matter for a developer and is dependent on attenuation being provided by the developer in accordance with Sustainable Urban Drainage Systems (SuDS).

Flood risk

- 2.6.42 Parts of Little Island have been identified as being at risk of flooding. The areas at risk follow the path of the Tibbotstown River, Glashaboy River and Lough Mahon. The areas at risk are illustrated on the settlement map. The approach to Flood Risk Management is set out in **Chapter 11 Water Management in Volume One** of this Plan and in the updated Strategic Flood Risk Assessment (SFRA), October 2021. The updated SFRA should be consulted for any settlement specific comments and recommendations, including site specific recommendations made as part of any Justification Tests carried out, prior to any application for development.

Built Heritage

- 2.6.43 There are 4 no. protected structures on Little Island, Wallingstown Tower House (RPS no 00491), Little Island Church (in ruins, RPS no 00495), the lodge (RPS no 00501) and Ditchley House (RPS no 00502).
- 2.6.44 It is an objective of this plan to seek the protection of all structures within the County which are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest. In accordance with this objective a Record of Protected Structures is set out in this plan.

Biodiversity

Special Protection Areas

- 2.6.45 There is one Special Protection Area, Cork Harbour (SPA 4030), which lies to the north and east of Little Island and overlaps the southern boundary of the settlement. Cork Harbour is designated a Special Protection Area for the occurrence of nationally and internationally important wintering waterfowl which use coastal habitats including mudflats and saltmarsh protected under the SAC designation. The areas of importance in this Municipal District are concentrated along the coastline of the harbour, reaching up to Cork City and down to Great Island and the channels in between.
- 2.6.46 This plan recognizes the importance of open space areas on Little Island for Wintering Birds.

Special Area of Conservation

- 2.6.47 The largest concentration of Environmental designations in the County is around Cork Harbour, which affects the southern part of the Municipal District. The main designation of concern is SAC 1058 Great Island Channel, stretching from Little Island to Midleton, with its southern boundary being formed by Great Island. It is an integral part of Cork Harbour which contains several other sites of conservation interest. This site is of major importance for the two habitats listed on the EU Habitats Directive that it contains, as well as for its important numbers of wintering waders and wildfowl.

Proposed Natural Heritage Areas

- 2.6.48 Little Island contains a number of sites that have been designated as pNHAs. Rockfarm Quarry on Little Island is a limestone region is of international importance because of its geological characteristics and because it is a seasonal home to a number of migrating bird species. Dunkettle Shore, comprising two pockets of land within western area of Great Island, and Great Island Channel, overlapping Little Island at the north east of the settlement, are also pNHAs.

Special Policy Areas

LI-X-01

- 2.6.49 Comprising approximately 22.9 hectares of land, a large portion of this site in the south east of Little Island lies within an area that was previously operated as a golf club and which has been closed since 2009. The land provides a substantial buffer between areas of residential development and areas of industrial development. The special policy area has been extended in this plan to include adjoining land to the east that was zoned for industrial development in the 2017 Local Area Plan.
- 2.6.50 In the context of the vision for Little Island, it is considered appropriate to facilitate the development of this key site over the lifetime of this plan so as to achieve a better balance of employment and housing. It is important that this development be integrated into the surrounding land uses, to ensure appropriate protection of the adjoining residential land use and to ensure an appropriate landscaping buffer between new residential development and adjoining industrial uses to the east. Development of this site will require the provision of high frequency public transportation links to serve the area.
- 2.6.51 The objective for the site is to deliver compact residential development in tandem with a high quality, small scale, local neighbourhood centre, school, public realm and open space. The development is to facilitate excellent quality of life and establish a strong and attractive sense of place.
- 2.6.52 The adjoining land to the south was subject to a special policy area zoning objective in the 2017 Local Area Plan. It is considered that this area will be suitable, in the future, for a significant element of residential development combined with business development and a substantial area of high quality, public open space for recreation. This site will contribute to the sustainable expansion of Little Island's residential community to achieve a better balance between employment and residential land use for the settlement. It will be important that high quality pedestrian and cycle connectivity between this land and the LI-X-01 site be provided. In recognition of the future potential of this site it has been designated as residential reserve in this plan.
- 2.6.53 Access to the eastern side of the site should be from the Courtstown Road to avoid increased traffic movements on the Clash Road.

LI-X02

- 2.6.54 A special policy area has been identified at the northern part of the former Mitsui Denman site which currently benefits from permission for a data centre. As it is considered that this site is appropriate for office type business use as well as industrial use it has been designated as a special policy area which will allow either of these uses.

LI-X03

- 2.6.55 At North Esk, north of the N25 and adjoining the railway line, a site within a flood risk area has been identified as being suitable for a multi modal transport hub accommodating a number of transport uses including rail, bus, park and ride, bike share, and connectivity to the pedestrian and cycleway from Bury's bridge.

General Objectives

2.6.56 The following objectives apply to all development proposals for Little Island.

Objective No.	General Objectives for Little Island
LI-GO-01	Locate new business development within the development boundary, which will provide additional employment growth.
LI-GO-02	Secure the development of new dwellings, neighbourhood centre, school and high quality public open space and public realm at LI-X-01 in Little Island over the lifetime of the plan, subject to preparation of a framework plan, to enable Little Island to achieve its target population of 2,769 persons to provide a balance between the provision of housing and employment uses in the town, to support Little Island's development as an integrated live/work destination.
LI-GO-03	In order to secure the sustainable employment and population growth and supporting development proposed for Little Island, appropriate and sustainable water and waste water infrastructure that will secure the objectives of the relevant River Basin Management Plan as well as the Cork Harbour Special Protection Area and the Great Island Channel Special Area of Conservation, must be provided and be operational in advance of the commencement of any discharges from the development. Wastewater infrastructure must be capable of treating discharges to ensure that water quality in the receiving harbour does not fall below legally required levels.
LI-GO-04	The green infrastructure, biodiversity and landscape assets of Little Island include its hedgerows, mature trees, woodlands, proposed Natural Heritage Areas (Dunkettle Shore and Great Island Channel) and other habitats. The boundary of Little Island is adjacent to the Cork Harbour Special Protection Area and the Great Island Channel Special Area of Conservation. New development should be sensitively designed and planned to provide for the protection of these features and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity.
LI-GO-05	Support implementation of the Little Island Transportation Study prepared in 2018.
LI-GO-06	Ensure that future industrial development in Little Island does not negatively impact upon the amenity enjoyed by the existing and future residents of the area.
LI-GO-07	All development shall contribute to improved pedestrian and cyclist connectivity and shall include proposals for the provision of improved pedestrian / cycle access routes, provision of new footpaths or improvement of existing footpaths and provision of facilities for cyclists, as appropriate. A network of designated walking and cycling routes shall be established to provide safe, convenient and pleasant routes between the town's main residential areas, employment areas and public transport in accordance with the Cork Metropolitan Area Transport Strategy and the Metropolitan Cork Cycle Network Plan 2017, including provision of high quality linkage between Little Island Train Station, Inter-urban Route IU-1, and Little Island.
LI-GO-08	Proposals for employment related development, of 50 employees or more, shall be required to prepare and submit a mobility management plan that maximise the use of public transport options/ passenger rail services.
LI-GO-09	All new development will need to make provision for Sustainable Urban Drainage Systems (SuDS) and provide adequate storm water infrastructure. Surface water management and disposal should be planned in an integrated way in consideration with land use, water quality, amenity and habitat enhancements as appropriate (see Chapter 11 Water Management , including Surface Water and Flood Risk).
LI-GO-10	All proposals for development within areas identified as being at risk of flooding will need to comply with relevant objectives in Chapter 11 Water Management of this Plan (including Surface Water and Flood Risk).

Specific Zoning Objectives

2.6.57 The following specific zoning objectives apply to zoned land in Little Island. Development proposed in these areas must also comply with the General Objectives at the beginning of this section.

County Development Plan Objectives Specific Development Objectives for Little Island		
* Flood Risk Obj. See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required
Objective No.		Site Area (Ha)
Industry		
LI-I-01	<p>Industry. This site is located in close proximity to the Cork Harbour Special Protection Area. Screen planting and sensitive landscaping along the northern and eastern boundaries will be required to create a buffer between the SPA and the developed portion of the site and to protect views of Little Island from the N25. Areas within this site may be used by Special Conservation Interest bird species for which the Cork Harbour SPA is designated. Account will be taken of same when considering new development proposals in this area.</p> <p>The south western boundary contains the site of CO 077-025 Castle. This is a Recorded Archaeological Monument. The Zone of Archaeological Potential associated with the medieval castle may be quite extensive. Any development at the south west quadrant of the site will require a detailed Archaeological Assessment to clarify there is no subsurface archaeology within the development site before development can be considered in this area including geophysical survey and licensed archaeological testing.*</p>	64.48
LI-I-02	<p>Industrial estate and/or warehousing and distribution with provision for local access road.</p> <p>This site is located in close proximity to the Cork Harbour Special Protection Area. Appropriate buffering and screening between new development and the SPA will be required. Areas within this site may be used by Special Conservation Interest bird species for which the Cork Harbour SPA is designated. Account will be taken of same when considering new development proposals in this area.</p>	3.0
LI-I-03	<p>Industrial estate and/or warehousing and distribution. In developing the site consideration should be given to the proximity of the NHA at the south-western edge of the site. This site contains an important semi natural grassland habitat of biodiversity value. Development of the site is to retain and protect the biodiversity value of the site as far as possible.</p>	3.8
LI-I-04	Industry.	3.5
LI-I-05	<p>Industry. This site is located in close proximity to the Cork Harbour Special Protection Area. Appropriate buffering and screening between new development and the SPA may be required. Areas within this site may be used by Special Conservation Interest bird species for which the Cork Harbour SPA is designated. Account will be taken of same when considering new development proposals in this area.*</p>	27.0
Business		
LI-B-01	Business and general employment use.*	35.2
LI-B-02	Business and general employment use including retail warehousing.*	11.01
LI-B-03	<p>Business and general employment use. This site contains habitats of ecological value including an area of scrub. New development should be planned to provide for the retention and protection of these habitats in so far as possible. Habitats of high natural value on boundaries should be retained and, where possible, habitats of high natural value within the site should be integrated into areas to be retained as open space.*</p>	7.1

**County Development Plan Objectives
Specific Development Objectives for Little Island**

* Flood Risk Obj. See Objectives in [Volume One, Chapter 11 Water Management](#)

^ TIA and RSA Required

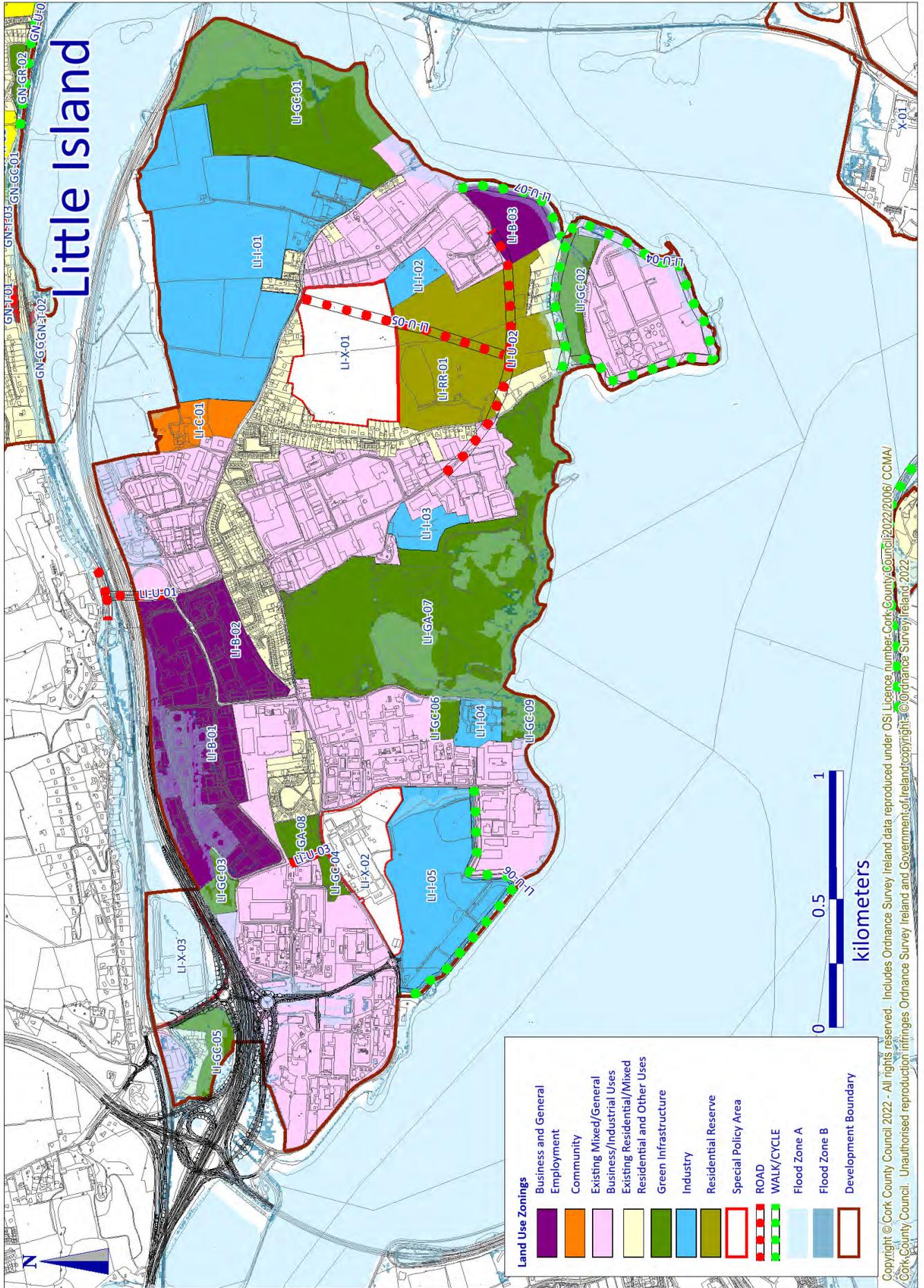
Objective No.		Site Area (Ha)
Special Policy Areas		
LI-X-01	Medium A density residential development, small scale, local neighbourhood centre, high quality public open space (including buffer between development and adjoining industrial use) and public realm. To provide for future high quality pedestrian and cycle connectivity with LI- RR-01. Development of this area will be subject to an approved framework plan for its overall development. This zone is located in close proximity to the Cork Harbour SPA. Areas within this zone may be used by Special Conservation Interest bird species for which the Cork Harbour SPA is designated. Account will be taken of same when considering new development proposals in this area.	22.9
LI-X-02	Business (excluding retail warehousing) and/or industry.	12.8
LI-X-03	Multi modal transport hub. For transport uses only which may include railway fleet depot, railway sidings, railway station, bus depot, park & ride including EV charge points, bike sharing systems, bike maintenance station. *	13.5
Residential Reserve		
LI-RR-01	Medium A density residential development combined with business development and a substantial area of high quality, public open space for recreation. It will be important that high quality pedestrian and cycle connectivity between this land and the LI-X-01 site be provided. *	32.4
Community		
LI-C-01	Provision for community facilities such as community hall/sports hall and sports pitches to support residential amenity. This site is located in close proximity to the Cork Harbour Special Protection Area. Appropriate buffering and screening between new development and the SPA may be required. Areas within this site may be used by Special Conservation Interest bird species for which the Cork Harbour SPA is designated. Account will be taken of same when considering new development proposals in this area. *	6.33
Green Infrastructure		
LI-GC-01	Open space. This area makes a significant contribution to the setting of Little Island. It also functions as an important buffer for the adjoining strategic industrial area and is known to be an important feeding habitat for a number of species of bird for which the adjacent SPA is designated. There is a general presumption against development on these lands. *	38.84
LI-GC-02	Retain as open space. Protect and, where possible and appropriate, seek to enhance the ecological value of this area. This land forms part of the Great Island Channel SAC and the Cork Harbour SPA and supports high natural value wetland habitats and associated species. Retain and protect. *	5.92
LI-GC-03	Retain as open space. Protect and, where possible and appropriate, seek to enhance the ecological value of this area. *	2.2
LI-GC-04	Protect wooded setting of tower house, church and graveyard.	1.5
LI-GC-05	Retain as open space. Protect and, where possible and appropriate, seek to enhance the ecological value of this area. *	4.2

**County Development Plan Objectives
Specific Development Objectives for Little Island**

* Flood Risk Obj. See Objectives in Volume One, Chapter 11 Water Management

^ TIA and RSA Required

Objective No.		Site Area (Ha)
LI-GC-06	Protect important ecological habitat.	1.9
LI-GA-07	Open Space - Protect the setting of Cork Golf Club and protect the Rock Farm Quarry proposed Natural Heritage Area which lies within this zone.*	70.01
LI-GA-08	Maintain existing sporting facility.	2.7
LI-GC-09	Protect habitats of biodiversity value which form part of the Green Infrastructure resource of Little Island and serve as a buffer between the industrial zone and the estuary.*	3.59
Utilities		
LI-U-01	Junction upgrade of Primary Road Access onto N25 to include widening of the existing overpass and pedestrian and cycling connectivity to the railway station.	-
LI-U-02	Distributor road.	-
LI-U-03	Link road.	-
LI-U-04	Maintain existing amenity walk. In this sensitive location any future upgrades or extensions to the routes will be considered/designed/developed carefully taking account of the birds that use the estuary as well as other values including landscape and biodiversity values.	-
LI-U-05	Distributor Road.	-
LI-U-06	Enhance amenity walk. In this sensitive location any future upgrades or extensions to the routes will be considered/designed/developed carefully taking account of the birds that use the estuary as well as other values including landscape and biodiversity values.	-
LI-U-07	Maintain existing amenity walk. This walk adjoins both the Great Island Channel SAC and the Cork Harbour SPA. Consideration of implications for the SAC and SPA will be integral to the assessment of any future proposed upgrades to this walk. Any such upgrades would need to be designed sensitively to ensure the avoidance of impacts on the SPA and the SAC.*	-



2.7 Monard

Vision and Strategic Context

- 2.7.1 The vision for Monard is to create a new rail based metropolitan town between Blarney and Cork City centre with good access to the Cork Suburban Rail Network.
- 2.7.2 The vision for Monard originated in the 2001 CASP Study which envisaged a concentration of development along the Middleton-Blarney rail line, which would support a high quality suburban rail service, seeking a more balanced distribution of growth and modern economic development in the Cork Metropolitan area. Following on from the reopening of the Middleton line in 2009 Monard was considered to be the next phase in the overall programme. The Faber Maunsell Cork Suburban Rail Feasibility Study endorsed the Cork rail project. The Blarney- Kilbarry Special Local Area Plan, adopted in 2005, established a framework for the creation of a new settlement at Monard.
- 2.7.3 A new town at Monard has been an objective of successive Regional Planning Guidelines, the CASP Study and CASP Update, Plans and Local Area Plans. The 2014 Plan sought to 'maximise new development, for both jobs and housing in the Metropolitan Towns served by the Blarney-Middleton/Cobh rail route' (including the proposed new settlement at Monard).

SDZ Designation

- 2.7.4 Following a request by Cork County Council in 2008, Monard was designated a Strategic Development Zone (SDZ) in 2010 by the government for the creation of a new rail based settlement. The SDZ covers 391 hectares (966 acres). The Government designated the area for residential development, including provision for educational, commercial and community facilities, health, childcare, emergency services, and rail infrastructure.
- 2.7.5 Monard will represent a new departure, as the previous generation of 'satellite towns' established in Cork from the 1970s onwards involved expansion of pre-existing towns or villages, with some services already in place, whereas Monard will be a completely new town, in which all facilities will have to be provided in tandem with housing.
- 2.7.6 A planning scheme for Monard was prepared by Cork County Council originally in 2012 and was subsequently revised in 2015. Following an oral hearing, An Bord Pleanála approved the making of the Monard Planning Scheme on 31st May 2016.
- 2.7.7 An SDZ provides greater certainty and a long term vision for the creation of a new town, and strengthens confidence in the project amongst landowners, developers and potential residents. The 2015 Planning Scheme is deemed to form part of the development plan unless or until the scheme is revoked. Planning applications submitted should be consistent with the scheme otherwise permission will not be granted. There is no facility to appeal a decision in relation to a planning application to An Bord Pleanála, hence the level of detail provided within the Planning scheme. A copy of the 2015 Planning Scheme can be found on the Council's website:

<https://www.corkcoco.ie/en/development-plans-local-area-plans-planning-policy-documents-monard-sdz/monard-strategic>

Contents of the Planning Scheme

- 2.7.8 The 2015 Planning Scheme comprises a written statement accompanied by maps. The chapters and related themes within the Planning Scheme are as follows;
- Planning Framework-Location of major infrastructure and facilities are outlined.
 - Design, Layout and Building Issues - general approach to design and layout.
 - Development in Villages and Neighbourhoods – This is the core of the Planning Scheme indicative layouts, volumes and requirements for the four villages.
 - Transportation -Details of the transport infrastructure are outlined.
 - Infrastructural Services -Location of major infrastructure and facilities are outlined.
 - Amenities, Facilities, Community Services - Details regarding services and facilities are provided.
 - Minimising the effects on the environment - Summary of measures used to minimise adverse effects on the environment are outlined.
 - Contributions & Equalisation- Contribution scheme for Monard. A separate Contributions Scheme for Monard accompanies the scheme.
 - Phasing & Implementation-Outlines the principles of the implementation system including the threshold system.

Overall Scale of Development

Population and Housing

- 2.7.9 The table below highlights the growth anticipated in Monard in order to support the medium to long term delivery of the Strategic Development Zone (SDZ). Note in the case of Monard, this growth is anticipated to occur post 2028

Table 4.2.14: Monard Population Target

	Population Target (post 2028)	New Units Required (to 2028)	Housing Supply from Residential Further Additional Provision Sites
Monard	4,000	0	1,443

- 2.7.10 The 2015 Planning Scheme comprises a group of three interlinked villages namely Lower Monard, Upper Monard, West Village and Kilcronan with a town centre adjacent to the rail way line. It is proposed to accommodate a range of approximately 4750 – 5,850 new housing units, with a projected population of 13,000 persons, which includes generous provision for open space.
- 2.7.11 The proposed three village centres will serve the adjoining neighbourhoods with the appropriate quantum of dwellings within each neighbourhood, with provision for an appropriate range of retail, commercial, community facilities, primary schools, crèche and amenities to support the new population and existing residents within Monard, while also maximising their accessibility and commercial viability.
- 2.7.12 The approach to the design and overall layout for Monard is predominantly organic in nature. Organic layouts are typically more informal, more readily influenced by inherited features, and more responsive to variations in their local environment. The organic layout is complemented by a mix of housing within localised design contexts. The villages have a distinct character, based mainly on differences in topography and orientation, and there is also sufficient variation at neighbourhood and street level. Street layout is an important component of the overall form of the residential areas in Monard, it is complemented by designing development to face onto the street network and accessed from it.
- 2.7.13 There are a number of forms of guidance in relation to the overall design and layout for the new town. These include;
- The provisions of the Design Manual for Urban Roads and Streets 2013.
 - The specific provisions that are detailed in chapter 4 for each of the 26 neighbourhoods, the town centre and villages.
 - The Council's own Residential Estate Design Guide "Making Places: a design guide for residential estate development" adopted in 2011.
- 2.7.14 Chapter 3 of the Scheme specifically sets out the design, layout and building issues relevant to Monard. The elevated topography in Monard required a very specific layout which dealt with the issues of exposure, creating shelter for planting, ensuring suitable gradients for the road network. The neighbourhood drawings in Chapter 4 of the scheme are influenced by a number of issues. The categories of housing, of which there are eight including the retirement category, are also described in detail together with their physical form in Chapter 4.
- 2.7.15 It is also desirable that as many as possible of the families which are established in the area feel able to remain in it as Monard develops, in the interests of maintaining a degree of continuity in the local community. The type of proposed housing adjacent to existing housing has been specified in Chapter 4 of the scheme to respect the residential amenity of existing residents.

Economy and Employment

- 2.7.16 Employment uses will consist of local service employment with some offices located adjacent to the proposed Northern Ring Road, the settlement will rely on adjacent employment lands in Kilbarry and Blarney Business Park. The mixed use town centre adjacent to the new rail station will support retail development to support the growing population.
- 2.7.17 The village centres will provide convenience retailing, and community services such as education, childcare and recreation. Local shopping will be within walking distance to help create a sense of place. The village centres are positioned on or close to the main vehicular routes in and out of the adjoining residential area, and a layout which facilitates easy parking by those leaving or returning.

Primary Schools

2.7.18 To cater for the intended ultimate population of Monard, a total of four primary schools suitable for two streams are proposed in each of the four villages. The sites vary in size between 1.6 and 1.8 hectares. All 4 proposed primary schools are served by pedestrian routes. The existing Rathpeacon primary school which serves Monard has undergone significant expansion in recent years. Early provision of the initial school in Lower Monard is one of the key features of the 2015 Planning Scheme. Provision of the first school in Lower Monard will require advance acquisition of its site by the Council, with an agreement with the Department of Education and Skills. The agreement will make provision for the transfer of the school site in Lower Monard, and the provision of a spur road from the Services Corridor and the timing of the planning applications for and the construction of and opening of the school. No significant residential development will be permitted in the SDZ until such an agreement is in place.

Secondary School

2.7.19 A secondary school will be provided in the Southern end of the Country Park. The secondary school will be accessible by a variety of pedestrian routes, including one running through the Country Park. A SuDS assessment will be required to manage surface water flows to greenfield rates.

Community Facilities

2.7.20 In Monard, the Local Community Association has its own community centre in place in Rathpeacon, adjacent to the local national school. While such a facility will prove invaluable to local residents during the early phases of development, provision should also be made so that the existing community facilities can be enhanced in line with the growth of the settlement's population.

Amenities, Facilities and Community Services

2.7.21 The Recreation and Amenity Policy applies in Monard, with some modifications to reflect the special circumstance that Monard is intended as a complete new town. The recreational and community facilities required to serve the new town are listed in the 2015 Planning Scheme along with the authorities or individuals required in the delivery of same. The facilities and amenities are organised on a hierarchical basis, with sports pitches provided at the town level. The pitches to provide for GAA, soccer and rugby along with the changing facilities will be assessed off the Whitechurch road. At the village level a list of required facilities are outlined in Table 7.3 of the Planning Scheme. The majority of the facilities are located in or adjoining village centres. The neighbourhood play areas will be provided at a local level. In addition to the schools already mentioned, the proposed location of crèches approximately 25 in total are listed in Table 7.2 of the Planning scheme on a village-by-village basis.

- A country park facility is proposed for the Blarney River Valley. It will comprise the following:
- A riverside walk.
- The southern part of the Country Park is suitable for informal kick-about areas and other low-key recreational facilities (such as adventure play areas).
- A small pitch and putt course at the northern end.

2.7.22 Habitat enhancement and management would form an important element of the Country Park's development, including the creation of wet grassland and aquatic habitats, wildflower grasslands wet alder/willow woodlands, and mixed woodland stands.

2.7.23 An extensive open space network is proposed within the overall Scheme, providing an appropriate setting for the housing areas, and an immediately accessible leisure and recreational resource. A wide variety of open spaces is proposed, ranging from linear parks linking neighbourhoods to the country park, the town and village centres, to smaller spaces designed to provide local focal points within neighbourhoods. The housing layouts overlook the open spaces, promoting natural surveillance with the main pedestrian links traversing the open space. Connections across the Old Mallow Road to the Country Park from the main housing areas to the east will be created, this would provide for opportunities for countryside recreation close to people's homes.

Transport

Public Transport

2.7.24 The primary provision of public transport is the proposed new rail station at the Southern end of the site close to the town centre. The layout and timing of the rail station including the provision of park and ride, pedestrian access and cycle parking are all outlined in the 2015 Planning Scheme. The opening of the station will coincide with the first substantial block of development. The completion of the train station and park and ride are required prior to development proceeding to the Northern section of Lower Monard. A potential loop for a bus route is contained in the Planning Scheme (Figure 2.6). A bus service serving Monard must be in place before development commences in Kilcronan Village (Northern end). The exact route of the bus through the new town will be an operational matter for the service provider namely Bus

Eireann as the town expands. However, utilising the distributor roads serving the western and north eastern corridors is the most likely option with bus stops distributed throughout the route/loop.

Non-motorised modes

- 2.7.25 The Planning Scheme provides for non motorized modes including extensive pedestrian routes and a cycle way with direct routes to the station and the City (via Blackpool) for shorter movements. A two way cycleway is proposed along the contours on the western side of the SDZ, much of it through linear parks. It will have a spur running NE from the village centre in the West Village. The extension of the cycleway into Blackpool is within the administrative boundary of the City Council. The Cork Cycle Network Plan 2017 provides for links to Monard and Ballyvolane from the Northern suburbs.
- 2.7.26 The Scheme provides for a direct high profile pedestrian route between the town centre and Kilcronan village centre, with extensive pedestrian routes throughout the scheme to provide permeability throughout the built form. The dedicated pedestrian and cycle routes were designed first to achieve a suitable gradient adjacent to the open space network to enhance the amenity value of the routes and the open space.

Road Proposals

- 2.7.27 The 2015 Scheme provides for upgrades to the access routes to and from Monard in a phased approach with the provision of additional road improvements including the strategic links to connect with the N20 and Killeens at thresholds identified in the transport assessment. These include the service corridor, strategic southern Link and strategic western Link roads which will provide capacity in the local road network to cater for up to 3,800 residential units in Monard. The details regarding the nature of the road improvements are contained in the Planning Scheme.
- 21.6.28 The delivery of the full quantum of development is dependent on the Northern Ring Road to avoid severe traffic congestion. A Transport Assessment is required if and when development reaches 3,800 units, planning applications cannot be granted beyond this point without the assessment. At that stage it is appropriate time to review both the transport strategy and implementation of the scheme. The Cork Northern Environs Transport Assessment was prepared by Systra in 2014 following the decision by An Bord Pleanála to refuse the 2012 Planning Scheme. Improved access to the National Road Network is required to provide for additional housing units. It will also greatly improve transport connections from Monard to the major concentrations of employment and services South West of the City, whilst also acting as a catalyst for economic development in the Northside.
- 2.7.29 Within the new settlement itself the new road network has been designed in accordance with the County Council's standards for new residential areas. The Scheme provides for a service corridor in an East West direction with four development corridors running North to allow for flexibility in the implementation of the new town. This essential component of the initial road infrastructure will be provided by the Council. The service corridor will include a new roadway within the site which will act as the primary route within the internal road hierarchy. The internal road layout will facilitate a bus route when required. This two lane roadway can be upgraded to a four lane road as the need arises, the train station should be prioritized as the main mode of transport. Therefore, an incremental approach to the provision of extra road capacity on the Services Corridor Road is recommended.

Infrastructure

Water Supply & Waste Water

- 2.7.30 Monard is an unserved rural area. The preferred options for source, supply and storage were examined by consultants RPS in 2012 as part of the preparation of the Planning Scheme. The results were presented in a preliminary report. The preferred water supply option was a connection to Cork City WSS at Churchfield reservoir, with a trunk main from Churchfield to serve Monard. The option is recommended subject to completion of proposed strategic trunk link between Cork Harbour & City WSS and the City Council's Lee Road Water Treatment plant to allow water from Inniscarra via the City's water supply infrastructure to a new trunk main feeding Monard.
- 2.7.31 The service corridor will also provide for water supply, to service the adjoining lands. A site has been reserved within the SDZ boundary for a low level reservoir, a high level reservoir outside of the site will be also required, the location has been identified. The construction of a service network to serve the areas identified for new development will be required. Irish Water now have responsibility for the provision of water supply, an alternative provision of public water supply would require an amendment to the Scheme.
- 2.7.32 Monard is also remote from public sewerage system. The options for the development of sewerage infrastructure for the collection, treatment and disposal of waste water was examined by consultants on behalf of Cork County Council. The 2012 Preliminary Report proposed twin 250mm and 400mm rising mains that would connect the pumping station in Monard to Carrigrennan. The site for the pump station is located in the country park. The Carrigrennan facility is operated by Cork City Council, sufficient capacity is available for the proposed new town within its operating license. The construction of a service network to serve the areas identified for new development will be required.
- 2.7.33 An interim treatment and disposal system will be needed until Monard's population reaches the critical mass necessary for the pipe to Carrigrennan to operate effectively. The existing treatment plant in Killeens has a design capacity of 1200

p.e., of which c.600 p.e. is in use. Initially, a pipe will convey wastewater from Monard to Killeens for treatment. These works will precede or coincide with construction of the first new developments at Monard. Once the combined load of Killeens and Monard exceeds 1,000 p.e., the pumping process will be reversed, and effluent from both will be piped to Carrigrennan.

- 2.7.34 Irish Water now have responsibility for the provision of waste water and water supply infrastructure. Cork County Council had preliminary discussions with Irish Water on disposal of waste water from Monard as part of the infrastructure upgrade for the entire Northern Environs.

Surface Water Disposal

- 2.7.35 A site specific Sustainable Urban Drainage System's strategy was developed by consultants. Extensive site investigations were carried out in 2011 across the entire site. The SuDS strategy is a departure from the traditional approach of managing rainfall. The aim is to ensure all surface water runoff from all catchment areas is restricted to the green field discharge rates. The SuDS methodology replicates natural drainage, flow rates and runoff can be managed. The basic hydraulic principle for the design of the scheme is that the rate at which runoff enters local watercourse from the proposed development does not exceed the corresponding rate prior to the commencement of the new development (year storm events up to 1 in 100 year frequency).
- 2.7.36 This strategy is based on the three key elements of water quality control, water quantity control and enhancing the amenity and environmental benefits of the proposed development through the use of appropriate SuDS components.
- 2.7.37 A surface water management train approach will be adopted for each of the sub-catchments by using a minimum of two SuDS components to provide Prevention, Source, Site and Regional Control of urban runoff. In line with best practices, areas greater than 2 ha will not drain to a single SuDS component.
- 2.7.38 A menu of SuDS components appropriate for use within residential neighbourhoods at Monard is specified in the Preliminary Report (Section 7). This menu can be employed by developers to ensure compliance with the design criteria and the requirements of the overall SuDS scheme for Monard. Given the likely overlap in terms of responsibility for delivery of primary infrastructure and the individual residential neighbourhoods, it is proposed that 60% of the surface attenuation provision/volume reduction for the developed site should be provided within or adjacent to the residential neighbourhoods. The balance of the surface attenuation provision/ volume reduction must be accommodated within the SuDS scheme accompanying the distributor roads network and associated services provision.
- 2.7.39 It is important to maintain the present surface water hydrological regime of the Blarney River flowing into Blarney bog which is located approximately 1km South West of the site.

Strategic Environmental Assessment

- 2.7.40 It is a requirement of the SEA directive and the Planning and Development (SEA) Regulations 2004 to include an Environmental report with a Draft Planning Scheme for an SDZ. The Environmental Report accompanies the 2015 Planning Scheme, it is the main output of the SEA process. The primary aim of the SEA process is to integrate environmental and sustainability considerations into strategic decision making. The SEA process has been an iterative one which has taken place in tandem with the formulation of the Draft Planning Scheme. The Strategic Flood Risk Assessment completed for the site is contained in Appendix 2 of the Environmental Report.
- 2.7.41 The approach to Flood Risk Management is set out in **Chapter 11 Water Management in Volume One** of this Plan and in the updated Strategic Flood Risk Assessment (SFRA), October 2021. The updated SFRA should be consulted for any settlement specific comments and recommendations, including site specific recommendations made as part of any Justification Tests carried out, prior to any application for development.

Environment and Heritage

- 2.7.42 The multifunctional open space hierarchy should create an ecological network by linking green areas which will allow for movement of wildlife. All environmental resources should be incorporated from waterways to woodlands to adopt a green infrastructure approach within the site with links to the surrounding countryside.
- 2.7.43 The open space network has been informed by the Landscape Report prepared by consultants and tree planting within it will have important landscape, visual and shelter function. The establishment of new woodland screening is intended to provide a robust framework appropriate to the scale of the proposed development whilst also enhancing the character and appeal of the landscape.
- 2.7.44 It is also important that developments in Monard protect and maintain the current hydro geological regime of the proposed NHA at Blarney bog which supports the wet grassland habitats and the breeding bird population within the site.

Implementation

- 2.7.45 The Planning Scheme does not have a conventional system of phasing. The alternative system of controls allow for the possibility that development could progress northwards along several different corridors, depending on the willingness of particular landowners/developers to develop.

- 2.7.46 A substantial amount of infrastructure and community facilities will need to be put in place at an early stage in the development. Table 10.1 of the Planning Scheme lists the initial linear infrastructure which would have to be available for any new development in Monard to be possible. Planning permission should not be granted prior to awarding of contracts for the works necessary to connect the site applied for to the facilities in question, and works on foot of such permissions should not occur in advance of works on the relevant facilities. Table 10.3 of the Planning Scheme is an import summary table showing preconditions for development north of threshold lines, and facilities to be provided in association with each part of each village.
- 2.7.47 The Planning Scheme provides for a multi-disciplinary team within the County Council, to ensure a coordinated and focused approach to provision of infrastructure and facilities, and the processing of planning applications. The multi-disciplinary team will interact with the local community in Monard/Rathpeacon/Kilcronan through a liaison group. This will provide a regular channel of communication, and make it easier to identify any emerging problems at any early stage. The Liaison group should be set up well before the commencement of development works. An implementation team for the development of large residential sites in Cork has been established.

Funding and Contributions Scheme

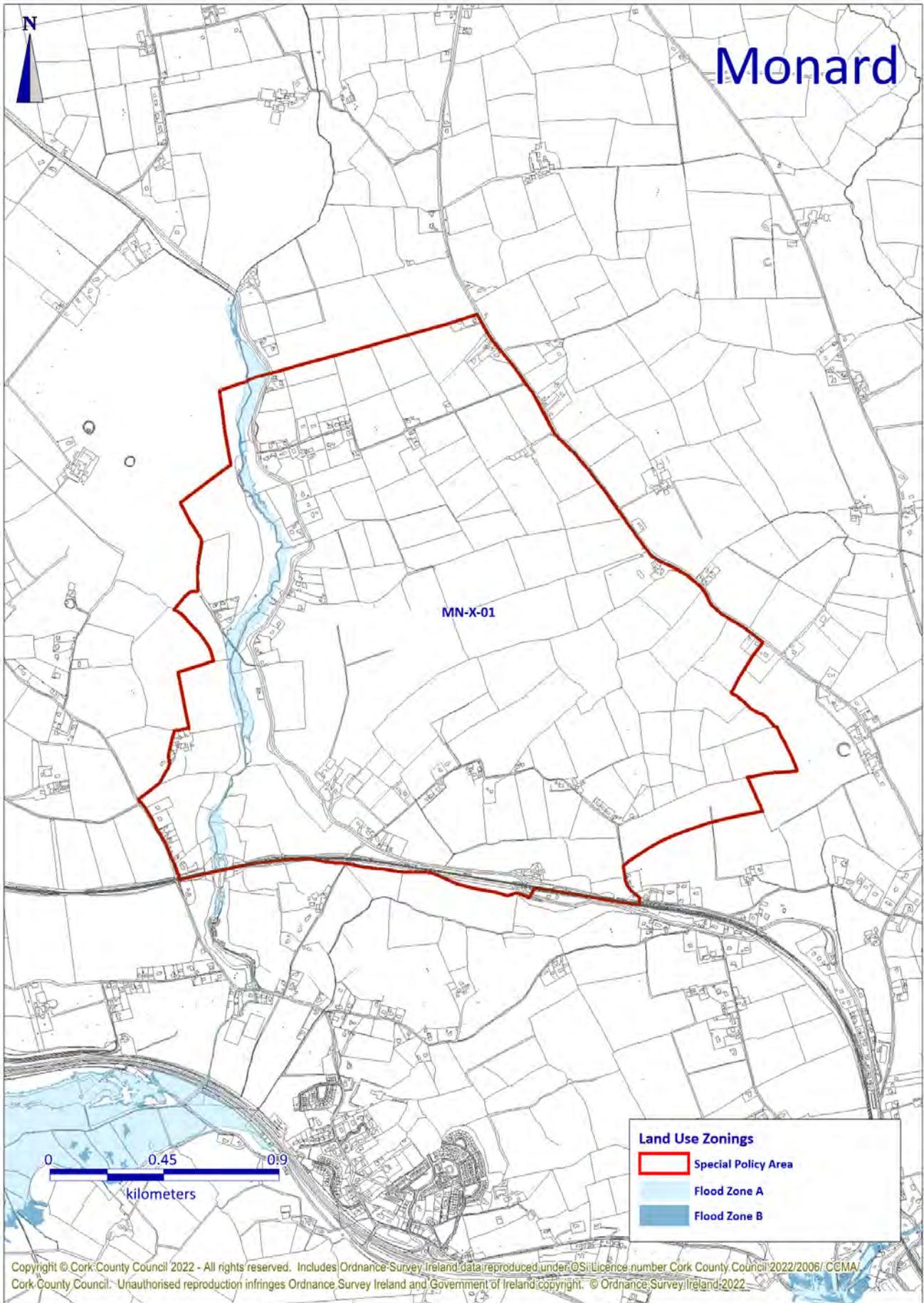
- 2.7.48 The provision of the necessary infrastructure on this site involves the complex co-ordination of investment programmes by a number of infrastructure agencies involving land in a number of different ownerships.
- 2.7.49 To overcome these difficulties the County Council is proposing to co-ordinate development and infrastructure provision between the various agencies and landowners through the use of agreements under Section 47 of the Planning and Development Acts as described in Section 1.
- 2.7.50 Intending developers are advised to enter discussions with the County Council at an early stage so that proposals for the funding and delivery of infrastructure to support the proposed development can be agreed at the outset.

Development Contributions

- 2.7.51 A new General Contribution Scheme which applies to Monard SDZ only was adopted in 2012 in parallel with the 2012 Monard SDZ Planning Scheme. A revised Contribution Scheme accompanied the 2015 scheme which took account of changes including the transfer of responsibility for water services since 2015. The basis and operation of the Development Contribution Scheme for Monard (including how equalisation mechanisms will be applied with regard to the provision of recreational and community facilities is outlined in Chapter 9 of the Planning Scheme itself.

County Development Plan Objective		
* Flood Risk Obj. See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required
Objective No.		Site Area (Ha)
Special Policy Area		
MN X-01	To facilitate the development of a new rail based settlement in Monard consistent with the Monard SDZ Planning Scheme 2015 and accompanying documents as approved by An Bord Pleanala in May 2016. *	391

Monard



2.8 Key Villages in the Cobh MD

- 2.8.1 There are 3 Key Villages in the Cobh Municipal District.
- 2.8.2 In this plan, Glounthaune and Watergrasshill are projected to grow to over 1,500 people during the lifetime of the plan so they are treated in a similar manner as regards zoning and land-use to the other main settlements which are over 1,500 people. That is, as distinct from the other Key Village in this Municipal District, all land within the development boundaries of Glounthaune and Watergrasshill will have a specific land use zoning.
- 2.8.3 The settlements would benefit from a more compact form and from some regeneration of and re-use of existing properties within the village cores. In particular, further improvements to the village centres, with an enhanced streetscape, improved shopfronts and provision for improved street lighting, public footpaths and street furniture would be desirable. Further opportunities for streetscape improvements exist in the settlements, particularly within the village cores.
- 2.8.4 Given the challenges facing some key villages in relation to infrastructure, in particular water services and whether any deficits can be overcome in the lifetime of the plan, the Council will consider the reallocation of the overall level of units for a specific Key Village from Key Villages with infrastructure constraints that are taking longer than expected to be resolved to a Key Village or Key Villages within the same Municipal District which has no such constraints subject to adequate capacity having been shown to be available, in compliance with the requirements of Chapter 11 Water Management and any ecological considerations. The transfer of housing units from a specific settlement cannot exceed 50% of that settlement's allocation as set out in the table below.
- 2.8.5 Further guidance on the development of villages is given in Volume One of this Plan, particularly **Chapter 2 Core Strategy, Chapter 3 Settlements and Placemaking, and Chapter 4 Housing.**

4.2.15 Key Villages Overall Scale of New Development

Settlement Name	Existing Number of Houses Q1 2010 (Geodirectory)	Existing Number of Houses Q1 2015 (Geodirectory)	Existing Number of Houses Q1 2020 (Geodirectory)	Overall Scale of New Development to 2028 (No. of houses)
Carrignavar	178	175	174	32
Glounthaune	445	506	631	379
Watergrasshill	434	463	571	149
Total				
Key Villages	1057	1144	1376	560

2.9 Carrignavar

Vision and Context

- 2.9.1 The vision for Carrignavar to 2028 is to ensure that it fulfils its role as the primary focus for the development of the surrounding rural areas, to encourage consolidation of the settlement, to retain and improve local services and facilities and to strengthen infrastructure and public transport connections with the larger towns and villages in the Municipal District.
- 2.9.2 Carrignavar is located approximately 3.5 kilometres north of Cork City and 2 kilometres east of Whitechurch, in the Cloghnagashee (Glashaboy) River Valley, which gives the village its attractive setting.
- 2.9.3 The village is well established with a number of services and community facilities including a national school, secondary school, outdoor swimming pool, playground, GAA club, Garda station, community hall, tennis courts, church, supermarket, post office, public houses and a number of retail units.

Population and Housing

- 2.9.4 Carrignavar's rural setting and proximity to Cork City makes it an attractive location for development. The village's rural character should be protected from insensitive development, which could seriously undermine the attractiveness of the village, through appropriately scaled development and protection of mature trees and hedgerows. While development in more recent years has seen acceleration in population growth, facilities and infrastructure have tended to lag behind.
- 2.9.5 The character of the village is being compromised by an unfinished development on the approach road from Whitechurch – an issue which was highlighted in the 2017 Local Area Plan. This road frontage development is quite unsightly, continuing to deteriorate, and the satisfactory completion of the development or reinstatement of the site to greenfield status must be prioritised over any further estate development in the village.

- 2.9.6 In 2016, the census recorded a population of 519 people in Carrignavar, a 4% increase on 2011 levels. There are a number of mature estates within the village and, as the table below shows, it is estimated from Geodirectory data that between 2015 and 2020, no new dwelling units were constructed in the village.
- 2.9.7 The development boundary of Carrignavar has been largely determined by topography and infrastructural considerations. Generally it has been drawn to include existing developed areas as well as additional land where future development can be considered. The boundary has been drawn tighter than that of the 2017 Local Area Plan reflecting the more limited growth potential envisaged in this plan.
- 2.9.8 As the village lacks adequate wastewater treatment infrastructure it is considered growth of 32 units, each providing its own waste water infrastructure, within this plan period would represent a more balanced approach to growth within this key village.
- 2.9.9 Lands closest to the village core are to be developed prior to land on the fringes. It is considered that the most suitable lands for future residential development are brownfield or infill sites. In addition, land to the east and north of the village has development potential.

Table 4.2.16 : Number of Houses in Carrignavar during the period 2005-2020

Dwelling Units 2010	Dwelling Units 2015	Dwelling Units 2020	Growth 2010-2020
178	175	174	-

Source: Geo Directory

Village Centre

- 2.9.10 The village is essentially rural in character and has an attractive streetscape with a tight urban grain from the church leading northwards to the school. There are a number of shops in this area which forms the core of the village. New development must respect the character and scale of the village.
- 2.9.11 The footpath provision is good but the area could benefit from public realm enhancements. The area near the playground would also benefit from additional public realm enhancements. Funding has been secured for the reconstruction/renewal of defective footpaths in Carrignavar as well as for the design and construction of pedestrian crossing facilities in the village.

Economy and Employment

- 2.9.12 The main types of employment in the village are provided in services and retail. Agriculture provides some employment in the rural hinterland of the village and there is a Dairygold Co-op located outside of the village.
- 2.9.13 There is no land zoned in this plan for employment use in the village but employment opportunities should be encouraged within the building stock of the existing streetscape.

Social and Community Facilities

- 2.9.14 Community facilities include the primary school, church, tennis court and playground. A secondary school is located outside of the village. There is an attractive amenity area and walkway adjoining the playground.
- 2.9.15 It is important that a balance be provided in the form of community facilities, in particular by enhancing existing community facilities and encouraging new facilities to locate within the village.

Biodiversity

- 2.9.16 The village contains a considerable number of mature trees which have important biodiversity, climate and placemaking functions. Where possible any development is to protect existing trees and hedgerows. The village would benefit from enhancement of biodiversity within the public realm and amenity areas of the village.

Water Management

- 2.9.17 The village has drinking water capacity with which there are operational issues. However, there is no capacity available in WWTP and IW has no plans to upgrade the WWTP.
- 2.9.17 Parts of Carrignavar have been identified as being at risk of flooding. The areas at risk follow the path of the Glashaboy River and are illustrated on the settlement map. The approach to Flood Risk Management is set out in **Chapter 11 Water Management in Volume One** of this Plan and in the updated Strategic Flood Risk Assessment (SFRA), October 2021. The updated SFRA should be consulted for any settlement specific comments and recommendations, including site specific recommendations made as part of any Justification Tests carried out, prior to any application for development.

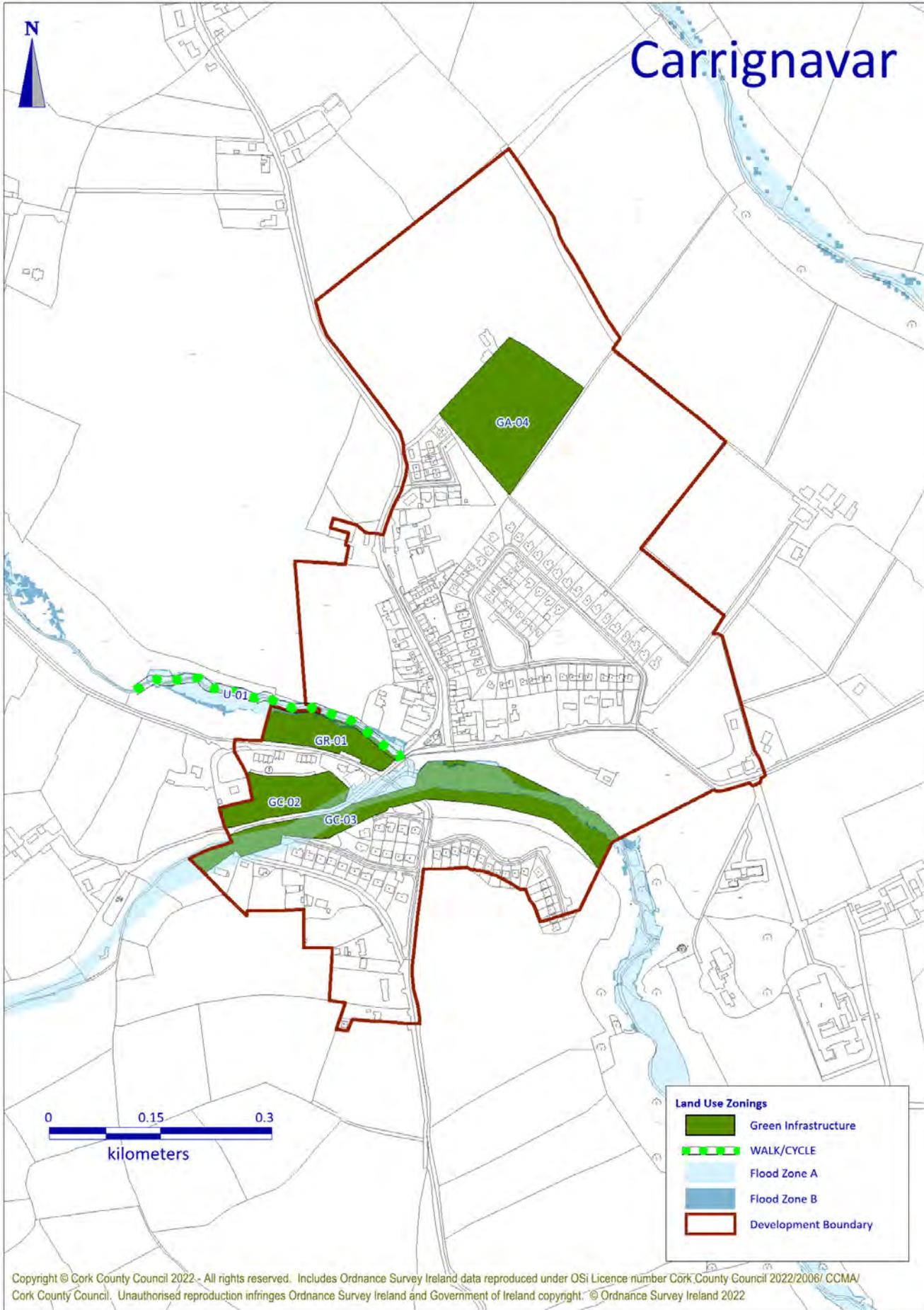
General Objectives

The following general objective applies within the development boundary of Carrignavar

County Development Plan Objectives General Development Objectives for Carrignavar	
Objective No.	
GO-01	The green infrastructure, biodiversity and landscape assets of Carrignavar include its hedgerows, mature trees, woodlands, and other habitats. New development should be sensitively designed and planned to provide for the protection of these features and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity .
GO-02	All proposals for development within areas identified as being at risk of flooding will need to comply with relevant objectives in Chapter 11 Water Management (including Surface Water and Flood Risk) of this Plan. All new development will be required to demonstrate application of Sustainable Urban Drainage systems (SUDs).
GO-03	Within the development boundary of Carrignavar encourage the development of up to 32 dwellings during the plan period. In the absence of the delivery by Irish Water of appropriate water services a lower growth target of 10 units will apply over the lifetime of the plan.
GO-04	Appropriate and sustainable water and waste water infrastructure, that secures the objectives of the Water Framework Directive must be available to cater for the development of the settlement.

County Development Plan Objective Specific Development Objectives for Carrignavar		
* Flood Risk Obj. See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required
Objective No.		Site Area (Ha)
Green Infrastructure		
GR-01	Protect existing tennis courts, playground and adjoining lands overlooking riverside walk. *	0.75
GC-02	Part of larger ecological corridor and rocky outcrop. Protect woodland/scrub area adjoining Cloghnagashee river. *	0.78
GC-03	Part of ecological corridor. Protect woodland/scrub area adjoining Cloghnagashee river. *	2.19
GA-04	Maintain existing GAA grounds for active open space use. This area contains archaeology sites CO052-056. Any development within this area shall preserve the site and its Zone of Archaeological Potential. An archaeological assessment will be required.	2.3
Utility		
U-01	Maintain and extend pedestrian walk along river bank.	-

Carrignavar



2.10 Glounthaune

Vision and Context

- 2.10.1 The vision for Glounthaune to 2028 is to secure an increase in the population of the settlement, balancing the maximisation of the sustainable transport benefit offered by the railway station, with development appropriate to the character, setting and scale of the village, in conjunction with a significant enhancement of local services and community facilities, and to strengthen infrastructure provision.
- 2.10.2 Glounthaune is located approximately 3.5 kilometres east of Cork City, parallel to the N25 Cork-Midleton road. It has been designated as a key village within Metropolitan Cork in this plan.
- 2.10.3 The national Guidelines on Sustainable Residential Development in Urban Areas allow for significant enhancement of the scale and density of development in small towns and villages, in locations close to Gateways and Hubs designated under the NSS, that are served by existing and or planned high quality public transport corridors and that have been earmarked for particular development function in regional planning guidelines and development plans. Accordingly, a significant amount of development has recently been permitted in Glounthaune and recent development has given rise to an increased need for community facility provision.
- 2.10.4 It is an extensive settlement straddling an upper and a lower road with most of the services and amenities being located off the lower road which is the old N25 route and is still quite busy. To the south of the railway line is the attractive old village containing the community centre, playground and a bar/restaurant.
- 2.10.5 There are a number of business uses to the west of the village. There are a number of established residential estates off the upper road to the east and west of the village centre. The most recent developments have been located at the eastern end of the lower village, northeast of the railway station.
- 2.10.6 Much of the settlement is built on a hill and most of the undeveloped lands within the boundary are very visually sensitive. Existing properties have extensive views over Lough Mahon and Fota Island.

Population and Housing

- 2.10.7 The strategy for Glounthaune, as set out in this plan provides for the population of the key village to grow to 2,432 persons, from figures estimated from Census 2016 (1,440). In order to accommodate this level of population growth, an additional 379 housing units will be required.

Table 4.2.17: Glounthaune Population and Housing Supply

	Population and Housing Requirement			Housing Supply Units
	Population Census 2016	Population Target (to 2028)	New Units Required (to 2028)	Housing Supply from Residential and Mixed-Use Zoning including Compact Growth Sites
Glounthaune	1,440	2,432	379	379

Table 4.2.18: Glounthaune Population 2006-2028

Name	Census 2006	Census 2011	Census 2016	Population Target to 2028
Glounthaune	-	-	1,440	2,432

- 2.10.8 Glounthaune is a well established residential area. It is estimated that 125 new units were constructed between 2010 and 2020. Development is underway at Harper's Creek, a 174 unit development east of The Woods, with phases one and two of this completed.
- 2.10.9 National planning guidelines, "Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas", promote plan led development that contributes to compact villages, offers alternatives to urban generated rural housing, and respects the grain and pattern of existing development. The National Planning Framework and the Southern Regional Spatial and Economic Strategy promote compact growth led by integrated land use and transport planning in appropriate locations. While Glounthaune has the potential to deliver sustainable compact growth this potential must be balanced by the current lack of community facilities, topography of the area and inadequate road network.

- 2.10.10 It is considered that to deliver the planned level of growth in Glounthaune 379 additional units need to be delivered. An existing permission for 40 units, and the development of other sites zoned in this plan, including the completion of Harper's Creek, could yield approximately 379 new residential units. With the exception of the existing, unimplemented permission to the north of the village this new development will take place close to the rail station. While this growth is substantial relative to the growth that has taken place over the last ten years, it is considered reasonable, reflecting the village's infrastructural capacity and, most significantly, its availability of public transport, and requiring that any new development is in proportion with the pattern and grain of existing development. The residential offering in Glounthaune is balanced by an increased provision of land for community facilities.

Placemaking

- 2.10.11 A number of features combine to give Glounthaune its sense of place – its small scale village centre, harbour setting, steep topography and areas of woodland.
- 2.10.12 The development boundary of Glounthaune is tightly drawn to protect the strategic gap between Glanmire to the west and Carrigtwohill to the east and so as to be sensitive to the topography of the locality and avoid those areas of visual amenity. It has been amended relative to that of 2017 Local Area Plan to exclude visually prominent greenfield land to the east, and land to the west, that is not required to deliver the planned growth to 2028 and that is remote and disconnected from the rail station.
- 2.10.13 Most new development will be delivered close to the rail station. The provision here for residential development will lead to a more sustainable and consolidated village. Development must provide pedestrian and cycle permeability and connectivity to the rail station and provide high quality public realm. It is important also that development respects the village nature of the settlement. This, combined with enhancements of the village centre, will strengthen the sense of place and functionality of this area as the heart of the village.

Social and Community Facilities

- 2.10.14 As outlined above, the village contains an attractive old village area containing the community centre, playground and a bar/restaurant. It has a national school to the north west of the village that has no footpath connectivity to residential areas or the village centre. As the road serving the school is quite narrow the choice of walking/cycling to school is not provided for.
- 2.10.15 Given the level of recent growth and the additional growth provided for in this plan it is considered that the village needs additional community facilities to include a playing pitch, tennis/basketball court and community/sports hall. The topography of the village limits the choice of suitable locations. A site was zoned in the 2017 Local Area Plan for the expansion of the school. This zoning has been extended in this plan to also allow for additional community facilities.

Green Infrastructure and Biodiversity

- 2.10.16 Glounthaune adjoins the shoreline of the North Channel of Cork Harbour. The habitats and species associated with the estuary are the key biodiversity features of value associated with this settlement. The estuary forms part of the Cork Harbour SPA and the Great Island Channel SAC. Harpers Island which forms part of the SAC and the SPA adjoins the settlement and is being managed for nature conservation and nature education by Cork County Council in association with representatives from Glounthaune community organisations and the Cork branch of BirdWatch Ireland. Other features of biodiversity value within the settlement include a significant number of mature trees, woodland and hedgerows. The area around Ashbourne House contains an unusually large collection of significant trees - the largest concentration nationally, in any single location, of champion trees and trees of special heritage value. Champion trees are the largest or tallest example nationally of their species.

Economy and Employment

- 2.10.17 A limited number of jobs are provided within the village. The village is connected by rail to the major employment areas of Carrigtwohill, Little Island and Cork City.

Village Centre and Retail

- 2.10.18 The older part of the village containing the community hall, playground and pub/restaurant has been identified as a village centre area. Immediately north of this there is a cluster of village centre uses including a hairdresser, florists and a post office which has also identified as village centre. Further east, the area including and adjoining Fitzpatrick's shop has been identified as village centre also.

Movement

- 2.10.19 The road network in Glounthaune is generally poor and this includes the road connectivity to the school. It would be desirable to see a pedestrian/cycle link from the school to the village centre and residential developments.
- 2.10.20 A new pedestrian/cycle connection (U-01) is proposed to link existing development with new developments on lands to the east. This will ultimately connect to the old N25/new Bury's Bridge to Carrigtwohill cycleway through the Harper's Creek development. The provision of this pedestrian/cycle connection is a key piece of infrastructure that will allow for a more integrated and coordinated form of development in the eastern part of Glounthaune. Enhancing pedestrian/cycle connections between existing and proposed developments will serve to avoid the development of isolated and car dependent estates.

- 2.10.21 Developments in this part of Glounthaune will need to be delivered in tandem with improvements in pedestrian and cycle connectivity with the train station. Permission was secured in 2020 for the development of a 7.7km dedicated pedestrian and cycle route from Bury's Bridge, Kilcoolishal to Carrigtwohill via Glounthaune and this is now underway. This provides for pedestrian and cycle connectivity through the village centre to the rail station.
- 2.10.22 Glounthaune would benefit from further improvements to the village centre, with an enhanced streetscape and provision for improved street lighting and public footpaths to enhance the quality of life in this key village.

Water Management

Water Supply

- 2.10.23 Water supply is available to serve the scale of growth identified for Glounthaune in this plan.

Wastewater

- 2.10.24 Glounthaune has capacity in wastewater treatment to accommodate growth. While there are some compliance issues with Carrigrennan WWTP, Irish Water is currently working to resolve these.

Surface water

- 2.10.25 There are problems with storm water in Glounthaune and the need for a new discharge has been highlighted. All new development will be required to demonstrate application of Sustainable Urban Drainage systems (SUDs). The area is exposed to tidal flooding, for which there is no immediate remedy.
- 2.10.26 Parts of Glounthaune have been identified as being at risk of flooding. The areas at risk follow the path of the Tibbotstown River and Lough Mahon and are illustrated on the settlement map. The approach to Flood Risk Management is set out in **Chapter 11 Water Management in Volume One** of this Plan and in the updated Strategic Flood Risk Assessment (SFRA), October 2021. The updated SFRA should be consulted for any settlement specific comments and recommendations, including site specific recommendations made as part of any Justification Tests carried out, prior to any application for development.

Built Heritage

- 2.10.27 There are five structures in Glounthaune that feature on this plan's record of protected structures – the church, Ashbourne House, Anne Mount House, the community centre (a former national school), and the 'dry bridge'. The harbour quay walls are also a distinctive elements of the village's built heritage.

General Objectives

- 2.10.28 The following general objective applies within the development boundary of Glounthaune.

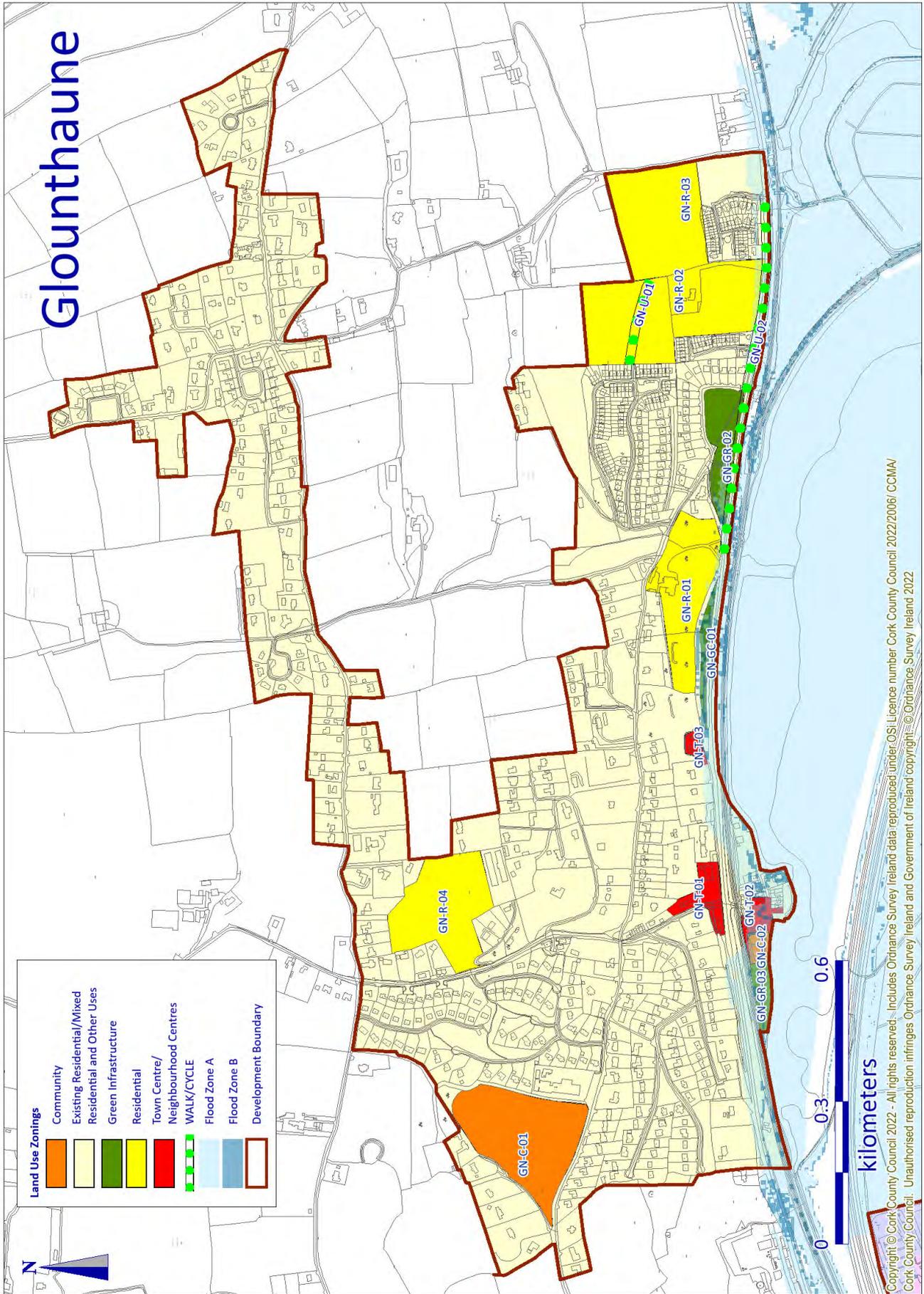
County Development Plan Objectives General Development Objectives for Glounthaune	
Objective No.	
GN-GO-01	Plan for development to enable Glounthaune to achieve its target population of 2,432 persons, in tandem with the development of community facilities and enhancement of village centre, to provide for Glounthaune's sustainable development.
GN-GO-02	All development shall contribute to improved pedestrian and cyclist connectivity and permeability, particularly to the rail station and the village centre areas.
GN-GO-03	The green infrastructure, biodiversity and landscape assets of Glounthaune include its hedge-rows, mature trees, woodlands, and other habitats. Glounthaune is located adjacent to the Great Island Channel Special Area of Conservation and the Cork Harbour Special Protection Area. New development should be sensitively designed and planned to provide for the protection of these features and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity.
GN-GO-04	All proposals for development within areas identified as being at risk of flooding will need to comply with relevant objectives in Chapter 11 Water Management (including Surface Water and Flood Risk) of this Plan. All new development will be required to demonstrate application of Sustainable Urban Drainage systems (SUDs).

Specific Zoning Objectives

2.10.29 The following specific zoning objectives apply to zoned land in Glounthaune.

County Development Plan Objectives Specific Development Objectives for Glounthaune		
* Flood Risk Obj. See Objectives in <u>Volume One, Chapter 11 Water Management</u>		^ TIA and RSA Required
Objective No.		Site Area (Ha)
Residential		
GN-R-01	High density residential development to be sensitively designed to complement significant existing woodland setting and habitat. Development is to protect site character and biodiversity value as much as possible particularly through retention of trees. The site contains a high concentration of champion trees and trees of special heritage value which are to be protected. Development of the site is to include recreation or small scale community use. *	1.0
GN-R-02	Medium A density residential development. Connectivity, including high quality pedestrian and cycle connectivity, with adjoining lands to the east and to the rail station is to be provided. *	6.06
GN-R-03	Medium A residential development. To provide high quality pedestrian and cycle connectivity to the rail station.	4.08
GN-R-04	Medium B residential development. Ecological function of important grassland habitat at western area of site is to be protected as much as possible through retention of ecological corridor or buffer.	3.0
Community		
GN-C-01	Community facilities to provide for expansion of the school, community/ sports hall and recreational facilities including playing pitch, tennis/ basketball court.	4.43
GN-C-02	Maintain playground facility. This area overlaps and adjoins the Cork Harbour SPA and the Great Island Channel SAC and pNHA. The ecological value of these habitats is to be protected. *	0.29
Green infrastructure		
GN-GC-01	Woodland/transitional scrub habitat to be protected. *	0.42
GN-GR-02	Grassland habitat and public open space to be protected. *	1.49
GN-GR-03	Grassland habitat and public open space to be protected. This area overlaps and adjoins the Cork Harbour SPA and the Great Island Channel SAC and pNHA. The ecological value of these habitats is to be protected. *	0.49
Village Centre		
GN-T-01	Village/neighbourhood centre.	0.77
GN-T-02	Village/neighbourhood centre. *	0.46
GN-T-03	Village/neighbourhood centre. *	0.22
Utility		
GN-U-01	Provision of pedestrian and cycle connectivity.	-
GN-U-02	Maintain cycleway.	-

Glounthaune



Land Use Zonings	
	Community
	Existing Residential/Mixed Residential and Other Uses
	Green Infrastructure
	Residential
	Town Centre/Neighbourhood Centres
	WALK/CYCLE
	Flood Zone A
	Flood Zone B
	Development Boundary



kilometers

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2.11 Watergrasshill

Vision and Context

- 2.11.1 The vision for Watergrasshill to 2028 is to ensure that it fulfils its role as the primary focus for the development of the surrounding rural areas, to encourage consolidation of the settlement, to retain and improve local services and facilities and to strengthen infrastructure and public transport connections with the larger towns and villages in the Municipal District.
- 2.11.2 Watergrasshill is a key village located approximately 7km north of the city with direct access to the M8 Cork-Dublin Motorway. Its accessibility and proximity to the city have contributed to the substantial growth in new housing development in the village in recent years. The village is located within the Greater Cork Ring Strategic Planning Area.
- 2.11.3 As a key village Watergrasshill has a role as a service provider for its rural hinterland and in attracting and retaining population. In this regard it is important that the village has the necessary infrastructure to continue to facilitate development and to grow and expand its services and facilities.
- 2.11.4 Topographically, the area comprises a series of low rounded hills, enclosing a fairly broad river valley, formed by the River Bride. The village of Watergrasshill is located on one of these low hills. The northern part of the village has attractive and far reaching views of the Nagles Mountains to the north.
- 2.11.5 The village has a compact core centred on the main street which contains an attractive traditional building stock. However, there are a number of brownfield / infill sites awaiting redevelopment. While the motorway bypass was completed in 2003 the village still experiences local through traffic of motorists who chose to avoid the toll.
- 2.11.6 Watergrasshill has an established industrial area located to the east of the motorway at Meenane.
- 2.11.7 While part of the land within the development boundary of Watergrasshill falls within the Cobh Municipal District the village in its entirety is dealt with in this plan.

Population and Housing

- 2.11.8 The growth in the population of the village in the period since 1996 has been significant. The growth over the four year period to 2006 was particularly significant at over 120%. Between 2006 and 2011 the population increased by a further 35% from 860 to 1161 persons. The 2016 population of the village is 1,346 persons.
- 2.11.9 The scale of growth envisaged for the village in this plan period is up to 149 units during the period of this plan with individual developments to be of an appropriate, village scale.
- 2.11.10 In the 2017 Fermoy Municipal District Local Area Plan, the development boundary of the village was extended to the south west and much of this additional area is now developed on foot of a permission granted in 2018 for 29 dwelling units. Other recent permissions include a permission on the site adjoining this for 29 units (developed), a 16 unit residential development, also to the south of the village, and a 25 unit residential development to the north east (under construction); both granted in 2019. There are areas of undeveloped greenfield land to the north east of the village and to the west. There are also infill and brownfield opportunities in the village.

Table 4.2.19: Watergrasshill Population and Housing Supply

	Population and Housing Requirement			Housing Supply Units
	Population Census 2016	Population Target (to 2028)	New Units Required (to 2028)	Housing Supply from Residential and Mixed-Use Zoning including Compact Growth Sites
Watergrasshill	1,346	1,736	149	149

Table 4.2.20: Watergrasshill Population 2006-2028

Name	Census 2006	Census 2011	Census 2016	Population Target to 2028
Watergrasshill	860	-	1,346	1,736

Special Policy Area X-01

- 2.11.11 There is a special policy area to the east of the village which is identified as being suitable for a mixed use development comprising retail, residential and community uses and the provision of a public car park.

Placemaking / Public Realm

- 2.11.12 The core of the village, from the centra shop north eastwards to the church, is vibrant and has a very traditional village feel with a mix of uses. It is important that any new development respects the village character of the settlement. The village has good footpath provision, and it would be benefit from some public realm enhancement. Outside of the village core is more modern development – primarily residential estates and employment uses.

Social and Community Facilities

- 2.11.13 While the population of the village has increased significantly in recent years, there has not been a corresponding increase in the delivery of community facilities. The village has a recently extended primary school. While the village has a community centre and a playground, there are no areas of active or passive open space within or close to the village. An area that has been zoned as active open space since a 2005 Local Area Plan has yet to be developed as such. The former Church of Ireland church is now in the ownership of Watergrasshill Community Council and has been converted to an arts centre/ theatre.
- 2.11.14 The GAA grounds including a playing pitch and changing rooms are located on the northern outskirts of the village. Other temporary playing pitches are located well outside the village boundaries at Skahanagh North and Ardnageehy.
- 2.11.15 The village has a number of important services including a church, post office, a Garda Station, local convenience shops, public houses, pharmacy, hairdressers. There is also a Credit Union and an ATM in one of the supermarkets.
- 2.11.16 A bring centre is located to the north-east of the village which currently includes containers for glass bottles/jars and beverage cans.
- 2.11.17 While the population has grown significantly there has not been an equal growth in the availability of services or community infrastructure. These deficits need to be addressed. In particular additional open space / a village park needs to be provided and the lands around Bogaghard Common and Pond to the west of the village have potential, as yet unrealized, in this regard.

Green Infrastructure and Biodiversity

- 2.11.18 Lands around Bogaghard Common and Pond to the west of the village, referred to above, area a significant element of the green infrastructure of the village. Grassland areas adjoining the M8, hedgerows, the area around the scout hall, and incidental open spaces comprise additional elements of green infrastructure in the village. Greenfield sites have been zoned for development in Watergrasshill and it is important that hedgerows are retained as much as possible to contribute to continued biodiversity functioning of these sites.
- 2.11.19 Bogaghard Common and Pond to the west of the village has been identified as an area of ecological importance. There are no other significant sites of environmental / natural interest or scenic routes / landscape areas in the vicinity of the village. The village would benefit from opportunities to enhance biodiversity including within open spaces and the public realm.

Economy and Employment

- 2.11.20 The village has a strong employment base in the manufacturing and services sectors include a Volvo garage, Kepak Factory and Kartworld, in addition to local shops, the post office, school and Garda station. The Watergrasshill Business Park is located east of the motorway. Kartworld is adjacent to the business park and comprises 30 acres of land offering a range of outdoor activities including karting, paintballing, archery and laser clay shooting.
- 2.11.21 It would be desirable to expand the commercial core of the village to cater for a greater range of retail / service provision for residents and there are infill and redevelopment opportunities available within the centre of the village to cater for this.
- 2.11.22 The village has a strong employment base and lands remain available to cater for commercial and warehouse/distribution type development within the Watergrasshill Business Park at Meenane. Lands to the south east of the village and adjacent to the N8 remain undeveloped.

Village Centre and Retail

- 2.11.23 As outlined above, the core of the village, from the centra shop north eastwards to the church, is vibrant and contains a mix of retail and other services. There are some infill opportunities here and it is important that village centre uses continue to be located within the core where possible. The village core would benefit from some general environmental/ public realm improvements.

Movement

- 2.11.24 Footpath provision in the village generally is reasonable. There are no cycle lanes. Bus Eireann operates a public bus service, which passes through the village southbound to Cork City and Northbound to Fermoy and Mitchelstown. The frequency of the services is considered adequate at present.
- 2.11.25 New developments are to maximise attractive and convenient pedestrian and cycle permeability and connectivity. Any opportunities to retrospectively enhance permeability of existing developments should be taken where appropriate.
- 2.11.26 The GAA pitches serving the village are located approximately 0.5km from the northern extremity of Watergrasshill. A pedestrian/cycle connection to the pitches would benefit the village.
- 2.11.27 The village enjoys direct access to the Cork - Dublin Motorway and the upgrading of the link road (Flaherty's Lane) and junctions with the R639 (old N8) and Bartlemy road has relieved traffic through the village core to an extent however it still remains an issue. The special policy area zoned in this plan is to include provision of a public car park.

Water Management

- 2.11.28 Water supply is available to serve the scale of growth identified for Watergrasshill in this plan. In terms of wastewater, there is spare capacity in the wastewater treatment plant serving the village however it is currently not compliant with Waste-Water Discharge Licence emission limit values. There is no known significant risk of fluvial flooding in this settlement. A new storm holding tank was recently constructed. All new development will be required to demonstrate application of Sustainable Urban Drainage systems (SUDs) – see Ch11 Water Management (Incl. Surface Water and Flood Risk).

Built Heritage

- 2.11.29 None of the structures within the village are listed in the Record of Protected Structures although the Roman Catholic church and the former Church of Ireland church are impressive public buildings. The catholic church, along with a number of other structures in the village, features on the National Inventory of the Architectural Heritage, and is provided with a regional rating.

General Objectives

- 2.11.30 The following general objective applies within the development boundary of Watergrasshill.

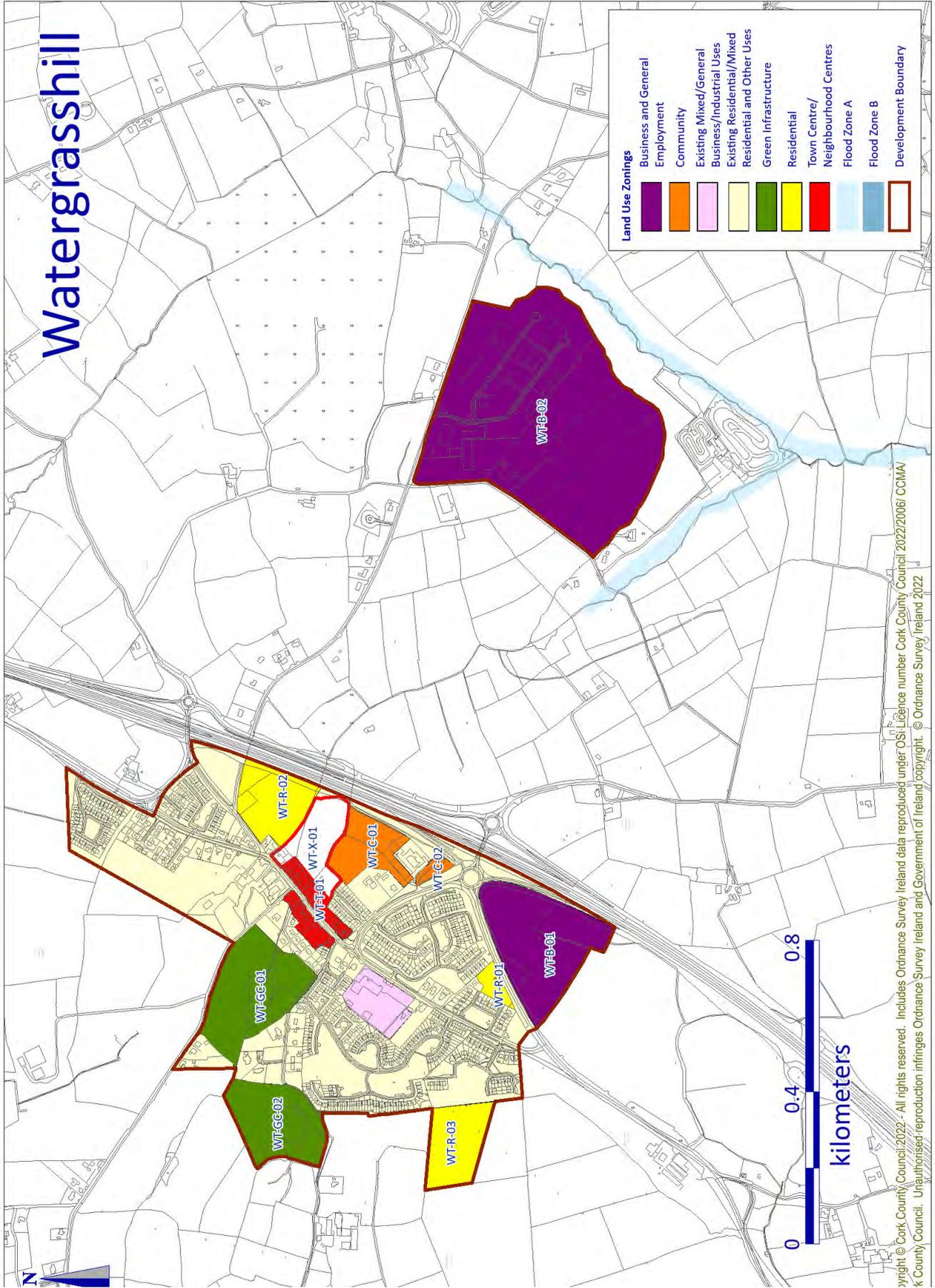
County Development Plan Objectives General Development Objectives for Watergrasshill	
Objective No.	
WT-GO-01	Appropriate and sustainable water and waste-water infrastructure, that secures the objectives of the Water Framework Directive and the protection of the Blackwater River Special Area of Conservation, must be available to accommodate development.
WT-GO-02	Plan for development to enable Watergrasshill to achieve its target population of 1,736 persons.
WT-GO-03	All development shall contribute to improved pedestrian and cyclist connectivity and permeability.
WT-GO-04	The green infrastructure, biodiversity and landscape assets of Watergrasshill include its hedges, mature trees, woodlands, and other habitats. New development should be sensitively designed and planned to provide for the protection of these features and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity.

Specific Objectives

2.11.31 The following specific zoning objectives apply to zoned land in Watergrasshill.

County Development Plan Objectives Specific Development Objectives for Watergrasshill		
* Flood Risk Obj. See Objectives in <u>Volume One, Chapter 11 Water Management</u>		^ TIA and RSA Required
Objective No.		Site Area (Ha)
Residential		
WT-R-01	Medium A density residential development.	0.63
WT-R-02	Medium A density residential development. This site is visually prominent, and proposals shall therefore include a visual impact statement. Proposals shall include measures to guard against any adverse impact (including noise impacts) from the adjoining M8 and make provision for possible lands required on this site for future road improvements.	2.0
WT-R-03	Medium A density residential development. Access to be through the adjoining estate to the east.	3.0
Special Policy Area		
WT-X-01	Provision shall be made within this area for the development of a mixed use scheme comprising retail, residential and community uses and the provision of a public car park. Proposals shall include measures to guard against any adverse impact (including noise impacts) from the adjoining M8 and make provision for possible lands required on this site for future road improvements. This site is visually prominent, and proposals shall therefore include a visual impact statement. Pedestrian and cycle connectivity to the school from the main street is to be provided through the site.	2.46
Community Facilities		
WT-C-01	Provision for community facilities and expansion of educational facilities. Proposals shall include measures to guard against any adverse impact (including noise impacts) from the adjoining M8 and make provision for possible lands required on this site for future road improvements.	2.57
WT-C-02	Existing Playground.	0.38
Business		
WT-B-01	Business uses. The design of any structures on the site is of critical importance, due to the elevated and exposed nature of the site. Any structures should be situated at the south/south westerly portion of the site. At the outset, proposals for this site will include a comprehensive layout and landscaping scheme that will ensure that any buildings or other structures erected on it will not be visible from the M8. Proposals shall include measures to guard against any adverse impact (including noise impacts) from the adjoining M8 and make provision for possible lands required on this site for future road improvements.	7.1
WT-B-02	Business Uses. Development proposals shall be accompanied by an appropriate Traffic and Transport Assessment to include an assessment of the impact of traffic generated by development on the M8 and associated junction at Watergrasshill.	27.14
Village Centre		
WT-T-01	Village centre uses.	1.8
Green Infrastructure		
WT-GC-01	Open space area for informal public recreation including the provision for an amenity area and a pedestrian walk around the pond and area of ecological importance.	5.9
WT-GC-02	Open space for informal public recreation and protection of oak woodland and pond ecological area.	4.4

Watergrasshill



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2.12. Specialist Employment Centre

2.13 Marino Point

- 2.13.1 Marino Point is a peninsula of approximately 41 hectares located approximately five kilometres north of Cobh on the Great Island and adjacent to the Cork – Cobh rail line. It is a brownfield industrial site which was used by the Irish Fertilizer Industries (IFI) until its closure in 2002.
- 2.13.2 The site comprises the redundant infrastructure of IFI. It also contains a hazardous industrial installation to which the Seveso III Directive applies (Marinochem (Dynea Ireland) Ltd) and a 1 km consultation zone is in effect with regard to certain categories of new development. Dynea uses the deep-water jetty for importation of methanol delivered by a large diameter pipe to the factory. The company have a long-term lease on the island, the pipe serving the plant should be protected in any future redevelopment. The landholding, apart from Marinochem (Dynea Ireland) Ltd, remains primarily degraded and vacant since the closure of the IFI plant.
- 2.13.3 The plant adjoins the existing rail route from Cobh to Cork and, in the past, has been served by a freight facility. There is also a deep-water wharf or jetty that was designed to serve the fertilizer plant. The site is close to the City Main Drainage Wastewater Treatment Plant at Carrigrennan and is served by high capacity water, gas and electricity supplies. The road network serving the site is generally poor requiring significant improvements, including the bridge at Belvelly.
- 2.13.4 Both the original Cork Area Strategic Plan 2001 and CASP Update 2008 refer to the development potential of Marino Point, if present industry installations were to close, for major medium to high-density mixed-use redevelopment. However, the continued existence of the hazardous production facility effectively precludes the consideration of these concepts at this time.
- 2.13.5 More recently the Southern RSES Cork MASP identified it as a strategic location and driver for economic growth, describing it as an opportunity to optimise the rail connection, deep water wharf facilities and utilities connections for port/marine industry related activity as an economic enabler for Cobh. It outlines rail connectivity and upgrade of R624 linking Marino Point and Cobh among infrastructural priorities for Marino Point.
- 2.13.6 The Port of Cork have identified Marino Point as a potential location for additional bulk/ general cargo facilities and bulk liquids handling and storage facilities. The site may also have a role to play in facilitating the relocation of some existing uses from the City Docklands. The site was jointly purchased by the Port of Cork in 2017 and in February 2021 permission was granted to Belvelly Marino Development Company for works at Marino Point including demolition of derelict superstructure, site infrastructure improvements and utility upgrade works to stabilise the existing site and to provide capacity for future industrial development proposals at the port facility.
- 2.13.7 Parts of Marino Point have been identified as being at risk of flooding. The areas at risk comprise the western and northern side of the peninsula and other lands to the north-east on the Great Island and are illustrated on the settlement map. Lands on the Northern edge were reclaimed during IFI's occupation. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated at being at risk of flooding. The approach to Flood Risk Management is set out in **Chapter 11 Water Management in Volume One** of this Plan and in the updated Strategic Flood Risk Assessment (SFRA), October 2021. The updated SFRA should be consulted for any settlement specific comments and recommendations, including site specific recommendations made as part of any Justification Tests carried out, prior to any application for development.
- 2.13.8 There is capacity in the water supply at Marino Point however network upgrades (which are not currently planned by IW) may be required.
- 2.13.9 Existing road access to Marino Point is via the R624 regional road and the capacity of this road would not be sufficient to cater for any traffic intensive use, port or otherwise. Upgrading of the road in both the direction of Carrigtwohill and the N25, including Belvelly and Slatty Bridges, and back to Cobh, would need to be carried out to accommodate any large-scale development proposals.
- 2.13.10 Its location alongside the Cork-Cobh rail line mean the site does have the potential for a rail connection or rail freight, although the scope for container freight may be limited.
- 2.13.11 The peninsula adjoins a number of designated nature conservation areas namely, Cork Harbour Special Protection Area (SPA-4030) and Great Island Channel Special Area of Conservation and proposed Natural Heritage Area (cSAC-1058 & pNHA-1058) and any proposals for development would need to provide for the protection of these sites. The mature trees and woodland at Marino Point are to be protected so far as possible.
- 2.13.12 The original Marino House is located close to the southern shoreline, surrounded by part of the original gardens and landscaping and a brick Orangery. The house, Orangery and landscaped grounds are all recorded monuments and would need to be preserved in any re-development proposals.
- 2.13.13 Having regard to its unique attributes, such as the deep-water access, high capacity water main, rail sidings and specialised facilities, the re-development of this brownfield site is best suited at this time to port related industrial development. Development based on the utilisation of the rail line could proceed in the short term, however, large scale proposals or proposals involving significant traffic intensification will require improved road access between the N25 and Cobh, subject to full ecological assessment.

Regeneration Site

- 2.13.14 This plan recognises areas of Cobh which are currently identified as Industry but merit additional guidance in the event of the opportunity to redevelop them arises during the term of this plan.

Table 4.2.21: Regeneration Area: Marino Point

Map of Regeneration Area	Number and Description
	<p>Marino Point</p> <p>This plan recognises areas of Cobh which are currently identified as Industry but merit additional guidance in the event of the opportunity to redevelop them arises during the term of this plan.</p> <p>This site comprises the redundant infrastructure of IFI but excludes the currently operating Marinochem (Dynea Ireland) Ltd. industrial development (Seveso III Directive site). The site is largely degraded and vacant. It is visually prominent from Passage West on the opposite side of the harbour.</p> <p>Development on this site should be port-related or utilise the existing industrial installations and should be of a scale and form appropriate to this prominent site.</p> <p>Marino house is a Recorded Monument (RMP No. CO075-13) along with the Orangery (RMP No CO075-076) and landscape feature (RMP No. CO075-027). Any development in this area will be required to protect the buildings and their setting and will require an Archaeological & Architectural Assessment.</p> <p>Development should be sensitively designed and planned to provide for the protection of adjoining nature conservation areas. The mature trees and woodland on the site are to be protected so far as possible.</p> <p>Any such development shall ensure that all existing infrastructure on the site which serves the adjoining Marinochem (Dynea Ireland) Ltd. site shall be protected.</p>

County Development Plan Objective
Development Boundary Objective for Marino Point
*** Flood Risk Obj. See Objectives in Volume One, Chapter 11 Water Management**

Objective No.	Special Policy Area	Site Area (Ha)
X-01	<p>To facilitate the development of this site for port related industrial development. The following considerations will apply to any proposals for development:</p> <ul style="list-style-type: none"> • Development will be confined to the existing reclaimed area and to activities which are port-related or which use the existing industrial installations. Any new berthing /unloading facilities would be limited. • A detailed Traffic Impact Assessment is required prior to any development to assess the impact on the existing road network. • Improved road access between N25 and Cobh subject to full ecological assessment. • Existing recorded monuments on site shall be protected. • In permitting development, regard shall be had to mitigating potential adverse impacts, particularly for the adjacent residential settlement of Passage West. • Marino Point is located immediately adjacent to the Great Island Channel SAC and Cork Harbour SPA and it contains Annex 1 habitats of large shallow inlets and bays. Development in this location will only be permitted where it is shown that it is compatible with the requirements of the Habitats and Birds Directive and with the protection of these sites. * 	40.7



2.14 Villages of the Cobh Municipal District

- 2.14.1 Villages are settlements that provide a range of services to a local area but the range of services are not as broad as those provided by the Key Villages. There are 2 villages in the Cobh Municipal District.
- 2.14.2 To allow the villages to develop in an orderly manner, it is particularly important that improvements are made to the village's infrastructure. It is intended that future growth will be largely organic in nature based on small scale developments. It is important that the village's rural character, architectural heritage and its other heritage and natural amenities are maintained, enhanced and not compromised, including the surrounding landscape, particularly any designated high value landscapes.
- 2.14.3 Given the challenges facing some villages in relation to infrastructure, in particular water services and whether any deficits can be overcome in the lifetime of the plan, the Council will consider the reallocation of the overall level of units for a specific Village from Villages with current infrastructure constraints that are taking longer than expected to be resolved to a Village or Villages within the same Municipal District which has no such constraints subject to adequate capacity having been shown to be available, in compliance with the requirements of **Chapter 11 Water Management** and any ecological considerations. The transfer of housing units from a specific settlement cannot exceed 50% of that settlements allocation as set out in the table below.
- 2.14.4 Further guidance on the development of villages in given in Volume One of this Plan, particularly **Chapter 2 Core Strategy, Chapter 3 Settlements and Placemaking, and Chapter 4 Housing.**

Table 4.2.22 Scale of Development for Villages, Cobh Municipal District

Villages	Existing Number of Houses Q1 2010 (Geodirectory)	Existing Number of Houses Q2 2020 (Geodirectory)	Growth 2010 to 2020 (Geodirectory)	Overall Scale of Development No. of houses
Knockraha	120	155	35	10
Whitechurch	195	211	16	50
Total Villages	315	366	51	60

2.15 Knockraha

Vision and Context

- 2.15.1 The strategic aims for Knockraha are to provide for a sustainable level of growth in a form that is sympathetic to the character of the village, so as to ensure the retention and expansion of local services and facilities. It is envisaged that Knockraha will continue to thrive as a vibrant centre in this rural hinterland of Metropolitan Cork, building on its strong community spirit.
- 2.15.2 In the overall strategy of this plan, Knockraha is designated as a village within the County Metropolitan Strategic Planning Area.
- 2.15.3 Knockraha is located in a hilly setting to the east of the Butlerstown River approximately 5 kilometres north east of the Glanmire area of Cork City. The village has an elevated position in the wider landscape, which is borne out in its name, the Hill of the Forts. The original settlement dates to as early as the 1600's and was originally known as Gogginstown. St. Mary's Church, reconstructed in 1984 has a dominant position in the centre of the village and is on the site of the original church which was built in 1799 and consecrated in 1803.
- 2.15.4 The existing community facilities are very well located in the heart of the village. Previously, development had focused on the northern side of the settlement, though development has commenced on the Glenmore Heights site at the southern end of the development more recently.

Planning Proposals

- 2.15.5 The village of Knockraha has an important role to play in meeting the demand for rural housing outside of the main towns and in an area where rural housing controls apply in Metropolitan Cork. The proposed development boundary is based largely on the boundary established in previous Local Area Plans. The scale of development envisaged to occur in the lifetime of this plan is in recognition of the lack of water services for the village. In many respects, the Chapelfield development of self-build serviced sites on the western side of the village has been a more successful scale and form of residential development in this rural village than the larger schemes to the north. Glenmore Heights, to the south of this, is a more recent development.
- 2.15.6 Both the scale and form of development will be very much dependent on retaining the character of the village and improvements to the infrastructure of the village. While there may be opportunities for terraced and in-fill development in the village core, most development will be in the form of individual dwellings/serviced sites.
- 2.15.7 There is a serious deficiency in both wastewater and water infrastructure that are not expected to be overcome in this plan period and accordingly new development in Knockraha is limited to a maximum of 10 units and can only proceed on the basis of individual houses with their own wastewater treatment facilities because of their cumulative environmental effects.
- 2.15.8 It is important that any new development that does proceed is shaped by general design guidance so as to retain and enhance the special character of the village. Consideration will be given to proposals for infill development and changes of use in an effort to encourage the development of a wider range of services for the village. There is scope within the village itself to allow for a mixed use development offering a range of appropriate local services.
- 2.15.9 There will also be a requirement to accommodate uses other than residential to support the growing population of the village. Additional retail or service uses are likely to be more viable given the population growth in recent years.
- 2.15.10 The provision and extension of footpaths and public lighting, the undergrounding of services and the implementation of some minor traffic calming measures will create a more attractive and safer village centre. Footpaths will be of particular importance in connecting recent developments to the north of the village with the rest of the village.

Community Facilities and Utilities

- 2.15.11 An amenity walk has been identified to the north of the village towards St. Quane's Well and Kilquane Church.
- 2.15.12 Provision has also been made to protect lands for the extension and upgrading of the existing community building and the potential for an extension to the national school.

Green Infrastructure / Open Space

- 2.15.13 It is appropriate that a site has been identified specifically for the provision of recreation and community facilities, including a children's playground, to address the deficit that exists at present in the village.

General Objectives

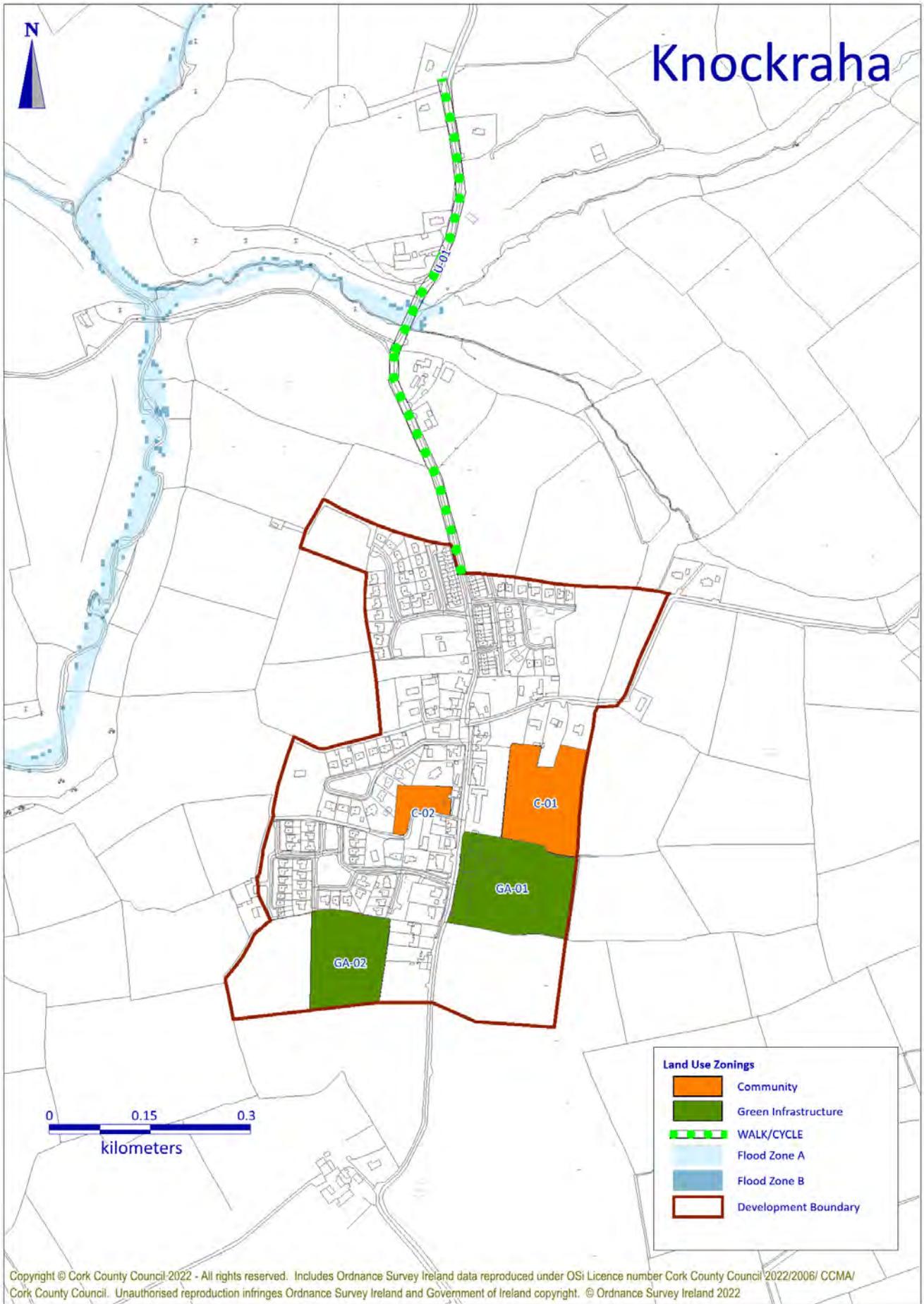
County Development Plan Objectives Development Boundary Objectives for Knockraha	
Objective No.	
DB-01	Within the development boundary of Knockraha encourage the development of up to 10 dwellings during the plan period.
DB-02	The green infrastructure, biodiversity and landscape assets of Knockraha include its hedgerows, mature trees, woodlands, and other habitats. New development should be sensitively designed and planned to provide for the protection of these features and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity.
DB-03	Appropriate and sustainable water and waste water infrastructure, that secures the objectives of the Water Framework Directive must be available to cater for the development of the settlement.
DB-04	All new development will be required to demonstrate application of Sustainable Urban Drainage systems (SUDs).

Specific Objectives

2.15.14 The following specific zoning objectives apply to zoned land in Knockraha:

County Development Plan Objectives Specific Development Objectives for Knockraha		
* Flood Risk Obj. See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required
Objective No.		Site Area (Ha)
Community		
C-01	Extension of existing school.	1.7
C-02	Extension/upgrade of existing community building.	0.4
Utilities		
U-01	Develop and maintain amenity walk.	-
Green Infrastructure / Open Space		
GA-01	Develop for active public open space including the provision of a play-ground.	2.3
GA-02	Active open space.	1.55

Knockraha



2.16 Whitechurch

Vision and Context

- 2.16.1 The vision for Whitechurch to 2028 is to secure an increase in the population of the settlement to retain and improve local services and facilities and to strengthen infrastructure provision and public transport connections.
- 2.16.2 In the overall strategy of this Local Area Plan, Whitechurch is designated as a village within Metropolitan Cork Whitechurch is located approximately 5 kilometres north of Cork City and approximately 3 kilometres west of Carrignavar. From 2001 to 2011, the village population increased significantly through estate scale development, and there are an estimated 211 dwelling units in the village in 2020, however, services in the village are limited.
- 2.16.3 There are current permissions are for a development of 44 units to the north west of the village and a development of 72 units (partly developed) to the east of the village.

Planning Proposals

- 2.16.4 The development boundary has been amended relative to the 2017 Local Area Plan so as to focus moderate additional growth on lands close to the village core. It is envisaged that a maximum growth of 50 units over the lifetime of the plan would represent a sustainable level of growth in Whitechurch and would reflect the established grain of development in the village. There is water supply and wastewater capacity available to accommodate this level of growth.
- 2.16.5 In the past an unimplemented and now expired permission had been granted for development outside the scale now proposed. It is considered that development of that scale would not be in line with current national policy on the scale of development in villages.
- 2.16.6 Lands within or closest to the village core are to be developed first. Development of lands within the development boundary must be of an appropriate density to facilitate integration with the landscape.
- 2.16.7 There are some attractive traditional stone clad farm buildings within the settlement which should be retained in any redevelopment of these sites.

Village Centre

- 2.16.8 The land in the village centre opposite the existing petrol forecourt and crossroads was zoned as Town Centre within the 2011 and 2017 Local Area Plans to allow for the provision of a wider range of services for the village and surrounding areas. In this plan the site is zoned Village Centre with an objective that allows for the provision of a crèche, community playground and street frontage development. Elsewhere in the village core, there is potential for some infill development, enhancement of cultural development, provision of additional cycle paths and a possible extension to the cemetery. There is a community centre west of the village, neighbouring the National School, which serves an extensive catchment area catering for basketball, soccer, tennis, GAA, etc. and also accommodating a preschool and playground. There may be potential to extend a pedestrian/cycleway from the north of the village to Dromgarraff Lane to facilitate the creation of a Slí na Sláinte Loop walk.

General Objectives

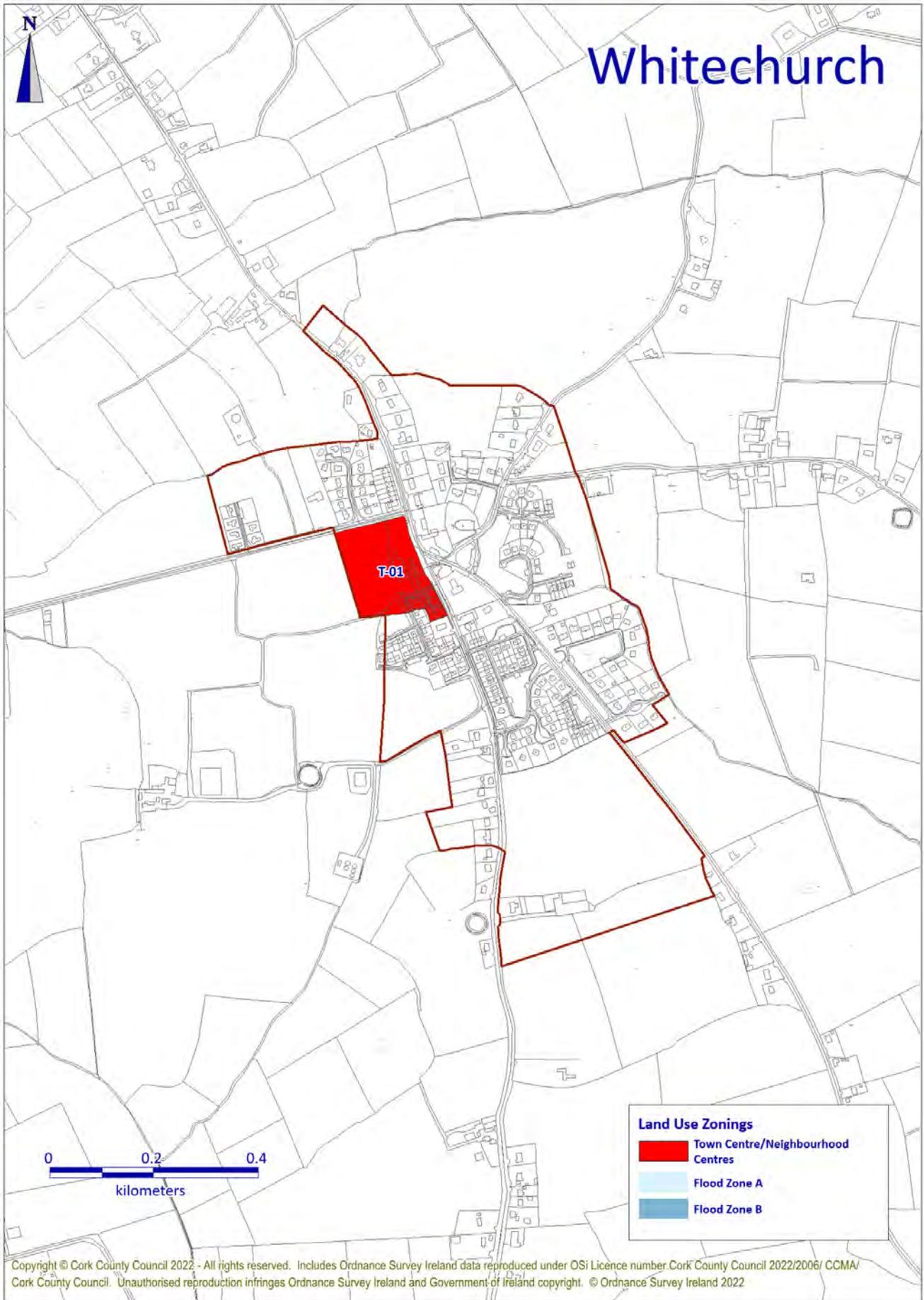
County Development Plan Objectives Development Boundary Objectives for Whitechurch	
Objective No.	
DB-01	Within the development boundary of Whitechurch encourage the development of up to 50 dwellings during the plan period.
DB-02	The green infrastructure, biodiversity and landscape assets of Whitechurch include its hedgerows, mature trees, woodlands, and other habitats. New development should be sensitively designed and planned to provide for the protection of these features and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity.
DB-03	Appropriate and sustainable water and waste water infrastructure, that secures the objectives of the Water Framework Directive must be available to cater for the development of the settlement.
DB-04	All new development will be required to demonstrate application of Sustainable Urban Drainage systems (SUDs).

Specific Objectives

2.16.1 The following specific zoning objectives apply to zoned land in Whitechurch:

County Development Plan Objectives Specific Development Objectives for Whitechurch		
* Flood Risk Obj. See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required
Objective No.		Site Area (Ha)
Village Centre		
T-01	Mixed use development to include a crèche, a community playground and street frontage development along eastern boundary, subject to the provision of satisfactory sanitary services.	2.7

Whitechurch



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2.17 Other Locations

- 2.17.1 There are 3 Other Locations in the Cobh Municipal District, as follows; Fota Island, Haulbowline Island, and Spike Island.
- 2.17.2 It is a strategic aim of this plan to recognise Other Locations as areas which may not form a significant part of the settlement network but do perform important functions with regard to tourism, heritage, recreation and other uses. These Other Locations do not have the type or range of services that village nuclei, villages and key villages have.

2.18 Fota Island

- 2.18.1 Fota Island is situated within Cork Harbour, approximately 6 kilometres north of Cobh. The Island is generally comprised of a mix of heritage, recreation and tourist uses. Fota Wildlife Park and Fota House are located at the western extent of the island and are extremely popular destinations for day trips with the site served by both road and rail.
- 2.18.2 The Council has the objective of linking Inter-urban Route IU-1 (see CMATS) to Cobh Town via Fota Island with a segregated high-quality pedestrian and cycle facility.
- 2.18.3 Fota Island Resort covers the remainder of the island and is recognised as a high-quality tourism and recreation resource to the local economy, but is also considered to have national and international significance as a recreation and leisure offering. The estate comprises a large hotel, a golf club which offers 27 holes, a clubhouse and a residential offering. The Club has hosted the Irish Open (Golf) on numerous occasions.
- 2.18.4 Fota has an attractive harbour setting and some important natural and built heritage, including Fota House and Quay, which are entered in the Record of Protected Structures.
- 2.18.5 The area directly adjoins the Great Island Channel Special Area of Conservation and the Cork Harbour Special Protection Area, which is a wetland of international importance, as it supports large numbers of birds. Development in this area shall be designed to ensure that water resources and the natural environment are protected.
- 2.18.6 Fota has an extremely important tourism and recreation function in East Cork and it is important that this role is recognised and maintained, whilst also protecting the ecological value and unique character of Fota.
- 2.18.7 There are no public water services infrastructure available on the island, with the Resort and Wildlife Park being served by private water and wastewater services.
- 2.18.8 The 2014 County Development Plan established the area as part of the Metropolitan Green Belt. While the overall objective for green belt lands is to reserve them generally for use as agriculture, open space and recreation. Long-established commercial or institutional uses lying entirely within the green belt, such as tourism enterprises found at Fota Island, were recognised and an allowance was made to accommodate appropriate tourism and recreation-related proposals for the expansion or intensification of the existing uses.
- 2.18.9 Permission was granted in 2004 for the development of Fota Island Resort, allowing for 284 holiday homes, 120 holiday homes of which are constructed on foot of this. A permission granted in 2019 allows for a reduction in the number of remaining holiday homes (to 92) and for their completion.
- 2.18.10 In this Plan, it is proposed to continue to recognise and maintain the significant value of the Island and further development shall be associated with the estate's unique tourism, leisure and recreational function. Further development should build on the strong tourist offer already available, while protecting the cultural, built heritage and ecological values as well as the unique character of the island.

2.19 Haulbowline Island

- 2.19.1 Haulbowline Island occupies a strategic and central location within Cork Harbour. It is approximately 14 kilometres southeast of Cork City, adjacent to the Strategic Employment Location at Ringaskiddy and half a kilometre from the heritage town of Cobh across the water. Access is from a single bridge on the southern part of the Island, connecting with Ringaskiddy.
- 2.19.2 The island is currently in state ownership. The headquarters of the Irish Naval Service occupy a significant part of the western side of the island as well as a disused playing pitch on the eastern side of the dock basin in the centre. The ownership of the former ISPAT / Irish Steel site was transferred to the Department of Agriculture, Food and Marine from the Department of Finance and comprises the lands in the centre, to the west of the dock basin and the eastern extreme of the island.
- 2.19.3 Almost half of the approximate 84 acre land mass of the island comprises made ground, the first tranche of which was reclaimed by the creation of a dockyard in the period between 1865-1895 and involved the labour of prisoners from nearby Spike Island, and continued with the tipping of steel plant waste onto the original spit bank until the closure of the Irish Steel plant in 2001. The naval base buildings are located on the original island, which has been the site of fortifications back as far as the early 1600's.

- 2.19.4 The process to remediate the Eastern tip of the island began in 2011. The East Tip is, as its name suggests, a man-made hazardous waste tip from the former ISPAT factory. A total of three applications have been made by the Council which include; a waste license which was granted by the Environmental Protection Agency in July 2014, a foreshore license was also sought and granted by the Department of the Environment. A planning application was made to An Bord Pleanála to remediate the East Tip including a proposal to create a public recreational amenity area which was granted approval in May 2014.
- 2.19.5 The East Tip Haulbowline Island Remediation Project was completed in 2019. The remediation project saw the transformation of this waste area, with its negative industrial legacy, into a public recreational amenity which promises to greatly benefit locals and visitors alike. Following the establishment of a lease for the site Cork County Council opened Haulbowline Park to the public in January 2021. The amenity includes 4km of walkways, a 1km running circuit, and seating. It also promotes biodiversity and wildlife habitation through extensive tree and wildflower planting.
- 2.19.6 A masterplan was produced for the island in 2015 by consultants. It sets out alternative proposals for the various future land uses of Haulbowline Island. The aim of the Masterplan is to create a secure home for the navy, a place for the maritime community in an exemplar green sustainable development with a fitting place for the visitor experience as requested by the Department of Agriculture Food and Marine to enhance the tourism potential.
- 2.19.7 The main components of the Haulbowline Masterplan are as follows;
- Defining a secure operational perimeter for the Naval Base;
 - Creating a North-South passageway that has both formal naval use potential and recreational value. Both functions benefit from the proximity to the Store Houses and the potential of linkages with Spike Island as a major tourist destination. Movement through this space will be subject to the control and management of the Naval Service. This will require Spencer Pier to be refurbished;
 - Creation of a heritage village with the capacity for 14,000m² of refurbished development centered around the store houses within the control of the Navy. It provides the potential for adaptable refurbishment within the core of the island for a variety of uses;
 - Creation of a landscaped public park following the remediation of the Eastern tip;
 - Access to Spike Island via the pedestrian bridge and linkage with the East Tip. This will help to activate the East Tip as part of a unique pedestrian circuit of spaces that would be otherwise hidden from the surrounding communities; and
 - Potential integrated tourism projects should be assessed in conjunction with Fáilte Ireland.

Planning Considerations

- 2.19.8 The primary land uses currently located in Haulbowline Island are institutional, educational and recreational uses. The head quarters of the Irish Naval Service is well established used with in excess of 1000 personnel. It operates a flotilla of eight vessels from Haulbowline comprising one helicopter patrol vessel, five offshore patrol vessels and two coastal patrol vessels. It is the primary location for maintenance work which does not require the dry dock. Marine and Renewable Energy Ireland (MaREI) of UCC have relocated to the Beaufort building adjacent to the National Maritime College in Ringaskiddy after occupying temporary accommodation on the island following the destruction of their offices in one of the renovated warehouses on the waterfront in a fire in 2008.
- 2.19.9 The IMERC South campus is the closest neighbour to Haulbowline. The emerging maritime and research campus is closely linked with Haulbowline through the shared resources of the National Maritime College of Ireland. IMERC is also involved in the wider regeneration of Haulbowline. The interconnectivity and sharing of facilities is an important consideration in the development of the wider educational campus with the Irish Naval Service. IMERC, Beaufort and NMCI are significant developments.
- 2.19.10 Mains water is supplied to the island via a large diameter private pipe under the bridge/causeway from the public road east of Ringaskiddy. This bridge/ causeway is the sole road access to the island. A naval ferry service operates between the island and Cobh. The design capacity of existing capability of the treatment plant on the Island should be determined. Water Management on the island will require an integrated management plan that links with the existing demands. The bridge onto the island has been upgraded as part of the early preparation works of the remediation project. Other infrastructural works including the improvements to the road network on the island were carried out to facilitate increased traffic volumes related to the remediation of the East Tip and subsequent opening of the park.
- 2.19.11 The island is close to sea level at a number of locations however any risk of tidal flooding appears to be confined to the perimeter of the site. Therefore as a precaution, any development proposals on this site should be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in **Chapter 11 Water Management in Volume One** of this Plan and in the updated Strategic Flood Risk Assessment (SFRA), October 2021. The updated SFRA should be consulted for any settlement specific comments and recommendations, including site specific recommendations made as part of any Justification Tests carried out, prior to any application for development. The Flood Risk Assessment should take account of potential rises in sea level and the finished floor levels for any development particularly on reclaimed land.

- 2.19.12 Due to its special character, the western part of the Island is designated as an Architectural Conservation Area, where it is an objective to conserve and enhance the special character of this area. This part of the island contains a number of buildings of heritage importance including a Martello tower and a range of limestone warehouses and offices, which are entered on the Record of Protected Structures in the CDP 2009 (RPS No's. 00578 and 00670 respectively). The Martello Tower houses a collection of artefacts and memorabilia amassed by the Naval Service, but due to its location in the centre of the naval base, is not accessible to the general public.
- 2.19.13 The original clubhouse of the Royal Cork Yacht Club, established as the Water Club in 1720 as the world's first sailing club, is located on the island. Haulbowline Theatre Group established in 1963, has its origins in the Irish Naval Service and maintains a strong link with the naval service. A 130 seat theatre is located within the confines of the Irish Naval Base.

Problems and opportunities

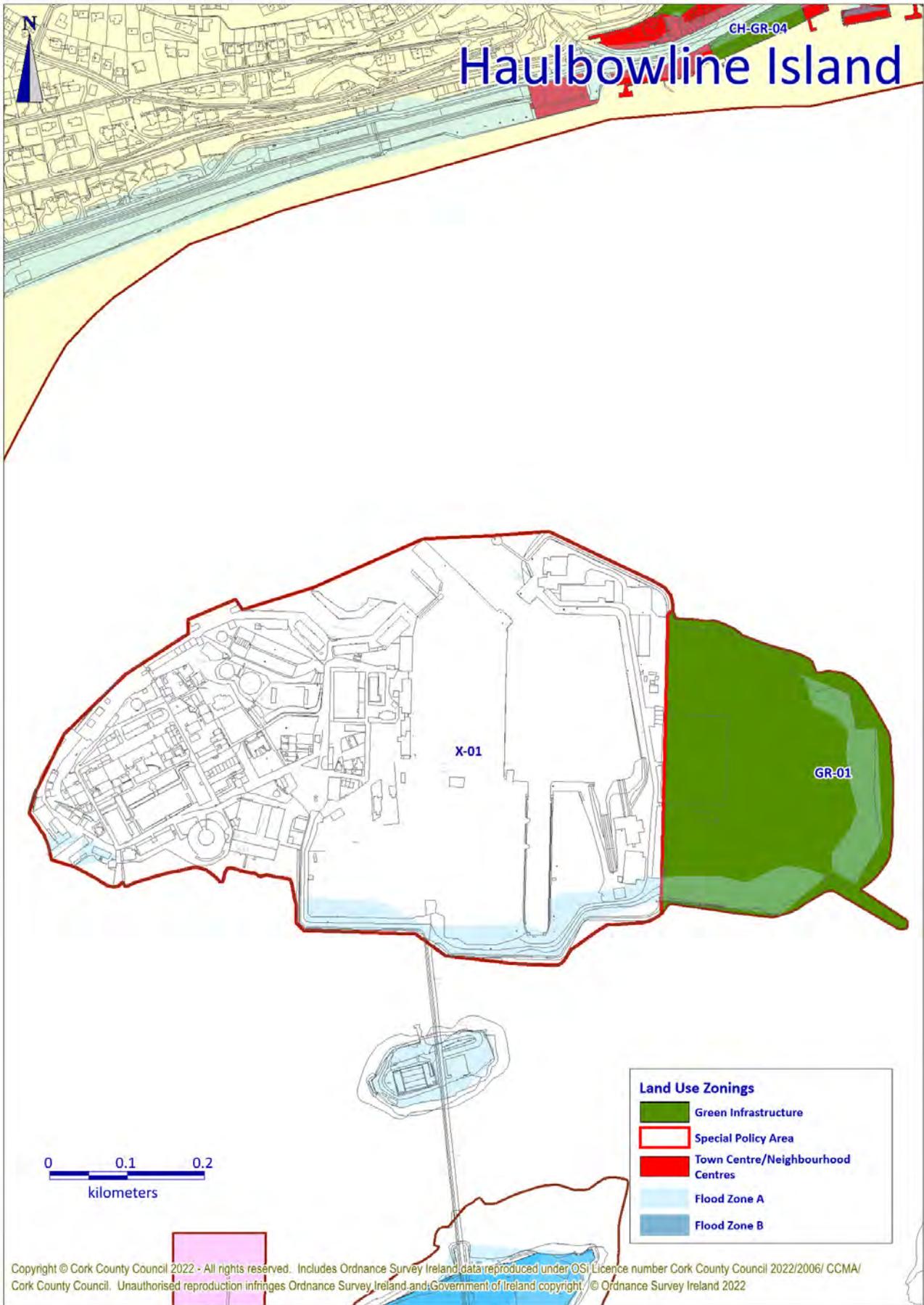
- 2.19.14 The remediation of the Eastern Tip and removal of hazardous waste represents a significant improvement in the quality of the receiving environment. However, having regard to the former steel plant itself located centrally within the site there is a need to address any subterranean structures underneath. Security considerations may also arise from the presence of the naval service and the conflicts that could emerge with multiple civilian users in such close proximity.
- 2.19.15 Given the difficulties outlined, the potential for re-development in Haulbowline is most likely to be based around the historic uses on the site, predominantly the naval base function. The naval service are keen to achieve greater direct access, on foot, across the mouth of the dock basin between their compound on the western end of the island and their buildings and ships on the eastern side of the dock which has thus far been ruled out by historic land ownership boundaries. Redevelopment proposals should not preclude this access arrangement being pursued.
- 2.19.16 Potential would also appear to lie in the areas of heritage/ cultural development, particularly given the location of the island in the heart of Cork Harbour and the potential to create linkages with similar maritime heritage and cultural projects based around Spike Island and Fort Camden amongst others.
- 2.19.17 In February 2007, a Scoping Study was published on behalf of the Irish Naval Service and the Heritage Council on the potential to create a naval or maritime museum on Haulbowline Island. The report noted the lack of a major cultural facility focused on Ireland's rich coastline and coastal waters or a museum dedicated to naval history. This report involved an appraisal of Block 9, a 2000sqm warehouse built in the early 19th century over four floors, for use as a maritime or naval museum, concluding that the building is capable of being restored and is suitable for this purpose. An indicative cost of €20m has been estimated for the project, although the study recommends a detailed feasibility study and business plan be prepared. More recently the Naval Service produced a masterplan for Haulbowline in 2014 outlining the future needs of the Naval service whilst also recognizing the need to support and complement the IMERC strategy to add value to the existing critical mass of expertise and infrastructure in the Lower Cork Harbour area. The Navy's masterplan outlined plans for a lifting bridge to connect both parcels of land in their ownership.
- 2.19.18 There is also potential on the island for synergies or development related to the existing National Maritime College, or the Maritime & Energy Research Campus and Commercial Cluster (IMERC) being developed at Ringaskiddy in a joint venture between a number of partners including UCC, CIT, the Marine Institute, Enterprise Ireland and the Irish Naval Service and which is seeking to establish a flagship cluster to produce innovative technical solutions to support the development of the Irish maritime and energy sectors. IMERC, a strategic, national initiative that aims to deliver specific objectives concerning Ireland's maritime and energy sectors, is geared to support indigenous commercial enterprise in Ireland and to attract Foreign Direct Investment (FDI) from overseas companies with a particular focus on research and innovation in the maritime and energy sectors. The IMERC masterplan was produced in 2013.

**County Development Plan Objectives
Specific Development Objectives for Haulbowline**

* Flood Risk Obj. See Objectives in Volume One, Chapter 11 Water Management

^ TIA and RSA Required

Objective No.		Site Area (Ha)
Special Policy Area		
X-01	<p>The principal function of Haulbowline is to continue to provide a safe and well operating naval base. Therefore, it is essential that protection of the Irish naval service within a defined secure boundary to the west side of the island is preserved. Development of a secure naval promenade along the north-south axis, allowing for unbroken Naval Service access to the marine basin should be considered.</p> <p>The existing vacant and partially derelict limestone warehouse buildings adjacent to the former ISPAT / Irish Steel site are of exceptional importance in terms of architectural heritage and present an opportunity to accommodate new uses. A range of uses could be considered in these buildings, such as research /cultural/civic uses, café, and other tourism related uses subject to normal planning considerations. The area surrounding the limestone buildings can be developed to accommodate a high quality accessible landscaped area.</p> <p>The centre of the island containing the former ISPAT / Irish Steel site offers the opportunity to deliver a high quality civic space, subject to remediation, which would complement the newly opened Haulbowline Park.</p> <p>Provision should be made for the expansion of IMERC facilities/uses on the island in conjunction with the campus at Ringaskiddy.</p> <p>Any development should be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives of this plan. The Flood Risk Assessment should take account of potential rises in sea level and the future finished floor levels for development particularly on the reclaimed sections of the site.</p> <p>This site contains Annex 1 habitats of large shallow inlets and bays. The ecological value of this habitat is to be protected.*</p>	34
Green Infrastructure		
GR-01	Maintain Public Park.*	8.5



2.20 Spike Island

- 2.20.1 The vision for Spike Island is to maintain its world class visitor attraction to complement the existing groups of heritage and tourism attractions in Cork Harbour, to include the provision of multiple activities and services on the island.
- 2.20.2 Spike Island is an island of 42ha located in the Lower Cork Harbour and has been designated as an “Other Location” in the settlement hierarchy. The history of the island dates back to a monastic settlement in the 7th Century but above ground structures now date mainly from the 19th century. In more recent times the island operated as a prison, however this use ceased in 2004. The island is now under the ownership of Cork County Council.
- 2.20.3 A complex mix of uses evolved over time on the island, including industrial, naval base, residential, commercial, incarceration and agricultural, however while this has resulted in a large concentration of buildings on the island, it has had no residential function since the prison closed. While there a number of buildings and structures on the island, the dominant structure on the island is the star shaped Fort Mitchell which is located on the most elevated section and covers most of the island.
- 2.20.4 At present the island is accessible by boat from Cobh with 2-3 sailings daily to the island during the summer months, reducing to weekend sailings only in the low-season. Guided visitor tours are available as well as audio guides or guide books.
- 2.20.5 The Spike Island Steering Group was set up in 2011. Consultants were commissioned by the group to prepare a masterplan to develop Spike as a unique cultural heritage and activity destination. The strategic framework for tourism development on Spike Island will comprise one or more core attractors with a selection of small scale complementary attractors. The integrated visitors experience will focus on the natural and built heritage assets of the Island and its location in Cork Harbour. A development company was set up by the Council to realize the masterplan. The first phase of the multi-phase redevelopment was completed in June 2016. The works focused primarily on the actual fort area and consisted of a number of infrastructural and interpretative works. The works included the installation of a pontoon to facilitate easy access, the refurbishment of part of the Fort, extension of the café etc, upgrades to utilities such as waste water, water supply, broadband and electricity supply. The phase was jointly funded by Fáilte Ireland and Cork County Council.
- 2.20.6 The next two phases continued to develop the visitor facilities for the island to develop as a significant tourist attraction. In 2017 the prestigious World Travel Awards named Spike Island as Europe’s leading tourist attraction.
- 2.20.7 The project promotes the clustering of economic development potential in the lower harbour area through phased investment in quality ferry services and linkages between Cobh, Spike, Haulbowline and other waterside villages and attractions.

County Development Plan Objective Special Development Objective for Spike Island		
Objective No.		Site Area (Ha)
Special Policy Area		
X-01	<p>The promotion of the continued development of the island as a major tourism attraction and unique cultural heritage and activity destination in accordance with the recommendations of the masterplan. It is vital that the future development complements the character and grain of the existing structures and protects the unique environment of the island.</p> <p>Spike Island is located in close proximity to the Cork Harbour SPA. Tourism initiatives in this location could have the potential to increase marine traffic in the harbour area and could have the potential to cause disturbance to birds. New developments proposed for the area should be designed to minimise risk of disturbance to birds. Development in this location will only be permitted where it is shown that it is compatible with the requirements of the Habitats and Birds Directives and with the protection of the Cork Harbour SPA.</p>	42

Spike Island







CHAPTER 3
**EAST CORK
MUNICIPAL
DISTRICT**



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3.1 East Cork Municipal District Overview

- 3.1.1 The East Cork Municipal District is located primarily to the east of the county stretching from Midleton in the west to Youghal in the east on the Cork / Waterford border. The district straddles two Strategic Planning Areas for which this plan sets out different objectives. The town of Midleton and the key villages of Cloyne and Whitegate /Aghada are within the Metropolitan Strategic Planning Area, while the more eastern part of the District including the town of Youghal and the key villages of Castlemartyr and Killeagh are within the Greater Cork Ring Strategic Planning Area.
- 3.1.2 In 2016, the population of the area stood at 45,441. This population is spread across a network of settlements including two main towns, fifteen villages and the open countryside, as detailed in Table 4.3.1.

Table 4.3.1 Distribution of Population within the East Cork Municipal District

	Settlements	Population 2016	%
Main Towns (2)	Midleton (12,496), Youghal (7,963)	20,459	45%
Key Villages (4)	Castlemartyr (1,600), Cloyne (1,803), Killeagh (899), Whitegate and Aghada (2,184).	6,486	14%
Villages (9)	Ballincurrig, Ballycotton (764), Ballymacoda (214), Dungourney (121), Ladysbridge (585), Lisgoold, Mogeely (383), Saleen (401), Shanagarry/ Garryvoe (902).	3,436	41%
Other Locations (3)	Barnabrow/ Ballymaloe, Trabolgan, Redbarn.		
Rural areas*		15,060	
Total Population		45,441	100%

* Village and Rural Area Populations are estimated figures using Geodirectory.

- 3.1.3 Midleton is the largest town in the Municipal District with a population of 12,496 in 2016 which is an increase of 495 on the 2011 population of 12,001. The town of Youghal had a population of 7,794 in 2011 which rose to 7,963 in 2016, an increase of 169. These towns together with the key villages and villages offer services that support a significant rural hinterland. The Municipal District has four key villages, nine villages and three 'Other Locations' which all have a tourism role (Barnabrow/Ballymaloe, Trabolgan and Redbarn).
- 3.1.4 Agriculture is a key economic activity throughout the Municipal District both in direct farming of land and in food processing with significant dairy processing industry located in Mogeely and IrisAh Distillers located predominantly in Midleton. Tourism and other services together with more traditional manufacturing are also significant employers in the area, particularly in the two Main Towns of Midleton and Youghal. The Jameson Experience in Midleton (JEM) which is owned and operated by Irish Distillers International Ltd (IDIL) is a major tourist attraction in the town of Midleton and attracts approximately 150,000 visitors every year.
- 3.1.5 The Midleton to Youghal Greenway is due to be completed in 2023 and will give the East Cork Municipal District a significant tourism boost. Work on the 23km long, off-road Greenway started in November 2019 and it is expected to be open in Spring 2023. The route runs alongside the old railway line and will include stop off points at former railway stations in Mogeely and Killeagh. When finished the new greenway will provide a level gradient suitable for all ages and abilities as a safe, accessible, and attractive route for cycling and walking and could attract 250,000 visitors annually. Figure 4.3.1 below shows the Greenway route.



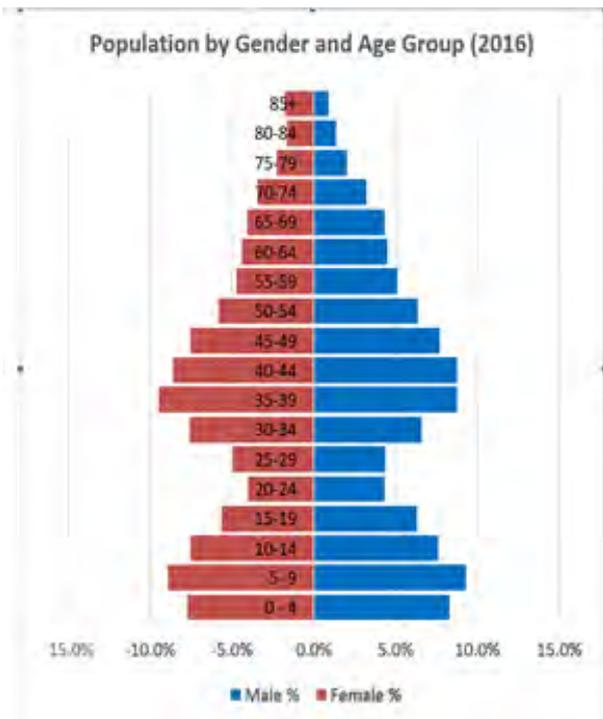
Figure 4.3.1 Midleton to Youghal Greenway route



Figure 4.3.2 Map of the East Cork Municipal District Area

3.2 East Cork Municipal District Profile

3.2.1 The following information is based on analysis of 2011 and 2016 Census data for the East Cork MD.



Population

Change 2011-2016 ↑ 7% by 3,042

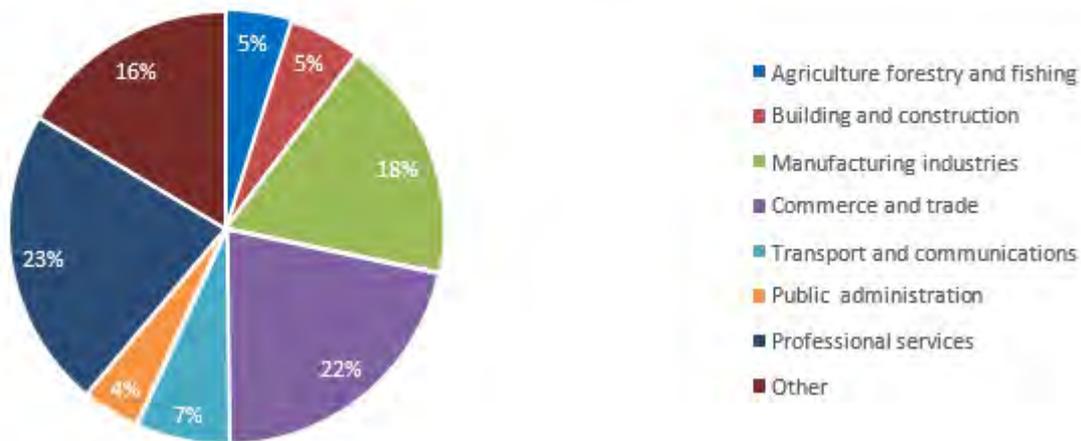
↑ Elderly age cohorts leading to increasing age dependency.

2016 Urban/Rural Population Split in the East Cork MD:

59% Urban 41% Rural

Declining population density along the northern and north eastern border of the MD.

Occupation by Industry (2016)



Employment

Decline in unemployment 2011-2016 by 35.52%

Decline in Agriculture, Forestry and Fishing sector jobs of 0.8% since 2011.

Housing Stock

Houses: 91% Apartments: 7.5%

Vacancy Rate: 13%

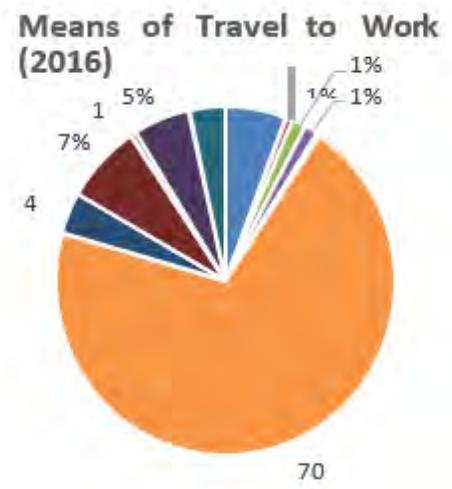
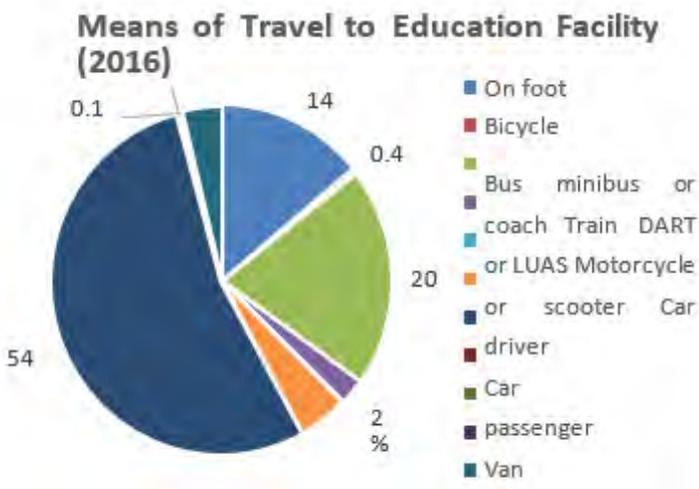
36% of occupied housing stock was built in the last 20 years.

	2011	2016
Social Housing	8%	9%
Rented (Privately)	18%	18%
Owner Occupied (All)	71%	68%

Transport

Average Commute time - 27 minutes

78% of Households have one or two vehicles.



East Cork Municipal District Water Services

3.2.2 The following table provides more detailed and up to date information regarding the current water services infrastructure capacity for each settlement in the Municipal District.

Table 4.3.2 East Cork Municipal District – Proposed Scale of Development

Settlement Name	Scale of Development	Drinking Water Status (February 2021 Assessment)	Waste Water Status (February 2021 Assessment)
Main Towns			
Midleton	2,647		
Youghal	359		
Total Main Towns	3,006		
Key Villages >1,500			
Castlemartyr~	122		
Cloyne~	195		
Whitegate and Aghada	60		
Key Villages <1,500	377		
Killeagh	96		
Total Key Villages	473		
Villages			
Ballincurrig	10		
Ballycotton	45		
Ballymacoda	12		
Dungourney	10		
Ladysbridge	40		
Lisgoold	20		
Mogeely	40		
Saleen	30		
Shanagarry/ Garryvoe	50		
Total Villages	257		
Overall MD Total	3,736		
Other Locations			
Barnabrow/Ballymaloe	-		
Redbarn	-		
Trabolgan	-		
Key	Capacity		
	Future capacity subject to Irish Water Investment Plan		
	Some capacity		
	No capacity		

* IW is working on a number of projects which will provide the infrastructure necessary to relieve development constraints in Midleton. The North Midleton project (Phase 1 Load diversion to Carrigtwohill), which will cater for the Water Rock area, is to be delivered by the end of 2023. The Phase 2 - Load Diversion to Carrigtwohill project, taking in the load from the wider Midleton area, is to be delivered by end of 2026. Treatment capacity will be available once load transfer projects to Carrigtwohill progress (Phase 1 approx. 4,000pe), and Phase 2 (a further 12,650pe approx.).

~ Cloyne and Castlemartyr WWTPs are currently not compliant with Waste Water Discharge Licence emission limit values but are capable of achieving at least UWW standards.

Main Towns

3.3 Midleton

Mainistir na Corann meaning 'The Abbey of the Coir'

Vision and Strategic Context

- 3.3.1 The vision for Midleton is to build on the success of its rail connections to Metropolitan Cork and promote the continued development of the town and its hinterland as a residential, employment, tourist and service location. Key aims in delivering this vision include:
- strengthen the economy of the town, attracting new investment in employment, services, retail and tourism uses.
 - Strengthen the role of the area around the Main Street as the town core, as the primary retail area and the centre of the community.
 - Secure investment in essential infrastructure including water services and national road improvements.
 - Promote the continued use of all forms of public transport within and around Midleton and improve opportunities for walking and cycling around the town.

Local Context

- 3.3.2 Midleton is the largest town in East Cork and is an important Metropolitan Town along the East Cork Rail Corridor which benefits from an established high-quality public transport service. It is located within the 'Cork Metropolitan Area Transport Strategy' study area for which a co-ordinated land use and transport strategy for the Cork Metropolitan Area applies. This includes progressing the sustainable development of new areas for housing, especially those on public transport corridors including urban expansion areas on the rail corridor.
- 3.3.3 The planning strategy for Midleton therefore seeks to achieve significant future growth in population, employment and services, supported by high levels of community facilities, amenities and integrated public transport connections. Midleton has a strong industrial base and specialist roles in the food and beverage sector. The town also has a number of tourism assets.
- 3.3.4 In recent years, whilst retaining its self-sufficient market town character, Midleton has become a popular residential location for commuters working in or near Cork City. The town benefits from a 30-minute peak hour rail service to Cork City with a journey time of 23 minutes. The town offers a strong supply of land for housing, employment and other uses and in this context significant growth is planned in the area in line with the Core Strategy set out in Volume One of this plan.
- 3.3.5 The town has a north-south orientation, with key transport infrastructure at each end; the rail line to the north and the N25 dual carriageway to the south. The lands to the north of the rail line rise steeply in two hills at Water-Rock and Broomfield, with the Owenacurra river valley in between. The lands to the south of the town are low lying leading to the river estuary.
- 3.3.6 Outside the development boundary of the town, the land forms part of the Metropolitan Cork Green Belt, where the objectives of this Plan seek to preserve the character of the area and (subject to certain exceptions) reserve the land generally for agriculture, open-space or recreation uses.
- 3.3.7 The Midleton and Carrigtwohill Transportation Study has had significant implications, direct and indirect on all lands contained within the development boundary of the town. Implementation of a number of the recommendations of this study have been key to facilitating the development of the town as a sustainable location for business and living, linking the outer areas with the town centre as well as facilitating the establishment of a pedestrian and cycle network. The 'Cork Metropolitan Area Transport Strategy' study which sets out a co-ordinated land use and transport strategy for Metropolitan Cork includes the implementation of sustainable transport measures (walking, cycling and public transport), connecting with and within Midleton.
- 3.3.8 The Water-Rock Framework Masterplan study was completed in August 2015 and set out a number of land use proposals for the development of the Water-Rock Urban Expansion Area. Since then the Council has been advancing plans to secure the development of the infrastructure needed to enable the development of the area (obtaining statutory consents and securing funding for new infrastructure, developing a new financial contribution scheme for the area etc.) and has been in active negotiations with landowners to ensure the delivery of housing in the area in the short / medium term. The findings and recommendations of the 2015 report were reflected in the 2017 East Cork Local Area Plan and have been carried forward into this plan.

Population and Housing

- 3.3.9 The planning strategy for Midleton as set out in the Core Strategy in Volume One of this plan, provides for the population of the town to grow to 19,423 persons up to 2028. This represents a growth of 6,927 persons on the Census 2016 population of 12,496. In order to accommodate this level of population growth, an additional 2,647 units need to be provided in Midleton up to 2028 with 2,347 housing units delivered on residential zoned land and the balance of 300 units delivered within the built footprint of the town.
- 3.3.10 The Core Strategy for this plan, after identifying the site/land requirements to meet the housing supply target for Midleton, also identifies additional sites/lands to ensure sufficient choice for development potential is safeguarded. These sites include Residential Additional Provision sites and Further Additional Provision sites. In Midleton, housing supply from Residential Additional Provision sites will yield approximately 603 units and housing supply from Further Additional Provision sites will yield approximately 390 units. It is intended that these sites are available for residential development throughout the lifetime of this plan, subject to proper planning and sustainable development.
- 3.3.11 In some of the Metropolitan Towns, Key Towns and some County Towns, including Midleton, lands have been classified as a Residential Reserve, to support their future availability for residential use and to ensure the long-term strategic vision for the sustainable development of these lands, and the delivery of enabling infrastructure, can be realised. In Midleton there is one Residential Reserve site in Baneshane which will yield approximately 90 units. Further details of these residential zoning categories are set out in Chapter 2 Core Strategy and Chapter 18 Land Use and Zoning in Volume 1 of this Plan.

Table 4.3.3 Midleton Population 2006-2028

Name	Census 2006	Census 2011	Census 2016	Population Target 2028
Midleton	10,048	12,001	12,496	19,423

- 3.3.12 Table 4.3.4 below aims to show the overall scale of development proposed for this plan cycle up to 2028 and beyond while keeping within the growth targets as set out by the NPF and RSES for the Southern Region. In Midleton this Plan looks beyond its current 2028 headline year as regards the contribution which the Urban Expansion Area can make to the delivery of the targets to 2031, by including proposals for the development of these lands in this Plan. The next County Development Plan will run from 2028- 2034 and will provide for growth beyond the 2031 targets.

Table 4.3.4: Midleton Population and Housing Supply

	Population and Housing Requirement			Housing Supply Units			
	Population Census 2016	Population Target (to 2028)	New Units Required (to 2028)	Housing Supply from Residential and Mixed-Use Zoning including Compact Growth Sites	Housing Supply from Residential Additional Provision Sites	Housing Supply from Residential Further Additional Provision Sites	Housing Supply from Residential Reserve Sites
Midleton	12,496	19,423	2,647	3,152	603	390	90

Residential

- 3.3.13 The most significant area of future growth in Midleton is to be in the form of a new residential neighbourhood located to the north of the rail line at Water-Rock. This site was chosen to form the basis of a major urban expansion of the town of Midleton because of its proximity to the Cork – Midleton rail line and has been a feature of statutory plans for the area since 2005 and has been carried forward in this Plan.
- 3.3.14 It is also important to ensure that future residential development on other sites in the town allow for permeability between housing areas and in particular, direct, safe and convenient access to the existing railway station and proposed railway stop at Water-Rock by pedestrians and cyclists. Land that has already been developed has been included as part of the 'existing residential and other uses' zoning in this plan

- 3.3.15 In addition to Water-Rock UEA there are also residential sites zoned in Broomfield, Baneshane and Ballinacurra. Improvements have been made to the road network in Ballinacurra including a left-hand slip lane at the Lakeview Roundabout to the N25 which has significantly reduced traffic congestion on the R630 approaching the roundabout.
- 3.3.16 Many of the new development areas are some distance from the town centre and the development of good quality pedestrian / cycle connectivity to the town centre from new development areas is essential. In many cases the development of the land identified for new residential development is dependent on the delivery of new roads and water services infrastructure some of which is beyond the direct control of the County Council.
- 3.3.17 This plan makes provision for a range of house types and densities to be provided which supports rail public transport while also providing a choice of units for family needs. While restrictive policies are in place to protect rural landscapes from urban generated housing, this plan seeks to provide attractive alternatives for family housing within the town. Within the Water Rock UEA the plan aims to provide a mix of dwelling types from smaller 2 bedroom units to 4/5 bedroom units at an overall density level that supports public transport by allowing higher density development to be located in close proximity to the existing and proposed railway stations which extend out to Medium A and Medium B density residential development. The approach to housing density is set out in **Volume One Chapter 4 Housing** of this Plan.

Placemaking

- 3.3.18 Historically Midleton is a relatively compact town and recent development at Broomfield has consolidated the town to the north. The inclusion of Ballinacurra village to the south of the N25 within the town boundary has extended the town southwards, while the development of lands at Baneshane to the south west and Water Rock to the west of the town will see significant expansion of the town in these directions. It is critical that these new development areas respond to Midleton's unique character by using a range of appropriate building typologies and designs to create a high-quality physical environment which is well connected to the existing town core. Further placemaking guidance is given as part of **Chapter 3 Settlements and Placemaking** in Volume One of this Plan.
- 3.3.19 A core principle of this Plan is to enhance and strengthen the existing town centre, centred around Main Street, as the focus for the town and the centre of the community. In order to achieve this principle, growth needs to extend from Main Street into the adjoining streets, making more intensive use of the core of the town, expanding its functionality and enhancing vibrancy within a high-quality urban environment. In this context utilisation of backlands and brownfield sites, improving the public realm and pedestrian linkages is particularly important.
- 3.3.20 The Riverside Way Framework Development Plan was prepared on behalf of the Council in 2008 and is an important development framework providing guidance in relation to the future urban form of the town and has informed the town centre strategy as outlined in this Plan which seeks to achieve the following aims:
- Increase the critical mass of population, employment, retail and associated uses within the town centre area, creating a 'living' town with an appropriate and balanced mix of uses.
 - Maintain the primacy of the town centre as the primary location for retail and other commercial development i.e. creation of a vibrant retail core supported by a mix of supporting and complementary uses.
 - Encourage town centre residential development which will be attractive to owner occupiers, thereby strengthening the existing residential community within the town centre.
 - Promote the re-use of buildings and development of under-utilised backland and brownfield sites to successfully integrate with the town centre area, particularly within the Riverside Way area.
 - Promote urban design which responds positively to the town's historic character and architectural heritage and ensures all users are catered for.
 - Reduce traffic congestion, prioritise pedestrian / cycling facilities and improve the overall public realm.
 - Develop the rivers as natural amenity corridors connecting different parts of the town and linking up with established amenity areas.
 - Improve permeability and connections between different parts of the town.

Residential Protection Zones

- 3.3.21 Midleton is fortunate that many residential streets and residential units over ground floor businesses still exist and maintain the vibrancy of a mixed-use environment. It is important that this characteristic of the town is maintained by designating Residential Protection Zones where change of use will not be permitted except in exceptional circumstances. This plan and previous development plans have encouraged the conservation and protection of the historical residential element of the character of Midleton and it is proposed to afford the following areas continued protection:

Special Policy Areas: Midleton Residential Protection Zones

Special Policy Area	Number and Location
	<p>MD-SP-01: Thomas Street</p>
	<p>MD-SP-02: Connolly Street/McDermott Street/Casement Place</p>
	<p>MD-SP-03: Broderick Street</p>

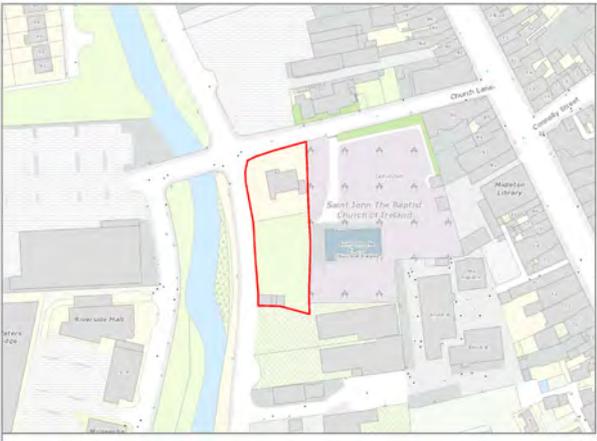
Regeneration Areas

- 3.3.22 This plan identifies a number of areas which are either classified as 'town centre' or as part of the 'existing residential / business / other uses area' of the town, but merit additional guidance in the event that the opportunity to redevelop them emerges during the life time of the plan. It should also be noted that where a site is fully or even partially within an Architectural Conservation Area any development should give due consideration to these elements. For further information and guidance in relation to Architectural Conservation Areas please refer to Cork County Council's guidance document on the 'Management and Development of Architectural Conservation Areas'.

Regeneration Areas: Middleton

Regeneration Area	Number and Description
	<p>MD-RA-1: Riverside Way</p> <p>The Riverside Way area fronts the Owenacurra River to the west of the Main Street and comprises the backland areas of the properties fronting Main Street. The Riverside Way area presents an opportunity to develop a landmark town centre development as a back to back development with Main Street facing onto the Owenacurra River. Combining the various single plots into one/two larger sites will consolidate the Towns retail/commercial function.</p> <p>The Riverside Way Framework Development Plan 2008 recognised the potential of the area to accommodate a range of new town centre uses that would help consolidate the town centre and enhance the amenity of the river frontage, integrating and reconnecting it with the remainder of the town. Sensitive re-development of the area is a priority of this plan.</p> <p>The following subsections to MD-RA-1 outline the main characteristics of each of the five character areas within the overall framework Masterplan.</p>
	<p>MD-RA-1 (i) Goose's Acre to Thomas Street</p> <p>This site provides for the opportunity to create a landmark corner development to Riverside Way and Goose's Acre.</p> <p>Development of this site should provide for the following;</p> <ol style="list-style-type: none"> 1. The creation of a street line. 2. A high standard of architectural design is required. New buildings shall enhance the character of the area and respect the established building fabric of the town. 3. The established narrow plots shall be respected and reinforced by any new development. 4. Pocket open spaces shall be provided for using both new and existing mature planting where present. 5. Overlooking / shadowing must not effect surrounding properties. 6. Realign existing road layout to improve pedestrian connections between Market Green and Main Street. 7. Public pedestrian permeability to be improved between Riverside Way and Main Street.

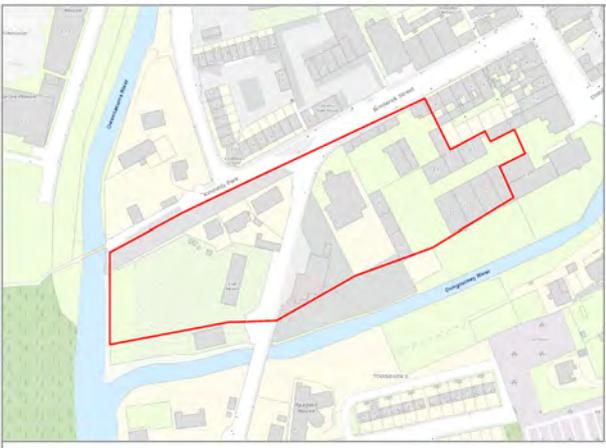
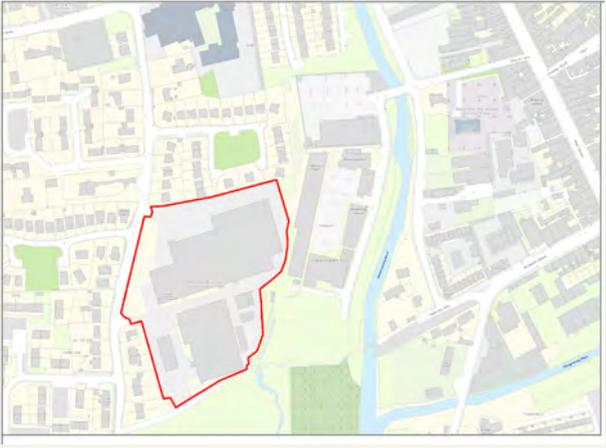
Regeneration Areas: Middleton

Regeneration Area	Number and Description
	<p>MD-RA-1 (ii) Thomas Street to Church Lane</p> <p>Development of this site should provide for the following;</p> <ol style="list-style-type: none"> 1. The creation of a street line. 2. A high standard of architectural design is required. New buildings shall enhance the character of the area and respect the established building fabric of the town. 3. The established narrow plots shall be respected and reinforced by any new development. 4. Pocket open spaces shall be provided for using both new and existing mature planting where present. 5. Public pedestrian permeability shall be improved. 6. Protecting the setting and context of St John the Baptist Church as well as the former National School located on church lane will be required. This will need to be dealt with through a carefully considered design process. 7. Overlooking / shadowing must not effect surrounding properties.
	<p>MD-RA-1 (iii) Church of St. John the Baptist and Water's Edge Bridge</p> <p>This significant corner site located at the intersection of Church Lane and Riverside Way presents an opportunity to develop a new signature building with a strong urban edge providing for new commercial / higher density compact residential development. The development of an overall master plan is needed here. The site is located in an Architectural Conservation Area as well as being located adjacent to St John the Baptist Church which is a Recorded Archaeological Monument and a Protected Structure.</p> <p>Development on this site will be subject to an Archaeological Assessment and investigation prior to any development.</p> <p>Development will only be considered to the upper portion of the site and would have to be of a small scale. Any new development will have to be architecturally designed and demonstrate that it will not impact on the setting of St John the Baptist Church.</p>

Regeneration Areas: Midleton

Regeneration Area	Number and Description
	<p>MD-RA-1 (iv) Riverside Way to Broderick Street North</p> <p>This significant site presents real opportunity to develop small scale infill retail / compact residential development. Development of this site should provide for the following;</p> <ol style="list-style-type: none"> 1. Promote development of the area to an overall design-led masterplan with direct public pedestrian routes connecting Water's Edge, Main Street and Broderick Street, as mixed use with active ground floors, street entrances, including pedestrian bridge of the river. 2. A high standard of architectural design is required. New buildings shall enhance the character of the area and respect the established building fabric of the town. 3. The established narrow plots shall be respected and reinforced by any new development. 4. Protecting the setting and context of St John the Baptist Church. This will need to be dealt with through a carefully considered design process. 5. Overlooking / shadowing must not effect surrounding properties 6. Establish street frontage onto Broderick Street with height to relate to scale of existing street width. 7. Coolbawn Court: Integrate development with surrounding area by improving boundary treatment and providing pedestrian connection to adjoining development.

Regeneration Areas: Midleton

Regeneration Area	Number and Description
	<p>MD-RA-1 (v) Kennedy Park / Broderick Street South including Cuddigans Yard extending across the Ballick Road and incorporating the ESB compound.</p> <p>This site has significant potential and would require a master plan to allow for the delivery of multiple uses on the site.</p> <p>Kennedy Park: Opportunity to create a high-quality residential family apartment development with landscaped communal garden to riverbank. The conservation, restoration and reuse of the former Iron Foundry buildings shall form part of any development proposals. Potential reuses could include possible community use, e.g. crèche, small restaurant/ café onto river. Buildings shall form/define a street edge. Streets to be planted.</p> <p>Broderick Street South: Establish street frontage onto Broderick Street with height to relate to scale of existing street width, with public access through to Riverside Walk. Opportunity for a mixture of retail and some high profiled compact residential development fronting onto Broderick St & the Ballick Road.</p> <p>A high standard of architectural design is required. New buildings shall enhance the character of the area and respect the established building fabric of the town. The established plot format shall be respected and reinforced by any new development.</p> <p>Cuddigan's Yard: This site contains a number of historic structures which are Recorded Archaeological Monuments and located within an Architectural Conservation Area. These are substantial structures capable of renovation and reuse for the purpose of mixed-use development. The existing structures shall be subject to a detailed Architectural and Archaeological Impact Assessment by suitably qualified personnel as part of their renovation and reuse. Any new infill development should be of a high standard architectural design that contributes to the historic character of the area.</p> <p>North – south and east – west pedestrian routes to improve permeability and connect into adjoining street, with major use/attraction as focal point at centre.</p> <p>Riverside landscape to be extended into development as 'soft transition' / to link development with riverside amenity.</p>
	<p>MD-RA-02: Dwyer's Road Enterprise Park</p> <p>This site comprises a former Mill complex which is currently sub divided into multiple business units. This site is suitable for development of a high quality replacement enterprise park with a series of new higher modern office buildings and ancillary residential uses providing for new public realm and for strong pedestrian linkages to connect with the town centre which would help enhance the vitality of the area. Pedestrian connectivity may need to be improved as part of any development proposals between the site and the town centre, linking the site with the footbridge over the river onto the Coolbawn and Broderick Street. See also MD-X-02 zoning objective for this site later in this chapter.</p>

Regeneration Areas: Midleton

Regeneration Area	Number and Description
	<p>MD-RA-03: Former Mill Buildings Ballinacurra</p> <p>This is an important site comprised of a mix of traditional and relatively modern buildings. Consideration should be given to the conversion of the principal traditional building on the site to other uses more compatible with the site's present surroundings.</p> <p>The development of a neighbourhood centre with some retail, residential and commercial may be suitable in a form that respects the traditional buildings remaining on the site. Development of this site is contingent on the provision of flood relief works to the village of Ballinacurra and road improvements to Carneys Cross.</p>

Social and Community Facilities

- 3.3.23 Midleton has a good range of community facilities and the largely self-sufficient nature of the town makes it a very attractive place to live. Existing sports facilities are well dispersed throughout the town as mentioned in the Green Infrastructure section. Indoor facilities in the town include a leisure centre at the Midleton Park Hotel Complex, gyms, indoor courts for volleyball and badminton, community centre and a snooker hall. A five-screen multiplex cinema is available at Market Green. There is also a playground for younger children near the town centre.
- 3.3.24 Midleton is well served in terms of educational facilities with five primary schools and four secondary schools in the town. The primary schools are the Gaelscoil, St Bridget's, St John the Baptist, Christian Brothers and the Educate Together. The Gaelscoil have built a new 24 class primary school in Baneshane an Educate Together School has been built to the north of the town at Broomfield.
- 3.3.25 The secondary schools comprise Christian Brothers, Midleton College, St. Mary's High School and St. Colman's Community College. The Christians Brothers Secondary School built a new school on the grounds of their existing complex in recent years. It is also recognised that St. Mary's High School need a new site and Cork County Council will work with the Board of Management of St. Mary's High School, the Department of Education and other relevant stakeholders to identify a new site for the school in Midleton that is capable of accommodating the schools expansion plans.
- 3.3.26 The Council recognises that it has an important role to play in supporting the Department of Education and Science in terms of assessing future educational needs and in facilitating the provision of sufficient and suitable lands in appropriate locations, to meet the need for new or expanded schools in a timely manner and as an integral part of the growth of the town.
- 3.3.27 New school facilities to serve the Water-Rock Masterplan will be provided within the Masterplan site in tandem with development in that area. Post-primary demand can most likely be accommodated in the planned new post-primary school. Provision has also been made for a primary school site in Ballinacurra.
- 3.3.28 It is also recognised that demand for secondary school places in particular can come from the wider hinterland of the town and the Council is liaising with the Department of Education and Science on how best to address these needs.
- 3.3.29 Our Lady of Lourdes Hospital (Midleton Community Hospital) and Home is located in the town centre and has a total of 100 beds. The Southern Health Board also have a health centre and the Welfare Home is situated at the Fair Green. A Rehabilitation Centre is run by COPE at Avoncore. There are no primary health care teams in Midleton at present.
- 3.3.30 Although an extension to the existing graveyard on the grounds of the Church of the Most Holy Rosary on St. Mary's Road has been completed there may be a further requirement for a site for a new cemetery in Midleton. During the lifetime of this plan the Council will continue to look for a solution to the provision of a suitable site for a cemetery to serve the town.

Green Infrastructure and Recreation

- 3.3.31 Midleton is well served by open space and sports facilities which are well dispersed throughout the town and while the town is reasonably well served, there will be a need to add to these in line with planned population growth. Existing sports facilities include a golf course, GAA Club, soccer club, rugby club, pitch and putt course, a hockey pitch and Midleton squash Club. A new GAA complex is currently under construction to the east of the town centre on the Midleton GAA lands.

- 3.3.32 A very attractive and well-maintained town park, Midleton Lodge, has been provided at the Council offices in the centre of the town and a newer park has also been developed at Bailick. Recent upgrade works including new surfacing, walkway widening and public lighting have also been completed at 'Ballyannan Woodland Walk' which runs from Bailick Road to Dwyer's road. The potential to provide additional amenity walks, linking existing and future facilities is outlined in the Midleton and Carrigtwohill Transportation Study including the Owenacurra River Route and Dungourney River Route linking with Ballyannan Wood.
- 3.3.33 The development of the Dungourney River route would greatly enhance amenity in the town centre and would connect and integrate the town centre with the Midleton to Youghal (MY) Greenway. A route through the Midleton Lodge Park would provide a safe and attractive route to schools, housing estates and to the newly developed GAA complex for pedestrians and cyclists and provide a useful connection and expansion of the recently approved Ballinacurra to Midleton Pedestrian and Cycleway Scheme while also providing an alternative access point to the Midleton to Youghal Greenway. It would also provide the option of a local loop walk and cycleway incorporating the initial part of the Greenway.

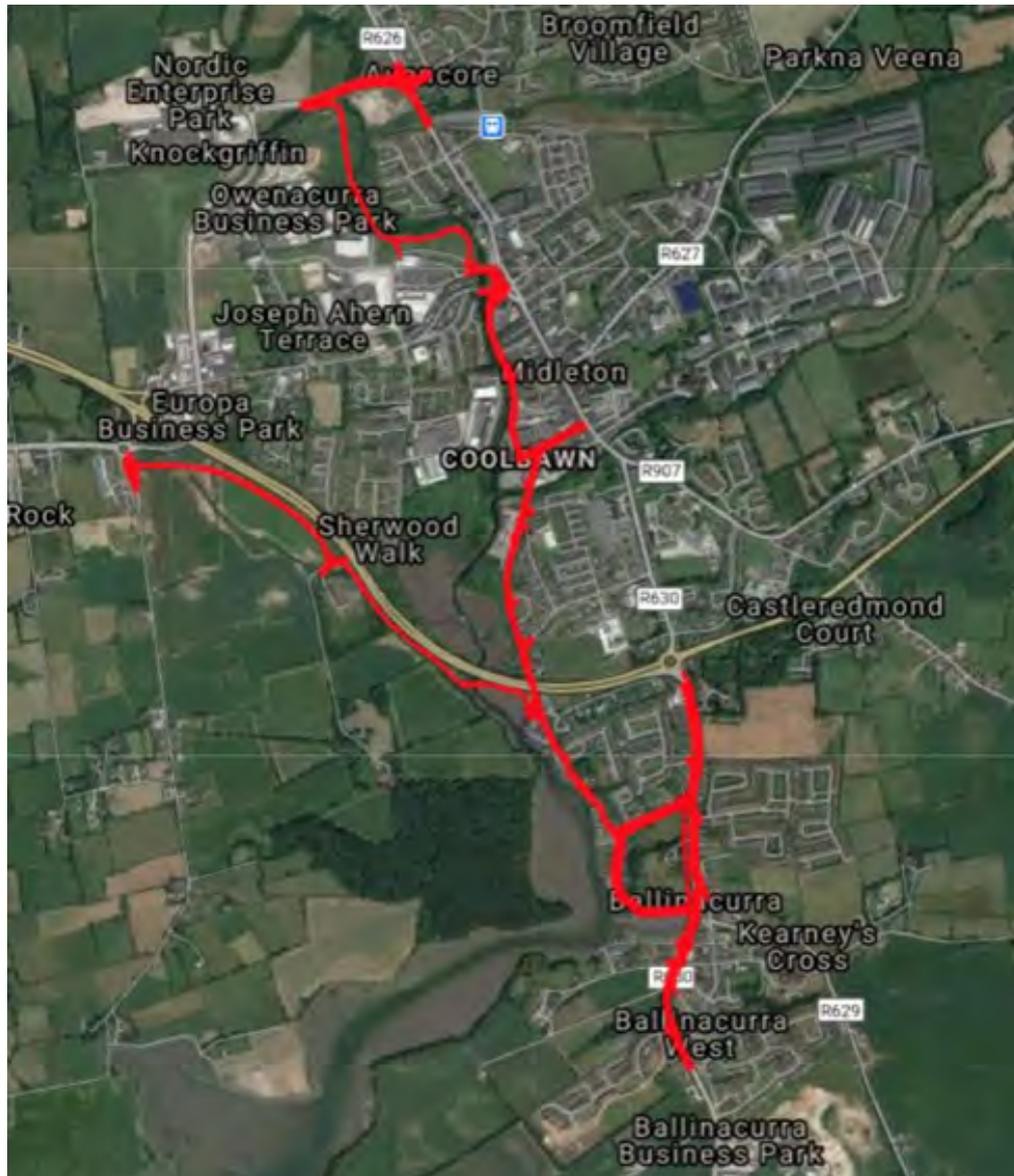


Figure 4.3.3 Pedestrian and Cycle Route from Ballinacurra to Midleton Train Station

- 3.3.34 Midleton's Pontoon walkway has recently been reopened marking the first phase of Cork County Council's plans for the development of a pedestrian and cycle route from Ballinacurra to Midleton. Further works including the installation of public lighting and the upgrading of a pedestrian bridge and new access points to Roxboro Park, Baby's Walk Park and Midleton Lodge Park have also been carried out allowing connection between three town centre parks. The 6.5km route proposed for development runs from Ballinacurra to Midleton Train Station and follows along the R630 from Ballinacurra to Lakeview Roundabout on the L3621 Bailick Road, the Dark Road, the L3621 Riverside Way to the Midleton Gyratory, through market Green to the Northern Relief Road and on to the Midleton Railway Station and also from Bailick Road to Gaelscoil Mhainistir Na Corann. New footpaths, controlled crossings, bus stop upgrades and LED public lighting, plus proposed works to a protected structure on Bailick Road, are included in the plans for public consultation. This route will eventually be extended westwards to connect to the Dunkettle to Carrigtwohill Pedestrian and Cycle Route while also connecting into the Midleton to Youghal Greenway. It is envisaged that this route will generally follow the indicated alignment of Interurban Route IU-1 of CMATS and the Cork Cycle Network Plan 2017.

- 3.3.35 Cork County Council is currently implementing Interurban Route IU-1 from CMATS as a high-quality shared pedestrian and cycle facility. An alignment from Dunkettle to Carrigtwohill has been approved and is currently under construction. It is also an objective of the Council to implement the Carrigtwohill to Midleton section of IU-1 as a high-quality pedestrian and cycle facility.
- 3.3.36 Where development is proposed on lands adjoining a river in the town, the area immediately adjacent to the waterway should be retained as a linear park, walkway and cycleway, which links into the wider open space network (e.g. parks and other open spaces) and is accessible to the general public. The criteria used for selecting the preferred locations should include avoiding disturbance to birds, preservation of natural landscaping features, accessibility and gradient and managing flood risk. Suitable pedestrian linkage between open spaces should be identified and where appropriate cycle lanes provided. Development proposals should direct movement away from the estuary or incorporate screen planting or other suitable buffering to avoid potential for disturbance to birds. Any development should be designed in accordance with the 'Inland Fisheries Ireland' Guidelines 'Planning for Watercourses in Urban Environments'.
- 3.3.37 As Midleton continues to grow and expand it is important to protect and retain its existing open spaces and amenity areas. In this regard over the life of this Plan the council will develop and implement a comprehensive Green Infrastructure Strategy for the town in consultation with key stakeholders and the public, to identify, protect and enhance existing green infrastructure resources and to improve access to, and connectivity between, open spaces as appropriate. Pending the development of the strategy all proposals for development should take account of existing green infrastructure resources and ensure that these are protected and enhanced as new development takes place. Large scale development proposals should include a plan for the management of their open spaces. In particular, it is important that pedestrian linkages are provided which link open spaces in new development in the environs of the town and to the existing open spaces within the town centre. Whilst some corridors are informally in place it would be of great advantage to the attractiveness of the town to improve such routes through all weather surfacing and infrastructure such as seating or play areas, where appropriate.

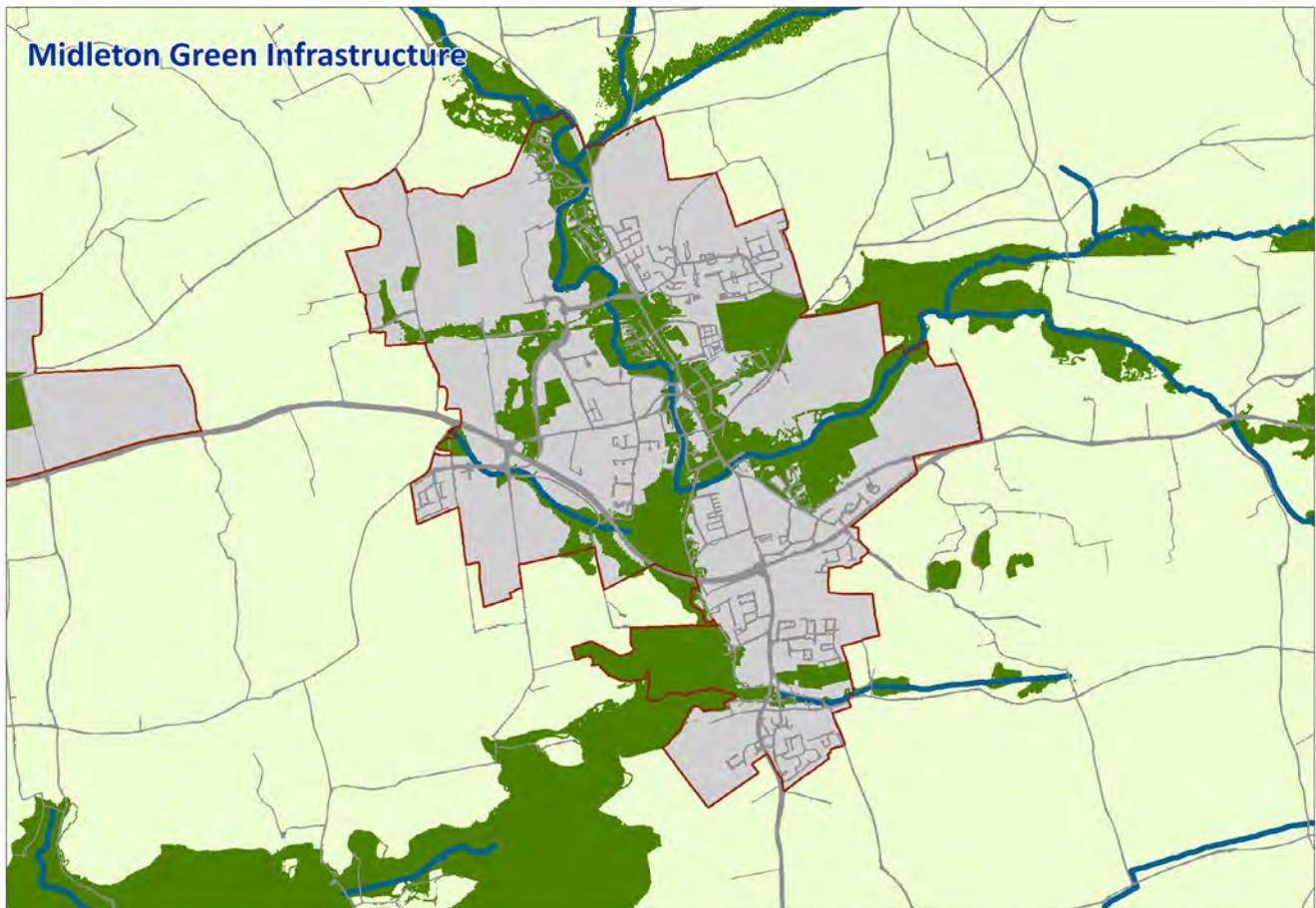


Figure 4.3.4 – Midleton Green Infrastructure Diagram

Economy and Employment

- 3.3.38 In 2016 the CSO recorded 3,676 jobs in Midleton with 5,195 resident workers in the town. This ratio of jobs to resident workers in the town is 0.745. This reflects Midleton's location in Metropolitan Cork and wider spatial nature of the jobs market in the area.
- 3.3.39 Midleton has been identified as a principle location in the County's Metropolitan and Cork Harbour Employment Network as detailed in **Chapter 8, Economic Development** in Volume One of this Plan. Midleton is also located along the East Cork Growth Corridor along with Carrigwohill, Cobh, Little Island and Whitegate/Aghada.
- 3.3.40 Metropolitan Cork will continue to be the biggest jobs market in the county and development plan policies will continue to support the growth of employment in the metropolitan area so it can fulfil its role as an international location of scale, a complement to Dublin and the primary driver of growth in the southern region. Development of sites served by high quality public transport corridors should be prioritised in the County Metropolitan Area.
- 3.3.41 Over the life of the County Development Plan the employment priorities for the town are as follows;
- Expand the economic base of the town to enhance local employment opportunities and to underpin population growth ensuring the growth in the residential function of the town is balanced with economic expansion.
 - Build on the town's accessibility via a commuter rail service, and its attractiveness as a place to live and work, by promoting Midleton as a location for new employment investment.
 - Build on the rail corridor investment by encouraging office-based employment development near the railway station which would also increase footfall for retail within the town centre.
 - Retain the range of existing business uses within the town to ensure local availability of a diverse range of goods and services and to maintain the attractiveness of Midleton as a place to shop and do business.
 - Ensure appropriate levels of infrastructural capacity are reserved for employment growth.
 - Prioritise investment in placemaking and other infrastructure that supports quality of life to attract employment uses – affordable housing, educational capacity, sustainable travel, public realm, amenities, cultural assets etc., to compliment other job creation initiatives.
- 3.3.42 Midleton is the principal market town of East Cork and has a strong retail /commercial / employment base. The town also retains a strong manufacturing and services sector and the distillery remains a significant employer in the area. Other significant employers in the town include the retail and services sector. Food production is an important component of the local economy and Midleton Farmers Market is well known across the country.
- 3.3.43 There are a number of existing business/ industrial parks within the town (Europa / Knockgriffin/ Owenacurra / Nordic business / industrial parks / Midleton Business & Enterprise Centre). Midleton Distillery is a major land use to the east of the town centre and is classified as a hazardous industrial installation under the Seveso III (Directive 2012/18/EU) by virtue of the fact that significant quantities of dangerous substances are produced and stored onsite. The distillery in Midleton is classified as an Upper Tier Seveso site. This classification imposes some limitations on neighbouring land uses.
- 3.3.44 A former Mill complex on Dwyer's road has been subdivided into multiple units and now trades as the Midleton Business and Enterprise Park. There are a number of manufacturing and wholesale businesses and administrative offices within the site at present and these have some growth potential. The site would also be suitable for redevelopment as a location for modern office space given its proximity to the town centre. The site is zoned as a Special Policy Area in this plan (MD-X-02) and is also identified as a regeneration site in the plan with potential for the future development of a high quality replacement enterprise park with a series of new higher modern office buildings and ancillary residential uses providing for new public realm and for strong pedestrian linkages to connect with the town centre which would help enhance the vitality of the area.
- 3.3.45 In order to promote the overall sustainable development of the town and retain local employment opportunities it is considered important to retain a range of commercial / business activities within the town and provide a convenient central location for such uses where they are accessible to those doing business/ shopping in the town centre. Opportunities for new employment uses, including office uses, are available on infill sites within the town, particularly to the north near the railway station where sustainable transport options can be provided and opportunities exist to provide direct pedestrian linkages between the rail station and the town core and retail and service opportunities available therein.
- 3.3.46 Midleton has a well located and plentiful supply of land available to provide a choice of sites for enterprise/ business/ industrial uses. This, in addition to the town's strong brand name, good road access, commuter rail service and strong housing market should position Midleton as an attractive location for new business uses.
- 3.3.47 This plan makes provision for a high technology campus development (MD-HT-01) west of the town along the railway line on a site to the west of the Owenacurra Business Park. The lands have frontage on the old Cork Road and the Northern Relief Road.

- 3.3.48 Land for business uses have been provided to the south of the N25 at Baneshane and also a site off the Midleton Northern Relief Road to the east of MD-HT-01. Full development of MD-B-01 site at Baneshane is dependent on revised / improved access arrangements being available to the N25, which are a matter for Transport Infrastructure Ireland. The timeline around the delivery of improvements to the N25 is uncertain and is beyond the direct control of the County Council. Road improvements will need to be financed through the system of development contributions and agreements (provided for by sections 47, 48 and 49 of the Planning & Development Act 2000). Where investment is undertaken by the Council, developers will be required to reimburse the full costs incurred by the County Council as development progresses. At present the site has direct access to the N25 but this will change under the Midleton Carrigtwohill Transportation Plan whereby access will be via the local distributor road with a link to the national road at Carrigtwohill. Given the distance from the railway station and the Water Rock area and other main centres of population, it is considered that the MD-B-01 site at Baneshane site is not suitable for uses with a high employment density. Uses which would be suited to this site include stand alone light industry, warehousing and distribution.
- 3.3.49 Lands for industrial use have been identified to the east of the town near Midleton Distillery. Completion of the Northern Relief road will enhance the potential of these lands and provide scope for the expansion of the distillery and for new industrial development.

Tourism

- 3.3.50 Tourism continues to be an important contributor to the economy of Midleton. Development by Irish Distillers International Ltd. (IDIL) of the Old Distillery as a major Industrial Museum has had a dramatic effect on tourism in the town with the associated tour of the Jameson Experience, Midleton (JEM) attracting approximately 150,000 visitors every year.
- 3.3.51 The town's position in East Cork close to other historic towns and attractions and the coastline, draw significant tourist numbers. The town is also ideally placed on the major tourist routes between Rosslare (International Ferry Terminal) and West Cork, as well as having rail and nearby air access (Cork International Airport). Midleton plays a key role in facilitating access to other tourist attractions in the area such as Fota Island, Trabolgan and Ballymaloe.
- 3.3.52 Tourist accommodation is available at the Midleton Park Hotel and at other hotels, guest houses and hostels in the wider area. Midleton also has a very good mix of quality retail outlets, shops, restaurant and café's and these are all conveniently located to service and benefit from tourist numbers. The increased financial injection has a dynamic influence and adds an additional dimension to the economy and jobs sector of the town.
- 3.3.53 Given the direct and indirect benefits of tourism for the town, the Council will encourage the development of the tourism and retail sectors in Midleton to further enhance the experience for those who visit the Town. In particular a vibrant town is an attraction in its own right and the development of an attractive town centre encourages visitors to linger in an area and thus boost retail spend. Development of tourism is one of the areas where the prosperity of Midleton can be appreciably increased and the means of achieving this are mainly in the hands of the people of Midleton and a large return can be achieved without outside intervention.
- 3.3.54 The tourism industry relies on the quality and attractiveness of the built and natural heritage and implementation of the objectives set out in Volume One of this plan are important to safeguard the natural resources underpinning the tourism sector. In general, however it should be noted that the demands of tourists and shoppers are broadly similar in that both require easy pedestrian access, a diverse and concentrated core area and a well presented and attractive environment.
- 3.3.55 The development of the Midleton to Youghal (MY) Greenway, which is due to be completed in 2023 will give the town a major tourism boost. It is an objective of this plan to complete the development of the Midleton to Youghal Greenway and identify and seek to develop suitable walking and cycle links to Midleton and Youghal town centres to maximise access to and use of the Greenway where feasible.

Town Centre and Retail

- 3.3.56 Midleton Town Centre acts as a focus for the wider community and should be an attractive, inviting, safe and secure environment for visitors, business, shoppers and residents. The Retail Core is focused on Main Street, and a series of secondary streets and laneways including Broderick Street, Connolly Street, Distillery Walk and Church Lane. Midleton has a strong mix of commercial uses within the town centre, reflecting its importance as a Metropolitan Town within the Cork Metropolitan Area.
- 3.3.57 Whilst the character of the town centre has been established by its historical layout and rich architectural heritage, in recent years Midleton has undergone a transition from an established small market town to a major growth node for Metropolitan Cork. This growth in population has the potential to transform the whole town, including the quantum and type of uses in the town centre. It is important that the design of future development within the town centre builds on its existing character and enhances its appearance and attractiveness. While the narrow plot sizes of the town core have limited the ability of the town centre to accommodate large individual building footprints, considerable backland and brownfield sites exist which could accommodate new town centre development. An Urban Capacity Study of the town was carried out by Cork County Council in 2018 which identified 'Living Over the Shop' and Infill Opportunity Sites in the town.

- 3.3.58 Midleton enjoys a good local reputation as an attractive shopping town and the reasons for this are evident in the variety and quality of retail outlets, speciality shops, cafes and restaurants, along Main Street and the adjacent side streets. Several convenience anchor stores are represented, at the edge of the core area, Tesco and Supervalu to the north of the retail core and Aldi and Lidl to the west at Riverside Mall. There are also a large proportion of independent retailers which add to the variety of the retail offer. The town has a strong Retail comparison offer. Midleton also has a specific role in serving a wider rural catchment area and, despite its proximity to Cork City and a number of suburban district centres, its strong retail and service base has ensured it has remained self-sufficient.
- 3.3.59 The Retail Network / Hierarchy identified in Volume One of this Plan identifies Midleton as a Sub-Regional / Large Metropolitan Town performing an important sub County retail role offering a good range of convenience provision and a varied comparison offer, serving a large rural catchment. The preference for retail park developments is to locate in or adjacent to the Town Centre, to ensure the potential for linked trips and commercial synergy. A cautious approach is suggested to proposals for edge/out of town retail warehouse developments.
- 3.3.60 The area zoned as MD-T-06 was originally developed for retail warehousing and this site needs to retain this role into the future, providing for the sale of bulky goods only that will not undermine the role of the other established retail areas, especially the town centre. The area includes the fire station and a number of undeveloped sites which would be suitable for the development of non-retail town centre type uses such as office-based employment, leisure, healthcare or other civic type uses.
- 3.3.61 Provision for some retail development / new neighbourhood centre has also been made in the new residential neighbourhood at Water Rock to the north west of the town. The former Mill site in Ballinacurra has also been identified as a site for neighbourhood centre uses which could serve the Ballinacurra area (MD-T-07).
- 3.3.62 In the future the eastern part of the MD-X-01 site may also play a role in meeting local retail needs on a small scale, subject to a full Retail Impact Assessment and Flood Risk Assessment.
- 3.3.63 Midleton's Core Shopping Area and comparison shopping in particular, is generally concentrated along the Main Street, and extends into the side streets and laneways off the Main Street. Within this core area there is scope for the redevelopment and renewal of many premises to accommodate new format retail development and new uses above ground floor level. Within the wider MD-T-01 area surrounding the Core Shopping Area there is scope for new retail and other town centre uses in the backland areas behind the Main street and particularly along Riverside Way in accordance with the Riverside Way Framework Development Plan 2008. Due to its potential to consolidate and strengthen the viability and vitality role of the Core Shopping Area and enhance the amenity / public realm of the town centre, the MD-T-01 area is the priority area for the development of new retail uses over the life of this plan.
- 3.3.64 Three other retail 'hubs' (MD-T-02, MD-T-03 and MD-T-04) have developed at the edge of the town centre around convenience shopping facilities - Supervalu at the northern end of the town, Market Green to the north west where Tesco is located and Riverside Mall to the west where Lidl and Aldi are located. There is scope for some additional development in Market Green within the MD-T-03 area, provided it does not undermine the function of the Core Shopping Area within MD-T-01.
- 3.3.65 There is scope for further development of town centre uses, including some retail, through the development of the area known as Cuddigan's Yard within MD-T-05. Development in this area needs to be of a scale that will not undermine the function of the Core Shopping Area within MD-T-01.
- 3.3.66 Additional non retail development within the town centre is also essential to ensure the vibrancy of the town centre is maintained, particularly in the evening, including uses such as residential, civic buildings, guest houses, hotels, hostels, restaurants, entertainment, leisure, recreation and community uses.
- 3.3.67 Under this plan some areas, including existing housing estates, which were previously zoned for town centre uses have been reclassified as part of the existing residential area.

Special Policy Areas

- 3.3.68 Midleton has two special policy areas. MD-X-01 is located off the Mill Road, between the railway line and the Northern Relief Road. The site is close to Midleton railway station and is partly at risk of flooding. Subject to a more detailed site-specific flood risk assessment, the site should be suitable for mixed use development, potentially including residential and office uses. Provision may also be made for small scale retail units at ground floor level, with the office and/or residential uses at upper floor levels appropriate to a mixed-use urban neighbourhood. It is important that any retail development on this site would not detract from the core retail area along the Main Street and that Pedestrian and cyclist linkages are provided along the Owenacurra River. Development of the site should also provide for some open space areas to provide for continuation of / connectivity with the areas of open space to the north and south of the site. MD-X-02 is located to the west of the town centre. The site has been identified for a mix of uses to include retail, business/office-based employment and residential development. Development of the site will also include strong pedestrian links will also be provided from the site to the town centre.

Ballinacurra

- 3.3.69 Ballinacurra, located less than 2km south of the town centre and south of the N25, lies at the confluence of the Owenacurra River and the east channel of Cork Harbour. In times past it served as the port for the town of Midleton. In recent decades the village has been planned as part of the growth of Midleton and has become a major suburb of the town. It retains quite a strong character and identity with a good range of services, with the exception of a local primary school and a neighbourhood centre. The R630 regional road to Whitegate divides the village from the traditional quay areas to the west.
- 3.3.70 Additional community facilities are required in Ballinacurra to cater for the growing population there, including, potentially, a primary school to be provided in consultation with the Department of Education and Skills, and a playground. These facilities should be given priority during the lifetime of this plan. Work has commenced on the development of upgraded pedestrian and cycle routes from Ballinacurra to Midleton train station as referenced in paragraph 3.3.34 above.
- 3.3.71 The former Mill site in Ballinacurra has also been identified as a site for neighbourhood centre uses which could serve the Ballinacurra area (MD-T-07).

Movement

Walking/Cycling

- 3.3.72 Facilitating a modal shift to walking and cycling for local journeys within the town would help ease congestion. New cycle routes have been provided in the newer estates at Broomfield and around the Northern Relief Road. There is significant potential for cycle routes in the town given the relatively level terrain and proximity of most residential areas to the centre. In terms of achieving modal shift in the next plan period, significant weight must be given to encouraging increased levels of walking and cycling in the town, mainly through design in new development areas. The Midleton and Carrigtwohill Transportation Study 2010 outlines a number of priority proposals in detail to improve walking and cycling routes throughout the town as well as parking and public transport measures which will significantly enhance the attractiveness of the town as a place to live and to visit.
- 3.3.73 In 2014 Cork County Council commissioned a cycle network study prepared for the Cork Metropolitan Area, the objective of this study was to provide a clear plan for the future development of cycling networks throughout Metropolitan Cork. The main network plan proposals for Midleton include one main north-south primary route and one primary route serving the Owenacurra Business Park and the Nordic Business Park area to the north west of the town. Due to the constrained nature of Midleton Town Centre, the north-south primary route which will consist of a variety of measures and infrastructure types that respond to the specific nature of each road section. A number of secondary routes are proposed to serve established schools, residential areas and employment centres.
- 3.3.74 Work on the 23km long, off-road Midleton to Youghal Greenway started in November 2019 and is expected to be open in 2023. The route runs alongside the old railway line and will include stop off points at former railway stations in Mogeely and Killeagh. When finished the new greenway will provide a level gradient suitable for all ages and abilities as a safe, accessible and attractive route for cycling and walking and could attract 250,000 visitors annually. The development of the disused railway line is expected to create jobs and opportunities locally in towns, villages and communities. The Cork Metropolitan Area Transport Strategy (CMATS) also identifies a Greenway linking the City with Midleton (Part of the EuroVelo 1 route) via Tivoli, Glanmire, Little Island and Carrigtwohill. The study also identifies a potential Midleton-Ballinacurra-Whitegate Greenway route. Work has commenced on the development of upgraded pedestrian and cycle routes from Ballinacurra to Midleton train station as referenced in section 3.3.34 above.

Public Transport

- 3.3.75 Transport modelling studies carried out by the County Council and the NTA indicate that the land use strategy adopted in this and other Local Area Plans will lead to a reduction in the proportion of journeys being made by car in future years. In Midleton, issues arising from congestion on the N25 route are, in part, off-set by the availability of good quality suburban rail and bus services to Carrigtwohill, Little Island and Cork City. The potential to off-set or mitigate future road congestion could be enhanced by future investment to:
- Extend the suburban rail service to planned stations north of Cork City Centre.
 - Improve interchange/connectivity between rail services and employment locations in Little Island and Mahon;
 - Improve rail service frequency/quality; and
 - Focus future employment in the City Centre and suburbs in locations well served by rail.
- 3.3.76 In Midleton, the investment made by Government and the Local Authorities in securing the reopening of the Suburban Rail route from Cork delivers the potential to provide new housing and other development in locations close by with easy access to rail services. In order to deliver a return on this investment, the County Council are prioritising the development of these locations. Funding generated from the development itself will result in the provision of an additional rail station to encourage use of train services.

- 3.3.77 In addition, proposals for new bus services to be delivered during the life time of the development, that will complement rail services, are in the course of preparation with the NTA. CMATS identifies a radial bus route from Midleton to the City Centre. According to CMATS the radial bus services will provide further opportunities for interchange to suburban rail and other bus services on the Core Bus Network.

Rail

- 3.3.78 Transport priorities for the Cork Metropolitan Area in the RSES include; through the NDP, the ongoing development of the Cork Metropolitan Area Transport Strategy and enhancements to the commuter rail service, including additional stations and rail fleet; and supporting the feasibility of converting the heavy rail commuter services to light rail services which can be flexible for extension of services and future integration with city light rail. This plan recognises the planned role for Midleton Train Station in providing a commuter rail service for the town
- 3.3.79 At present the rail journey time from Midleton to Kent Station is 25 minutes. The Cork Metropolitan Area Transport Strategy proposes to upgrade the existing single track between Glounthaune and Midleton to a double track. The Strategy also proposes a new railway stop at Water-Rock, to align with strategic land use planning objectives, as part of the proposed suburban rail network. The CMATS Strategy fully supports the strategic direction of Cork County Council's adopted planning frameworks to significantly intensify and consolidate future housing, employment, and educational development within the immediate Midleton station. It is therefore necessary to reserve land on either side of the railway route to facilitate the possible future upgrading of the route to double track standard.

Roads

- 3.3.80 The N25 runs through the south of Midleton and while a portion of the town lies to the south of the road, it functions as a by-pass. Improvements and upgrades to both the N25 Carrigtwohill -Midleton and N25 Midleton – Youghal sections of the corridor are planned but are currently suspended pending the availability of funding. It is considered likely that this project will need to be advanced during the lifetime of this plan and upgraded National Road infrastructure delivered in tandem with the delivery of the development proposed for the town as a whole. The N25 upgrade project will help address the following issues:

- Existing poor-quality intersections/junctions.
- Growth in background traffic levels since the current road was constructed.
- Capacity to accommodate planned development; and
- Headroom capacity to accommodate future growth (beyond this plan).

- 3.3.81 The Northern Relief road will act as a distributor road bypassing the town centre to the north. Phase 1 has been completed, however Phases 2 and 3 are dependent on the availability of finance. Two potential routes are shown on the Midleton zoning map for the southern portion of Phase 3 of the route, running to the east, and west, of MD-I-01. These lines are indicative. The critical requirement for this route is that it joins the Old Youghal Road (R907) at a point sufficiently west of the junction between the R907 and the N25, to avoid negative impacts on the operation of the N25. The Council will consider other route alignment options that satisfy this requirement, and otherwise comply with road design and safety standards.

- 3.3.82 The distributor road for the Water-Rock development and a grade separated junction on the N25 are also crucial elements of roads infrastructure that need to be provided in order to advance the development proposals for the town.

- 3.3.83 Upgrades to the Lakeview roundabout have been completed which allow traffic approaching from the R630/629 travelling towards Carrigtwohill, Little Island and the Cork city area to access the N25 more easily, thus alleviating congestion for traffic approaching the roundabout from the south. It is an objective of the Cork MASP to deliver a number of Strategic Road Network Improvements including the upgrade of the R630 Regional Road linking Midleton to Whitegate Road (Energy Hub) and to support the designation of this route to National Road Status.

Parking

- 3.3.84 Traffic congestion and parking is a significant issue in the town, particularly on Main Street and around the numerous schools in the town and a more effective traffic and parking management strategy is required to support the economic development of the town. An appropriate level of short and long term car parking is needed to serve the needs of commercial, retail and employment generators.

- 3.3.85 In Midleton there are approximately 500 on street parking spaces in the Town Centre of which approximately 120 are located on Main Street. Within the Town Centre, parking on Main Street, Broderick Street, Church Lane and Connolly Street is subject to a 2 hour limit. No further parking duration limits apply outside of these streets. The Midleton and Carrigtwohill Transportation Study identified that there is a total of 300 off-street public car parking spaces provided within 3 conveniently located town centre car parks while there are 6 privately owned commercial car parks with a combined parking provision of 814 parking spaces.

- 3.3.86 The Transportation Study also concluded that most long term parking was taking place in the centrally located public car parking areas with the subsequent effect of making it harder for short term and specifically retail related parking to take place. Correspondingly the private car parking facilities are underused. The study recommended that a parking management system be put in place that favoured short term parking in the public areas given that longer term parking is available in the private car parks. Such a system would facilitate those making trips into town connected with retail activities.
- 3.3.87 Car parking standards are addressed in the **Chapter 12 'Transport and Mobility'** in Volume 1 of this plan.

Water Management

Water Supply

- 3.3.88 Under the Irish Water Investment Plan 2020–2024 there is a programme to construct necessary water network extension infrastructure in order to facilitate population growth in the town including network and storage extensions. The Water Network Extension program aims to increase the reach of IW's mains network across Ireland by focussing on a number of prioritised settlements chosen in collaboration with Local Authorities. Currently it is envisaged that there is capacity available to cater for proposed draft population targets. The Cork Harbour and City Water Supply Scheme needs to be extended to Midleton and Reservoirs added to meet the further demands.
- 3.3.89 In Midleton there is project ongoing to extend the city and harbour trunk water main from Carrigtwohill to Midleton which will provide adequate water supply capacity for the town. A new reservoir and upgrades to the water supply network may also be required to meet further demands.
- 3.3.90 There is a risk of supply interruption during drought or freeze-thaw conditions. Further intervention may be required to provide a supply and level of service that meets best international standards.

Wastewater

- 3.3.91 The Midleton Wastewater Treatment Plant, which is located at Garryduff south of the N25, has a current capacity of 15,000p.e. but has no spare capacity to cater for additional development. Further remedial works in relation to infiltration issues are required by Irish Water in order to increase this capacity. Irish Water are also proposing some capital upgrade works at Midleton, to bring PE capacity to 19,000. The current forecast date for the delivery of this project is 2026.
- 3.3.92 In the interim other projects are proposed to provide wastewater treatment capacity including:
- Phase 1 - Load diversion to Carrigtwohill project which will pump effluent from the north side of Water Rock to Carrigtwohill - due for completion in 2023 (timeframes subject to all necessary consents and approvals).
 - Phase 2 - Load Diversion to Carrigtwohill project which will transfer the loading from a large portion of the town to Carrigtwohill – due for completion in 2026 (timeframes subject to all necessary consents and approvals).

Surface Water

- 3.3.93 Given the history of flooding in Midleton from tidal, fluvial, pluvial and groundwater sources the management of surface water is of significant importance. All proposals for development in Midleton should include the provision of sustainable urban drainage systems (SUDS), silt traps, and grease hydrocarbon interceptors where appropriate so as to ensure that water quality is improved and maintained. Provision has been made for two storm sewers under the rail line. Further guidance on water management is given in Volume One of this Plan.

Pollution Reduction Programme

- 3.3.94 Pollution Reduction Programmes (PRPs) have been established for four designated Shell Fish growing areas to the south of Midleton at Rostella North, Rostellan South, Rostellan West and Cork Great Island North Channel. These PRPs seek to protect and improve water quality and ensure compliance with the standards and objectives for these waters established by the 2006 Quality of Shellfish Waters Regulations (S.I. No. 268 of 2006) and with Article 5 of Directive 2006/113/EC of the European parliament and of the Council on the quality required for shellfish waters. The Pollution Reduction programmes include a range of actions and mitigation measures aimed at improving water quality.

Flood Risk Management

- 3.3.95 The Office of Public Works (OPW), in partnership with Cork County Council, have recognised the high levels of existing flood risk in the River Lee Catchment. The OPW have carried out a Catchment Flood Risk Assessment and Management (CFRAM) Study for the Lee Catchment, which includes the Owenacurra and Dungourney River catchments, as well as tidal flood risk. Cork County Council has recognised that groundwater and pluvial flooding are also very significant sources of flood risk in Midleton. A robust flood relief scheme will be developed to address these flood sources.

- 3.3.96 The proposed scheme is to be developed to defend properties at risk from all four sources of flooding, i.e. tidal, fluvial, pluvial and groundwater flooding. The Draft Catchment Flood Risk Management Plan identified a preferred option for the alleviation of flood risk in the Midleton catchment. Cork County Council, acting as Agents for the OPW, has commissioned Arup to develop a Flood Relief Scheme for Midleton. The project will comprise five stages with the first stage to be completed by the end of 2021 and the final stages including the construction and handover of the works to commence in 2024. Until the flood relief scheme is completed, significant new development in Flood Zones A and B is considered premature. Development in built up areas should be limited to minor development as defined by Section 5.28 of the Guidelines for Planning Authorities 'The Planning System and flood Risk Management'.
- 3.3.97 It is important to note that flood risks from pluvial (intense periods of rainfall) and ground water sources are not reflected in the flood zones illustrated in this plan. The flood risks shown in this document refer to fluvial (river) and tidal flooding only. However, such risks are known in Midleton and will need to be taken into account as part of the flood risk assessment of new development proposals.
- 3.3.98 Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated at being at risk of flooding. The approach to Flood Risk Management is set out in **Chapter 11 Water Management in Volume One** of this Plan and in the updated Strategic Flood Risk Assessment (SFRA), October 2021. The updated SFRA should be consulted for any settlement specific comments and recommendations, including any site-specific recommendations made as part of any Justification Tests carried out, prior to any application for development.
- 3.3.99 A flood risk assessment was produced by Atkins for Cork County Council for the specific purposes of identification of flood risk to proposed Water-Rock UEA Infrastructure Works. The report made a number of recommendations following a detailed assessment of flood risk associated with the Water-Rock UEA Infrastructure works in accordance with the DoEHLG 'The Planning System and Flood Risk Management Guidelines for Planning Authorities'.

Waste

- 3.3.100 There are two bring sites in Midleton at Distillery Walk and Tesco car parks where there are facilities for the recycling of glass, textiles, beverage cans and food tins.

Broadband/Utilities

- 3.3.101 The availability of broadband infrastructure enables high speed access to information for industry, public and private sector organisations. It facilitates international e-commerce and is essential for all aspects of business including Small and Medium Enterprises (SME's) and multinationals. Fixed line broadband is available in Midleton. As part of the Regional Broadband Programme, Midleton was approved, as one of 15 towns in County Cork under the Metropolitan Area Networks (MANs) for the provision of a fibre optic communications network.

Built Heritage

Protected Structures

- 3.3.102 Midleton is a planned market town of important townscape value, located strategically between Cork City and Youghal, hence its name a derivative of "Middle town". The traditional town centre largely comprises of a long, wide "Main Street" laid out on a north/south axis and intersected by a series of laneways. Buildings are generally 2-3 storeys high, of various widths and largely demonstrate a consistent frontage.
- 3.3.103 The former Midleton Town Development Plan (2013) identified a total of 51 buildings or sites in Midleton town that are included within the Record of Protected Structures made under section 51 of the Planning and Development Act 2000. These structures are now being included in the County Development Plan – see **Volume Two 'Heritage and Amenity'** of this Plan.
- 3.3.104 Midleton Town boasts some fine Georgian public buildings, terraces and houses, at Broderick Street, St John the Baptist Church, Midleton College, the Distillery buildings, Market House and Tracton Lodge. There are also examples of one-off Victorian buildings and detached Edwardian houses. Also notable is the railway station, which includes the signal box, station building, platform facings and the remains of the canopy.

Architectural Conservation Areas

- 3.3.105 A number of areas and street frontages within the town are designated as Architectural Conservation Areas. In the vicinity of the railway station, the houses fronting the south side of Railway Street and the eastern side of Mill Road are included within the designation. See Volume Two 'Heritage and Amenity' of this plan for further details.

Archaeology

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

Landscape

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

Biodiversity

- 3.3.108 A number of special sites in County Cork have been identified to be of exceptional importance for wildlife and to this end they have been or are proposed for designation under European and National legislation as Natural Heritage Areas (NHAs), Special Protection Areas (SPAs) or Special Areas of Conservation (SACs). The responsibility for designating sites of nature conservation interest lies with the National Parks and Wildlife Service. Some of these sites also have other designations which can include Statutory Nature Reserve, Refuge for Fauna, Biogenetic Reserve or Ramsar sites.
- 3.3.109 Natural Heritage Areas are sites which are designated under the Wildlife (Amendment) Act 2000 and include nationally important semi-natural and natural habitats, landforms and geomorphological features, wild plant and animal species or a diversity of these natural attributes. There are 18 proposed Natural Heritage Areas within a 15km buffer surrounding Midleton Town.
- 3.3.110 Of particular note is the Cork Harbour/Great Island Channel which extends to Ballinacurra and is also identified as a designated SPA, pNHA and cSAC in this plan. It is an objective of this plan to maintain the conservation value of all Natural Heritage Areas proposed for designation and this plan will protect and avoid any adverse impacts on these sites. This area hosts a good diversity and numbers of wintering birds. Most of the species that are found in the harbour are represented here, including teal, lapwing, black-tailed godwit, redshank, dunlin and golden plover.
- 3.3.111 Ballyannan Woodland Walk (Bailick to Dwyer's Road) to the south of the town in Ballinacurra and Open Space areas throughout Midleton, including the Town Park and Ballinacurra roadside verges are being managed to enhance their biodiversity value in accordance with the Midleton Pollinator Plan as important elements of the Green Infrastructure resources of the town.

Urban Expansion Area: Water-Rock

Water-Rock Context

- 3.3.112 Water-Rock is an Urban Expansion Area (UEA) located to the northwest of Midleton and identified as a priority growth area in Metropolitan Cork for large-scale sustainable housing delivery along the Cork-Midleton Eastern Rail Corridor.
- 3.3.113 When fully developed, the Water-Rock UEA will accommodate (approximately) 2,500 homes, 40,000m² of community floorspace including 3 schools, 50,000m² of high-quality enterprise and employment floorspace, a new rail-stop and biodiverse green network across the UEA linking two pocket parks with a 9 hectare linear park along the River Owenacurra.
- 3.3.114 Water-Rock was originally zoned as an opportunity site in a Special Local Area Plan 2005 and was the premise for substantial state investment in the reopening of the rail-line to Midleton in 2009. Post the 2011 Local Area Plan, the Water-Rock Framework Masterplan was subsequently developed in 2015 which translated into specific planning policy in the Municipal District Local Area Plan (MDLAP) 2017.
- 3.3.115 Significant progress has been made over the last number of years in activating the Water-Rock Urban Expansion Area through a whole of government approach to create a sustainable new settlement which aligns with government policy at national, regional and local levels, particularly in relation to achieving compact growth and building high quality communities around strategic public transport infrastructure. The outcome of this progress is reflected in the Water-Rock specific policy contained within this Plan.
- 3.3.116 The Plan also reflects the key findings of a number of studies, assessments and design frameworks undertaken in relation to the Water-Rock UEA and Cork county generally, which have both fed into and been prepared as part of the design process for the UEA. These include the following:
- o The Water-Rock Framework Masterplan 2015.
 - o The Water-Rock Urban Design Framework 2020.
 - o The Water-Rock Strategic Transport Assessment 2018 (updating in parts previous Transport Studies/Assessments 2010 and 2014).
 - o Ecological Appraisal for Water-Rock 2015.
 - o Cork Metropolitan Area Transportation Strategy 2040 (CMATS).
 - o Cork Cycle Network Plan 2017.
 - o Part 8 Reports associated with UEA proposed infrastructure (Ecology, Flood Risk Assessment).

- 3.3.117 In accordance with the Midleton Zoning Map, the Water-Rock UEA is defined as comprising the following zonings: MD-R-06, MD-R-07, MD-R-08, MD-RFAP-09 MD-R-10, MD-R-11, MD-R-12, MD-R-13, MD-R-14, MD-RAP-15, MD-R-16, MD-RAP-17, MD-RAP-18, MD-RFAP-19, MD-RFAP-20, MD-RAP-21, MD-RAP-22, MD-RFAP-23, MD-C-01, MD-C-02, MD-C-03, MD-GR-08, MD-GR-10, MD-GR-11 and MD-HT-02.

Water-Rock Implementation

- 3.3.118 A multidisciplinary team, the Housing Infrastructure Implementation Team (HIIT), was established in 2016 to work with all key stakeholders in activating the development of Cork County Council's Urban Expansions Areas, including Water-Rock, which is now at an advanced stage of implementation.
- 3.3.119 Challenged with a large number of landlocked residential and community development sites in multiple land ownership, the opportunity to initiate activation presented with funding received under the Local Infrastructure Housing Activation Fund (LIHAF) in 2017 as part of the Rebuilding Ireland Programme for the upfront delivery of strategic infrastructure to facilitate the delivery of housing. An integrated and co-ordinated approach to infrastructure delivery has since been progressively developed with the Department of Housing, Local Government and Heritage and other key State agencies, e.g. Irish Water (IW), Irish Rail (IR), Transport Infrastructure Ireland (TII), the Office of Public Works (OPW), which, in addition to leveraging significant additional funding to benefit the UEA, will also benefit the wider settlement of Midleton.
- 3.3.120 Specifically, the County Council is proposing to deliver the key strategic infrastructure required for the activation of the UEA on a phased basis in tandem with housing delivery, including the provision of an internal services corridor link road, the upgrade of the Water-Rock road, the implementation of a surface water drainage system, the delivery of three parks (1 Linear Park and 2 pocket parks) and a number of off site junction/road improvements. The Council are working closely with Irish Water, Irish Rail, the ESB, Gas Networks Ireland and the Department of Education who are responsible for the delivery of the drinking and wastewater, rail infrastructure, utilities and education infrastructure respectively.
- 3.3.121 In terms of key project milestones, Part 8 planning for the 'Water-Rock UEA Infrastructure Works' was approved in March 2019, Development Agreements were signed with key landowners in December 2020, the Restricted Tender Stage 1 Suitability Assessment for Contractors was finalised in January 2021 and the Tender Stage 2 assessment finalised in Q4 2021. The new bespoke Water-Rock Development Contribution 2021-2041 Scheme was adopted in April 2021. The commencement of construction of the LIHAF infrastructure is programmed for Q2 of 2022 with housing delivery anticipated from Q4 2023.
- 3.3.122 In addition, funding has been secured under the Urban Regeneration Housing Fund (URDF) for the design of the Linear Park along the Owenacurra River which is due to proceed to Part 8 Planning in 2022.
- 3.3.123 Given the complexity of the activation challenges, including interplay between multiple landowners, infrastructure agencies and the need to provide on and off-site infrastructure, Cork County Council has been required to commit extensive resources over a number of years to bring the site close to activation.

Water-Rock Phasing

- 3.3.124 In order to promote the accelerated delivery of housing through the development of the Water-Rock site, the phasing arrangements are flexible, depending on the delivery of the relevant supporting infrastructure.
- 3.3.125 The Council has identified three bundles of core, on site infrastructure, including access roads, water services, and particular areas of open space, that they intend to deliver in order to facilitate the independent development of individual parcels of zoned lands.
- 3.3.126 In addition, there is a need to regulate the overall delivery of housing on the site to the delivery of particular off site infrastructure and this is outlined under Table 4.3.5 and Table 4.3.6.
- 3.3.127 The Councils' core on site infrastructure programme of Bundles A, B and C as per Table 4.3.5, will regulate the timing of the commencement of development on particular parcels of zoned land.
- 3.3.128 It is proposed to deliver Bundle A infrastructure first. It follows that the development of lands linked to Infrastructure Bundle A must be developed first along the proposed services corridor link road to the east of the Water-Rock road, followed by lands linked to Infrastructure Bundles B or C, conditional on the necessary associated infrastructure being in place.

- 3.3.129 Subject to proper planning and sustainable development considerations, the Council is open in principle to facilitating development between lands linked to Infrastructure Bundles A, B and C if an owner of such lands completes development in their earlier bundles and only if the necessary infrastructure is in place to facilitate the development including:
- o appropriate connections to water services infrastructure and surface water management systems;
 - o Relevant on/off site infrastructure.
- 3.3.130 Through the system of development contributions and development agreements, developers will be required to reimburse the full costs incurred by the Local Authority as the development progresses.
- 3.3.131 The core on-site infrastructure, necessary for housing development to commence for the site will be delivered in three phased bundles as follows:

**Table 4.3.5 Water-Rock Urban Expansion Area
Core On-Site Infrastructure Programme
Delivery Agency: Cork County Council
(Wastewater and Drinking Water services are the responsibility of Irish Water)**

On-Site Infrastructure Bundle	Key Projects	Notes	Delivery Programme
A	Services Corridor Link Road extension to rail stop and school site (Northern Relief Road to Water-Rock Road) and associated Surface Water Network	To include water and wastewater networks and surface water disposal network	Proposed initial infrastructure bundle
	Water-Rock Pumping Station and Rising Main		Delivery of Bundle A will facilitate development on the following zones: MD-R-06 MD-R-07 MD-R-08 MD-R-10 MD-R-11 MD-R-12 MD-C-01
	IW Network Extension Drinking/Potable Water Supply		
	Upgrade/Realignment of Water-Rock Road (L3618)**		
B		To include water and wastewater networks and surface water disposal network	Delivery of Bundle B will facilitate development on the following zones:
	Linear Park Phase 1: Bridge & Pathway Infrastructure for Pedestrian/Cyclist Connectivity		MD-R-13 MD-R-14*** MD-R-16 MD-RAP-21 MD-RAP-22
	Pocket Park 1 & Pocket Park 2		MD-C-02 MD-C-03

**Table 4.3.5 Water-Rock Urban Expansion Area
Core On-Site Infrastructure Programme
Delivery Agency: Cork County Council
(Wastewater and Drinking Water services are the responsibility of Irish Water)**

On-Site Infrastructure Bundle	Key Projects	Notes	Delivery Programme
C	Linear Park Phase 2 – Development of Amenities and Facilities		Delivery of Bundle C will facilitate development on the following zones: MD-RAP-15 MD-RAP-17 MD-RAP-18 MD-RFAP-19 MD-RFAP-20 MD-FRAP-23 MD-RFAP-09 MD C -02

* Individual developers will be required to provide surface water attenuation on site.

** Access to serve individual dwellings will not be permitted. New access will be to estate roads only.

*** Provision must be made for appropriate vehicular and pedestrian access to Tír Cluain Housing Estate which is located beyond the north eastern corner of the site.

Note no 1. Development of zones linked to Infrastructure Bundles B & C may commence in parallel with the delivery of infrastructure Bundle A if the following can be secured:

- Landowners with lands in multiple bundles must build out their bundles in sequence, e.g. A to B to C.
- Appropriate connections to water services infrastructure and surface management systems; and
- Relevant on/off site road infrastructure.

Note no 2. Individual Developers will be required to provide for the Loop Road MD-U-03 and Internal East-West Greenway MD-U-06 as part of their planning applications to appropriate standards in agreement with Cork County Council.

Note no 3. Appropriate densities for each particular zone are set out in the '**Midleton Specific Policy Objectives**' of this Chapter, further detail for which is available in **Chapter 4 Housing** and **Chapter 18 'Zoning and Land Use'**

Water-Rock Urban Design

3.3.132 Place-making and a strong sense of community are central to Cork County Council's vision for Water-Rock, which is to create a people centred development to cater for approximately 6,000 residents or 2,500 new homes. Water-Rock is organised around enhanced opportunities for walking, cycling and public transport use, and it is a key priority to provide a high-quality environment with distinctive character areas and strong residential amenities, all rooted in its context. The principle of developing the Water-Rock UEA aligns with government policy at national, regional and local levels, particularly in relation to building high quality, integrated communities in sustainable urban locations.

3.3.133 Having regard to the scale and nature of the proposed Water-Rock development, as well as the multiplicity of ownerships and extent of policy inputs, the Water-Rock Urban Design Framework 2020 has been prepared to provide a framework which delivers a clear vision for the lands, with guidance on scale, massing, connectivity and the expected quality of both the public realm and built environment. The document is available for consultation on the Cork County Council website <https://www.corkcoco.ie/sites/default/files/2021-02/water-rock-urban-design-framework-2020.pdf> Regard should also be had to the provisions of **Chapter 3 Settlements and Placemaking**.

Water-Rock Social and Community Infrastructure

- 3.3.134 A wide range of community services will need to be provided to meet the diverse needs of this future community of approximately 6,000 persons. In particular, this will include educational, childcare, limited retail and community facilities, but may also include healthcare, cultural and leisure facilities.
- 3.3.135 In relation to development of this scale and nature, and with a focus on the achievement of sustainable neighbourhoods, it is considered appropriate that the provision of social and community facilities will be encouraged throughout the site on a pro rata basis and managed through the development management process.
- 3.3.136 The size and position of school sites, including two primary , MD-C-01 and MD-C-02, and one secondary school, MD-C-03, were identified for the Water-Rock Framework Masterplan 2015 and have been carried through from the MDLAP 2017 into this Plan. Delivery of the schools will be progressed with the Department of Education who are responsible for their provision, subject to the sites being serviced. The schools are located in close proximity to one another to create a campus of educational facilities with strong linkages.
- 3.3.137 The school facilities will be provided within the UEA in tandem with the enabling infrastructure delivery and associated development. Bundle A infrastructure which will be delivered from the outset, will provide a serviced access to the first primary school site MD-C-01.
- 3.3.138 Proposed school sites in the Water-Rock UEA, including the extent of lands zoned for same, shall be subject to a review if the requirement for each particular school site changes or if the requirements for schools in Middleton changes during the lifetime of the plan.
- 3.3.139 Childcare facilities shall be provided in accordance with County Development Plan requirements and the appropriate national guidance. Locations adjacent to the railway station and that are convenient to the public open spaces are considered to be the optimal locations for childcare facilities.
- 3.3.140 A Neighbourhood Centre is provided for as part of MD-R-11 Zoning Objective which will provide an important local retail and services function and should be provided in tandem with the development of the UEA. Its location here is preferable so as to have a strong presence on either the services corridor link road or the loop road and to be easily accessible from the Rail-stop and nearby schools. Reference is made to County Development Plan Objective ZU 18-17: Town Centres/ Neighbourhood Centres in **Chapter 18, 'Zoning and Land Use' in Volume 1 of this Plan.**
- 3.3.141 Proposals for Complementary Uses, such as other limited retail and/or community uses at suitable scale may be appropriate in the residential areas, subject to proper planning and sustainable development considerations, in particular around the railway and eastern gateways into the UEA. It is important that any retail proposals within the UEA should be in accordance with the Retail Strategy and should complement and not detract from Middleton Town centre as having the primary retail function in accordance with MD-GO-07.
- 3.3.142 Recreational facilities and amenities are also proposed to be delivered through development of the Linear Park, MD-GR-08, pocket parks ,MD-GR-10, MD-GR-11, and internal recreational greenway , MD-U-06, as outlined in the section 'Water-Rock Green Infrastructure' . Regard should also be had to earlier sections of this plan in relation to Social and Community facilities.

Water-Rock Employment

- 3.3.143 The site zoned MD-HT-02, measuring approximately 9 hectares, comprises an existing employment area to the south of the UEA between the rail-line and the former Dawn Meats factory buildings which forms part of lands zoned MD-R-07 for high density residential development. It currently comprises a number of commercial building complexes (Nordic/ Northpoint), agribusiness premises and a 1 ha section of greenfield land in the western portion. Approximately 25% of the site is currently in active use or has an extant planning permission. The remainder is in disrepair, disuse or is greenfield.
- 3.3.144 Having regard to the prime location of this site adjoining a proposed rail-stop and commuter rail service, the Council is seeking to encourage high intensity employment uses at this location, comprising a mix of high quality office based business and enterprise developments which will build on the rail corridor investment and also ensure employment opportunities to balance increased population growth and stimulate complementary activity within the UEA.
- 3.3.145 The Council will need to carefully manage, through appropriate development management, the compatibility of such uses in line with the existing active uses on the site until such time as the site may be fully redeveloped.
- 3.3.146 As outlined in the 'Water-Rock Social and Community Infrastructure' section, employment opportunities related to limited retail or community uses as appropriate may also be provided. Regard should also be had to earlier sections of this plan in relation to Economy and Employment issues in Middleton and Volume One of this Plan.

Water-Rock Green Infrastructure

- 3.3.147 The existing landscape in Water-Rock is the key asset which establishes the character of the site and through the objectives outlined in this Plan, the Council proposes to make the best use of this asset to generate a network of attractive landscape spaces and ecological corridors within the UEA which is well distributed to allow for retention of existing ecological features and to provide amenity to as many dwellings as possible.
- 3.3.148 The Owenacurra linear park , MD-GR-08, measuring approximately 9 hectares, is the most significant landscape asset of Water-Rock and will feature as the primary area of recreational open space complete with associated facilities and amenities, whilst additionally serving as an important ecological habitat along the banks of the River Owenacurra with its associated woodland.
- 3.3.149 The linear park will also serve the wider settlement of Midleton, therefore it is a key priority to provide for connectivity to the proposed 'Pedestrian and Cycle Route from Ballinacurra to Midleton' which, subject to Part 8 approval, will run past the southern boundary of the linear park linking it to Midleton town, the existing Midleton Train Station, the proposed Midleton Youghal Greenway.
- 3.3.150 Provision is made for two pocket parks, MD-GR-10 and MD-GR-11, which provide an opportunity to protect and strengthen the UEA's biodiversity and promote activity and well-being.
- 3.3.151 The east-west greenway, MD-U-06, is proposed as a primary green corridor across the UEA forming a key link between the proposed settlement and the Owenacurra Linear Park. This greenway will be a shared pedestrian and cycle priority zone, which provides an attractive, continuous and safe route between the public parks and incidental green spaces throughout the development area. This green corridor will also provide a well maintained and secure natural and ecological corridor.

General Objectives for Midleton

- 3.3.152 The following objectives apply to all development proposals for Midleton. Development proposed in these areas must also comply with the objectives at the beginning of this section.

County Development Plan Objectives – East Cork MD General Objectives for Midleton	
Objective No.	
MD-GO-01	Plan for development to enable Midleton to achieve its target population of 19,423. Provide a balance between the provision of housing and employment uses in the town, to support Midleton's development as an integrated live/work destination.
MD-GO-02	Secure the delivery of the Water Rock Urban Expansion Area and supporting infrastructure through a progressive implementation programme.
MD-GO-03	In order to secure the sustainable population growth and supporting development proposed in GO-01, appropriate and sustainable water and waste water infrastructure that will secure the objectives of the relevant River Basin Management Plan and the Great Island Channel Cork Harbour Special Area of Conservation, and Cork Harbour Special Protection Area, must be provided and be operational in advance of the commencement of any discharges from the development. Waste water infrastructure must be capable of treating discharges to ensure that water quality in the receiving water does not fall below legally required levels.
MD-GO-04	<p>The Green Infrastructure assets of Midleton include its river corridors, mature trees, wetlands, woodlands, hedgerows and the estuarine habitats associated with the Owenacurra River.</p> <p>The estuary forms part of the Great Island Channel SAC and the Cork Harbour SPA. This area supports important wetland habitats and is also an important over wintering site for significant numbers of a range of wetland bird species.</p> <p>New development should be sensitively designed and planned to provide for the protection of these features and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity.</p>

County Development Plan Objectives – East Cork MD
General Objectives for Midleton

Objective No.	
MD-GO-05	<p>In accordance with Objective WM 11-10 of Chapter 11 'Water Management', in Volume One of this Plan all new development will need to make provision for Sustainable Urban Drainage Systems (SuDs) and provide adequate storm water infrastructure.</p> <p>Surface water Management and Disposal should be planned in an integrated way in consideration with land use, water quality, amenity and habitat enhancements as appropriate.</p>
MD-GO-06	<p>All proposals for development within the areas identified as being at risk of flooding will need to comply with Flood Risk Objectives in Volume One, Chapter 11 'Water Management'.</p>
MD-GO-07	<p>Support and promote Midleton Town Centre as the primary and most appropriate location for the expansion of retail development. Protect the amenities of existing residential areas within the centre of the town and encourage the provision of sustainable new residential uses to strengthen the vitality of the town centre.</p>
MD-GO-08	<p>Support and promote Midleton as a sustainable employment centre. All proposals for employment related development shall be required to prepare and submit a mobility management plan that maximises the use of public transport options/ passenger rail services.</p>
MD-GO-09	<p>Protect and enhance the attractive landscape character setting of the town. Conserve and enhance the character of the town centre (including the special character of Architectural Conservation Areas) by protecting historic buildings, groups of buildings, the existing street pattern, historic laneways, zones of archaeological potential, plot size and scale while encouraging appropriate development in the town, including the development of regeneration areas and improving the public realm.</p>
MD-GO-10	<p>Provide the planned sustainable local road improvements including the new roads necessary to achieve the proposals contained in this plan.</p>
MD-GO-11	<p>Strengthen the town's flood defences by implementing the findings of the Midleton Flood Relief Scheme, in a sustainable manner.</p>
MD-GO-12	<p>Support the priority principles of the Midleton and Carrigtwohill Transportation Study published in August 2010 in a sustainable manner. In particular, it is an aim of this Plan to ensure that provision is made in proposals for new development, particularly for housing, office, retail, industrial and educational uses to provide safe, convenient and pleasant routes linking the development to the railway station and the other principal areas of the town for walkers and cyclists, based on the measures identified in the Midleton and Carrigtwohill Transportation Study.</p> <p>In achieving this objective, special attention should be paid to the layout of development to ensure that appropriate measures are taken to establish a walking and cycling friendly environment in accordance with the Cork Cycle Network Plan (2017).</p> <p>This plan also supports the principles and objectives of the Cork Metropolitan Area Transport Study (CMATS) that relate to Midleton and to the ongoing implementation of the Water-Rock Strategic Transport Study.</p>

County Development Plan Objectives – East Cork MD
General Objectives for Midleton

Objective No.	
MD-GO-13	<p>Reserve land on either side of the railway route to facilitate the possible future upgrading of the route to double track standard from the City to Midleton Train Station, and potentially from Midleton to Youghal in the future.</p> <p>This objective applies to all land within 5m of the perimeter fence on either side of the railway. Within this area the following categories of development will be resisted:</p> <ul style="list-style-type: none"> • New buildings not required for the operation of the railway; and • New vehicular and pedestrian accesses where these accesses are the sole or primary access to development. <p>New bridge crossings constructed will be required to provide sufficient clearance to permit double track operation.</p> <p>Open land uses, such as open space, surface car parking and agriculture will normally be permitted subject to the proper planning and sustainable development of the area.</p> <p>There are no current plans to reopen the railway line from Midleton to Youghal. The MY Greenway is in construction and is due to be completed in 2023. The development of the Greenway will however serve to protect the integrity of the route corridor.</p>
MD-GO-14	<p>Complete the development of the Midleton to Youghal Greenway and identify and seek to develop suitable walking and cycle links to Midleton town centre to maximise access to and use of the Greenway where feasible.</p>
MD-GO-15	<p>Protect river corridors having regard to the need to avoid disturbance to wintering birds and managing flood risk, and where possible, develop these as natural amenity corridors, connecting different parts of the town and linking up with established amenity areas. Development proposals should direct movement away from the estuary or incorporate screen planting or other suitable buffering to avoid potential for disturbance to birds. It is also an objective to provide adequate buffer zones along watercourses to ensure riparian zones are not degraded and there is no bankside erosion. In this regard, developers shall take account of relevant guidance documents relating to watercourse buffer zones, in particular IFI (Inland Fisheries Ireland) guidelines 'Planning for Development Watercourses in the Urban Environment'.</p>
MD-GO-16	<p>Support the expansion of primary and post primary education facilities in the town in consultation with the Department of Education and Skills.</p>

Specific Objectives

3.3.153 The following specific development objectives apply to Midleton. Development proposed in these areas must also comply with the General Objectives at the beginning of this section.

County Development Plan Objectives – East Cork MD Specific Development Objectives for Midleton		
* Flood Risk. See Objectives in Volume One, Chapter 11. Water Management		^ TIA and RSA Required
Objective No.	Objective	Site Area (Ha)
Residential / Residential Additional Provision / Residential Further Additional Provision		
MD-R-01	<p>Medium A Density Residential Development.</p> <p>Full development of this site is dependent on revised / improved access arrangements being available to the N25. In submitting proposals for the development of this land, the developer will be required to demonstrate, to the satisfaction of the planning authority, that the proposals for this land can, in future, be satisfactorily integrated with other land in the Baneshane area and linked to the town centre, it's railway station and the site identified in this plan as a possible second rail stop to serve the town at Water-Rock.</p> <p>The site is traversed by a tributary of the Owenacurra River which drains to the SAC. Proposals shall include protection of the River Corridor and any development shall take into consideration Inland Fisheries Ireland (IFI) Guidelines 'Planning for Watercourses in the Urban Environment'.</p> <p>Development proposals shall be accompanied by a Traffic Impact Assessment and Road Safety Audit which will guide development proposals pending the necessary improvements to the N25. * ^</p>	3
MD-R-02	<p>Medium A Density Residential Development.</p> <p>Full development of this site is dependent on revised / improved access arrangements being available to the N25. In submitting proposals for the development of this land, the developer will be required to demonstrate, to the satisfaction of the planning authority, that the proposals for this land can, in future, be satisfactorily integrated with other land in the Baneshane area and linked to the town centre, it's railway station and the site identified in this plan as a possible second station to serve the town at Water-Rock.</p> <p>Development proposals shall be accompanied by a Traffic Impact Assessment and Road Safety Audit which will guide development proposals pending the necessary improvements to the N25. * ^</p>	6.4
MD-R-03	<p>Medium A Residential Development. Any development proposal should include a detailed landscaping plan.</p>	2.4

**County Development Plan Objectives – East Cork MD
Specific Development Objectives for Midleton**

* Flood Risk. See Objectives in Volume One, Chapter 11
Water Management

^ TIA and RSA Required

Objective No.	Objective	Site Area (Ha)
MD-R-04	<p>Medium A Density Residential Development to include a mix of house types. Consideration may also be given to the provision of a nursing home. Proposals should take cognisance of the period property in the near vicinity and should include detailed landscaping proposals for the site. Provision of a new purpose-built primary school can also be accommodated on this site, subject to agreement with the Department of Education and Science. The development proposal shall also include a detailed Traffic and Transport Assessment and road safety audit. [^]</p> <p>The site supports two habitats of ecological value (semi natural grassland and scrub/transitional woodland). The biodiversity function of these habitats is to be protected as much as possible through the inclusion of buffer areas and green infrastructure corridors.</p>	14.5
MD-R-05	<p>Medium A Density Residential Development to include a mix of house types. Any development proposal should include a detailed landscaping plan.</p>	4.79
MD-R-06 (Water-Rock UEA)	<p>High density residential development to include a mix of house types. The layout shall allow for permeability between adjoining housing areas for pedestrians and cyclists.</p> <p>Development on this site requires provision to be made for the delivery of the infrastructure described in Tables 4.3.5 and 4.3.6. *</p>	4.72
MD-R-07 (Water-Rock UEA)	<p>High density residential development to include a suitable landscaped buffer zone between the site and MD-HT-02 to the south.</p> <p>Development on this site requires provision to be made for the delivery of the infrastructure described in Tables 4.3.5 and 4.3.6.</p> <p>The site supports a habitat of ecological value (scrub/transitional woodland). The biodiversity function of this habitat is to be protected as much as possible through the inclusion of buffer areas.</p>	5.19
MD-R-08 (Water-Rock UEA)	<p>High Density residential development to include a mix of house types. The layout shall allow for permeability between adjoining housing areas and in particular, direct, safe and convenient access to the proposed Water-Rock rail-stop by pedestrians and cyclists. Development on this site requires provision to be made for the delivery of the infrastructure described in Tables 4.3.5 and 4.3.6. Any flood risk assessment shall include consideration of groundwater flood risk and ensure compatibility with the Flood Relief Scheme. *</p>	3.73

**County Development Plan Objectives – East Cork MD
Specific Development Objectives for Midleton**

* Flood Risk. See Objectives in Volume One, Chapter 11
Water Management

^ TIA and RSA Required

Objective No.	Objective	Site Area (Ha)
MD-RFAP-09 (Water-Rock UEA)	<p>Medium B density residential development to include a mix of house types. The layout shall allow for permeability between housing areas and in particular direct, safe and convenient access to the proposed railway stop at Water-Rock by pedestrians and cyclists.</p> <p>Development on this site requires provision to be made for the delivery of the infrastructure described in Tables 4.3.5 and 4.3.6.*</p>	2.55
MD-R-10 (Water-Rock UEA)	<p>Medium A Density residential development to include a mix of house types and the provision of a greenway (MD-U-06) to comprise a shared pedestrian/cycle pathway and primary ecological corridor.</p> <p>Part of the site is also adjacent to Feeder Street MD-U-07 Link Streets MD-U-02 and Link Street MD-U-03. The roads shall be constructed up to the boundaries of the site so that they can provide access to adjacent land parcels and developments.</p> <p>This site is divided between three separate landholdings which can be developed independently if necessary. However, there will be a requirement to provide connectivity and permeability through the sites for both cyclists and pedestrians.</p> <p>Development on this site requires provision to be made for the delivery of the infrastructure described in Tables 4.3.5 and 4.3.6.</p>	5.03
MD-R-11 (Water-Rock UEA)	<p>Medium A Density residential development to include a mix of house types and the provision of a greenway (MD-U-06) to comprise a shared pedestrian/cycle pathway and primary ecological corridor.</p> <p>Provision shall also be made for a local neighbourhood centre to provide a primary local retail and services function.</p> <p>Development on this site requires provision to be made for the delivery of the infrastructure described in Tables 4.3.5 and 4.3.6.</p>	4.89
MD-R-12 (Water-Rock UEA)	<p>Medium A Density residential development to include a mix of house types and the provision of a greenway (MD-U-06) to comprise a shared pedestrian/cycle pathway and primary ecological corridor.</p> <p>Development on this site requires provision to be made for the delivery of the infrastructure described in Tables 4.3.5 and 4.3.6.*</p>	3.35

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Objective No.	Objective	Site Area (Ha)
MD-R-13 (Water-Rock UEA)	<p>Medium A Density residential development to include a mix of house types and the provision of a greenway (MD-U-06). The layout shall allow for permeability between existing and proposed residential areas for pedestrians and cyclists and access roads shall be constructed to allow through access for vehicles from Water-Rock to Tir Cluain.</p> <p>Development on this site requires provision to be made for the delivery of the infrastructure described in Tables 4.3.5 and 4.3.6.</p>	8.57
MD-R-14 (Water-Rock UEA)	<p>Medium A Density residential development to include a mix of house types. The layout shall allow for permeability between existing and proposed residential areas for pedestrians and cyclists and access roads shall be constructed to allow through access for vehicles from Water-Rock to Tir Cluain.</p> <p>Development on this site requires provision to be made for the delivery of the infrastructure described in Tables 4.3.5 and 4.3.6.</p>	3.7
MD-RAP-15 (Water-Rock UEA)	<p>Medium A Residential Development. Any development proposal will include a detailed landscaping plan.</p> <p>Development on this site requires provision to be made for the delivery of the infrastructure described in Tables 4.3.5 and 4.3.6.</p>	1.8
MD-R-16 (Water-Rock UEA)	<p>Medium A Density residential development to include a mix of house types and the provision of a greenway (MD-U-06). The layout shall allow for permeability between housing areas for pedestrians and cyclists.</p> <p>Development on this site requires provision to be made for the delivery of the infrastructure described in Tables 4.3.5 and 4.3.6.</p>	4.6
MD-RAP-17 (Water-Rock UEA)	<p>Medium B density residential development to include a mix of house types. The layout shall allow for permeability between housing areas for pedestrians and cyclists.</p> <p>Development on this site requires provision to be made for the delivery of the infrastructure described in Tables 4.3.5 and 4.3.6.</p>	4.82
MD-RAP-18 (Water-Rock UEA)	<p>Medium B density residential development to include a mix of house types. The layout shall allow for permeability between housing areas for pedestrians and cyclists.</p> <p>Development on this site requires provision to be made for the delivery of the infrastructure described in Tables 4.3.5 and 4.3.6.</p>	3

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Objective No.	Objective	Site Area (Ha)
MD-RFAP-19 (Water-Rock UEA)	<p>Medium B density residential development to include a mix of house types and serviced sites. The layout shall allow for permeability between housing areas for pedestrians and cyclists.</p> <p>Development on this site requires provision to be made for the delivery of the infrastructure described in Tables 4.3.5 and 4.3.6.</p>	4
MD-RFAP-20 (Water-Rock UEA)	<p>Medium B density residential development to include a mix of house types and serviced sites. The layout shall allow for permeability between housing areas for pedestrians and cyclists.</p> <p>Development on this site requires provision to be made for the delivery of the infrastructure described in Tables 4.3.5 and 4.3.6. *</p>	7.4
MD-RAP-21 (Water-Rock UEA)	<p>Medium A Density residential development to include a mix of house types. The layout shall allow for permeability between housing areas for pedestrians and cyclists.</p> <p>Development on this site requires provision to be made for the delivery of the infrastructure described in Tables 4.3.5 and 4.3.6.</p> <p>The site supports a scrub/transitional woodland habitat. Where possible these habitats should be retained and incorporated into open space areas or boundaries of any new developments on site.</p>	8.66
MD-RAP-22 (Water-Rock UEA)	<p>Medium A Density residential development to include a mix of house types. The layout shall allow for permeability between housing areas for pedestrians and cyclists.</p> <p>Development on this site requires provision to be made for the delivery of the infrastructure described in Tables 4.3.5 and 4.3.6. *</p>	1.6
MD-RFAP-23 (Water-Rock UEA)	<p>Medium A Density residential development to include a mix of house types. The layout shall allow for permeability between housing areas for pedestrians and cyclists.</p> <p>Development on this site requires provision to be made for the delivery of the infrastructure described in Tables 4.3.5 and 4.3.6. *</p>	2
MD-R-24	<p>Medium A Density residential development to include a mix of house types. The layout shall allow for permeability between existing and proposed residential areas for pedestrians and cyclists and access roads should be constructed to allow through access for vehicles from MD-R-14 to Tír Cluain.</p>	2
MD-R-25	<p>Medium A Density Residential Development to include a mix of house types.</p>	2

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Objective No.	Objective	Site Area (Ha)
MD-R-26	<p>Medium A Density Residential Development to include a mix of house types and subject to the following:</p> <ul style="list-style-type: none"> a) traffic impact assessment and road safety audit, and associated proposals for road upgrades / improvements to accommodate the increased traffic volumes on the road network, locally and in the wider Midleton context, including access to local services and amenities, the Northern Relief Road and the N25 (junction capacity etc.). b) Proposals shall include provision for pedestrian and cyclist connectivity to the train station, town centre and to other developments to the south and west (to Mill road and the school). c) the availability of water services. d) The design, layout and finishes of the scheme shall seek to minimise visual impact given the elevated nature of the site and shall include a detailed landscaping proposal. 	7
Residential Reserve		
MD-RR-01	<p>Medium A Density Residential Development.</p> <p>Development of this site is dependent on revised / improved access arrangements being available to the N25. In submitting proposals for the development of this land, the developer will be required to demonstrate, to the satisfaction of the planning authority, that the proposals for this land can, in future, be satisfactorily integrated with other land in the Baneshane area and linked to the town centre, it's railway station and the site identified in this plan as a possible second rail stop to serve the town at Water-Rock.</p> <p>Development proposals shall be accompanied by a Traffic Impact Assessment and Road Safety Audit which will guide development proposals pending the necessary improvements to the N25.</p>	3
Special Policy Area		
MD-X-01	<p>Mixed use residential and office development. Provision may also be made for small scale retail units at ground floor level, with office and/or residential uses at upper floor levels appropriate to a mixed use urban neighbourhood.</p> <p>Pedestrian and cyclist linkages shall be provided along the Owencurra River.</p> <p>Proposals should include protection of the River Corridor and should explore linking the site with Green Infrastructure sites to the north and south of the site, perhaps include on site surface water attenuation / flood risk management measures.</p> <p>* ^</p>	5.1

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Objective No.	Objective	Site Area (Ha)
MD-X-02	Support the redevelopment of this site for a dense mix of uses to include retail, business / office-based employment and residential with new public realm space to the waterfront which should include a set back from the River and strong pedestrian connectivity to the north and east to the town centre.	3.41
High Technology Campus Development		
MD-HT-01	High Technology Campus Development. Broad proposals for the development of the site in line with the zoning and including a detailed traffic management plan showing phasing of development in tandem with the delivery of the rail stop at Water-Rock and safe, convenient and pleasant pedestrian and cyclist linkages with the proposed Water-Rock rail stop and Midleton Railway Station, Midleton town centre and residential areas shall be submitted prior to any detailed applications being made on the site. *	37.2
MD-HT-02	High Technology Campus Development to include a suitable landscaped buffer zone between the site and MD-R-07 and MD-R-06 to the north. Development should include safe, convenient, and pleasant pedestrian and cyclist linkages with the proposed Water-Rock rail stop. The function and amenity of any existing commercial active uses are to be protected through the redevelopment of the site. Further development on this site should be limited to Minor Development, as defined in Section 5.28 of the Planning Guidelines until the Flood Relief Scheme has been completed and an assessment of residual risks can be made. Any flood risk assessment shall include consideration of groundwater flood risk and ensure compatibility with the Flood Relief Scheme. *	9.2
Business		
MD-B-01	Business development including mixed use employment uses not suited to town centre or edge of centre locations. Direct access from the site onto the N25 will not be feasible so development of the site will be dependent on alternative /revised/improved access arrangements being available to access the N25. Development proposals shall also be accompanied by a Traffic Impact Assessment and Road Safety Audit, a landscaping and SuDs plan. The site is traversed by a tributary of the Owenacurra River which drains to the Cork Harbour SPA and the Great Island Channel SAC. Proposals shall include protection of the River Corridor, any development shall take into consideration of Inland Fisheries Ireland (IFI) Guidelines 'Planning for Watercourses in the Urban Environment'. *^	21.35

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Objective No.	Objective	Site Area (Ha)
MD-B-02	Business uses. Access to the site from the Northern Relief Road shall be provided to the south of the site in consultation with the Non National Roads Design Office (CCC). The layout of the proposed development shall also make provision for access to the lands to the east of the site.*	1.6
Industry		
MD-I-01	<p>Industrial development taking into account the line of the proposed Northern Relief Road, the proximity of the Seveso site (Irish Distillers) to the north, the flood risk guidelines and adjacent residential, archaeological and sports uses. Proposals shall include:</p> <ul style="list-style-type: none"> • a traffic and transport assessment and mobility management plan, and; • detailed landscaping plans for the site having regard to its proximity to the N25. • protection of the River Corridor, any development shall take into consideration Inland Fisheries Ireland guidelines 'Planning for Watercourses in the Urban Environment'.* ^ 	18.27
MD-I-02	<p>Industrial development taking into account the line of the proposed Northern Relief Road, the proximity of the Seveso site (Irish Distillers) to the north and the need to provide a buffer to protect the amenity of the adjacent houses to the east. Proposals shall include:</p> <p>a traffic and transport assessment and mobility management plan, and;</p> <p>detailed landscaping plans for the site having regard to its proximity to the N25.</p> <p>protection of the River Corridor, any development shall take into consideration Inland Fisheries Ireland guidelines, 'Planning for Watercourses in the Urban Environment'.* ^</p> <p>The site includes a small area of woodland which should be retained and protected.</p>	13.9

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Objective No.	Objective	Site Area (Ha)
Town Centre		
MD-T-01	<p>Town Centre Core area. This is the primary and preferred location for any new retail development in Midleton.</p> <p>a) Promote the development of this area as the primary location for retail and other uses that provide goods or services principally to visiting members of the public and the priority area and preferred location for new retail development.</p> <p>b) Prioritise the development of the Riverside Way Area into a new urban quarter, enhancing pedestrian and vehicular links with Main Street and creating new public realm spaces. Development proposals within this area should support the achievement of the Key Objectives for each Character Area as set out in the Framework Plan.</p> <p>c) Encourage greater use of backland areas and promote the development of brownfield sites within the town centre area where new development can positively contribute to the commercial vitality of the town centre.</p> <p>d) Encourage the use of upper floors of existing buildings for residential and office use.</p> <p>e) Continue to enhance the streetscape and heritage assets of the town centre and continue with environmental improvements.</p> <p>f) Encourage a sustainable mix of land uses in the core retail/town centre area. *</p>	14.8
MD-T-02	Support primarily convenience retail uses in this ancillary retail area. *	0.96
MD-T-03	To provide for the development of a mix of town centre type uses, including retail in this ancillary retail area at a scale that will not undermine the Existing Town Centre MD-T-01. Proposals should include protection of the River Corridor, any development shall take into consideration Inland Fisheries Ireland guidelines, 'Planning for Watercourses in the Urban Environment'. *	6.5
MD-T-04	Water's Edge development. Support primarily convenience retail uses in this ancillary retail area. *	2.53

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Objective No.	Objective	Site Area (Ha)
MD-T-05	<p>Town Centre Expansion Site Cuddigans Yard / Broderick Street: Existing buildings to Cuddigans Yard to be assessed for architectural / historical merit: retained and renovated to provide for the development of a range of town centre mixed uses, including retail, in this ancillary retail area of a scale that will not undermine the Existing Town Centre MD-T-01. New buildings are to be of a high quality architecturally and complement the existing built development. North – south and east – west pedestrian routes to improve permeability and connect into adjoining street should be considered, with major use/attraction as a focal point at centre.</p> <p>As this site forms part of the Kennedy Park / Broderick Street South character area in the Riverside Way Area Development Framework and Master Plan (2008) further consideration needs to be given to the objectives and principles of this plan in any forthcoming development proposal. (See also Regeneration Area MD-RA-1 (v).</p> <p>Proposals should include protection of the River Corridor, any development shall take into consideration Inland Fisheries Ireland guidelines, 'Planning for Watercourses in the Urban Environment'. *</p>	2.12
MD-T-06	<p>To provide for the development of non-retail town centre uses including office based employment, leisure, civic or healthcare uses and retail warehousing uses selling bulky format goods. Residential use at first floor level or above would also be acceptable in principle as part of a mixed-use scheme. This area is not suited to comparison shopping</p>	7.09
MD-T-07	<p>To provide for a mixed-use neighbourhood centre with some retail, residential, commercial and community development in a form that respects the protected structures remaining on the site. Redevelopment of the site shall ensure the protection and reuse of the protected Maltings (Industrial Buildings) on site.</p> <p>Development of this site is contingent on the provision of flood relief works to the village of Ballinacurra and road improvements to Carneys Cross.</p>	2.8
Community		
MD-C-01	<p>Provision of a site for a primary school as part of Phase 1 of the Water-Rock Urban Expansion Area.</p> <p>Development on this site requires provision to be made for the delivery of the infrastructure described in Tables 4.3.5 and 4.3.6.</p>	3.3
MD-C-02	<p>Provision of a site for a primary school as part of Phase 2 of the Water-Rock Urban Expansion Area.</p> <p>Development on this site requires provision to be made for the delivery of the infrastructure described in Tables 4.3.5 and 4.3.6.</p>	2.8

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Objective No.	Objective	Site Area (Ha)
MD-C-03	Provision of a site for a secondary school as part of Phase 2 of the Water-Rock Urban Expansion Area. Development on this site requires provision to be made for the delivery of the infrastructure described in Tables 4.3.5 and 4.3.6.	5.2
MD-C-04	Provision of land to allow for the expansion of the adjoining school.	2.1
Utilities		
MD-U-01	Northern Relief Road *	-
MD-U-02	Provision of Services Corridor Link Road, from the Northern Relief Road roundabout to the Water-Rock Road, designed and constructed in accordance with the DMURS guidance for a Link Street and to a standard which meets the approval of Cork County Council.	-
MD-U-03	Provision of a Loop Road designed and constructed in accordance with the DMURS guidance document for a Link Street, and to a standard which meets the approval of Cork County Council.	-
MD-U-04	Provision of a Link Street and road bridge over the railway line, designed and constructed in accordance with the DMURS guidance document to a standard which meets the approval of Cork County Council.*	-
MD-U-05	Water-Rock Rail-stop and ancillary services.*	0.6
MD-U-06	The provision of a greenway to comprise a shared pedestrian/cycle pathway and primary ecological corridor, which forms part of an attractive, continuous, and safe route between the public parks and incidental green spaces throughout the Urban Expansion Area. The Greenway shall be designed in accordance with the DMURS Guidance document and the Water-Rock Urban Framework Plan to a standard which meets the approval of Cork County Council. The Greenway shall be constructed as part of the residential developments to the south. Each segment of the greenway must be linked up to provide east/west permeability through the site to the Linear Park.	-
MD-U-07	Upgrading of the Water-Rock Road to Feeder Street Standard, designed and constructed in accordance with the DMURS guidance document to a standard which meets the approval of Cork County Council. Existing trees and hedgerows should be retained where possible with replacement planting proposed where retention is not possible.	-

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Objective No.	Objective	Site Area (Ha)
MD-U-08	<p>Provision of a new Feeder Street designed in accordance with the DMURS Guidance document to a standard which meets the approval of Cork County Council.</p> <p>Ensure this existing road and its junction arrangement with the Water-Rock Road meets appropriate standards upon connection to the upgraded Water-Rock Road (MD-U-07).</p> <p>The Road shall be to a DMURS Feeder Street Standard which meets the approval of Cork County Council.*</p>	-
MD-U-09	Waste-water treatment plant.*	
MD-U-10	This plan recognises that it is a priority to invest in a Wastewater Management Strategy for Cork Harbour as set out in the RSES.	-
Green Infrastructure		
MD-GC-01	This area forms an important visual buffer to the railway line and creates an open space for informal recreation.	8.7
MD-GA-02	Maintain existing pitch and sports facilities for Midleton Rugby Club and Midleton College. Proposals for new or improved sports related facilities may be considered.*	7.9
MD-GR-03	<p>These lands form part of the floodplain in the Owenacurra River and provide open space for informal public recreation including the provision of an amenity walk connecting with similar proposals in the town.</p> <p>Proposals shall include protection of the River Corridor, any development shall take into consideration Inland Fisheries Ireland (IFI) Guidelines 'Planning for Watercourses in the Urban Environment'.*</p>	3.8
MD-GA-04	Maintain existing pitch and sports facilities for Midleton FC. Proposals for new or improved sports related facilities may be permitted.	2.3
MD-GA-05	Maintain existing pitches and sport facilities. This facility could include new and improved facilities for the GAA, Tennis Court, Gym and Swimming Pool facilities or other sports complex uses. A direct pedestrian access to the town centre shall also be provided.*	18.2
MD-GR-06	Protect the special character and amenity value of Ballyannan Wood.*	23.3
MD-GC-07	This prominent slope makes a significant contribution to the rural character of Ballinacurra.	5.5

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Objective No.	Objective	Site Area (Ha)
MD-GR-08	<p>Provision of the Water-Rock Linear Park. This park will span both sides of the River Owenacurra and will include a cycle/pedestrian network with ancillary foot bridges.</p> <p>Active Open space to include for the provision of a playground, playing pitches, ancillary facilities, parking and passive recreational areas which also protects its important ecological features.</p> <p>Park Lighting is to be designed to minimize impacts on wildlife.</p> <p>Any development on this site shall protect the riparian zone of the river and be in accordance with the IFI guidelines 'Planning for Watercourses in Urban Environments'.</p> <p>Proposals should also explore linking the site with Green Infrastructure sites to the south.</p> <p>The Park shall be delivered in accordance with the delivery of the infrastructure described in Tables 4.3.5 and 4.3.6.*</p>	9.4
MD-GC-09	Maintain Open Space.*	3.9
MD-GR-10	Provision of a small pocket park as part of the Water-Rock Urban Expansion Area. The Park shall be delivered in accordance with the delivery of the infrastructure described in Tables 4.3.5 and 4.3.6.	2.8
MD-GR-11	Provision of a small pocket park as part the Water-Rock Urban Expansion Area. The Park shall be delivered in accordance with the delivery of the infrastructure described in Tables 4.3.5 and 4.3.6.*	1.2
MD-GC-12	Maintain open space.*	0.3
MD-GC-13	Open Space suitable for water compatible uses.*	0.7
MD-GR-14	Maintain public park (Bailick park). Open Space not suitable for development.*	0.3
MD-GC-15	These lands abut the Great Island Channel Cork Harbour Special Area of Conservation, and Cork Harbour Special Protection Area and form part of the floodplain in the Owenacurra River. There may be opportunities to enhance the biodiversity value of this site.*	14.1
MD-GC-16	These lands form part of the Great Island Channel Cork Harbour Special Area of Conservation, and Cork Harbour Special Protection Area and are within the floodplain of the Owenacurra River. There may be opportunities to enhance the biodiversity value of this site.*	2.7
MD-GR-17	To protect, retain and improve the existing town park and encourage continued public use of this area.*	6.03

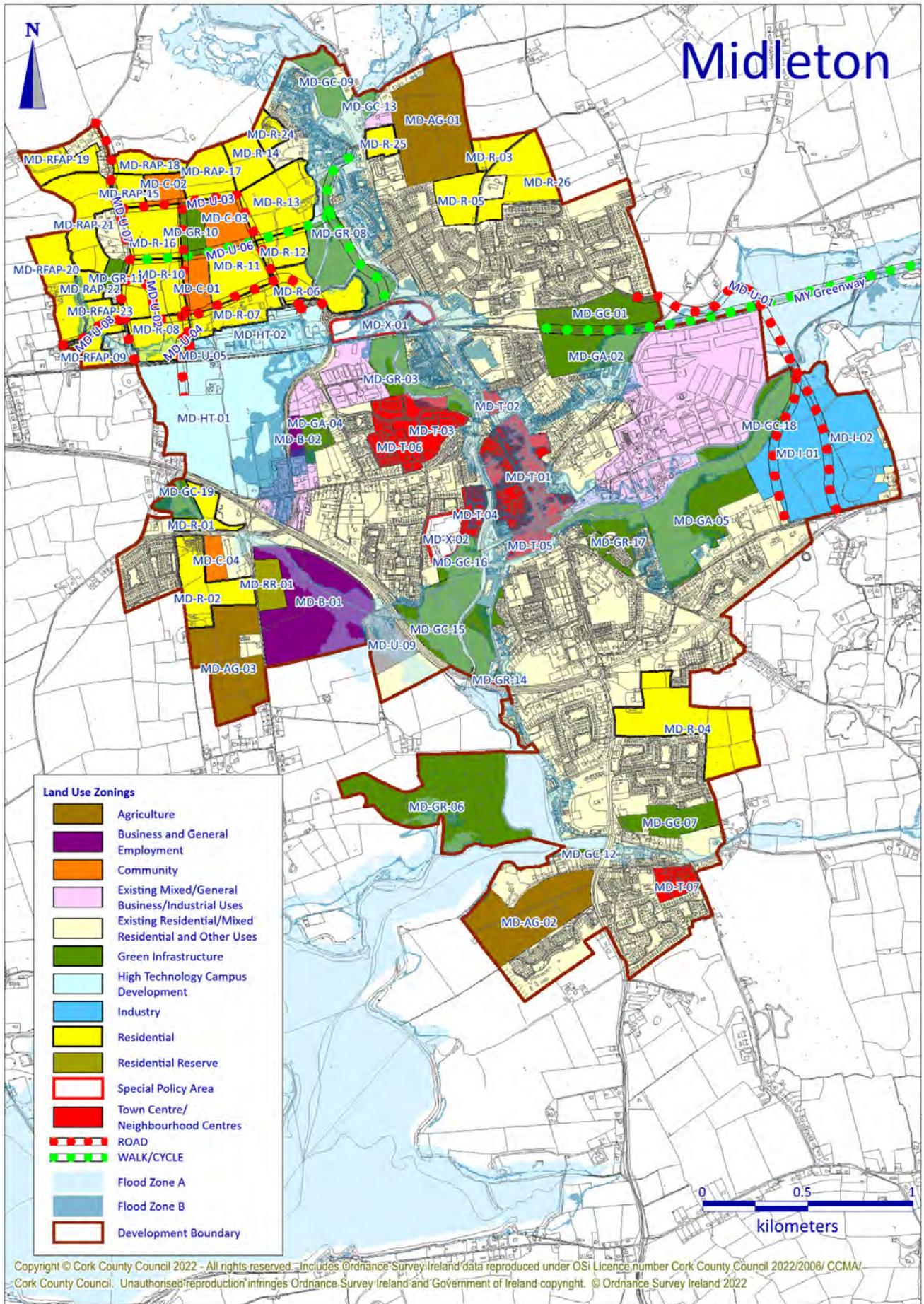
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Objective No.	Objective	Site Area (Ha)
MD-GC-18	Green Infrastructure River Corridor. Consideration should be given to the Inland Fisheries Ireland Guidelines – ‘Planning for Water-courses in the Urban Environment’.*	5.73
MD-GC-19	Open Space suitable for water compatible uses.*	2.5
Agriculture		
MD-AG-01	Agriculture. In addition, consideration will be given to the provision of a cemetery particularly on the more elevated parts of the site.	18
MD-AG-02	Agriculture	14.7
MD-AG-03	Agriculture	14

Midleton



3.4 Youghal

Eochail - Yew Woods

Vision and Strategic Context:

- 3.4.1 The vision for Youghal is to promote continued development of the town and its hinterland as a residential, employment, tourist and service location in a coastal setting with its special historical, recreational, heritage and marine tourism functions.
- 3.4.1 In this plan Youghal is identified as a 'Main Settlement' in the East Cork Municipal District. Youghal is part of the Cork Ring Network of towns which all have a strong relationship with the Cork Metropolitan Area and have potential for sustainable employment led growth, consolidation, and enhancement.
- 3.4.2 This plan promotes the development of Ring Towns as quality urban centres providing employment, shopping, services and public transport connections for their resident populations and their rural hinterland. This plan supports the continued development of the town as a residential, employment, tourist and service location in a coastal setting with special recreational, heritage and marine tourism functions. Improvement of the public realm, facilities and services will be vital to achieve this goal for both the citizens and visitors of Youghal. The town has much to offer future employers, including a choice of sites for development, good road infrastructure, a unique town centre full of heritage and charm serving a large rural hinterland.
- 3.4.3 The development of the Midleton -Youghal greenway, due for completion in 2022, represents a significant opportunity to revitalise the town centre and attract increased footfall for shops, restaurants and visitor accommodation businesses in the town.

Local Context

- 3.4.4 The town of Youghal is particularly attractive enjoying a fine townscape and a beautiful seaside setting. Much of the shoreline to the north and west is designated as a Special Area of Conservation, a Special Protection Area and a proposed Natural Heritage Area. The steep slopes to the east of the town centre and in the northern part of the town's environs contribute significantly to the town's setting.
- 3.4.5 In physical terms Youghal is a long linear settlement built into the Hillside overlooking the harbour, which is at the confluence of the River Blackwater and Youghal Bay. The Town benefits from the natural amenities of a seaside location with extensive sandy beaches and fishing/port facilities. While several public realm projects have been completed in the town over recent times, conflicts between traffic, parking and pedestrian space remain, particularly in the main streets. There is an attractive pedestrian friendly environment on the approach to the lighthouse, including a park and seaside walk.
- 3.4.6 A number of plans and strategies have been developed for Youghal over the past number of years, the most recent Youghal to 2020, A Heritage-Led Vision to the Next Decade sets out a number of Town Enhancement Projects, many of which have been included in this Plan. In addition, a 'Public Realm Plan for Youghal' (2008) is being implemented in the town, together with the 'Youghal Town Wall Conservation and Management Plan' (2008) with a series of actions over short (1-3 years) medium (3-10 years) and long term (10-20 years).

Population and Housing

- 3.4.7 The strategy for Youghal, as set out in this Plan, provides for the population of the town to grow to 8,902 persons, representing growth of 939 persons on the 2016 population. In order to accommodate this level of population growth, an additional 359 housing units will be required. These houses can be delivered on Residential and Mixed-Use Zoning including compact growth sites, in line with the compact growth principles of the National Planning Framework. The Core Strategy for this plan, after identifying the site/land requirements to meet the housing supply target for Youghal, also identifies additional sites/lands to ensure sufficient choice for development potential is safeguarded. In Youghal, additional residential provision has been provided for up to 52 units.

Table 4.3.7 Youghal Population 2006-2028

Name	Census 2006	Census 2011	Census 2016	Population Target 2028
Youghal	6,785	7,794	7,963	8,902

- 3.4.8 Within the built footprint of the town, development can be accommodated on brownfield sites / regeneration areas, on land zoned for existing residential /town centre uses, via change of use of existing premises and by reusing vacant upper floors of buildings. Land that has already been developed has been included as part of the 'existing residential and other uses' zoning in the plan.
- 3.4.9 This plan carries forward some of the undeveloped residential zoning from the former Youghal Town Development Plan 2009 and the Local Area Plan 2017, to make a combined provision for a zoned residential land supply of 13 ha.
- 3.4.10 The following table outlines the population target for Youghal and new units required in order to achieve the population target of 8,902 by 2028 as set out in the Core Strategy of this plan. The table also outlines the housing supply unit yield from Residential and Mixed-Use Zoning including Compact Growth Sites and Residential Additional Provision Sites.

Table 4.3.8: Youghal Population and Housing Supply

	Housing Requirement			Housing Supply	
	Population Census 2016	Population Target (to 2028)	New Units Required (to 2028)	Housing Supply from Residential and Mixed-Use Zoning including Compact Growth Sites	Housing Supply from Residential Additional Provision Sites
Youghal	7,963	8,902	359	359	52

- 3.4.11 This new approach will need careful monitoring over the lifetime of the plan. It is important to remember that the proposed growth outlined in these tables and on the corresponding zoning map only deals with the growth for Youghal up to 2028 (that is the lifetime of this development plan).
- 3.4.12 The development strategy for Youghal is to focus new housing development and population growth as close to the existing built footprint of the town and to rationalise zoning provisions of previous plans in order to further strengthen the case for continued investment in the town while also catering for all sectors of the housing market and offering a suitable housing mix.
- 3.4.13 As the proportion of older people in the population increases, housing options for this age group is likely to be more of an issue and demand for more specialised accommodation where elderly people can more readily live independently is likely to increase. Housing affordability will also continue to be an issue and should be reflected in the range of house types provided.

Placemaking

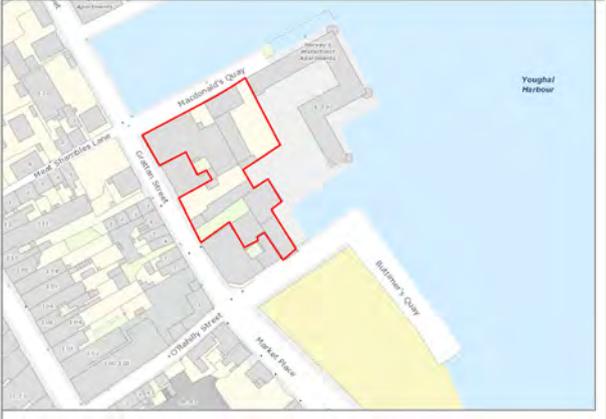
- 3.4.14 This plan identifies the main retail core which comprises the original 16th Century town centre with the old walls of the town and much of the building stock from the past four centuries survives in the town. The principal objective is to encourage the full range of town centre uses within the constraints imposed by the need to retain the fabric and ambience of the old centre.
- 3.4.15 It is acknowledged that the built form of the town centre can represent a challenge for modern retail development. In addition, traffic congestion, the lack of convenient public car parking and the poor pedestrian environment have presented difficulties for development in the town centre. It is important therefore that creative solutions are found to accommodate new development recognising the many opportunities that exist for sensitive new infill development, working with the existing built form of the town centre and its historic character.
- 3.4.16 In addition, the town itself retains a strong residential function and this objective will be balanced with the objective of allowing town centre type uses that are compatible with the primary residential uses to permeate on a gradual basis into such residential buildings fronting directly onto South Main Street, Kent Street, The Mall and the Market Square. Such changes of use and development will generally be expected to retain the existing fabric of the building or where this is not possible the external scale and character of the existing buildings should be retained.
- 3.4.17 Public accessibility to the waterfront will be encouraged with an appropriate building line to maintain the availability of this public amenity to as wide a range of users as possible. It is envisaged that this measure would enhance the overall attractiveness of the town for both resident and visitor.
- 3.4.18 Youghal has a rich history and a wealth of natural, built and archaeological heritage. There are twelve archaeological sites and monuments in state or local authority ownership, and fifty recorded monuments within plan area. An Architectural Conservation Area has been established for the main and adjoining streets. Youghal is one of a national network of Walled Towns of Ireland and is designated as a heritage town by Fáilte Ireland.

- 3.4.19 The centre of Youghal comprises the original 16th Century town centre with the old walls of the town. Much of the building stock from the past four centuries which still survives in the town. A clear hierarchy of streets and spaces exists within the town and it is important that these, and the various gateways to the town, landmark buildings, views, laneways and pedestrian access routes are respected in new development. The older building stock is characterised by small plot widths, variety in building height, and a variety of bright frontage colours. A number of important medieval buildings contribute considerable additional character, interest and cultural significance. Historically, a rich variety of warm and attractive materials have been used in the town. The old red sandstone is of particular character. In common with many Irish coastal towns, the alternating colour of individual buildings is an important part of the character of the main street. Youghal's shop fronts have been identified as an important part of the character of the town and are protected under the Architectural Conservation Area (ACA) designation. This unique combination of assets should be recognised, sensitively enhanced and promoted.
- 3.4.20 The town core can be dominated by cars and the views of many historic buildings are obscured by cars and parked vehicles. In many areas the streets are narrow and too much space is given over to traffic rather than pedestrians. The waterfront is a major asset to the town, a key part of the public realm and should be promoted and developed as such. Public accessibility to the waterfront will be encouraged with an appropriate building line to maintain the availability of this public amenity to as wide a range of users as possible. It is envisaged that this measure would enhance the overall attractiveness of the town for both resident and visitor.
- 3.4.21 One of the main objectives of this plan is to encourage the full range of town centre uses within the constraints imposed by the need to retain the fabric and ambience of the old town centre. It is acknowledged that the built form of the town centre can represent a challenge for modern development. In addition, traffic congestion and the lack of convenient public car parking have presented difficulties for development in the town centre in the past. It is important therefore that creative solutions are found to accommodate new development recognising the many opportunities that exist for sensitive new infill development, working with the existing built form and historic character of the town.
- 3.4.22 The town centre retains a strong residential function, the retention which is highly desirable. The development of new uses will need to be balanced with this residential function, particularly where such uses permeate onto South Main Street, Kent Street, The Mall and the Market Square. Such changes of use and development will generally be expected to retain the existing fabric of the building or where this is not possible the external scale and character of the existing buildings should be retained.
- 3.4.23 In the case of larger scale buildings, particularly those fronting onto North Main Street the primary objective will be to preserve the character and scale of such buildings while also enabling their function to evolve with changing circumstances. In the case of individual buildings currently in use for commercial and other non-residential uses additional uses and extensions compatible with the town centre usage will be permitted where the scale and character of such small buildings will generally be maintained. In general, town centre uses respecting the fabric of the heritage and built environment will be permitted. Infill and new development are to respect the character, architecture, height, and massing of adjoining areas. In general, the re-use and recycling of the fabric of the existing built environment will be encouraged.
- 3.4.24 Footpaths, pedestrian crossing, and street furniture will be upgraded under the Public Realm Plan which is being implemented in the town. Some of the work which has been carried out to date on the streets around the centre has been very successful.

Regeneration Areas

- 3.4.25 This plan identifies a number of regeneration sites which are identified as part of the built-up area of the town, but merit additional guidance in the event that the opportunity to redevelop them emerges during the life time of the plan.

Regeneration Areas: Youghal

Regeneration Area	Number and Description
	<p>YL-RA-01: Catherine Street</p> <p>This site fronting onto Catherine Street within the town centre area has the potential to accommodate a range of new town centre uses including retail uses that would help consolidate the town centre. Careful design and improvement to the public realm including measures to address its waterfront location are key considerations in this regard.</p> <p>The site will be subject to Archaeological and Architectural Assessment and investigations prior to and/or during the course of development. The site is also located within an Architectural Conservation Area. In this regard a high standard of architectural design which respects and enhances the character of the historic core shall be required.</p>
	<p>YL-RA-02: McDonalds Quay/Catherine Street</p> <p>This site on McDonalds Quay / Catherine Street has the potential to accommodate a range of new town centre uses that would help consolidate the town centre. Careful design and improvement to the public realm including measures to address its strategic waterfront location are key considerations in this regard.</p> <p>The site will be subject to Archaeological and Architectural Assessment and investigations prior to and/or during the course of development. The site is also located within an Architectural Conservation Area. In this regard a high standard of architectural design which respects and enhances the character of the historic core shall be required.</p>
	<p>YL-RA-03: Devonshire Arms Hotel</p> <p>The redevelopment of this hotel site offers a very important opportunity for Youghal to enhance the public realm and approach to the town centre. Suitable uses include the renovation of the hotel itself together with an appropriate residential component to act in a complimentary manner to the primary use of the site.</p> <p>The Devonshire Arms Hotel is listed in the Record of Protected Structures for Youghal Town RPS ID: 2101 and 2104, is included in the Architectural Conservation Area and the site also lies within the Zone of Archaeological Potential for South Abbey. Previous archaeological investigations have uncovered human remains on a portion of the site. Any redevelopment of this site will be subject to where relevant further archaeological assessment and investigations. Any new development will have to be of a high-quality architectural design which responds accordingly to the setting of the protected structure and enhances the quality of the established historic environment.</p>

Regeneration Areas: Youghal

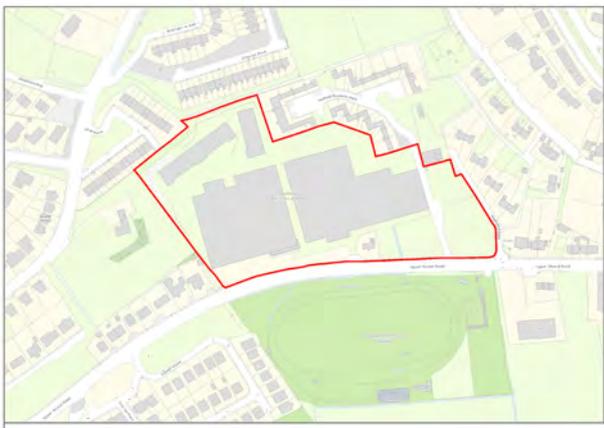
Regeneration Area

Number and Description



YL-R-04: Former Loreto Convent Site including Marymount and Ashton Court located on Light House Road

The site is an extensive prominent site and is occupied by combination of old historic buildings together with more modern educational buildings. Although occupied now by a partly completed modern residential type development, the site has larger potential for a well-designed mixed use development comprising mainly of a people centred compact residential development where there is potential to convert the existing buildings for step-down type sheltered housing.



YL-R-05: Seafield/Perks Site

It is considered that subject to a suitable design, this site is suited to a range of alternative uses potentially including offices or small scale business units, perhaps with a craft / tourism orientation, or residential use / sheltered housing / nursing home or hotel in keeping with the neighbouring uses and its proximity to the existing shops and services. The plaque on the southern facade of the building is a protected structure (3202) and development proposal needs to address this important conservation aspect of the site in both a sensitive and achievable manner.

The derelict nature of this site on a key approach to the town centre makes it a priority for redevelopment during the lifetime of this plan.



YL-R-06: Green's Quay

The site is of great importance to the overall development of the town and it is considered essential that an overall framework masterplan is prepared for the site in its entirety which will address its unique characteristics on the waterfront and provide for a co-ordinated approach to its development, including its potential for public realm including a marina and high quality urban design. Of critical importance, due to its location on the quayside is its ability to deal with flooding issues which will determine to an extent the types of uses most appropriate to the site.

The site will be subject to Archaeological and Architectural Assessment and investigations prior to and/or during development. The site is also located within an ACA. In this regard a high standard of architectural design which respects and enhances the character of the historic core shall be required.

Regeneration Areas: Youghal

Regeneration Area	Number and Description
	<p>YL-RA-07: Disused brownfield site at Cork Hill</p> <p>This vacant site is currently bonded by a high stone wall and a dis-used storage building front onto Cork Hill. The site has potential for a small scaled sensitive infill housing development with an emphasis on an appropriate density with good standards of design and residential amenity with provision for on-site parking.</p> <p>Mature trees on the boundaries of the site should be retained where possible.</p>

Social and Community Facilities

- 3.4.26 Youghal is well served in terms of healthcare provision. There is a community hospital in the town and a new HSE Health centre at Foxhole. Educational facilities include three primary schools and one secondary school as well as a VEC Further Education facility. A co-ed purpose built secondary school was constructed in the town at Parkmountain. The population target for Youghal will give rise to a small increase in demand for educational facilities, which is likely to be catered for by existing schools.
- 3.4.27 Youghal has a variety of services and facilities, including a garda station, fire station, hospital, bus service, public library, theatre, and museum. There is also a community centre and a number of churches/places of worship. The town is also well served by sporting facilities with provision for GAA, rugby, soccer, tennis and golf. There is a leisure centre and swimming complex near the beach which serves a wide area. Perks entertainment complex is located at the western entrance to the town.
- 3.4.28 The development of the Midleton to Youghal Greenway will provide a valuable amenity for the local and wider community of the town while also providing a valuable tourism asset which will boost the economy of the town. Provision of car carparking for the Greenway will be located within the curtilage of the old Youghal Railway Station at the start of the Greenway in Youghal. There is also an opportunity for the sensitive regeneration of the old station building, a protected structure, for a tourism use.

Green Infrastructure

- 3.4.29 The Green Infrastructure assets of Youghal include its mature trees, wetlands, woodlands, coastal habitats, and the estuarine habitats associated with the Blackwater and Tourig Rivers. The estuary forms part of the Blackwater River SAC and the Blackwater Estuary SPA. This area supports important wetland habitats and is also an important overwintering site for significant numbers of a range of wetland bird species.
- 3.4.30 Youghal has a number of public parks in the town including Quarry Garden Park, Millennium Town Park, College Gardens, Ard Rath Park and Memorial Park.
- 3.4.31 The development boundary of the town follows the line of the by-pass to the west of the town. As a result, it includes substantial areas of predominantly open land uses that are not, generally, intended for development but nevertheless form part of the structure of the town. In addition, this plan identifies the large area to the north of the town as open space primarily due to the flood risk associated with the lands. The protection of these valuable open space areas have been made the subject of specific objectives.
- 3.4.32 As mentioned previously, the development of the Midleton to Youghal Greenway which started in November 2019 and is expected to be completed in 2023 will bring a valuable asset to the town and add to the already significant green infrastructure offering of the town.

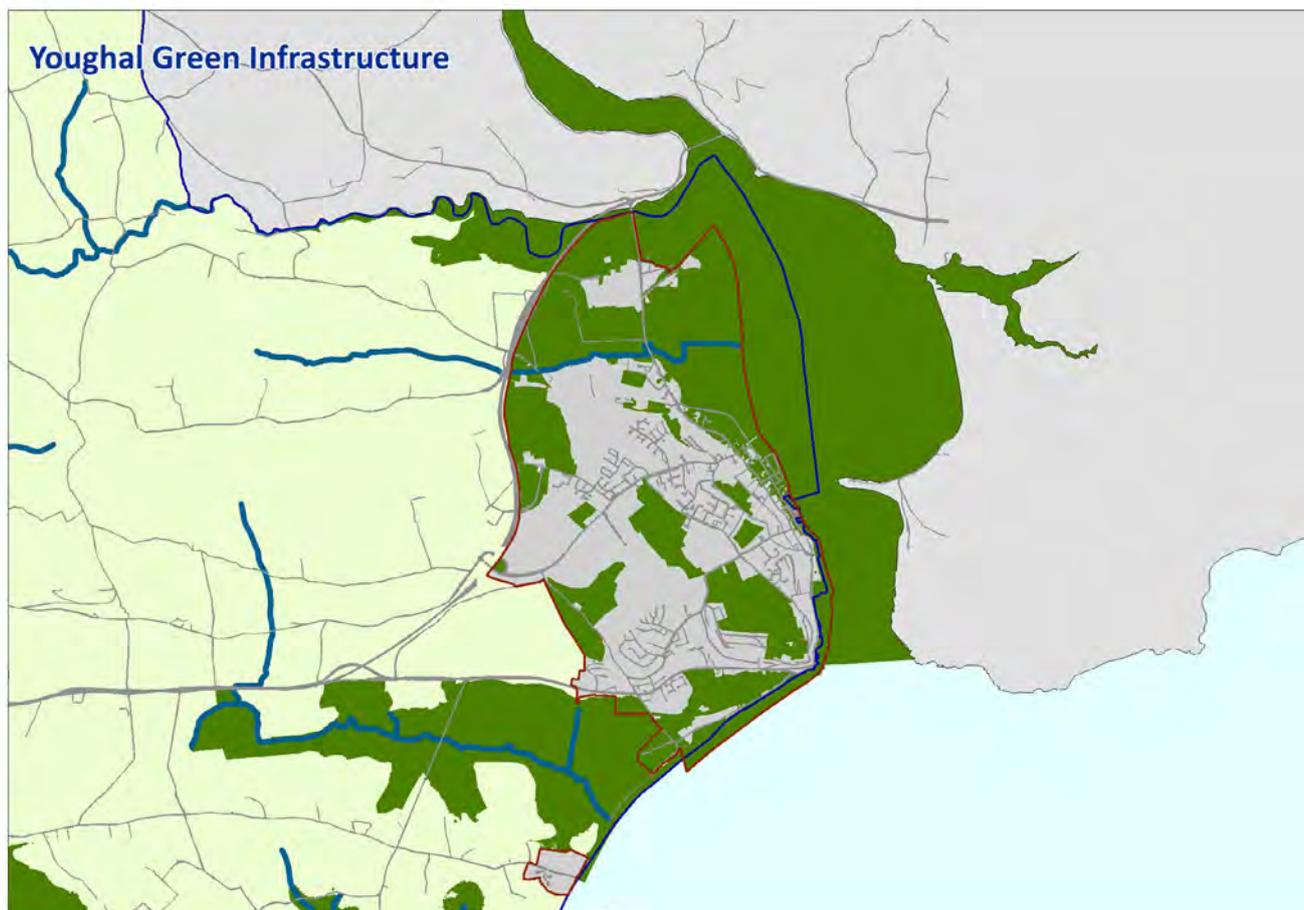


Figure 4.3.5 Youghal Green Infrastructure Diagram

Economy and Employment

- 3.4.33 Youghal was traditionally the trading, services and industrial centre for the area but the employment base has contracted significantly in recent decades. Census data for 2016 indicates that there are 1,717 jobs in Youghal with 2,718 resident workers in the town. The ratio of jobs to resident workers in Youghal is .650.
- 3.4.34 The challenge for Youghal is to attract additional employment generating development to the town in order to alleviate the high unemployment levels, stem the tendency for long distance commuting and to encourage the town to be more self-sufficient. Given the difficulties associated with attracting large scale, single use employers, it is likely that the tourism and service sectors, as in the past, will be the key sectors for employment growth in Youghal. In terms of attracting further employment or tourism related investment Youghal has many strengths including a historic and attractive built heritage, a coastal location with excellent beaches, quay and active port facilities with potential for additional marine related leisure or business activities, good access to the national road network via the N25 and a strong supply of residential and employment land to cater for new development. Youghal is a boundary town and therefore has significant cross-border potential for social and economic initiatives to drive sub regional growth in shared hinterlands with Co. Waterford.
- 3.4.35 This plan, in bringing the former town plan and the former local area plan together into one, provides approximately 57 ha for employment related development of an industrial or business nature. The land is primarily concentrated in two blocks, one to the west of the Town Centre and one to the North, both with good access to the N25. In addition, this plan identifies the Springfield Estate for business uses in order to address current vacancy in the development.
- 3.4.36 Youghal has an e-centre (Enterprise Youghal Centre) at Emmet Place in the town. E centres provide state of the art enterprise facilities and opportunities for remote working.
- 3.4.37 In terms of tourism related employment there is a need to develop the inherent attractions within the town be it in the historic town core, opportunities for marine leisure activities or with additional facilities which build on the likely success of the greenway. This plan seeks to support Youghal in strengthening its position as a bespoke heritage/activity tourism destination.
- 3.4.38 The town has relied on Youghal Socio-Economic Development Group alongside local groups, to oversee the implementation of meaningful projects across a range of disciplines. Youghal's heritage-led regeneration strategy has seen YSEDG deliver conservation and restoration works to Youghal's Town Walls and The Clocktower Gate Building. Youghal's natural heritage has also been developed with the roll-out of the Youghal Eco-Boardwalk.

- 3.4.39 The Youghal to 2020 Plan prepared by the Youghal Socio-Economic Development Group and Daniel Noonan Archaeological Consultancy, was an action recommended by the Historic Towns Initiative Pilot Programme. The plan was supported by The Heritage Council of Ireland. The plan sets out Cork County Council's strategic approach to the continued preservation and promotion of Youghal's abundance of heritage – cultural, natural and built outlining a series of enhancement projects for the town including heritage tourism development and destination awareness and marketing and promotion of the town. This plan supports these initiatives as an important guide for the planned development of the town.
- 3.4.40 In 2016, Cork County Council announced the installation of 6 visitor moorings in Youghal Harbour. The overall design, procurement and installation of the moorings was very generously supported by the Dept. of Agriculture, Food and the Marine. The moorings are attached onto 3.5 tonne concrete mooring blocks with 38mm and 20mm steel chain and each has a "pick up" buoy attached. The moorings are free to use for short term visitors to Youghal and are a fantastic boost to the development of Marine Tourism in the town. Cork County Council, with support from the Dept. of Agriculture, Food and the Marine, have invested in the installation of 6 visitor moorings in Youghal Harbour. The moorings are attached onto 3.5 tonne concrete mooring blocks and each has a "pick up" buoy attached. The moorings are free to use for short term visitors to Youghal and are a fantastic boost to the development of Marine Tourism in the town.

Town Centre and Retail

- 3.4.41 Youghal has a very attractive and historic town centre with many interesting and beautiful buildings and public spaces including a beach and waterfront area. It benefits from a very compact form with a tight urban grain and network of streets, lanes and stepped pathways that provide excellent pedestrian permeability between the different parts of the town. There are a number of residential properties within the centre of the town, both along the main streets and in back land areas which enhance its vitality and sense of community.
- 3.4.42 A key area to be targeted within the town centre is that of dereliction and vacancy levels. One way of tackling this issue and endorsed in this plan, is to outline a strong town retail core with identifiable expansion areas together with continued investment in the public realm that may help to restore business confidence in the town as a whole.
- 3.4.43 Some of the existing building stock in the town centre area is underutilised and opportunities exist to provide additional residential accommodation through renovation / sensitive adaptation of the building stock or new infill development and this will be encouraged. In addition, it is intended that a greater emphasis will be placed on the design and finishes of new development in order to enhance the amenity and character of the town.

Retail

- 3.4.44 This plan seeks to realign the policies for the town centre with the Retail Planning Guidelines 2012 which aims to re-emphasise the need to protect the vitality and viability of the town centre and adopts a strict sequential approach to new retail development. Due to its proximity to the sea, it is also important that the proposed town centre designations are brought in line with the National Guidance on Planning and Flood Risk Management Guidelines and the new information on flood risk in Youghal emerging from the SW CFRAM project.
- 3.4.45 Of critical importance to the town is the retail core which is identified as being an area from the main spine of the North Main Street (including Supervalu) southwards to the Mall Lane off South Main Street. The Core is the primary location for retail development in the town and is an area to be strengthened and enhanced. The area around the core to the east, to the north and to a degree to the south is identified as YL-T-01 where it is proposed that the town centre core could expand, by providing uses compatible with town centre development, namely retail, residential, offices etc.
- 3.4.46 Within the main town centre retail area (YL-T-01), convenience shopping is provided by Supervalu and Aldi. Tesco (YL-T-02) and Lidl also have modern stores to the north of the core area. The old Lidl Store site which is located across from the new Lidl site is now occupied by the retailer JYSK and is zoned as YL-T-03.
- 3.4.47 Existing local neighbour shops and services at Upper Stand Street, near Our Lady of Lourdes Church, are also recognised in this plan with a Neighbourhood Centre Zoning (YL-T-04).

Movement

Cycling and Walking

- 3.4.48 While gradients in parts of the town present challenges for walking and cycling, the relatively flat gradient of the main road network and town centre streets in Youghal would appear conducive to promoting walking and cycling in the town especially when combined with the short length cross streets and lanes that offer extensive and convenient permeability within the town.
- 3.4.49 In order to improve the walking and cycling offer in the town, improvements, as recommended in the Walking and Cycling Strategies for Cork Active Travel Towns prepared by Atkins and Kieran Boyle Consulting on behalf of Cork County Council (March 2013) will be implemented.

- 3.4.50 The development of the 23km long, off-road Midleton to Youghal Greenway started in November 2019 and is expected to be open in 2023. The route runs alongside the old railway line between Midleton and Youghal and will include stop off points at former railway stations in Mogeely and Killeagh. When finished the new greenway will provide a level gradient suitable for all ages and abilities as a safe, accessible and attractive route for cycling and walking and could attract 250,000 visitors annually.
- 3.4.51 Cork County Council Tourism Department has made substantial progress on a number of tourism initiatives including the redevelopment of beach amenities including the launch of the Youghal Boardwalk Project which was opened in June 2021. This phase saw an extension of the existing boardwalk from Claycastle beach out to Redbarn beach, both of which were awarded the prestigious Blue Flag for 2021, significantly enhancing the 'beach experience' for visitors.

Public Transport

- 3.4.52 Buses run hourly between Cork City and Youghal and the average bus between Cork City and Youghal takes approximately 55 minutes

Roads

- 3.4.53 Youghal is well connected by virtue of its location on the N25 and the construction of the bypass has made a significant improvement to the environment within the town.

Car Parking

- 3.4.54 Car parking standards are addressed in the Chapter 12 'Transport and Mobility' in Volume 1 of this plan.

Water Management

Water Supply

- 3.4.55 The public water supply in Youghal has very limited capacity and needs investment and upgrading in order to accommodate the growth identified in this plan. Water supply is sourced from Boola which lies in Co Waterford. Upgrades to the Youghal Water Supply Scheme are not included in the Irish Water Investment Plan 2020 to 2024. Further assessment of the public water supply available in the town and its environs may be required during the lifetime of this plan. There is currently a leakage reduction programme in place in the town which may enhance capacity in the short term. Options for improving capacity are currently being reviewed through the full options assessment (FOA) stage process as part of the National Water Resources Plan. It is envisaged that the outcome of the FOA, i.e. a preferred option will be available in Q2 2021.

Waste Water

- 3.4.56 A new wastewater treatment plant was installed in 2018 as part of the Youghal Main Drainage Scheme, to augment and upgrade the wastewater management system in the town. The treatment plant has capacity to serve a population equivalent of 16,000. In addition to the construction of a new wastewater treatment plant the project also involved upgrading the existing pumping stations, construction of a new pumping station at Green Park; and the installation of 9km of new or upgraded sewers and new rising mains. A stage two proposal could further extend capacity at the plant in the future to 24,000 PE, if required.

Flooding

- 3.4.57 Indicative flood risk maps prepared for the town have identified a potential risk of flooding in a number of places within, and on the northern and southern outskirts of the town, from both fluvial and tidal flooding. Government Guidelines require, and it is an objective of this plan that future development is avoided in areas indicated at being at risk of flooding. The approach to Flood Risk Management is set out in **Chapter 11 Water Management in Volume One** of this Plan and in the updated Strategic Flood Risk Assessment (SFRA), October 2021. The updated SFRA should be consulted for any settlement specific comments and recommendations, including any site-specific recommendations made as part of any Justification Tests carried out, prior to any application for development.
- 3.4.58 In the past Youghal town centre has suffered from a number of bad flood events, affecting predominantly the town centre area including Market Place, Catherine Street and parts of Main Street. Separation of the foul and storm-water drainage is essential in this regard.

Waste

- 3.4.59 A civic amenity site has been provided in Youghal. There is also a landfill site to the north of the town which is identified in this plan.

Broadband & Utilities

- 3.4.60 Fixed line broadband is available in Youghal. Youghal has no gas supply and it would be a significant benefit to the town if the gas network was to be extended from Midleton to Youghal.

Built Heritage

- 3.4.61 Youghal is a town of unique character and heritage with a distinctive and historic walled town centre and a considerable number of listed buildings and recorded monuments and it is also cited as one of the best examples of a Norman walled port in Ireland. A number of iconic buildings are located within the town including Tynte's Castle, the Clock Tower and Myrtle Grove. A heritage-led regeneration strategy for Youghal was published in 2005 suggesting ways in which the physical and non-physical heritage resources could be used as a catalyst in urban regeneration and tourism growth. This plan sought to address a number of issues concerning the economic and physical regeneration of the historic centre of the town through measures which were primarily aimed at the protection, conservation and enhancement of the built heritage of the town. As a result a number of excellent public realm improvements have been undertaken in recent years and plans are in place for others.
- 3.4.62 The Record of Monuments and Places designates part of the town as a Zone of Archaeological Potential (ZAPs). Any development within the ZAPs will need to take cognizance of the potential for subsurface archaeology. If it is demonstrated that such archaeology is present, appropriate mitigation measures including buffer zones, will be required.
- 3.4.63 Structures included in the Record of Protected Structures in Youghal Town Development Plan, and the Architectural Conservation Areas included in the Youghal Town Development Plan are being included in this Draft Development Plan – see Volume Two 'Heritage and Amenity' for further details.

Biodiversity

Habitat Mapping

- 3.4.64 In 2018, the Council commissioned the preparation of Habitat Mapping for the towns of the county where such work had not previously been undertaken with a view to identifying what habitats were present in the areas and identify those of importance in protecting the biodiversity of the area. The survey work has identified a variety of habitats across the county including some that are protected under the Habitats Directive; are of Special Conservation Interest for County Cork ; are of local bio-diversity value or form part of an ecological corridor. These habitats should be retained/integrated into developments where possible.

Designated Sites

- 3.4.65 Several designated sites are located in the area surrounding Youghal. The town overlaps with the following sites: -
- Blackwater River (Cork/Waterford) SAC (002170)
 - Blackwater Estuary SPA (004028)
 - Blackwater River and Estuary pNHA (000072)
 - Ballyvergan Marsh pNHA (000078)
- 3.4.66 Cognizance of these sites is required in the planning of future developments, ensuring that significant impact is not incurred on the sites or their qualifying interests. Attention is also required to recognise areas outside of the designated site which may be used by qualifying interest especially bird species for which SPA is designated.
- 3.4.67 The Blackwater River SAC is a large riverine site incorporating the catchments of the Blackwater, Allow, Awbeg and Bride Rivers and extending from the Cork Kerry border where the river rises to its estuary at Youghal. The site is designated for the protection of freshwater habitats and species, woodland habitats and species and for coastal habitats and species associated with the estuarine portion of the site at Youghal, including saltmarshes and tidal mudflats.
- 3.4.68 The coastal wetlands at Youghal are an important overwintering site for large numbers of a wide range of wetland bird species. The area which forms part of the Blackwater River SAC is also designated as a Special Protection Area and is a proposed Natural Heritage Area and Ramsar site.

- 3.4.69 Ballyvergan Marsh is a nationally important wetland site which is also of importance for a number of bird species. The site is a proposed Natural Heritage Area. The provision of greater access to the natural and scenic amenities of this area, including the possibility of establishing interpretative facilities/ observation posts overlooking Ballyvergan Marsh could be considered, but would need to be carefully planned to ensure the avoidance of impacts on habitats and species.

Local Biodiversity Areas

- 3.4.70 This plan seeks to protect the biodiversity of the town. In total 6 local biodiversity areas have been identified within the Youghal settlement boundary as follows:

1. Youghal Mudlands:

- 3.4.71 This local biodiversity area comprises a mosaic of wetland habitats including upper salt marsh, coastal lagoon and reed swamps within the SAC, with wet grassland and dry meadows adjoining the SAC. These habitats are all of Special Conservation Importance for County Cork. Parts of the upper salt marsh correspond to the Annex I habitat Atlantic salt meadows (*Glauco-Puccinellietalia maritimae*). These wetlands are important feeding grounds for bird species for which the SPA is designated.
- 3.4.72 It is recommended that any proposed developments in the area are cognisant of the high value of these habitats and the Natura 2000 designation of parts of this LBA. It is uncommon for such a valuable wetland complex to occur adjacent to an urban area. Therefore, it should be maintained and enhanced as far as possible. Such an area is vulnerable to spread of invasive species and the resultant biodiversity losses. Therefore, monitoring and treatment of invasive species is advisable.

2. Youghal Brickworks:

- 3.4.73 The Youghal Brickworks comprises a complex mosaic of habitats, including wet willow-alder ash woodlands, ponds, wet grassland, dry meadows and recolonising bare ground. On the shore of the estuary lower salt marsh and mud shores are present within the SAC boundary. The lower salt marsh corresponds to the Annex I habitat Atlantic salt meadows (*Glauco-Puccinellietalia maritimae*) (1330), while the mud shores correspond to the Mudflats and sandflats not covered by seawater at low tide (1140) Annex I habitat. The Brickworks is a national monument (CO067-012) and is listed on the NIAH inventory (no. 20906706).
- 3.4.74 This site of ecological, archaeological and landscape interest. It is recommended that protection as a heritage resource is considered for this site. Such an area is vulnerable to spread of invasive species and the resultant biodiversity losses. Therefore, monitoring and treatment of invasive species is advisable.

3. Cock-and-the-Bull Woodlands

- 3.4.75 This local biodiversity area comprises an area of wet willow-alder-ash woodland, a habitat of Special Conservation Importance for County Cork, along with a dense series of high-quality treelines. This area provides important ecological connectivity within the LAP lands.
- 3.4.76 It is recommended that this local biodiversity area is integrated into any proposed developments in the area and that it is not fragmented, to maintain the ecological connectivity provided. Linkages to this site should be enhanced to improve the overall quality of the ecological network of the town.

4. Quarry Woodland

- 3.4.77 This local biodiversity area comprises an area of wet willow-alder-ash woodland, a habitat of Special Conservation Importance for County Cork, along with dense bracken and mixed woodland within the urban fabric of Youghal town. This area provides important ecological connectivity within Youghal.
- 3.4.78 It is recommended that this local biodiversity area is integrated into any proposed developments in the area and that it is not fragmented, to maintain the ecological connectivity provided. Linkages to this site should be enhanced to improve the overall quality of the ecological network within Youghal.

5. Ballyvergan

- 3.4.79 This area supports a mosaic of high quality habitats including reed swamps, wet grassland and a pond centred on a scrub covered disused railway and adjoining Ballyvergan Marsh pNHA. To the east is a large area of marsh, reed swamp, wet grassland, dry meadows, and calcareous grassland. These habitats are all of Special Conservation Importance for County Cork. This area provides important ecological connectivity to the adjacent pNHA.
- 3.4.80 It is recommended that this area is protected to maintain connectivity with surrounding areas of ecological importance. Enhancement of semi-natural grasslands is advised to promote biodiversity and species richness of swards. Such an area is vulnerable to spread of invasive species and the resultant biodiversity losses. Therefore, monitoring and treatment of invasive species is advisable.

6 Shoreline

- 3.4.81 The shoreline to the south and east of Youghal town supports highly valuable habitats which are uncommon within an urban setting. The rare plant Wild Clary has been recorded in this area. The south coast comprises fixed dunes and sand shores, while the eastern coast consists of a rocky shoreline with sublittoral sediments. These habitats support high biodiversity and are also important for bird species.
- 3.4.82 These sensitive habitats require protection and proposed developments should be cognisant of possible impacts upon them. Fixed dunes should be protected by prohibiting trampling by beach-goers as this can severely degrade the quality of the habitat and cause erosion. Natural detritus should not be entirely cleared from the sandy shores as it provides a vital food source for infauna and birds. Extensive dredging and trawling should be avoided within the sublittoral sediments to maintain infaunal diversity. Finally, rocky shores should be protected from runoff and outflow from the town and any proposed developments to promote species rich communities and avoid proliferation of green filamentous algae.

Other Habitats

- 3.4.83 Youghal developed on the western side of the River Blackwater as it joins the sea; and extends north to the confluence of the River Tourig with the Blackwater Estuary. The town is adjoined by a number of notable local biodiversity areas. To the west of Youghal lands quickly change to an improved agricultural landscape dominated by improved grassland, and hedges. Scattered throughout the study area are small patches of locally important semi-natural habitat; dominated by scrub, dry meadow, wet grassland, dense bracken and broadleaved woodland. These add to the biodiversity of the landscape in the town.

Water Quality

- 3.4.84 With regard to water quality, the Lower Blackwater Estuary/Youghal Harbour is the relevant coastal waterbody and its ecological status is moderate, also being classified as at risk of not achieving good status. The overall objective is to restore this waterbody. Although other factors such as agricultural practices and septic tanks contribute to the water quality difficulties, the new wastewater treatment plant for the town will help the achievement of the objective to restore the water body. This waterbody is also classified as a 'Protected Area', which is a water body requiring special protection under EU legislation because they are bathing waters, nutrient sensitive and designated as an SPA and cSAC.
- 3.4.85 Youghal Claycastle, Front Strand and Redbarn beaches are very significant assets for the town. Front Strand is located adjacent to the railway station and leads onto Claycastle, which in turn leads on to Redbarn Beach. There are public toilets and parking at the two town beaches and further consideration should be given to the provision of shower facilities (outdoor) at these beaches. Lifeguards are on duty in the bathing season and wheelchair access is available. These areas support habitats of ecological value and further development of the area for tourism will require careful planning.

Landscape

- 3.4.86 The landscape character value is identified as very high and the landscape sensitivity is of county importance meaning that it is a vulnerable landscape which is highly sensitive to certain types of changes and with the ability to accommodate limited development. Further discussion and guidance are included in Volume One of this Plan.

General Objectives for Youghal

- 3.4.87 The following General Objectives apply to all development proposals for Youghal

County Development Plan Objectives – East Cork MD General Objectives for Youghal	
Objective No.	
YL-GO-01	Plan for development to enable Youghal to achieve its target population of 8,902 persons. Provide a balance between the provision of housing and employment uses in the town, to support Youghal's development as an integrated live/work destination.
YL-GO-02	In order to secure the sustainable population growth and supporting development proposed in GO-01, appropriate and sustainable water and waste water infrastructure that will secure the objectives of the relevant River Basin Management Plan and the Blackwater River Special Area of Conservation, and Blackwater Estuary Special Protection Area, must be provided and be operational in advance of the commencement of any discharges from the development. Wastewater infrastructure must be capable of treating discharges to ensure that water quality in the receiving water does not fall below legally required levels.

**County Development Plan Objectives – East Cork MD
General Objectives for Youghal**

Objective No.	
YL- GO -03	<p>The green infrastructure assets of Youghal include its mature trees, woodlands, wetlands, coastal habitats and the estuarine habitats associated with the Blackwater and Tourig Rivers.</p> <p>The estuary forms part of the Blackwater River SAC and the Blackwater Estuary SPA. This area supports important wetland habitats and is also an important over wintering site for significant numbers of a range of wetland bird species.</p> <p>New development should be sensitively designed and planned to provide for the protection of these features and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity.</p>
YL- GO-04	All proposals for development within the areas identified as being at risk of flooding will need to comply with Flood Risk Objectives in Volume One, Chapter 11 'Water Management' .
YL- GO -05	<p>In accordance with Objective WM 11-10 of Chapter 11 'Water Management', in Volume One of this Plan, all new development will need to make provision for Sustainable Urban Drainage Systems (SuDs) and provide adequate storm water infrastructure.</p> <p>Surface water Management and Disposal should be planned in an integrated way in consideration with land use, water quality, amenity and habitat enhancements as appropriate.</p>
YL- GO -06	Support and promote Youghal Town Centre as the primary and most appropriate location for the expansion of retail development. Protect the amenities of existing residential areas within the centre of the town and encourage the provision of sustainable new residential uses to strengthen the vitality of the town centre.
YL- GO -07	Support and promote Youghal as a sustainable employment centre.
YL- GO -08	Protect and enhance the attractive landscape character setting of the town. Conserve and enhance the character of the town centre (including the special character of Architectural Conservation Areas) by protecting historic buildings, groups of buildings, the existing street pattern, town walls, historic laneways, zones of archaeological potential, plot size and scale while encouraging appropriate development in the town, including the development of regeneration areas and public realm improvements.
YL- GO -09	<p>Enhance the overall tourism potential of the town, for both locals and visitors, by ensuring the development of appropriate attractions (heritage, retail, etc) which are underpinned by appropriate heritage led town centre renewal and continuing public realm improvements. All development proposals should have due regard to the unique characteristics of the historic context of Youghal and seek to improve the overall attractiveness of the environment.</p> <p>Facilitate the improvement of the beach areas including adequate provision of toilet, shower and changing facilities as well as services such as play areas.</p>
YL- GO -10	Improve and enhance pedestrian and cycling connectivity throughout the town and especially from new development areas to the schools, shops and other services.

**County Development Plan Objectives – East Cork MD
General Objectives for Youghal**

Objective No.	
YL- GO -11	<p>Reserve land on either side of the railway route to facilitate the possible future upgrading of the route to double track standard. This objective applies to all land within 5m of the perimeter fence on either side of the railway. Within this area the following categories of development will be resisted:</p> <ul style="list-style-type: none"> • New buildings not required for the operation of the railway; and • New vehicular and pedestrian accesses where these accesses are the sole or primary access to development. <p>New bridge crossings constructed will be required to provide sufficient clearance to permit double track operation.</p> <p>Open land uses, such as open space, surface car parking and agriculture will normally be permitted subject to the proper planning and sustainable development of the area.</p> <p>There are no current plans to reopen the railway line from Midleton to Youghal. The development of the Greenway will serve to protect the integrity of the route corridor</p>
YL-GO-12	<p>Complete the development of the Midleton to Youghal Greenway and identify and seek to develop suitable walking and cycle links to Youghal town centre to maximise access to and use of the Greenway where feasible.</p>
YL- GO -13	<p>Protect river corridors having regard to the need to avoid disturbance to wintering birds and managing flood risk, and where possible, develop these as natural amenity corridors, connecting different parts of the town and linking up with established amenity areas. Development proposals should direct movement away from the estuary or incorporate screen planting or other suitable buffering to avoid potential for disturbance to birds. It is also an objective to provide adequate buffer zones along watercourses to ensure riparian zones are not degraded and there is no bankside erosion. In this regard, developers shall take account of relevant guidance documents relating to watercourse buffer zones, in particular IFI (Inland Fisheries Ireland) guidelines 'Planning for Development Watercourses in the Urban Environment'.</p>
YL- GO -14	<p>Encourage and work with the voluntary groups in the town to achieve the objectives of the plan. It shall be an objective to work with and support the activities of the Tidy Towns Committee, Youghal Chamber of Commerce, Youghal Heritage Society and the other voluntary and corporate organizations who have made and continue to make such a valuable contribution to the life and development of the Town.</p>
YL-GO-15	<p>Support the expansion of primary and post primary education facilities in the town in consultation with the Department of Education and Skills.</p>

Specific Objectives for Youghal

3.4.88 The following specific development objectives apply to Youghal:

County Development Plan Objectives – East Cork MD Specific Development Objectives for Youghal		
* Flood Risk. See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.	Objective	Site Area (Ha)
Residential/Residential Additional Provision		
YL-R-01	Medium A density residential development. Detailed landscaping proposals to be included as part of any proposals on the site. The site supports meadow grassland habitat and hedgerows which are of ecological value. Where possible these habitats should be retained and incorporated into open space areas (grassland) or boundaries (hedgerow) of any new developments on site.	3.3
YL-RAP-02	Medium B density residential development respecting the densities and character of adjoining development. The site supports scrub habitat and hedgerows which are of ecological value. Where possible these habitats should be retained and incorporated into open space areas (grassland) or boundaries (hedgerow) of any new developments on site.	2.5
YL-R-03	Medium B density residential development respecting the densities and character of adjoining development and retention of existing field boundaries as part of the overall development.	3.38
YL-R-04	Medium B density residential development respecting the densities and character of adjoining development. Provision should be made to allow access to lands to the Agricultural lands to the south (YL-AG-04) to allow for possible future development. The site supports meadow grassland habitat and hedgerows which are of ecological value. Where possible these habitats should be retained and incorporated into open space areas (grassland) or boundaries (hedgerow) of any new developments on site.	3.6
Special Policy Area		
YL-X-01	A mix of uses which could include offices or small scale business units, perhaps with a craft / tourism orientation, or residential use / sheltered housing / nursing home or hotel in keeping with the neighbouring uses and its proximity to the existing shops and services. The plaque on the southern facade of the former Seafield textiles building is a protected structure (3202) and any development proposal needs to address this important conservation aspect of the site in both a sensitive and achievable manner. The site supports meadow grassland which has some ecological value (dry meadows). Where possible this should be retained and protected by designing open space portions of any new development around it.	3.9

**County Development Plan Objectives – East Cork MD
Specific Development Objectives for Youghal**

* Flood Risk. See Objectives in Volume One, Chapter 11 Water Management

^ TIA and RSA Required.

Objective No.	Objective	Site Area (Ha)
Business		
YL-B-01	<p>Business development to include retail warehousing. This zone is adjacent to the Blackwater River Special Area of Conservation and Blackwater Estuary Special Protection Area.</p> <p>The site is bounded to the north by an area of Wet Willow Alder Ash Woodland. This woodland forms an effective buffer between the estuary and this zone and should be retained and protected. *</p>	9.3
YL-B-02	<p>Business development.</p> <p>The site supports meadow grassland which has some ecological value. (dry meadows). Where possible this should be retained and protected by designing open space portions of any new development around it.</p>	7.5
YL-B-03	Business development	14.9
Industry		
YL-I-01	<p>Large scale industry to include warehousing, storage and logistics. Development proposals should also be subject to a Traffic and Transport Assessment and Road Safety Audit.</p> <p>The site supports mature hedgerows and an area of scrub woodland. These habitats should be retained and protected and integrated into new development where possible. ^</p>	23
YL-I-02	Port related activities.*	2.15
Town Centre		
YL-T-01	<p>Town Centre Core area. This is the primary and preferred location for any new retail development in Youghal.</p> <p>a) Promote the development of this area as the primary location for retail and other uses that provide goods or services principally to visiting members of the public and the priority area and preferred location for new retail development.</p> <p>b) Encourage greater use of backland areas and promote the development of brownfield sites within the town centre area where new development can positively contribute to the commercial vitality of the town centre.</p> <p>c) Encourage the use of upper floors of existing buildings for residential and office use.</p> <p>d) Continue to enhance the streetscape and heritage assets of the town centre and continue with environmental improvements.</p> <p>e) Encourage a sustainable mix of land uses in the core retail/town centre area.*</p>	18
YL-T-02	Support primarily convenience retail uses in this ancillary retail area*	1.6

**County Development Plan Objectives – East Cork MD
Specific Development Objectives for Youghal**

* Flood Risk. See Objectives in Volume One, Chapter 11
Water Management

^ TIA and RSA Required.

Objective No.	Objective	Site Area (Ha)
YL-T-03	Support primarily convenience retail uses in this ancillary retail area.*	0.9
YL-T-04	Neighbourhood Centre: Small scale neighbourhood centre servicing the local community only and of such a scale as to avoid competing with or detracting from the services provided by the town centre and its environs.*	2.2
Community		
YL-C-01	Educational use. Developments should be consistent with and complementary to the primary educational function of the site. This area supports meadow grassland which has some ecological value. Where possible this should be retained and protected by designing open space portions of any new development around it.	6.3
YL-C-02	Hospital. Developments complementary to and consistent with the primary healthcare usage of the land. Existing mature healthy trees to be retained.	3.6
YL-C-03	St Raphael's Centre. Developments should be consistent with and complementary to the primary function of the site.	13.5
Green Infrastructure		
YL-GC-01	This area, consisting predominantly of woodland and agricultural land, forms an important visual part of the setting to Youghal particularly when seen from the north. The site forms part of a significant ecological green infrastructure corridor with high local biodiversity value. The existing pattern of land uses will remain largely unchanged. Parts of this site are at risk of flooding. Opportunities to enhance the biodiversity value of this site should be encouraged.*	83.1
YL-GC-02	This area, consisting predominantly of agricultural land, forms an important visual part of the setting to Youghal particularly when seen from the north. The existing pattern of land uses will remain largely unchanged.	13.3
YL-GC-03	This area, consisting predominantly of agricultural land, forms an important visual part of the setting to Youghal. The existing pattern of land uses will remain largely unchanged. The site contains dry calcareous and neutral grassland which are of local biodiversity value.	10.4
YL-GA-04	Youghal Rugby Football Club: Maintain existing playing pitch and sports facilities. Further development of the site should be complementary to and consistent with the primarily sports related uses on site.	2.6
YL-GC-05	This area, consisting predominantly of woodland and agricultural land, forms an important visual part of the setting to Youghal particularly when seen from the north. The existing pattern of land uses will remain largely unchanged.*	16.3

**County Development Plan Objectives – East Cork MD
Specific Development Objectives for Youghal**

* Flood Risk. See Objectives in Volume One, Chapter 11 Water Management

^ TIA and RSA Required.

Objective No.	Objective	Site Area (Ha)
YL-GC-06	This area, consisting predominantly of woodland and agricultural land, forms an important visual part of the setting to Youghal particularly when seen from the north. The site forms part of a significant ecological green infrastructure corridor adjoining the estuary and supports wetland habitats including salt marshes, reed beds, marshes and lagoons. The existing pattern of land uses will remain largely unchanged. Parts of this area are important for overwintering wetland birds associated with the estuary. There may be opportunities for biodiversity enhancement of this area which should be encouraged. *	62.6
YL-GC-07	Open Space. The zone lies within both the Blackwater River SAC and the Blackwater Estuary SPA. It forms part of a significant ecological green infrastructure corridor and supports wetland habitats including mudshores and estuaries. This is an important site for overwintering wetland birds which should be retained in an undisturbed state. *	3.6
YL-GA-08	GAA Sports uses. Further development of the site should be complementary to and consistent with the primarily sports related uses on site.	2.24
YL-GR-09	Quarry Garden Park (Public Park recreational area), further development of the site should be complementary to and consistent with the primarily sports related uses on site.	1.3
YL-GR-10	Millennium Town Park - usages and developments complementary to and consistent with the primarily leisure and amenity character of the land. *	0.5
YL-GR-11	College Gardens (existing Public Park): usages and developments complementary to and consistent with the primarily leisure and amenity character of the land. The park contains scattered trees and broadleaved woodland which are of local biodiversity value. Signage should be improved so as to indicate the public nature and accessibility of the public park. The landscaping should be reconfigured immediately inside the entrance to better indicate the semi-public areas adjacent to the convent and public areas of the town park. This is to ensure that visitors to the town interpret the park as being a publicly accessible space.	3.98
YL-GA-12	Ardrath Park: usages and developments complementary to and consistent with the primary leisure and sporting character of the land.	3.1
YL-GR-13	Memorial Park: Public Park: usages and developments complementary to and consistent with the primary leisure and amenity character of the land. *	1.2
YL-GA-14	Existing Golf course: usages and developments complementary to and consistent with the primary sporting usage of the land. It shall be an objective to encourage the layout and landscaping of the course to ensure that players do not endanger persons or property on adjoining lands.	54.9
YL-GR-15	Existing Greyhound Track: usages and developments complementary to and consistent with the primary leisure and sporting character of the land. *	2.9

**County Development Plan Objectives – East Cork MD
Specific Development Objectives for Youghal**

* Flood Risk. See Objectives in Volume One, Chapter 11
Water Management

^ TIA and RSA Required.

Objective No.	Objective	Site Area (Ha)
YL-GC-16	This area, consisting predominantly of agricultural land, forms an important visual part of the setting to Youghal and should be maintained as open space. This site also contains scrub, dry meadows and dense bracken which are of local biodiversity value.	4
YL-GC-17	Maintain Open Space.	1.1
YL-GA-18	<p>Development of tourist related active open space incorporating the protection and enhancement of the historic structures on site (Youghal Brickworks is a designated Protected Structure, RPS No. 415 and a Recorded Monument CO067-12 and the area also contains a standing stone which is a Recorded Monument (CO 067-071) and providing for a significant area of open space along the northern and western boundaries. This site supports wet and dry woodland and scrub habitat and forms an important protective buffer to the estuary.</p> <p>Proposals for development within this area should be designed to provide for the protection and preservation of the historic structures on the site in an appropriate setting and shall be accompanied by an archaeological and architectural assessment. Proposals for development should also provide for the retention and protection habitats of high natural value on the site and within the adjoining estuary and for the avoidance of disturbance to birds using the estuary. *</p>	17.7
YL-GC-19	Open Space. This zone supports habitats of ecological value including swamps and reedbeds as well as unimproved grassland habitats. The area is within a flood risk zone. The existing pattern of land uses will remain largely unchanged. There may be opportunities for biodiversity enhancement of this area which should be encouraged. *	10.9
YL-GC-20	Open Space. This area of coastline includes part of the Blackwater River SAC and the Blackwater Estuary SPA. It supports intertidal habitats which should be protected. There may be opportunities to enhance the biodiversity value of this area, which should be encouraged. *	24.7
YL-GC-21	Open Space. This area supports habitats of local biodiversity value including salt marsh and unimproved grasslands. It provides an important buffer to the estuary. The existing pattern of land uses will remain largely unchanged. There may be opportunities for biodiversity enhancement of this area which should be encouraged. *	11.6
YL-GC-22	Open Space. This zone supports habitats of ecological value including swamps and reedbeds. The area is within a flood risk zone. The existing pattern of land uses will remain largely unchanged. There may be opportunities for biodiversity enhancement of this area which should be encouraged. *	2.97
YL-GC-23	Open Space. This zone supports habitats of ecological value including swamps and reedbeds. The area is within a flood risk zone. The existing pattern of land uses will remain largely unchanged. There may be opportunities for biodiversity enhancement of this area which should be encouraged. *	3.14

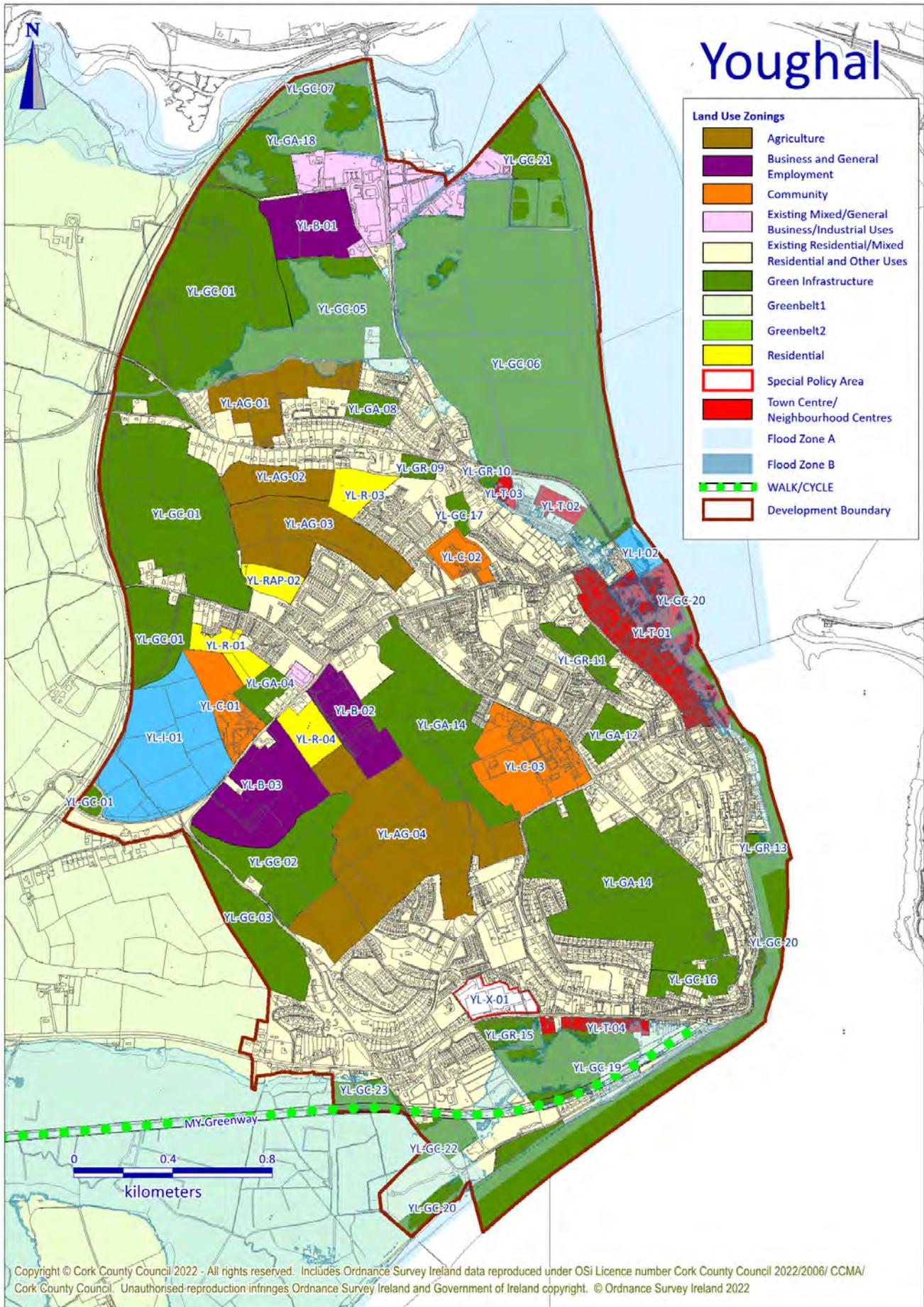
**County Development Plan Objectives – East Cork MD
Specific Development Objectives for Youghal**

* Flood Risk. See Objectives in Volume One, Chapter 11 Water Management

^ TIA and RSA Required.

Objective No.	Objective	Site Area (Ha)
Agriculture		
YL – AG -01	Agriculture. The site contains the Cock-and-the-Bull Woodlands which are of important local biodiversity value.*	10.38
YL – AG -02	Agriculture	5.42
YL – AG -03	Agriculture	15.7
YL – AG -04	Agriculture	38.1

Youghal



3.5 Key Villages

Purpose of this Section

- 3.5.1 There are 4 key villages in the East Cork Municipal District as follows: Castlemartyr, Cloyne, Whitegate/Aghada and Killeagh. In addition to being a key village, Whitegate / Aghada also has a role as a Strategic Employment Location. The purpose of this section of this plan is to give planning policy guidance on future development in the Key Villages.
- 3.5.2 In this plan, Castlemartyr, Cloyne and Whitegate/Aghada are projected to grow to over 1,500 people during the lifetime of the plan so are treated in a similar manner as regards zoning and land-use to the other main settlements which are over 1,500 people. That is as distinct from the other Key Village Killeagh in this Municipal District, all land within the development boundary of these key villages will have a specific land use zoning.
- 3.5.3 The settlements would benefit from a more compact form and from some regeneration of and re-use of existing properties within the village cores. In particular, further improvements to the village centres, with an enhanced streetscape, improved shopfronts and provision for improved street lighting, public footpaths and street furniture would be desirable. Further opportunities for streetscape improvements exist in the settlements, particularly within the village cores.
- 3.5.4 Given the challenges facing some key villages in relation to infrastructure, in particular water services and whether any deficits can be overcome in the lifetime of the plan the Council will consider the reallocation of the overall level of units for a specific Key Village from Key Villages with infrastructure constraints that are taking longer than expected to be resolved to a Key Village or Key Villages within the same Municipal District which has no such constraints subject to adequate capacity been shown to be available, in compliance with the requirements of Chapter 11 Water Management and any ecological considerations. The transfer of housing units from a specific settlement cannot exceed 50% of that settlements allocation as set out in the table below
- 3.5.5 Further guidance on the development of villages is given in Volume One of this Plan, particularly **Chapter 2 Core Strategy, Chapter 3 Settlements and Placemaking, and Chapter 4 Housing.**

4.3.9 Key Villages Overall Scale of New Development

Settlement Name	Existing Number of Houses Q1 2010 (Geodirectory)	Existing Number of Houses Q1 2015 (Geodirectory)	Existing Number of Houses Q1 2020 (Geodirectory)	Overall Scale of New Development to 2028 (No. of houses)
Castlemartyr	601	658	660	122
Cloyne	653	702	732	195
Whitegate and Aghada	870	893	895	60
Killeagh	345	349	349	96
Total Key Villages	2,469	2,602	2,636	473

3.6 Castlemartyr

Baile Na Marta – Castle of the Relics of the Martyrs

Vision and Context

- 3.6.1 The vision for Castlemartyr to 2028 is to develop a compact, strong village core, carefully manage the village's valuable heritage and to achieve a sustainable level of population growth, residential development and provision of employment and services commensurate with the scale of this village.
- 3.6.2 Castlemartyr is a large village which is located approximately 8 kilometres east of Midleton on the N25. Castlemartyr has been identified as a key village in this plan with a target population of 1,920 up to 2028.

Population and Housing

- 3.6.3 The 2016 Census recorded a population of 1,600 persons which was an increase of 25% on the 2011 figure of 1,277. Estimates from the An Post Geodirectory Data measuring postal addresses and occupied houses shows that between 2010 and 2020 about 59 new dwellings were constructed in the village with Castlemartyr now containing approximately 660 dwellings.
- 3.6.4 The strategy for Castlemartyr, as set out in this plan, provides for the population of the village to grow to 1,920 persons. In order to accommodate this level of population growth, an additional 122 housing units will be required up to 2028.

Table 4.3.10 Castlemartyr Population 2006-2028

Name	Census 2006	Census 2011	Census 2016	Population Target to 2028
Castlemartyr	978	1,277	1,600	1,920

- 3.6.5 It is considered that there is a sufficient amount of land within the development boundary to accommodate this scale of development and two new greenfield sites have been zoned for residential development (CM-R-01 and CM-RAP-02) which will provide approximately 5ha of residential land. New residential developments should be well integrated with the existing village and allow for easy and safe access to the centre and main facilities by foot and bicycle. Development which utilises brownfield sites within the village core should be prioritised and development on lands in the ACA should be sympathetic to the character of the area. There will also be scope during the lifetime of this plan to deliver residential development within the area zoned as Town Centre as part of new mixed-use schemes/ change of use of existing buildings or small infill development
- 3.6.6 Provision should also be made for new housing which would act as a real alternative to the construction of one-off housing in the countryside. There is considerable pressure for development in the surrounding rural area and the LAP needs to ensure that adequate and suitable provision is made for larger house sites in the village. Lands outside of the village core area are considered most suitable in this context.
- 3.6.7 The following table outlines the population target for Castlemartyr and new units required in r in order to achieve the population target of 1,920 by 2028 as set out in the Core Strategy of this plan. The table also outlines the housing supply unit yield from residential and mixed use zoning including compact growth sites and residential additional provision sites.

Table 4.3.10: Castlemartyr Population and Housing Supply

	Population and Housing Requirement			Housing Supply Units	
	Population Census 2016	Population Target (to 2028)	New Units Required (to 2028)	Housing Supply from Residential and Mixed-Use Zoning including Compact Growth Sites	Housing Supply from Residential Additional Provision Sites
Castlemartyr	1,600	1,920	122	122	26

Placemaking

- 3.6.8 A number of features combine to give Castlemartyr its sense of place – the walls and entrance gates to the Castlemartyr Castle estate, Castlemartyr woodlands, its compact village centre, the traditional scale and design along the main street which comprise 19th and early 20th century buildings set back from the road by wide areas of footpath resulting in a very pleasant vista.
- 3.6.9 Most new development will be delivered close to the village core and will have good connectivity and permeability. Development must provide pedestrian and cycle permeability and connectivity and provide high quality public realm. It is important that development respects the village nature of the settlement.

Social and Community Facilities

- 3.6.10 Castlemartyr is well served in terms of community facilities and services, including a primary school, two churches, childcare facilities, two small supermarkets, pubs, a pharmacy, a butcher shop, a florist, a post office and other retailers. Sports Clubs in the area include Castlemartyr GAA Club and grounds and Mogeely Association Football Club which is located in the nearby village of Mogeely.
- 3.6.11 Given the level of recent growth and the additional growth provided for in this plan it is considered that the village may need additional community and sports facilities which could be provided for as standalone development or in conjunction with proposed residential development in the village.

Green Infrastructure

- 3.6.12 Castlemartyr Recreational Woodlands is located within the development boundary of the village to the south of the village centre and provides a valuable amenity for the community. The woodland contains of mainly broadleaved species including Beech, Ash and Sycamore and is of local biodiversity value.

Economy and Employment

- 3.6.13 Employment in the village is provided in local shops and businesses as well as in the hotel and golf course. There are small scale industrial enterprises in the industrial area located to the north of the main street which also provide employment. Additional lands (6.2ha) are available east of the village for business use. This plan includes a large area along Main Street and some additional backland areas for town centre uses.
- 3.6.14 Within the village core, there is some potential for small scale economic development and there is significant potential for further tourism development in the village by maximising the uses for economic development offered by the range of cultural and heritage facilities in the village and surrounding area.

Village Centre and Retail

- 3.6.15 The core area of Castlemartyr Village is quite traditional in scale and design and for the most part is very attractive. Most of the buildings along the main street comprise 19th and early 20th century buildings set back from the road by wide areas of footpath resulting in a very pleasant vista. The south western edge of the main street is dominated by the walls and entrance gate of the Castlemartyr Castle estate, now operating as the Castlemartyr Resort Hotel and golf course. The village accommodates a range of shops and commercial uses.
- 3.6.16 New development in the village centre should comprise a mix of retail and general business uses with an element of residential uses. This area should form a coherent extension to the existing village core without detracting from the existing centre. The core is defined by the existing grain of the village centre and includes the important corner site at the bridge.

Movement

- 3.6.17 The village is located on the N25 and congestion is a major factor particularly at peak times. Car parking does not appear to be a significant issue in the village. The level of through traffic detracts significantly from the atmosphere in the village. This will be alleviated somewhat by the proposed by-pass but traffic calming measures have improved the situation in the interim. There are daily public bus services connecting Castlemartyr with Cork City, Midleton, Killeagh and Youghal.
- 3.6.18 A traffic calming scheme has recently been completed in the village. The upgrade works which have been carried out include signing, lining, upgrading of public lighting and pavement overlay works from the bridge in Castlemartyr to the 60km/hour speed limit (about 250 metres) east of Castlemartyr.
- 3.6.19 Cork County Council is advancing a footpath along the Ladysbridge Road between the traffic lights at the junction with the N25 and the Castlemartyr Resort hotel. Ancillary to these works will be the formalising of parking on what is currently the hard shoulder on the R632. The detailed design will consider the enhancement of disabled persons parking facilities at this location.
- 3.6.20 Where access to the National Primary Route (N25) is essential to the carrying out of development, particularly relevant in objective, B-01, development will need to be in accordance with the provisions of the official policy as outlined in the DoECLG Spatial Planning and National Roads Guidelines, as published in 2012. In this context it may also be considered appropriate to carry out a review of the speed limits within the village during the lifetime of this plan.

Water Management

Water Supply

- 3.6.21 In terms of water supply, future capacity may be available to secure some growth in the village. Upgrades planned include for disinfection and some increase in capacity at the Mogeely WS. There may be options for increasing capacity further in the future but these are likely to be developer funded works.

Waste Water

- 3.6.22 The waste water treatment plant serving the village has limited but sufficient capacity to accommodate growth. The Waste Water Treatment Plant is currently not compliant with Waste Water Discharge Licence Emission Limit Values. Castlemartyr is on the Irish Water Investment Plan for an upgrade of the Wastewater Treatment facilities in the village in order to protect the environment and quality of receiving waters and to facilitate growth. This project is due for completion in 2023/24.

Flooding

- 3.6.23 Parts of Castlemartyr have been identified as being at risk of flooding. The areas at risk largely follow the path of the Kiltha and Womanagh Rivers through the village and further lands to the east and are illustrated on the settlement map. In the winter of 2015, due to the effects of Storm Frank, the village suffered unprecedented flooding damage.
- 3.6.24 Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated at being at risk of flooding. The approach to Flood Risk Management is set out in **Chapter 11 Water Management in Volume One** of this Plan and in the updated Strategic Flood Risk Assessment (SFRA), October 2021. The updated SFRA should be consulted for any settlement specific comments and recommendations, including any site-specific recommendations made as part of any Justification Tests carried out, prior to any application for development.

Built Heritage

- 3.6.25 The village and surrounding area has a wealth of natural and built heritage. There are five buildings or other structures located within the village, which are entered in the Record of Protected Structures. This includes St. Anne's Church of Ireland and Castlemartyr Castle, which, along with its grounds and part of the village main street, are included as part of an Architectural Conservation Area, where it is an objective to protect and enhance the special character of the area. Other listed buildings include, St Theresa's Convent (formerly Castlemartyr House), Castlemartyr School and Castlemartyr Tower House.

Biodiversity

- 3.6.26 To the east of the village, Clasharinka Pond and surrounding fields are proposed as a Natural Heritage Area (NHA), due to the presence of rare flora. Castlemartyr dower spring, which is a karst spring, is listed as being of geological interest and is on a list of sites being drawn up which will be proposed as Natural Heritage Areas.
- 3.6.27 The landscape value and sensitivity are identified as medium and of local importance. One of the key characteristics of the landscape area is the quality of its vernacular built environment and the historical importance of the older houses, estates, towns and villages.

- 3.6.28 Castlemartyr Recreational Woodlands is located within the development boundary of the village to the south of the village centre and provides a valuable amenity for the community. The woodland contains of mainly broadleaved species including Beech, Ash and Sycamore and is of local biodiversity value. The site originally formed part of the wider Castlemartyr Demesne, together with its designed landscape is within an Architectural Conservation Area.

General Objectives Castlemartyr

- 3.6.29 The development boundary objectives for the development of Castlemartyr are set out below.

County Development Plan Objectives – East Cork MD Development Boundary Objectives for Castlemartyr	
Objective No.	
CM-DB-01	Within the development boundary of Castlemartyr encourage the development of up to 122 houses during the plan period.
CM-DB-02	All proposals for development within areas identified as being at risk of flooding will need to comply with relevant objectives in Chapter 11 'Water Management' .
CM-DB-03	The green infrastructure, biodiversity and landscape assets of Castlemartyr include its river corridor, mature trees, woodlands and Clasharinka Pond pNHA. New development should be sensitively designed and planned to provide for the protection of these features and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two 'Heritage and Amenity' of this plan.

Specific Objectives Castlemartyr

- 3.6.30 The following are the specific development objectives for Castlemartyr and should be read in conjunction with the Castlemartyr Settlement Map in this plan.

County Development Plan Objectives – East Cork MD Specific Development Objectives for Castlemartyr		
* Flood Risk. See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.	Objective	Site Area (Ha)
Residential/Residential Additional Provision		
CM-R-01	Medium B density residential development. To include connectivity with adjoining development to the north and west. The site contains mature hedgerows and scattered trees which are of important local biodiversity value. *	3.7
CM-RAP-02	Medium B density residential development. To include connectivity with adjoining development to the north and west. The site contains mature hedgerows and scattered trees which are of important local biodiversity value.	1.3

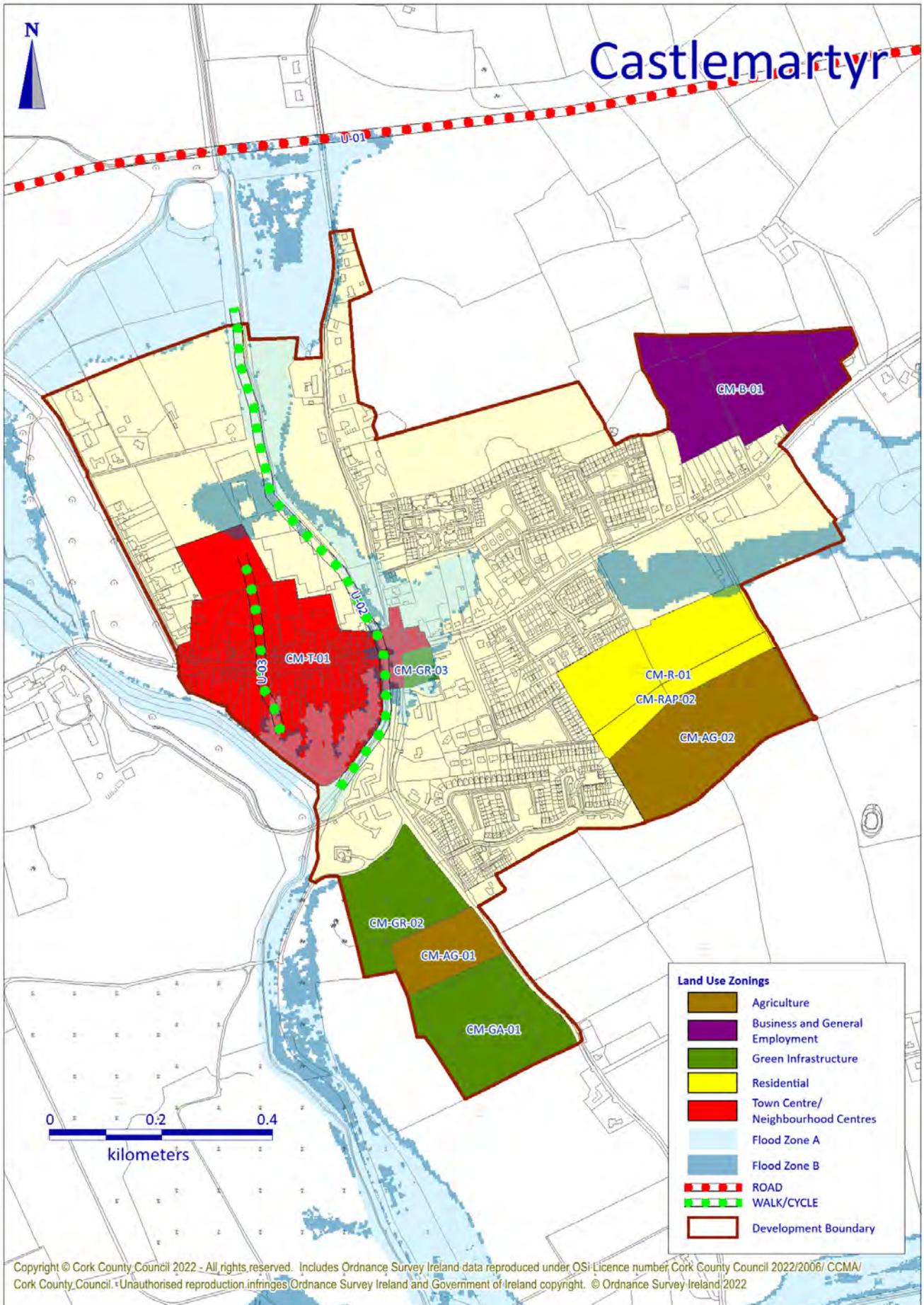
**County Development Plan Objectives – East Cork MD
Specific Development Objectives for Castlemartyr**

* Flood Risk. See Objectives in Volume One, Chapter 11
Water Management

^ TIA and RSA Required.

Objective No.	Objective	Site Area (Ha)
Village Centre		
CM-T-01	<p>Facilitate expansion of the village core area, subject to satisfactory vehicular and pedestrian access, whilst also preserving the grain and architectural character of the streetscape, and to include a mix of uses such as general office, retail, office based industry, community facilities, residential development and an element of off street parking.</p> <p>Development within the core of the village shall be designed to a high standard and reinforce the character of the streetscape. Where appropriate development should be in the form of terraced development / courtyard schemes. New development should consolidate and strengthen the existing village core, be sympathetic to the scale and character of the village, contribute to the compact form of the village and respect the views and settings of existing heritage buildings in the village. *</p>	11.03
Green Infrastructure		
CM-GA-01	Castlemartyr GAA - Maintain existing playing pitches. These lands provide an important amenity for the village and form an important part of the long-term strategic gap between Castlemartyr and Ladysbridge.	4.5
CM-GR-02	Castlemartyr Woodland – retain and protect woodland which is of recreational, amenity and biodiversity value.	3.1
CM-GR-03	Open Space and Water Compatible Community Uses. These lands are at risk of flooding but may be suitable for car parking, amenity/ green infrastructure, or other flood compatible uses. Sustainable urban Drainage Systems (SUDS) measures should be an important component of any proposals on this site. *	.37
Business		
CM-B-01	Business development. Access shall be by means of a single access point from the national road and will require a Traffic Impact Assessment and Road Safety Audit. ^	6.2
Utilities		
CM-U-01	Proposed by-pass. (CCC recently commissioned pre-feasibility study of by-pass of Castlemartyr for north and south routes). *	--
CM-U-02	Develop an amenity walk along the bank of the River Kiltha. Any proposed new riverine walks will need to be set back to protect riverbank, habitats and species and should be designed in accordance with IFI (Inland Fisheries Ireland) guidelines.	--
CM-U-03	Develop pedestrian access between the proposed extended village centre and the existing main street.	--
Agriculture		
CM-AG-01	Agriculture	1.79
CM-AG-02	Agriculture	5.4

Castlemartyr



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3.7 Cloyne

Vision and Context

'Cluain Uamha' – Meadow of the Caves.

- 3.7.1 The vision for Cloyne to 2028 is to promote village centre renewal within a strong village core, whilst protecting the unique heritage, character and setting of the village and to achieve a sustainable level of residential and commercial development in conjunction with the provision of services and infrastructure.
- 3.7.2 Cloyne is located approximately 7 kilometres south of Midleton, on the R629 regional route, which connects Midleton with Ballycotton. Cloyne is a very attractive rural village with a considerable cultural and social history. The core of the village comprises principally traditional buildings, mostly 2-3 storey in height tightly focussed around the main crossroads. The village has a strong GAA tradition, having been home to the famous hurler Christy Ring and there are two pitches in the village.

Population and Housing

- 3.7.3 The 2016 Census recorded a population of 1,803 persons which was an increase of 15% on the 2011 figure of 1,562. Estimates from the An Post Geodirectory Data measuring postal addresses and occupied houses shows that between 2010 and 2020 about 79 new dwellings were constructed in the village with Cloyne now containing approximately 732 dwellings.
- 3.7.4 The strategy for Cloyne, as set out in this plan provides for the population of the key village to grow to 2,313. In order to accommodate this level of population growth, an additional 195 housing units will be required.

Table 4.3.11 Cloyne Population 2006-2028

Name	Census 2006	Census 2011	Census 2016	Population Target 2028
Cloyne	1,095	1,562	1,803	2,313

- 3.7.5 The development of an additional 195 dwelling units within the village is assuming that all servicing constraints are resolved. It is considered that there is a sufficient amount of land within the development boundary to accommodate this scale of development and three greenfield sites have been zoned for residential development (CY-RAP-01, CY-R-02 and CY-R-03). New residential developments should be well integrated with the existing village and allow for easy and safe access to the centre and main facilities by foot and bicycle. Developments which utilise brownfield sites should be prioritised. There are significant opportunities for infill development along the main streets and on backlands in the village. It is not envisaged that all of the land within the development boundary will be developed over the lifetime of this plan but there is a sufficient amount of land to allow for choice.
- 3.7.6 The lands close to the village core have significant potential for development and new proposals here should take the form of extensions to the village core with provision for off-street parking.
- 3.7.7 Outside the development boundary, the land forms part of the rural housing policy for the county area as a 'Rural Area Under Strong Urban Influence'. These areas exhibit characteristics such as rapidly rising population, evidence of considerable pressure from the development of (urban generated) housing in the open countryside due to proximity to such urban areas / major transport corridors, pressures on infrastructure such as the local road network and higher levels of environmental and landscape sensitivity.
- 3.7.8 Provision should be made for a range of serviced sites which would act as real alternatives to the construction of one-off houses in the countryside. Lands outside of the village core area are considered most suitable in this context and should provide for small groups of housing, serviced sites or self build options.
- 3.7.9 The following table outlines the population target for Cloyne and new units required in order to achieve the population target of 2,313 by 2028 as set out in the Core Strategy of this plan. The table also outlines the housing supply unit yield from residential and mixed-use zoning including compact growth sites and residential additional provision sites.

Table 4.3.12: Cloyne Population and Housing Supply

	Population and Housing Requirement			Housing Supply Units	
	Population Census 2016	Population Target (to 2028)	New Units Required (to 2028)	Housing Supply from Residential and Mixed-Use Zoning including Compact Growth Sites	Housing Supply from Residential Additional Provision Sites
Cloyne	1,803	2,313	195	195	34

Placemaking

3.7.10 In Cloyne, most of the new development will be delivered close to the village core and will have good connectivity and permeability. Development must provide pedestrian and cycle permeability and connectivity and provide high quality public realm. It is important that development respects the village nature of the settlement. The opportunity should be taken to link the main streets with the main heritage/historic features of the town.

Social and Community Facilities

3.7.11 Cloyne is well served by local facilities including a primary school, church, Cathedral, childcare facilities, GAA community centre, shops, public houses, Garda Station and graveyard. There is also a doctor's surgery and nursing home.

3.7.12 Since the adoption of the last LAP a new playground facility has been built beside the Cloyne GAA Complex. There remains a requirement for a community centre in the village which could cater for general community needs and youth facilities. This could be achieved through the conversion/reuse of an existing building or the construction of a new building on lands, preferably close to the centre.

Economy and Employment

3.7.13 Employment in the village mainly takes the form of small-scale industrial enterprises, retailing and local services. There is a Centra supermarket in the village centre with parking to the rear as well as a number of restaurants. It is likely therefore that many of the residents of the village commute to other areas for work.

3.7.14 Potential exists within the village for small scale economic development, either on sites close to the village centre or on lands closer to the development boundary. Significant potential exists for further tourism development in the village by maximising the uses for economic development offered by the range of cultural and heritage facilities in the village.

Village Centre and Retail

3.7.15 Cloyne is a very attractive rural village with a considerable cultural and social history. The core of the village comprises principally traditional buildings, mostly 2-3 storey in height tightly focussed around the main crossroads. The village is served by a convenience store, a pharmacy, veterinary Clinic and public houses.

3.7.16 The areas close to the village core are suitable for mixed use development, including commercial, offices, residential, community and retail uses. Provision should be made for both pedestrian and vehicular access from the main streets. The opportunity should be taken to link the main streets with the main heritage/historic features of the town.

Movement

3.7.17 Cloyne is served by a daily public bus service that connects it with Cork City, Midleton, Ballycotton and Whitegate. The village also enjoys good accessibility from the R630 and R629. However, the streets in the village centre are narrow and difficult to negotiate for large vehicles. Most of the residential areas are connected with the village centre and facilities by footpaths, however in places these are inadequate and need to be upgraded and defined. Car parking is a significant issue in the village with double parking a serious problem in the centre contributing to traffic congestion, although the situation has been eased somewhat by the provision of a small off-street car park on Chapel St.

3.7.18 A relief road has been constructed linking the Cork Road and the Ballycotton Road at the north eastern side of the village centre and this helps to alleviate congestion in the centre of the village. Given the compact nature of Cloyne, the level of through traffic, as well as difficulties with narrow footpaths along the central streets and lack of provision for bus stop/s it is clear that an overall solution is needed to address the transport and traffic issues which affect the village. In this regard an integrated traffic management plan should be developed which would aim to further the provision of

a bypass to the Ballycotton road, address the bus stop issue as well as examining ways to improve parking, pedestrian, cycle facilities and linkages in the village.

- 3.7.19 Provision should be made for both pedestrian and vehicular access from the main streets.

Water Management

Water Supply

- 3.7.20 A public water supply is available in the village and forms part of the Cloyne Aghada Whitegate Regional Water supply scheme. The interlinked Cloyne –Aghada scheme is operating close to full capacity however currently it is envisaged that there is capacity available to cater for proposed draft population targets. There is a risk of supply interruption during drought or freeze-thaw conditions. Further intervention may be required to provide a supply and level of service that meets best international standards.
- 3.7.21 Some works are required to reduce the vulnerability of the scheme to pollution of existing sources by augmentation and upgrade with new sources.

Waste Water

- 3.7.22 Cloyne's waste water treatment plant was commissioned in 2010 and has a PE design of 1,400. There are assimilative capacity issues concerning the stream receiving the treated effluent from Cloyne. The treatment capacity needs to be upgraded as the discharge is to designated shellfish waters and proposed designated bathing areas.
- 3.7.23 Cloyne's wastewater treatment plant is currently overloaded. Also, there are assimilative capacity issues concerning the stream receiving the treated effluent from Cloyne WWTP. The Waste Water Treatment Plant is currently not compliant with Waste Water Discharge Licence Emission Limit Values. Cloyne WWTP therefore does not have the capacity to accommodate all proposed development in Cloyne. Cloyne is on the Draft Irish Water Investment Plan 2020 – 2024. Waste-water treatment capacity in Cloyne will be available once capital upgrade project is completed.

Flooding

- 3.7.24 Parts of Cloyne have been identified as being at risk of flooding. The areas at risk largely follow the path of the Shanagarry River north of the village and are illustrated on the settlement map. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated as being at risk of flooding. The approach to Flood Risk Management is set out in **Chapter 11 Water Management in Volume One** of this Plan and in the updated Strategic Flood Risk Assessment (SFRA), October 2021. The updated SFRA should be consulted for any settlement specific comments and recommendations, including any site-specific recommendations made as part of any Justification Tests carried out, prior to any application for development.

Built Heritage

- 3.7.25 Cloyne has a wealth of natural and built heritage. There are six buildings or other structures which are entered in the Record of Protected Structures, including Cloyne Cathedral, Saint Colman's Roman Catholic Church, Old St Coleman's CYMS Hall, Cloyne House, the round tower and 18th Century warehouse. These very significant heritage buildings need to be protected from inappropriate development which might detract from their character.
- 3.7.26 There is also an extensive cave system to the east of Cloyne, situated mainly within the grounds of Cloyne House, and which along with part of the village centre, is included as part of an Architectural Conservation Area, where it is an objective to protect and enhance the special character of the area.

Biodiversity

- 3.7.27 There are no nature conservation designations in Cloyne Village. Cloyne Caves and Cloyne Cave Pits are identified as being of geological importance and may be proposed as NHAs.

Landscape

- 3.7.28 The landscape value and sensitivity are recorded as 'medium' which generally means it is of local importance. One of the key characteristics of this landscape character area is the quality of its vernacular built environment and historic importance including Ballymaloe House and grounds.

General Objectives Cloyne

3.7.29 The development boundary objectives for the development of Cloyne are set out below.

County Development Plan Objectives – East Cork MD Development Boundary Objectives for Cloyne	
Objective No.	
CY-DB-01	Within the development boundary of Cloyne encourage the development of up to 195 houses during the plan period.
CY-DB-02	Appropriate and sustainable water and waste-water infrastructure, that secures the objectives of the Water Framework Directive and the Great Island Channel Cork Harbour Special Area of Conservation, and Cork Harbour Special Protection Area, must be provided and be operational in advance of the commencement of any discharges from development. Wastewater infrastructure must be capable of treating discharges to ensure that water quality in the receiving water does not fall below legally required levels.
CY-DB-03	All proposals for development within areas identified as being at risk of flooding will need to comply with relevant objectives in Chapter 11 'Water Management' .
CY-DB-04	The green infrastructure, biodiversity and landscape assets of Cloyne include its hedgerows, mature trees, woodlands, and other habitats. New development should be sensitively designed and planned to provide for the protection of these features and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity .

Specific Objectives Cloyne

3.7.30 The following are the specific development objectives for Cloyne and should be read in conjunction with the Cloyne Settlement Map in this plan.

County Development Plan Objectives – East Cork MD Specific Development Objectives for Cloyne		
* Flood Risk. See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.	Objective	Site Area (Ha)
Residential		
CY-RAP-01	Medium B density residential development. To include connectivity to the village centre.	1.7
CY-R-02	Medium B density residential development. To include connectivity to the village centre.	3.1
CY-R-03	Medium B density residential development. To include connectivity to the village centre.	3.8
Village Centre		
CY-T-01	Village core extension including convenience and comparison shopping, commercial and residential uses and to include an element of off-street parking and satisfactory pedestrian access to the main streets. Development within the core of the village shall be designed to a high standard and reinforce the character of the streetscape. Where appropriate development should be in the form of terraced development / courtyard schemes. New development should consolidate and strengthen the existing village core, be sympathetic to the scale and character of the village, contribute to the compact form of the village and respect the views and settings of existing heritage buildings in the village.*	6.6

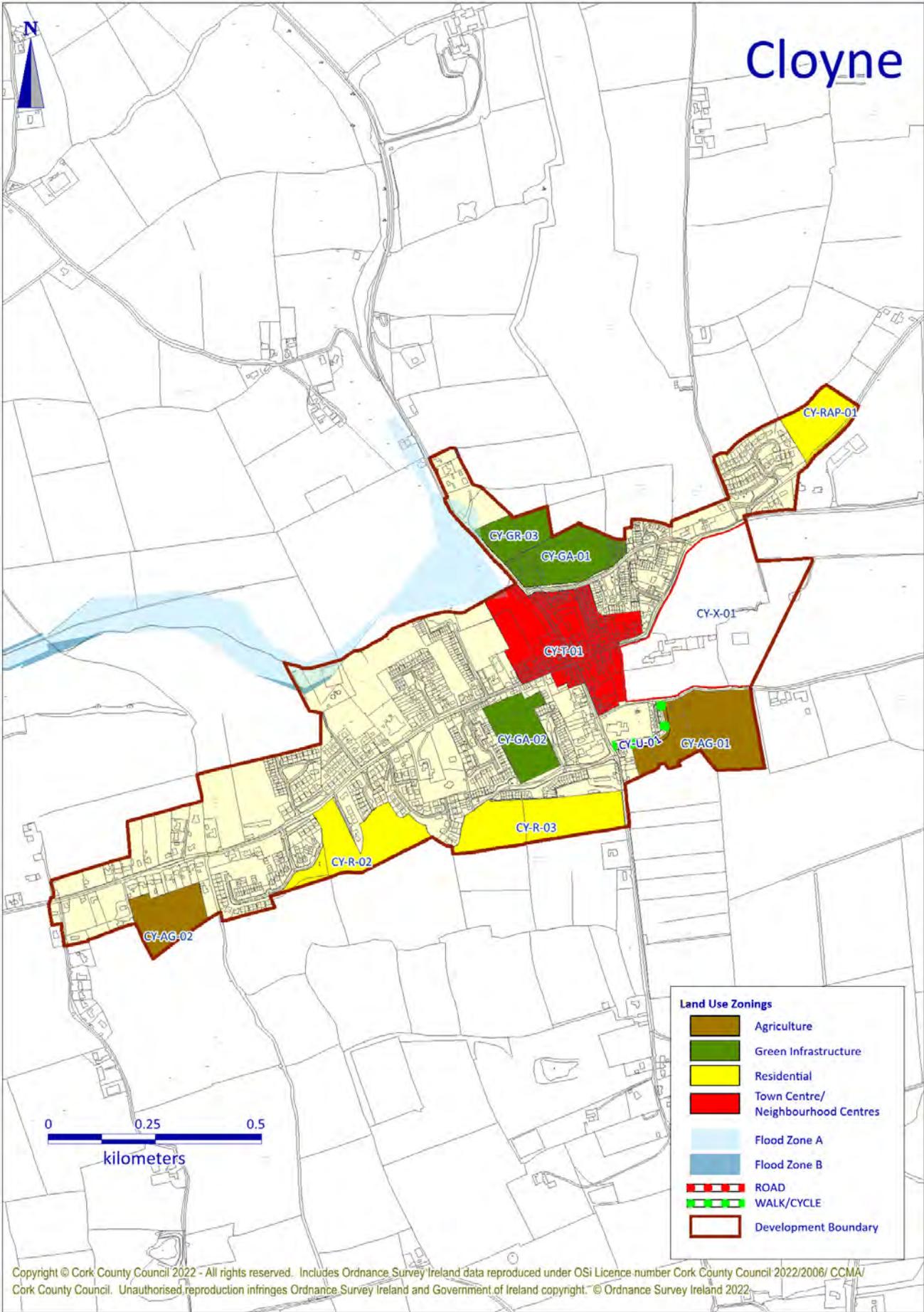
**County Development Plan Objectives – East Cork MD
Specific Development Objectives for Cloyne**

* Flood Risk. See Objectives in Volume One, Chapter 11
Water Management

^ TIA and RSA Required.

Objective No.	Objective	Site Area (Ha)
Green Infrastructure		
CY-GA-01	Maintain existing open space and recreation area.	2.5
CY-GA-02	Retain existing sports pitches.	2.1
CY-GR-03	Open space and community uses. *	1.3
Special Policy Area		
CY-X-01	Facilitate the sensitive development of a tourist attraction based on the cave network and the historical structures associated with the lands at Cloyne House. This will involve comprehensive proposals for the protection and preservation of the architectural heritage of the site including its historic structures and landscaping on the site in an appropriate setting, the layout of the site to facilitate access by the public and the development of interpretive facilities and associated tourist related non high street commercial uses.	10.8
Utilities		
CY-U-01	Maintain amenity walk.	--
Agriculture		
CY-AG-01	Agriculture	4.22
CY-AG -02	Agriculture	1.9

Cloyne



0 0.25 0.5
kilometers

Land Use Zonings	
	Agriculture
	Green Infrastructure
	Residential
	Town Centre/ Neighbourhood Centres
	Flood Zone A
	Flood Zone B
	ROAD
	WALK/CYCLE
	Development Boundary

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3.8 Whitegate and Aghada

Whitegate - 'Ireland's Energy Park'

Vision and Context

3.8.1 The overall strategic aim for Whitegate and Aghada is to promote its role as a location for the storage and processing of strategic energy resources, consolidating its industrial and harbour related roles within this sensitive coastal setting and with limited expansion of residential uses. Whitegate has been designated as a Strategic Employment Location in this plan suitable for large scale employment development, i.e., large stand-alone uses which require significant amounts of land.

Population and Housing

3.8.2 In 2016 the population of Whitegate and Aghada was 2,184. Estimates from the An Post Geodirectory Data measuring postal addresses and occupied houses shows that between 2010 and 2020 about 25 new dwellings were constructed in the village with Whitegate and Aghada now containing approximately 895 dwellings.

3.8.3 The planning policy for Whitegate & Aghada seeks to reinforce the strategic energy role of the settlement whilst making provision modest growth in housing at a scale to meet mainly local requirements. This plan makes provision for the population of the key village to grow to 2,341. In order to accommodate this level of population growth, an additional 60 housing units will need to be delivered up to 2028, , subject to servicing constraints being resolved

Table 4.3.13 Whitegate and Aghada
Population 2006-2028

Name	Census 2006	Census 2011	Census 2016	Population Target 2028
Whitegate and Aghada	1,669	-	2,184	2,341

3.8.4 It is considered that the bulk of the required housing will be provided around the existing housing and community facilities available at Aghada. Opportunities for residential development in Whitegate village itself will be limited.

3.8.5. The following table outlines the population target for Whitegate and Aghada and new units required in order to achieve the population target of 2,341 by 2028 as set out in the Core Strategy of this plan. The table also outlines the housing supply unit yield from residential zoning including compact growth sites.

Table 4.3.14: Whitegate and Aghada Population and Housing Supply

	Population and Housing Requirement			Housing Supply Units
	Population Census 2016	Population Target (to 2028)	New Units Required (to 2028)	Housing Supply from Residential and Mixed-Use Zoning including Compact Growth Sites
Whitegate and Aghada	2,184	2,341	60	60

Social and Community Facilities

3.8.6 Whitegate/ Aghada is well served by recreation and community facilities including Aghada GAA Club (club grounds are just outside the development boundary north of Rostellan over the bridge), Lower Aghada Tennis and Sailing Club (6 tennis courts and used for bowls), Corkbeg Sports and Social Club (soccer pitch and pitch and putt course), a new multi games facility and a community centre at Aghada Upper and a playground in Whitegate village.

- 3.8.7 There are two national schools within the development boundary, Whitegate National School and Scoil Iosagain in Upper Aghada.

Green Infrastructure

- 3.8.8 Designated sites in this area include Cork Harbour SPA, the Rostellan Lough, Aghada Shore and Poul nabibe Inlet pNHA. The Woodlands at Rostellan are also an important recreation amenity in the area. The shoreline and marine area at Whitegate and Aghada support intertidal and wetland habitats of ecological value and these areas are of importance for a range of wetland bird species. The woodlands at Rostellan are also of ecological value and provide an important local amenity.

Economy and Employment

- 3.8.9 Whitegate / Aghada has a specialist role in the storage and processing of strategic energy resources being home to three power stations and an oil refinery. There are approximately 248 ha of land available for future industrial development in Whitegate. Whitegate has a nationally important role in the energy sector and is a preferred strategic location for expansion in this area. The Plan supports the continued role of Whitegate / Aghada as a Strategic Employment Location and Energy Hub.
- 3.8.10 Whitegate has a nationally important role in the energy sector being the location of the country's only oil refinery and also accommodating three power stations. Between fuel and energy production the Whitegate area can deliver 25% of the country's energy needs. The designation of the settlement as a Specialist Employment Centre in the Plan is recognition of the importance of this role.
- 3.8.11 In recognising the Strategic Employment role of Whitegate and Aghada, the Plan also commits to protecting it from inappropriate development that may undermine its suitability as a Strategic Employment Location or give rise to potential conflicts between different land uses. The role of this area is also recognised by the Cork Metropolitan Area Strategic Plan, in particular the potential for foreign direct investment and development by indigenous enterprises. Whitegate's role in the provision of energy and the potential for renewable energy production is also recognised.
- 3.8.12 The oil refinery is a major industrial presence in the harbour and has been sold to Canadian company Irving Oil. The facility has been in operation in the area for more than 50 years and is responsible for the production of about 40% of Ireland's transportation and space heating fuels, with a production capacity of between 75,000 and 80,000 barrels a day.
- 3.8.13 The refinery is considered a key national and regional asset in terms of developing bio-energy and is responsible for the production of a significant element of the national bio-fuel substitution target, producing in the order of 36 million litres per annum of bio-fuel from soya oil, which having been blended with fossil based diesel, is distributed across Munster, parts of Leinster and Connaught.
- 3.8.14 Fuelled by natural gas, ESB's original power station at Aghada is a long-established facility, having been commissioned in 1980. In June 2010 a new gas fired generating station was opened on the site at a cost of €360 million, along with a €75 million upgrade of the four existing units, making the Aghada site Ireland's largest power station capable of generating 963MW, enough to power 500,000 homes. Use of state-of-the-art technology ensures the provision of low-carbon electricity making it one of the most efficient and cleanest plants in Europe.
- 3.8.15 A number of these establishments are, or will be, covered by the Seveso III (Directive 2012/18/EU) which seeks to prevent major industrial accidents involving dangerous substances and to limit the consequences of accidents on people and the environment. The Health and Safety Authority have established consultation distances around these establishments.
- 3.8.16 Other small-scale employment is provided mainly in local services and retail in the four village centres.
- 3.8.17 At nearby Inch, to the east of Whitegate is the PSE Kinsale Energy Limited onshore gas terminal, Inch Terminal. PSE Kinsale Energy has been producing gas from offshore reservoirs since 1978. The gas is extracted from a number of subsea reservoirs and co-mingled on two offshore platforms located approximately 50km off the coast. The gas is then transported via a subsea pipeline to the onshore facility at Inch, where the gas enters the national gas grid. The national gas pipeline grid was originally to convey Kinsale Head gas from Inch to users nationwide. PSE Kinsale Energy also operates a gas storage facility using one of their subsea reservoirs. Gas is taken from the national gas grid and injected into this reservoir during times of low demand and is withdrawn when demand is high.
- 3.8.18 The storage capacity is currently approximately 5% of annual national consumption and is the only gas storage facility in Ireland. PSE Kinsale Energy Limited is proposing to expand their gas storage operation by utilising an additional reservoir. The capacity of the proposed gas storage facility would be approximately 18% of annual national consumption, which is in line with the European norm of approximately 20%. The development of additional gas storage utilising the existing grid connection at Inch would provide a strategic gas storage facility for Ireland and would significantly enhance security of gas and electricity supplies. This is in line with the Government's strategic objective to increase the capacity for gas storage as part of its objective to ensure the security of energy supply and helps Ireland to meet the requirements of the new EU Security of Supply Directive.

- 3.8.19 Such a development would enhance the strategically important role of the Whitegate/ Aghada area and the East Cork area in the national energy sector. In the future, if technology becomes available there could also be the potential to store carbon dioxide from electricity generation in some of the depleted offshore reservoirs utilising parts of the redundant offshore wells and facilities.
- 3.8.20 Whitegate and Aghada is designated as a Specialist Employment Location, to reflect its role in the storage and processing of strategic energy resources. It comprises four main areas of existing development, Rostellan, Farsid, Aghada and Whitegate and although each area is distinguishable, collectively they have a critical mass of population and services more akin to those of a Key Village, functioning as service centres and community focal points for the adjacent hinterland. Therefore, in this Plan Whitegate/ Aghada is designated as a Key Village, in addition to its employment designation, in the settlement network and comprises the settlements of Rostellan, Farsid, Aghada and Whitegate.
- 3.8.21 The Whitegate and Aghada area has capacity to accommodate large scale industrial undertakings that require dedicated port facilities, access to large volumes of sea water or strategic access to the natural gas network. Provision is made for both the expansion of existing undertakings and the development of new industries when opportunities arise.
- 3.8.22 An area south of the existing refinery complex has been identified as a potential location for the storage of further strategic oil stocks on behalf of the National Oil Reserves Agency. Operational stocks held at the Whitegate Refinery already form part of the oil stocks held by Ireland in line with its international obligations to maintain 90 day reserves of national strategic stocks.

Village Centre and Retail

- 3.8.23 Whitegate and Aghada village centres are served by a pharmacy in Aghada, a Eurospar in Whitegate and a post office in Upper Aghada. Rostellan coffee shop is also located nearby.

Movement

- 3.8.24 A pedestrian walk/ cycle path along the coastline known as the People's Path has been developed by Rostellan Development Association.
- 3.8.25 Whitegate is the finishing point of the R630 regional road, a heavily trafficked route connecting the settlement to the N25 at Middleton via the settlements of Saleen and Ballinacurra. The nature of the industrial uses at Whitegate means that the road carries a high proportion of heavy goods vehicles (HGVs). The potential for landing stations at Aghada and Fort Carlisle as part of the CATS Harbour ferry service has been identified.

Water Management

Surface water

- 3.8.26 The Whitegate Regional Water Supply Scheme is operating at full capacity pumping up to about 20 hours per day and the interlinked Cloyne/ Aghada Scheme is operating at close to full capacity. The need to upgrade these schemes has been identified as a priority and as there are a number of significant water users in Whitegate. Extension of trunk main project still being progressed to bring Inniscarra water to Middleton and further south towards Whitegate & Aghada.

Wastewater

- 3.8.27 The existing sewerage scheme is a combined sewerage scheme that discharges without treatment to the lower harbour at a number of locations though primarily at Long Point. Provision of a new foul sewer system and a new waste water treatment plant is required prior to any further development taking place in Whitegate & Aghada. IW Scheme to provide new WWTP to this Untreated Agglomeration in early stages. 10 Year design capacity of 2,479 p.e. will be catered for. The future PE will be 2,500 and the load 2,426 giving headroom of 74. Project is currently underway and due for completion in 2021.

Flooding

- 3.8.28 Lee CFRAMS has identified a number of areas at risk from tidal flooding along the shoreline and there are three recorded flood events, occurring at Whitegate Village and two on the Rostellan Road. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated as being at risk of flooding. The approach to Flood Risk Management is set out in **Chapter 11 Water Management in Volume One** of this Plan and in the updated Strategic Flood Risk Assessment (SFRA), October 2021. The updated SFRA should be consulted for any settlement specific comments and recommendations, including any site specific recommendations made as part of any Justification Tests carried out, prior to any application for development.

Built Heritage

- 3.8.29 Throughout the area as a whole, there are 5 buildings or other structures entered in the Record of Protected Structures including Whitegate School, the Bell Tower of the former Catholic Church and Whitegate House. Numerous buildings and other structures are entered in the National Inventory of Architectural Heritage, with particular clusters around Whitegate village centre and at Fort Carlisle.
- 3.8.30 Fort Carlisle is built on the promontory at the entrance to Cork Harbour and overlooking Fort Camden on the opposing headland. The design of the fort as we see it today dates mainly to the later part of the 19th Century. The Fort was presented to the Irish Government in July 1938 at which time it was renamed as Fort Davis and it continues to be used by the Defence Forces to this day for training purposes.

Biodiversity and Landscape

- 3.8.31 The marine area and coastline support habitats of high ecological value and is an important area for wetland birds. There are a number of nature conservation designations in the area including the Cork Harbour SPA, the Rostellan Lough and Aghada Shore proposed Natural Heritage Area and Whitegate Bay proposed Natural Heritage Area.
- 3.8.32 The Rostellan Lough and Aghada Shore proposed Natural Heritage Area extends northwards to the Poul nabibe Inlet at Saleen and supports wetland habitats and associated bird species. Rostellan Lough is a small brackish lake that is used by swans throughout the winter.
- 3.8.33 Whitegate Bay forms part of the Cork Harbour SPA and is also proposed to be designated as a pNHA. This is an internationally important site for wetland birds.
- 3.8.34 Because of their location near the mouth of Cork Harbour, some areas of established or proposed new industrial areas have very high landscape sensitivity where landscape elements are highly sensitive to certain types of change. If pressure for development exceeds the landscape's limitations the character of the landscape may change.
- 3.8.35 This designation is not intended to undermine the principle of industrial development in these areas, but in determining applications for planning permission, special attention will be paid both to the design and siting of large structures or buildings and to the provision of appropriate structural landscaping. Views from Roches Point will be of particular relevance. The R630 running through the village is designated as part of the S51 scenic route, where the objective is to preserve the character of the views and prospects from the route.

General Objectives Whitegate and Aghada

- 3.8.36 The following general objectives apply within the development boundary of Whitegate and Aghada.

County Development Plan Objectives – East Cork MD Development Boundary Objectives for Whitegate and Aghada	
Objective No.	
WG-DB-01	Within the development boundary of Whitegate and Aghada encourage the development of up to 60 houses during the plan period.
WG-DB-02	Appropriate and sustainable water and waste-water infrastructure, that secures the objectives of the Water Framework Directive and the Great Island Channel Cork Harbour Special Area of Conservation, and Cork Harbour Special Protection Area, must be provided and be operational in advance of the commencement of any discharges from development. Wastewater infrastructure must be capable of treating discharges to ensure that water quality in the receiving water does not fall below legally required levels.
WG-DB-03	All proposals for development within areas identified as being at risk of flooding will need to comply with relevant objectives in Chapter 11 'Water Management' .
WG-DB-04	The green infrastructure assets of Whitegate and Aghada include its marine and coastal and wetland habitats as well as mature trees and areas of woodland and coastal grass and heathland. Much of the shoreline and marine area forms part of the Cork Harbour SPA and are also included within proposed Natural Heritage Areas. The area is an important overwintering site for significant numbers of a range of wetland bird species. New development should be sensitively designed and planned to provide for the protection of these features and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity .

Specific Zoning Objectives Whitegate and Aghada

3.8.37 The following specific zoning objectives apply to zoned land in Whitegate and Aghada

County Development Plan Objectives – East Cork MD Specific Development Objectives for Whitegate and Aghada		
* Flood Risk. See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required
Objective No.		Site Area (Ha)
Residential		
WG-R-01	Medium C Density Residential Development.	4
WG-R-02	Medium C Density Residential Development.	3
WG-R-03	Medium C Density Residential Development.	1.5
Industry		
WG-I-01	Development of small to medium scale energy related uses, including research and development, maintenance and transport uses. Any development proposals shall provide for the upgrading of the county road adjoining the site up to the junction with the R630 regional road.	30.2
WG-I-02	Development of uses ancillary to the adjoining established industrial area such as car parks, staff facilities, administration buildings or the storage of non-hazardous materials. Special attention will be paid both to the design and siting of any large structures or buildings and to the provision of appropriate structural landscaping. This zone is adjacent to the Cork Harbour Special Protection Area. Development proposals must provide for sufficient stormwater attenuation and may require the provision of ecological assessments.	2.8
WG-I-03	Development of uses ancillary to the adjoining established industrial area such as car parks, staff facilities, administration buildings or the storage of non-hazardous materials. Special attention will be paid both to the design and siting of any large structures or buildings and to the provision of appropriate structural landscaping.	4.5
WG-I-04	Provision for the extension of the adjoining established industry area including new port related activities and bulk liquid storage. Special attention will be paid both to the design and siting of large structures or buildings and to the provision of appropriate structural landscaping. Proposals for the development of this site shall include proposals for the provision of long term structural landscaping on site WG-O-16. Proposals on this site shall also include adequate measures for the protection of recorded monuments on site.	56.3
WG-I-05	Maintain existing industrial/ electricity generation uses. Any new development on the site shall pay special attention both to the design and siting of any large structures or buildings so as to minimise the visual impact of development, including on longer distance views from the Cobh area, and shall include the provision and maintenance of structural landscaping to the western and southern site boundaries. The site contains Recorded Monument CO088-030 – Castle unclassified and CO088-105 & 106 – Shell Middens. Any development in this area should take this into account and may require an archaeological assessment. Sustainable Urban Drainage Systems (SUDS) and sufficient storm water attenuation will be required for any development which may be permitted in this area. This zone is adjacent to Whitegate Bay which forms part of the Cork Harbour Special Protection Area. Account will be taken of this when assessing new development proposals in this area. Buffering or screening may be required between new development in this zone and the SPA. *	66.6

**County Development Plan Objectives – East Cork MD
Specific Development Objectives for Whitegate and Aghada**

* Flood Risk. See Objectives in Volume One, Chapter 11 Water Management

^ TIA and RSA Required

Objective No.		Site Area (Ha)
WG-I-06	<p>Maintain existing refinery/ industrial uses. Any new development on the site shall pay special attention both to the design and siting of large structures or buildings and to the provision of appropriate structural landscaping. The site contains a Recorded Monument CO088-029 – Burial Ground. Any development in this area should take this into account and may require an archaeological assessment.</p> <p>Sustainable Urban Drainage Systems (SUDS) and sufficient storm water attenuation will be required for any development which may be permitted in this area.</p> <p>This zone is adjacent to Whitegate Bay which forms part of the Cork Harbour Special Protection Area. Account will be taken of this when assessing new development proposals in this area. Buffering or screening may be required between new development in this zone and the SPA. *</p>	88
Green Infrastructure		
WG-GC-01	<p>Passive open space where existing land uses will remain largely unchanged. This zone is adjacent to Cork Harbour Special Protection Area and is not suitable for development.</p>	0.9
WG-GR-02	<p>Retain open space. This zone is adjacent to Cork Harbour Special Protection Area and is not suitable for development. This land may be suitable for open space and recreational uses such as a public park and playground.</p>	1.04
WG-GA-03	<p>Lower Aghada Tennis and Sailing Club. Maintain existing sports facilities and active recreation uses. This zone is within Cork Harbour Special Protection Area and is not suitable for development. *</p>	1.04
WG-GC-04	<p>Retain open space where existing land uses will remain largely unchanged. This zone is within Cork Harbour Special Protection Area and is not suitable for development. The area makes a significant contribution to the attractiveness of longer distance views from the Cobh area and provides important visual and physical separation between the village of Aghada and industrial areas to the west. *</p>	4
WG-GC-05	<p>Retain open space where existing land uses will remain largely unchanged. This zone is within Cork Harbour Special Protection Area and is not suitable for development. The area makes a significant contribution to the attractiveness of longer distance views from the Cobh area and provides important visual and physical separation between the village of Aghada and industrial areas to the west.</p>	2.1
WG-GC-06	<p>Retain open space where existing land uses will remain largely unchanged. The area makes a significant contribution to attractiveness of longer distance views from the Cobh area and provides important visual and physical separation between the village of Aghada and industrial areas to the west.</p> <p>This zone is adjacent to Whitegate Bay which forms part of the Cork Harbour Special Protection Area. Account will be taken of this when assessing new development proposals in this area. Buffering or screening may be required between new development in this zone and the SPA. *</p>	31.5

**County Development Plan Objectives – East Cork MD
Specific Development Objectives for Whitegate and Aghada**

* Flood Risk. See Objectives in <u>Volume One, Chapter 11</u> <u>Water Management</u>		^ TIA and RSA Required
Objective No.		Site Area (Ha)
WG-GC-07	Retain open space where existing land uses will remain largely unchanged. This zone is adjacent to Cork Harbour Special Protection Area and is not suitable for development. The area makes a significant contribution to the attractiveness of longer distance views from the Cobh area and provides important visual and physical separation between the village of Whitegate and industrial areas to the north and east.	7.53
WG-GC-08	Retain open space for visual amenity. This zone is adjacent to Cork Harbour Special Protection Area and is not suitable for development.	0.2
WG-GA-09	Whitegate Playground. Maintain existing open space and existing play area. This zone is adjacent to Cork Harbour Special Protection Area and is not suitable for development.*	0.7
WG-GC-10	Retain open space for visual amenity.	0.2
WG-GC-11	Retain open space to provide a long-term, structural landscape setting for the adjoining oil refinery. Proposals for the long-term maintenance and management of the mature trees on the site will be encouraged. This zone is adjacent to Cork Harbour Special Protection Area and is not suitable for development.	0.9
WG-GA-12	Corkbeg Ptich and Putt Club and Corkbeg AFC. Maintain existing sports facilities and active recreation uses. This zone is adjacent to Cork Harbour Special Protection Area and is not suitable for development.*	5.33
WG-GC-13	Retain open space to provide a long-term, structural landscape setting for the adjoining oil refinery. This zone is adjacent to Cork Harbour Special Protection Area and is not suitable for development. Proposals for the long term maintenance and management of the mature trees on the site will be encouraged.	4.5
WG-GC-14	Passive open space to provide a long-term, structural landscape setting for the adjoining oil refinery. Proposals for the long term maintenance and management of the mature trees on the site will be encouraged.	2.6
WG-GC-15	Retain open space to provide a long-term, structural landscape setting for the adjoining oil refinery. This zone is adjacent to Cork Harbour Special Protection Area and is not suitable for development. Proposals for the long term maintenance and management of the mature trees on the site will be encouraged.	5.5
WG-GC-16	Open space comprising a mix of agricultural land uses and structural tree planting to provide a mature landscape setting for the adjoining oil refinery. Appropriate landscape proposals for this site will be brought forward as part of proposals for the development of the site WG-I-04.	95.4
WG-GC-17	Open space to provide a long-term, structural landscape setting for the adjoining oil refinery. Proposals for the long term maintenance and management of the mature trees on the site will be encouraged.	10.7

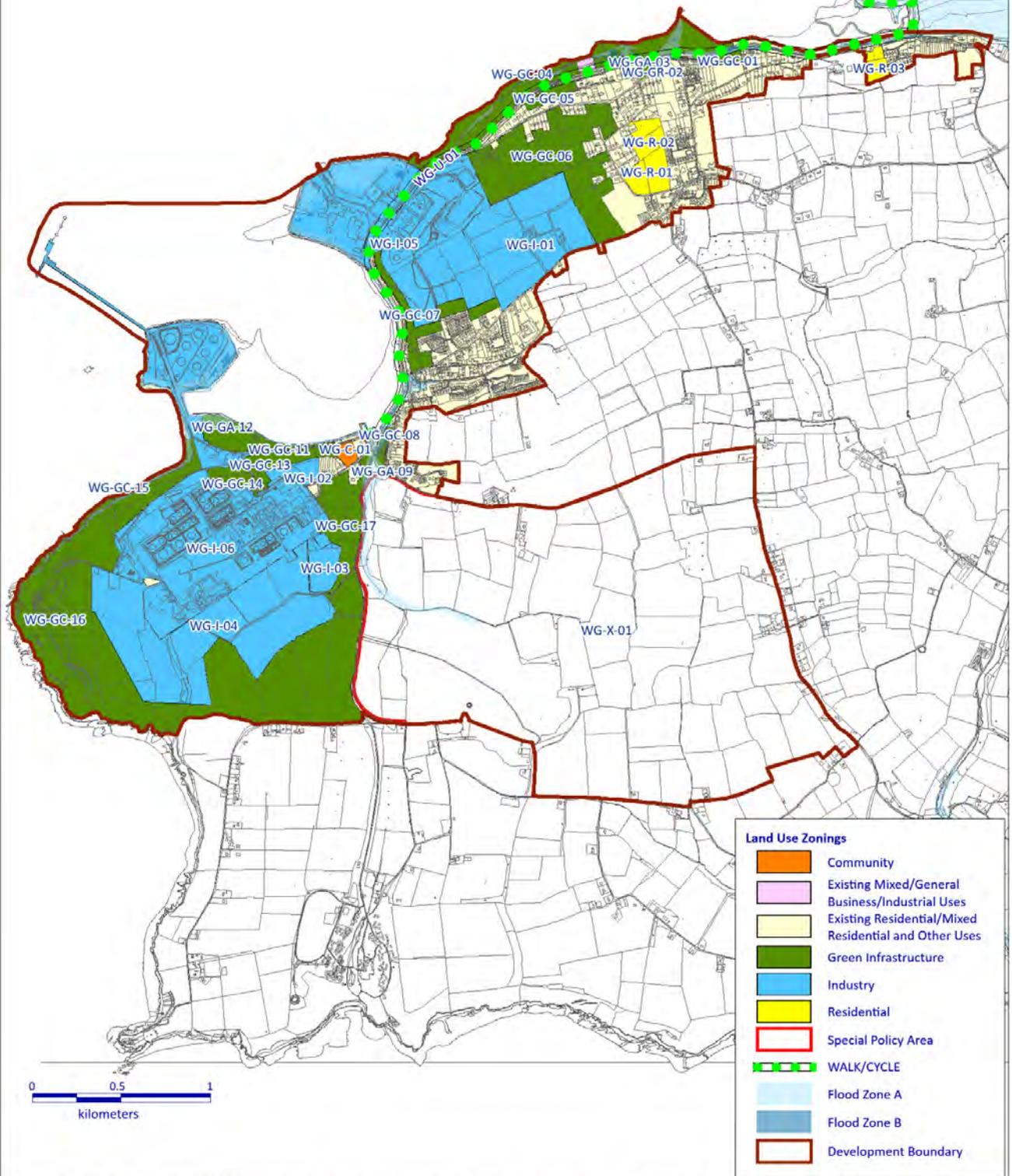
**County Development Plan Objectives – East Cork MD
Specific Development Objectives for Whitegate and Aghada**

* Flood Risk. See Objectives in Volume One, Chapter 11
Water Management

^ TIA and RSA Required

Objective No.		Site Area (Ha)
Special Policy Area		
WG-X-01	Area with potential for major, large-scale energy and renewable energy related development, including port-related activities and bulk liquid storage and processing activities. The siting and design of large structures or buildings shall have regard to the existing site contours, the need to minimise the visual impact of the development and the requirement to protect the residential amenities of existing properties. It is not intended that the entirety of this site be development but that proposals for the development of the site shall include for the provision of long term structural landscaping with particular attention to the site boundaries and existing residential development. Development proposals shall also provide for the upgrading of road, water supply and wastewater infrastructure to a standard acceptable to the Council. Proposals on this site shall also include adequate measures for the protection of recorded monuments on site. *	388.0
Community		
WG-C-01	Maintain the site for the future expansion of the school.	1.2
Utilities		
WG-U-01	<p>Pedestrian walk from Rostellan Wood along the shore of Cork Harbour.</p> <p>This route is adjacent to Cork Harbour Special Protection Area. Any further development here will need to be carefully designed to ensure the avoidance of disturbance related impacts to birds and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives.</p>	--

Whitegate and Aghada



Land Use Zonings

	Community
	Existing Mixed/General Business/Industrial Uses
	Existing Residential/Mixed Residential and Other Uses
	Green Infrastructure
	Industry
	Residential
	Special Policy Area
	WALK/CYCLE
	Flood Zone A
	Flood Zone B
	Development Boundary

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3.9 Killeagh

Cill Ia - Grey Church or possibly Church of Aedh

Vision and Context

- 3.9.1 The vision for Killeagh is to realise the potential and value of its heritage and amenities, to promote regeneration and expansion of the village core and to encourage a more moderate rate of residential development in keeping with its role as a key village located on the Atlantic Corridor.

Population and Housing

- 3.9.2 The population of Killeagh village increased from 721 in 2011 to 899 in 2016 an increase of 24.7%. In the overall strategy of this Plan, Killeagh is designated as a Key Village within the Greater Cork Ring Strategic Planning area of County Cork.
- 3.9.3 Estimates from the An Post Geodirectory Data measuring postal addresses and occupied houses shows that between 2010 and 2020 about 4 new dwellings were constructed in the village with Killeagh now containing approximately 349 dwellings.
- 3.9.4 The strategy for Killeagh, as set out in this plan provides for the population of the key village to grow to 1,150. Having regard to the scale of the existing village and depending on adequate provision of services it is considered that 96 additional dwellings units will need to be delivered up to 2028 in order to deliver the planned level of growth in Killeagh.

Table 4.3.15: Killeagh

Population 2006 - 2028

Name	Census 2006	Census 2011	Census 2016	Population Target 2028
Killeagh	521	721	899	1,150

- 3.9.5 It is considered that there is a sufficient amount of land within the development boundary to accommodate this scale of development. During the life of this plan, development will focus mainly on lands close to the village centre. New residential developments should be well integrated with the existing village and allow for easy and safe access to the centre and main facilities by foot and bicycle. Development which utilise brownfield sites should be prioritised. The scale and form of development will be very much dependant on improvements to the village's infrastructure including the provision of a new water supply scheme and completion of the Killeagh bypass to the south of the village which will alleviate the congestion currently experienced in the village.
- 3.9.6 New development on lands in the ACA should be sympathetic to the character of the area. Having regard to the large area of the village that is located in the ACA and the proposal to by-pass the village it seems appropriate to prepare a village design statement which would guide future development in the historic area of the village.
- 3.9.7 Outside of the development boundary, the land forms part of the rural housing policy for the county as a 'Rural Area under Strong Urban Influence'. These areas exhibit characteristics such as rapidly rising population, evidence of considerable pressure from the development of (urban generated) housing in the open countryside due to proximity to such urban areas / major transport corridors, pressures on infrastructure such as the local road network and higher levels of environmental and landscape sensitivity.
- 3.9.8 Provision should also be made for a range of serviced sites which would act as real alternatives to the construction of one-off houses in the countryside. Lands outside of the village core area are considered most suitable in this context. Provision should be made for small groups of housing, detached houses, serviced sites and self-build options.

Village Centre/Placemaking

- 3.9.9 Killeagh village itself acts as a service centre to a large hinterland and local employment is provided in the shops and services within the village. Killeagh has a number of community facilities including a primary school, church, food stores, post office, pharmacy, Garda Station a veterinary clinic and public houses.
- 3.9.10 The lands to the east of the Main Street represent a significant opportunity for an extension to the village centre in the form of infill development subject to any physical constraints being overcome. This area is suitable for mixed use type development, including offices, community facilities, retail, and residential.
- 3.9.11 Access should be provided off the main street and while pedestrian access should not be difficult given the number

of existing gateways and lanes leading to the rear of the existing properties, a suitable vehicular access is not readily available. New development should ensure adequate separation distance is maintained from the wastewater treatment plant. There are also opportunities here to link the new village expansion area with the river – offering possibilities for further amenity walks/ parkland areas. Given the valuable heritage which the village enjoys, it is desirable that a village design statement is carried out.

Public Realm/Movement

- 3.9.12 In terms of transportation and connectivity Killeagh is extremely fortunate in that it lies on both the N25 National Primary route which forms part of the Atlantic Corridor linking the gateway cities of Cork and Waterford and on the former railway line between Cork and Youghal. Furthermore, the careful management of countryside areas and their natural and built heritage and landscapes are a key part of establishing an attractive context for the Gateways, essential to their international competitiveness.
- 3.9.13 The development of the 23km long, off-road Midleton to Youghal Greenway started in November 2019 and is expected to be open in 2022. The route runs alongside the old railway line and will include stop off points at former railway stations in Mogeely and Killeagh. The development of the disused railway line in Killeagh as a greenway will have the advantage of protecting the integrity of the route corridor while creating jobs and opportunities locally for the benefit of the village community in terms of amenities and tourism.
- 3.9.14 The development of B-01 will need to be in accordance with the provisions of the official policy as outlined in the DoECLG Spatial Planning and National Roads Guidelines, as published in 2012.
- 3.9.15 The Killeagh Village pavement overlay scheme has recently been completed and consists of a new road pavement through the village, new public lighting, surface water drainage, new footpaths, new road markings, new road signage and the introduction of traffic calming measures in Killeagh village from the speed limit on Castlemartyr side of Killeagh to the speed limit on the Youghal side of Killeagh. In visual terms this scheme has improved public realm in the village with the extension of footpaths and the installation of new lighting.

Economy and Employment

- 3.9.16 The village itself acts as a service centre to a large hinterland and local employment is provided in the shops and services within the village. There are no significant employers in the village and the lands labelled B-01 for business use have remained undeveloped over the years. Similarly, the large town centre site, identified in previous plans to the east of the main street has not been developed. Unless these sites are developed, employment will be most likely restricted to local retailing and smaller service providers. Given the proximity of the village to larger employment centres in Midleton it is likely that many residents will continue to commute for employment purposes.

Social and Community Facilities

- 3.9.17 The existing primary school is located on the main street in the village and is somewhat restricted in its current location. The school is within walking distance of all residential areas, however at peak periods, parents dropping and collecting children causes further traffic congestion on the main street. A new school site was identified to the west of the main street on the old Cork Road in previous plans and this has not been developed to date.
- 3.9.18 This plan encourages the adequate provision of community facilities in the village. The Killeagh Inch Playground is in Glenbower Wood to the north of the village centre. The playground was built with co-operation from Cork County Council and SECAD. There may be a requirement for an extension to the existing graveyard on the Mogeely Road during the lifetime of this plan.

Water Management

Water Supply

- 3.9.19 The current public water supply scheme is operating at full capacity at present. which gives cause for concern. Due to the very limited storage available, a mains break, power outage or other such event would result in unplanned water outages. The water supply is sourced in two local wells, the older well located to the south near the abandoned railway line and the newer which is located to the north of the N25 east of the village. There are concerns about the potential risks to public health arising from the older source. The newer source is located in an aquifer that is to be developed further as part of the proposed upgrade to the water supply scheme planned for the village. This upgrade will include a new reservoir and disinfection project which is intended to address the risk. The current infrastructural deficiency is likely to impact on the development of the village until the planned water supply scheme is carried out.

Waste Water

- 3.9.20 A waste water treatment plant has been constructed on a site to the east of the village centre and is currently accessible through an existing housing estate. The current capacity allows for headroom of 1,350 PE.

Flooding

- 3.9.21 Substantial parts of Killeagh have been identified as being at risk of flooding. The areas at risk largely involve the village centre and lands east of the village and are illustrated on the settlement map. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated at being at risk of flooding. The approach to Flood Risk Management is set out in **Chapter 11 Water Management in Volume One** of this Plan and in the updated Strategic Flood Risk Assessment (SFRA), October 2021. The updated SFRA should be consulted for any settlement specific comments and recommendations, including any site specific recommendations made as part of any Justification Tests carried out, prior to any application for development.”

Water Quality

- 3.9.22 The village is located within the Womanagh Sub Catchment, which is part of the Lee, Cork Harbour and Youghal Bay Catchment. There are 8 river water bodies in this sub catchment. The river waterbody at Killeagh is the River Dissour which at present has good ecological status or potential. The phosphorus conditions of this section of the River Dissour are also recorded as good (source: catchments.ie).

Built Heritage

- 3.9.23 New development on lands in the ACA should be sympathetic to the character of the area. Having regard to the large area of the village that is located in the ACA and the proposal to by-pass the village it seems appropriate to prepare a village design statement which would guide future development in the historic area of the village.

Biodiversity

- 3.9.24 The River Dissour runs through Killeagh, the Dissour is part of the Womanagh Sub Catchment, which is part of the Lee, Cork Harbour and Youghal Bay Catchment. The accessible location of Glenbower Wood to the north of the village is also of considerable amenity value to Killeagh.

Landscape

- 3.9.25 The landscape type around Killeagh is identified in the draft Landscape Strategy as broad shallow patchwork valley. This character area provides a transition from the fissured fertile middleground to the north and the main settlements include Castlemartyr, Killeagh, Mogeely and Ladysbridge. The landscape value and sensitivity are identified as medium and of local importance. One of the key characteristics of the landscape area is the quality of its vernacular built environment and the historical importance of the older houses, estates, towns and villages.

General Objectives

- 3.9.26 The development boundary objectives for the development of Killeagh are set out below.

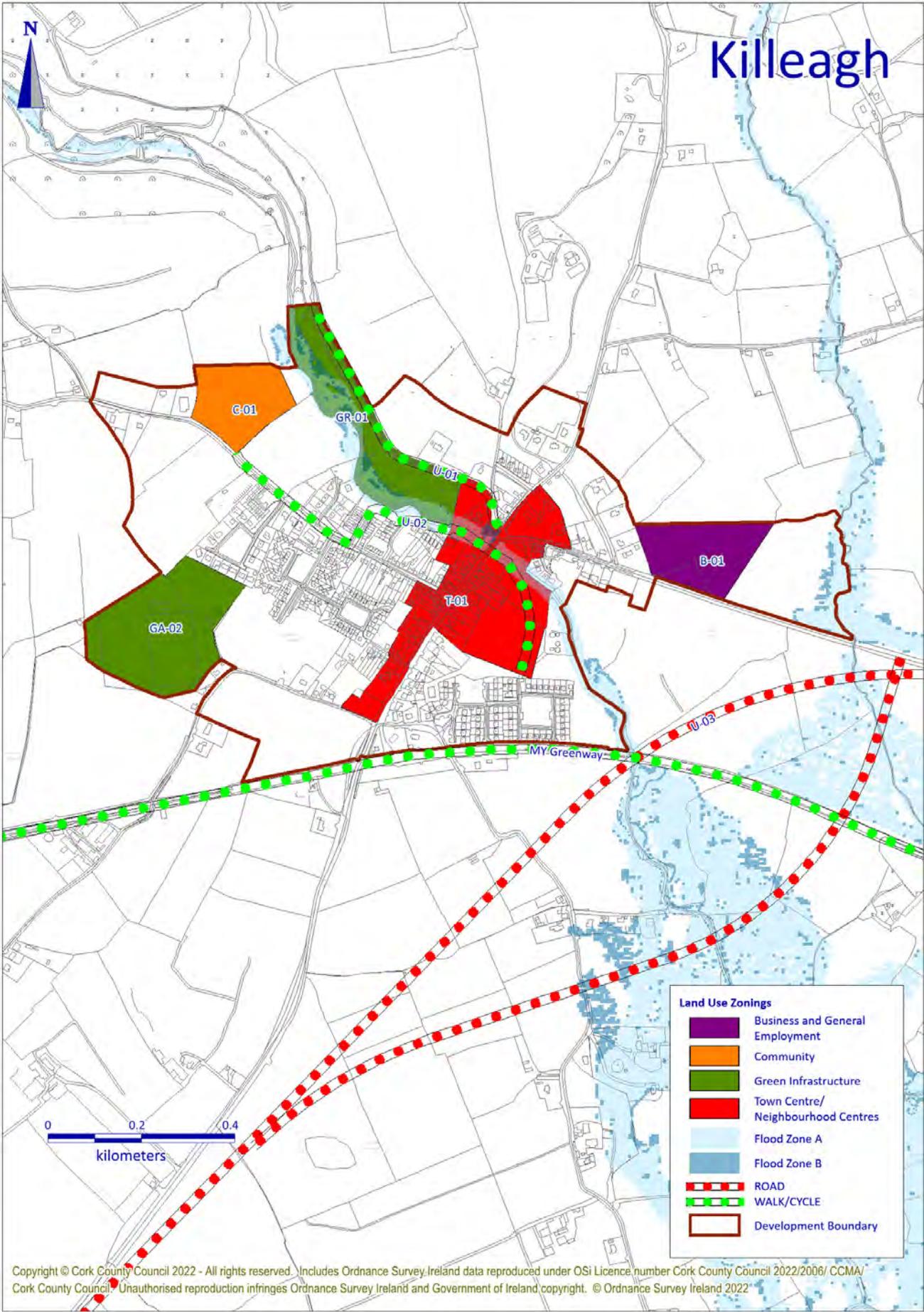
County Development Plan Objectives – East Cork MD Development Boundary Objectives for Killeagh	
Objective No.	
DB-01	Within the development boundary of Killeagh encourage the development of up to 96 houses during the plan period.
DB-02	The green infrastructure, biodiversity and landscape assets of Killeagh include its hedgerows, mature trees, woodlands, and other habitats. New development should be sensitively designed and planned to provide for the protection of these features and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity .
DB-03	All proposals for development within areas identified as being at risk of flooding will need to comply with relevant objectives in Chapter 11 ‘Water Management’ .
DB-04	Complete the development of the Middleton to Youghal Greenway and identify and seek to develop suitable walking and cycle links to Killeagh village centre to maximise access to and use of the Greenway where feasible.

Specific Objectives

3.9.27 The following are the specific development objectives for Killeagh and should be read in conjunction with the Killeagh Zoning Map in this plan.

County Development Plan Objectives – East Cork MD Specific Development Objectives for Killeagh		
* Flood Risk. See Objectives in <u>Volume One, Chapter 11</u> Water Management		^ TIA and RSA Required
Objective No.		Site Area (Ha)
Town Centre		
T-01	<p>Facilitate expansion of the village centre subject to satisfactory vehicular and pedestrian access, whilst also preserving the architectural character of the streetscape, and to include a mix of uses such as general office, retail, office based industry, community facilities, residential development and an element of off street parking. Access to the river to be provided with a buffer area for amenity uses/open space on the riverbank.</p> <p>Development within the core of the village shall be designed to a high standard and reinforce the character of the streetscape. Where appropriate development should be in the form of terraced development / courtyard schemes.</p> <p>New development should consolidate and strengthen the existing village core, be sympathetic to the scale and character of the village, contribute to the compact form of the village and respect the views and settings of existing heritage buildings in the village.</p> <p>Facilitate the re-use of the lands and structures on the Killeagh Mills site for appropriate uses (mixed use type development would be acceptable such as offices, residential, commercial, retail), provided the character of the mills remains intact and the conservation of the structure is ensured.*</p>	9.8
Business		
B-01	Business development. Access shall be by means of a single access point from the national road and will require a Traffic Impact Assessment and Road Safety Audit. ^	3.3
Green Infrastructure		
GR-01	Protect the special character and amenity value of Glenbower Wood.*	5.2
GA-02	GAA - Maintain existing sports and amenity area.	6
Community Facilities		
C-01	Proposed new Primary School.	2.9
Utilities		
U-01	Maintain amenity walk through Glenbower Wood. Any proposed new riverine walks along the River Dissour will need to be set back to protect river bank, habitats and species and should be designed in accordance with IFI (Inland Fisheries Ireland) guidelines.	--
U-02	Extend public footpaths and lighting to the north and south of the village centre to connect with the proposed new school and the proposed MY Greenway. Any proposed new riverine walks along the River Dissour will need to be set back to protect river bank, habitats and species and should be designed in accordance with IFI (Inland Fisheries Ireland) guidelines.	--
U-03	Proposed by pass.*	--

Killeagh



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3.10 Villages

Introduction

- 3.10.1 There are 9 villages in the East Cork Municipal District as follows; Ballincurragh, Ballycotton, Ballymacoda, Dungourney, Ladysbridge, Lisgoold, Mogeely, Saleen, Shanagarry / Garryvoe. The purpose of this section of the plan is to give planning policy guidance on future development in the Villages.
- 3.10.2 Villages are settlements that provide a range of services to a local area but the range of services are not as broad as those provided by the Key Villages.
- 3.10.3 To allow the villages to develop in an orderly manner, it is particularly important that improvements are made to the village's infrastructure. It is intended that future growth will be largely organic in nature based on small scale developments. It is important that the village's rural character, architectural heritage and its other heritage and natural amenities are maintained, enhanced and not compromised, including the surrounding landscape, particularly any designated high value landscapes.
- 3.10.4 Given the challenges facing some villages in relation to infrastructure, in particular water services and whether any deficits can be overcome in the lifetime of the plan the Council will consider the reallocation of the overall level of units for a specific Village from Villages with current infrastructure constraints that are taking longer than expected to be resolved to a Village or Villages within the same Municipal District which has no such constraints subject to adequate capacity been shown to be available, in compliance with the requirements of **Chapter 11 Water Management** and any ecological considerations. The transfer of housing units from a specific settlement cannot exceed 50% of that settlement's allocation as set out in the table below.
- 3.10.5 Further guidance on the development of villages is given in Volume One of this Plan, particularly **Chapter 2 Core Strategy, Chapter 3 Settlements and Placemaking**, and **Chapter 4 Housing**.

Table 4.3.16 Scale of Development in East Cork Municipal District Villages

Villages	Existing Number of Houses Q1 2010 (Geodirectory)	Existing Number of Houses Q1 2020 (Geodirectory)	Growth 2010 to 2020 (Geodirectory)	Planned Overall Scale of Development (No. of houses)
Ballincurragh	21	27	6	10
Ballycotton	285	311	26	45
Ballymacoda	92	92	0	12
Dungourney	34	48	14	10
Ladysbridge	208	274	66	40
Lisgoold	51	54	3	20
Mogeely	152	161	9	40
Saleen	95	162	67	30
Shanagarry/Garryvoe	357	364	7	50

3.11 Ballincurrig

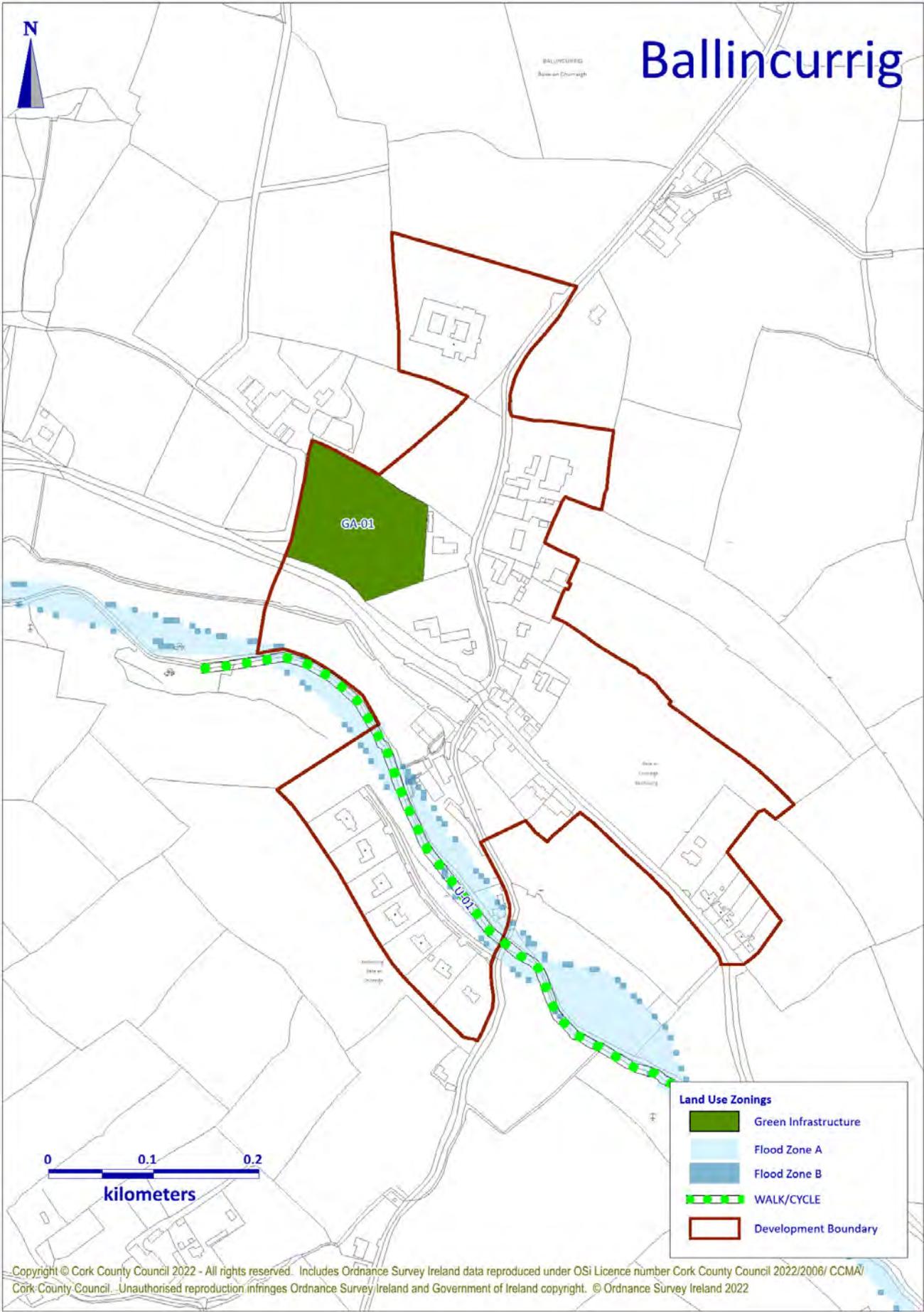
Vision

3.11.1 The strategic aims for Ballincurrig are to consolidate its role as an important local service centre and promote small-scale expansion through residential and other development.

County Development Plan Objective – East Cork Development Boundary Objectives for Ballincurrig	
Objective No.	
DB-01	Within the development boundary of Ballincurrig encourage the development of up to 10 additional dwelling units during the plan period.
DB-02	Implement traffic calming measures in the village and to extend footpaths and public lighting within the village.
DB-03	Appropriate and sustainable water and waste-water infrastructure, that secures the objectives of the Water Framework Directive and the Great Island Channel Cork Harbour Special Area of Conservation, and Cork Harbour Special Protection Area, must be provided and be operational in advance of the commencement of any discharges from development. Wastewater infrastructure must be capable of treating discharges to ensure that water quality in the receiving water does not fall below legally required levels.
DB-04	Part of the settlement is at risk of flooding. See flood risk objectives in Volume One, Chapter 11 'Water Management' .

County Development Plan Objective – East Cork Specific Development Objectives for Ballincurrig		
* Flood Risk. See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required
Objective No.		Site Area (Ha)
Utilities		
U-01	Develop and maintain amenity walk.	--
Green Infrastructure		
GA-01	Open space and amenity area including provision for playing pitches.	1.3

Ballincurrig



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3.12 Ballycotton

Vision

- 3.12.1 The vision for Ballycotton is to protect the special character and coastal setting of the village, to encourage permanent residential development, and to promote and develop the tourist and fishing sectors in tandem with provision of employment and services.

Development Boundary Objectives

- 3.12.2 The following are the development boundary objectives for Ballycotton:

County Development Plan Objective – East Cork Development Boundary Objectives for Ballycotton	
Objective No.	
DB-01	Subject to the upgrading of the village’s wastewater treatment facilities, within the development boundary of Ballycotton encourage the development of up to 45 houses during the plan period.
DB-02	The green infrastructure features of Ballycotton include its marine and coastal and wetland habitats, areas of coastal grass and heathland and Ballycotton Islands. Shoreline and wetland habitats support high numbers of overwintering wetland bird species and this area is designated as a Special Protection Area and proposed to be designated as a Natural Heritage Area. New development should be sensitively designed and planned to provide for the protection of these features and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity .
DB-03	Appropriate and sustainable water and waste-water infrastructure, that secures the objectives of the Water Framework Directive and the ensures the protection of the Ballycotton Bay SPA and associated wetlands, must be provided and be operational in advance of the commencement of any discharges from development. Wastewater infrastructure must be capable of treating discharges to ensure that water quality in the receiving water does not fall below legally required levels.
DB-04	As land is developed within the development boundary of the village, provision should be made, as appropriate, for a new east -west link road to connect existing roads (e.g. connect the L3636 and L3633) , in order to provide an alternative route to the R629 and ease congestion within the village.

Specific Development Objectives

- 3.12.3 The following are the specific development objectives for Ballycotton:

County Development Plan Objective – East Cork Specific Development Objectives for Ballycotton		
* Flood Risk. See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required
Objective No.		Site Area (Ha)
Green Infrastructure		
GC-01	Passive open space. This coastal site is important to the setting of the village and within Ballycotton Bay Special Protection Area. There is a presumption against development on these lands because of the importance of preserving views over the wider coastal area and in the interests of protection of the species for which the SPA is designated.	1.8
GA-02	Protect and maintain amenity use.	1.5

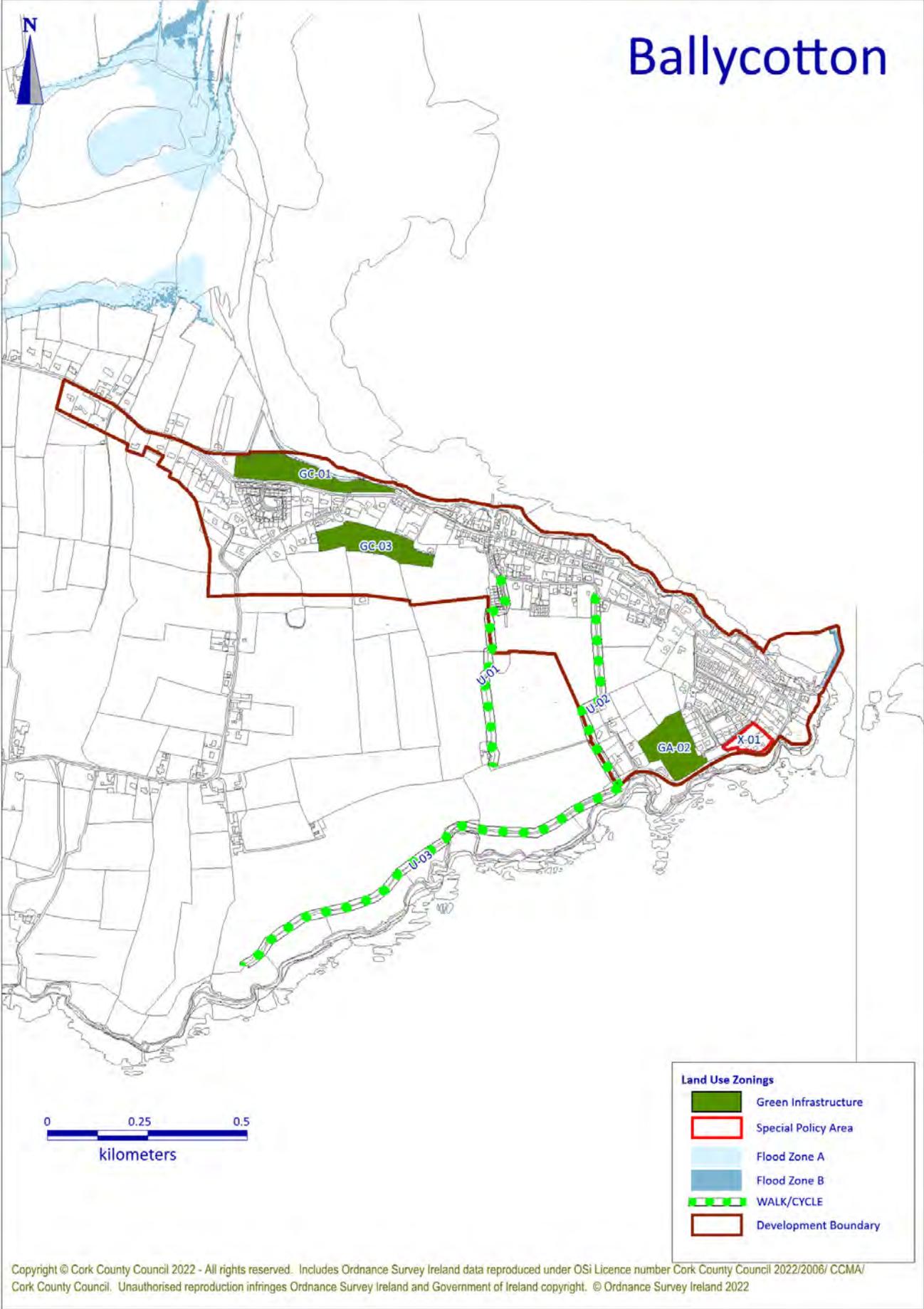
**County Development Plan Objective – East Cork
Specific Development Objectives for Ballycotton**

* Flood Risk. See Objectives in [Volume One, Chapter 11
Water Management](#)

^ TIA and RSA Required

Objective No.		Site Area (Ha)
GC-03	Passive Open Space. Protect the local biodiversity value of the site which is covered by Scrub.	1.69
Utilities		
U-01	Develop and maintain amenity walk.	--
U-02	Develop and maintain amenity walk.	--
U-03	Maintain coastal amenity walk.	--
Special Policy Area		
X-01	Opportunity site for tourist related uses including hotel, hostel, restaurant, bar or heritage centre / museum.	0.5

Ballycotton



3.13 Ballymacoda

Vision

3.13.1 The vision for Ballymacoda is to encourage small scale residential development, sympathetic to the character of the village, in tandem with provision of employment and services.

Development Boundary Objectives

3.13.2 The following are the development boundary objectives for Ballymacoda.

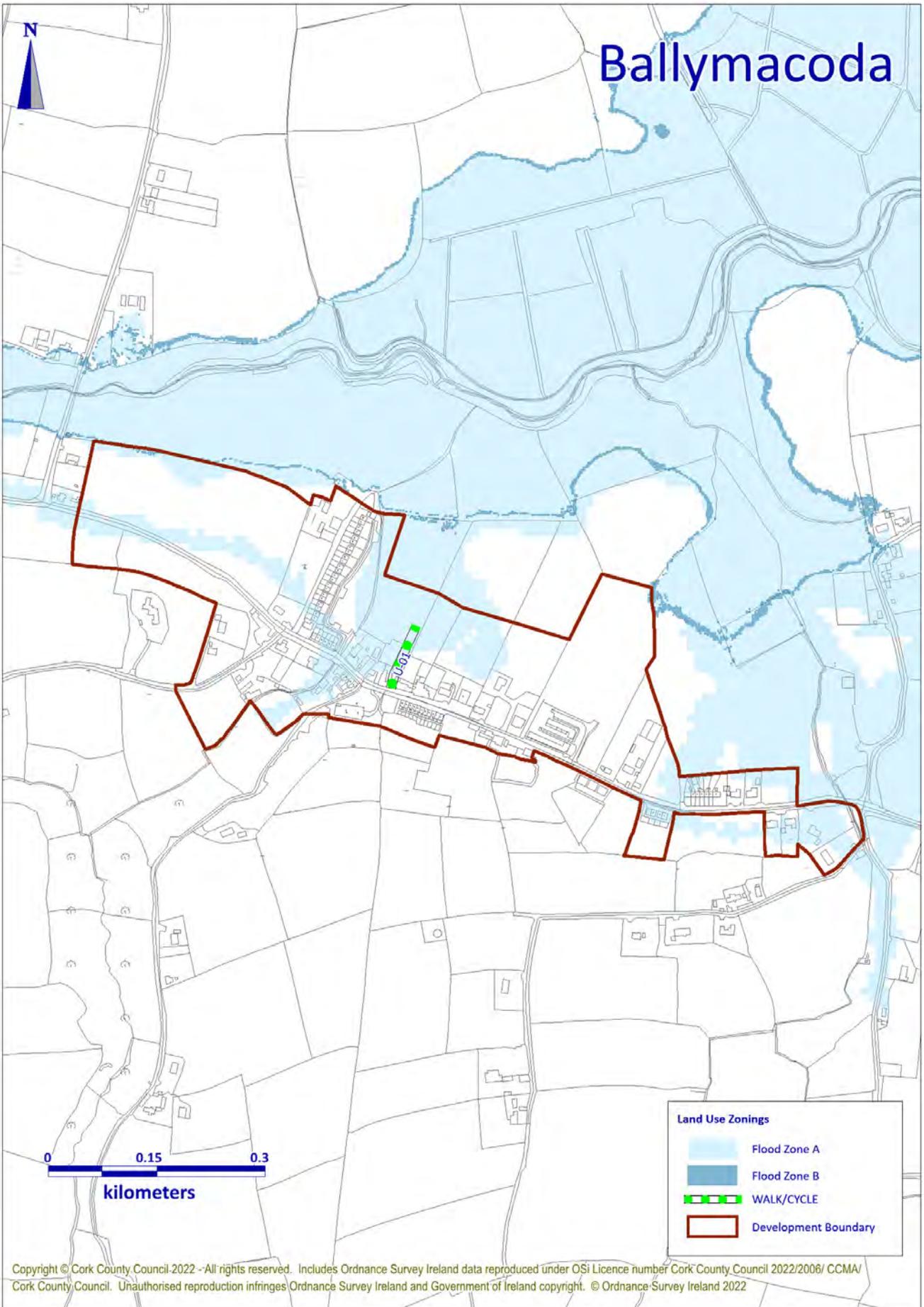
Development Boundary Objectives for Ballymacoda	
Objective No.	
DB-01	Subject to the upgrading of the village's wastewater treatment facilities, within the development boundary of Ballymacoda encourage the development of up to 12 houses during the plan period.
DB-02	<p>The green infrastructure features of Ballymacoda include marine and coastal and wetland habitats which adjoin the village. Shoreline and wetland habitats support high numbers of overwintering wetland bird species and this area is designated as a Special Protection Area as well as a Special Area of Conservation.</p> <p>New development should be sensitively designed and planned to provide for the protection of these features and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity.</p>
DB-03	Appropriate and sustainable water and waste-water infrastructure, that secures the objectives of the Water Framework Directive and the Ballymacoda Bay Special Area of Conservation, must be provided and be operational in advance of the commencement of any discharges from development. Wastewater infrastructure must be capable of treating discharges to ensure that water quality in the receiving water does not fall below legally required levels.
DB-04	Part of the settlement is at risk of flooding. See flood risk objectives in Volume One, Chapter 11 'Water Management'

Specific Development Objectives

3.13.3 The following are the specific development objectives for Ballymacoda:

Specific Development Objectives for Ballymacoda		
* Flood Risk. See Objectives in Volume One, Chapter 11 Water Management	^ TIA and RSA Required	
Objective No.		Site Area (Ha)
Utilities		
U-01	Provide pedestrian access to the village main street.	--

Ballymacoda



3.14 Dungourney

Vision

Dún Guairne meaning 'Guairne's fort'

- 3.14.1 The strategic aims for Dungourney are to promote modest, small-scale growth in tandem with the provision of services and community facilities, to provide for a compact and cohesive village centre and exploiting the opportunities for recreation and amenity offered by the village's location on the banks of the Dungourney River.

Development Boundary Objectives

- 3.14.2 The following are the development boundary objectives for Dungourney.

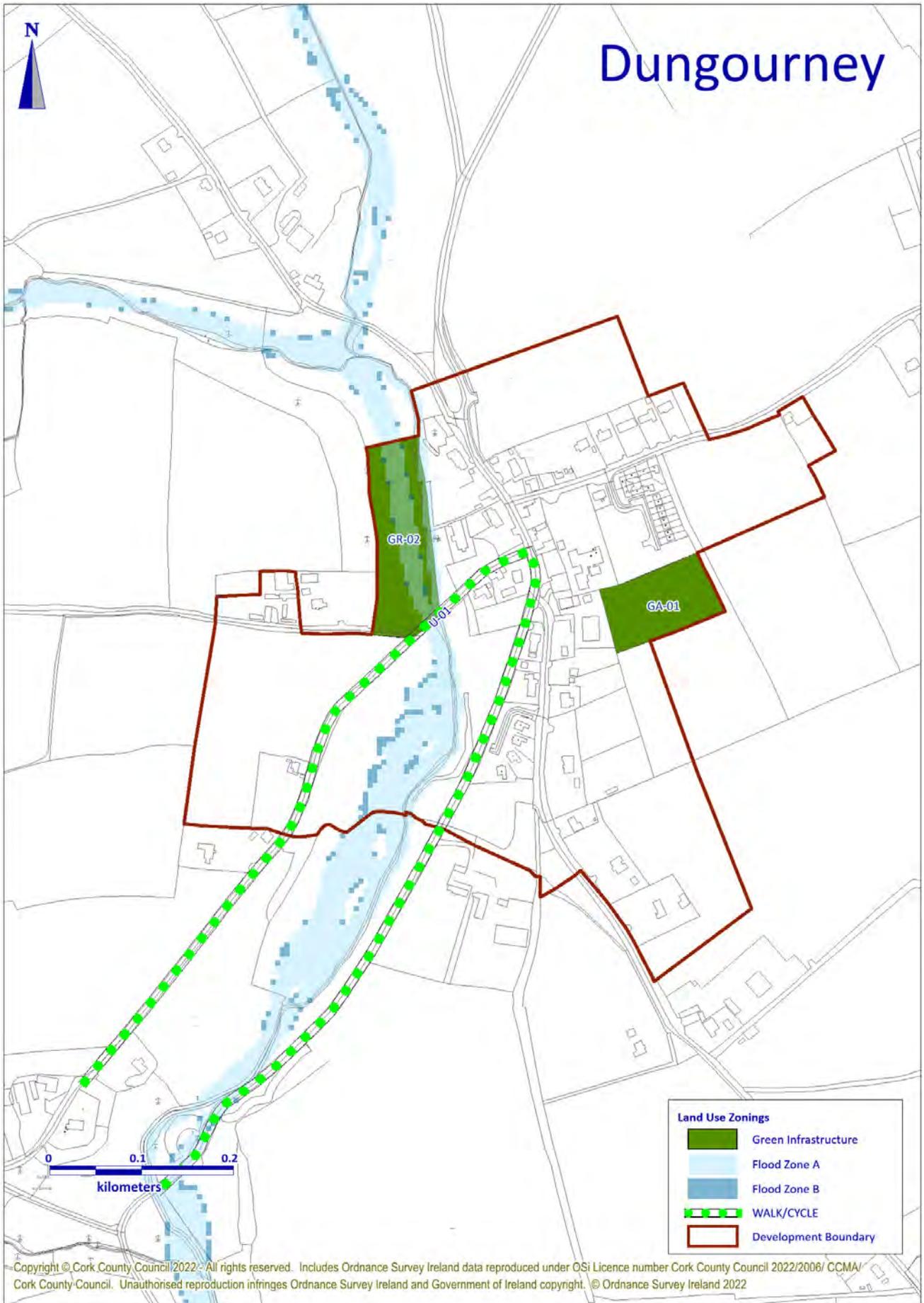
Development Boundary Objectives for Dungourney	
Objective No.	
DB-01	Within the development boundary of Dungourney encourage the development of up to 10 additional dwelling units during the plan period.
DB-02	To implement traffic calming measures in the village which include the proper demarcation of the road edge and car parking spaces.
DB-03	To secure the provision of a multi-use community building either through the re-use of an existing building within the village boundary or as part of the development of the active open space on GA-01.
DB-04	Appropriate and sustainable water and waste-water infrastructure, that secures the objectives of the Water Framework Directive and the Great Island Channel Cork Harbour Special Area of Conservation, and Cork Harbour Special Protection Area, must be provided and be operational in advance of the commencement of any discharges from development. Wastewater infrastructure must be capable of treating discharges to ensure that water quality in the receiving water does not fall below legally required levels.
DB-05	Part of the settlement is at risk of flooding. See flood risk objectives in Volume One, Chapter 11 'Water Management' .

Specific Development Objectives

- 3.14.3 The following are the specific development objectives for Dungourney.

Specific Development Objectives for Dungourney		
* Flood Risk. See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required
Objective No.		Site Area (Ha)
Green Infrastructure		
GA-01	Retain playing pitches.	0.8
GR-02	To develop these lands to the west of the Dungourney River for active public open space and linked with the provision of amenity walk U-01. Parts of this site are at risk of flooding. *	1.3
Utilities		
U-01	Develop and maintain amenity walk. Any proposed new riverine walks along the Dungourney River will need to be set back to protect riverbank, habitats and species and should be designed in accordance with IFI (Inland Fisheries Ireland) guidelines.	--

Dungourney



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3.15 Ladysbridge

Vision

- 3.15.1 The vision for Ladysbridge is to retain its traditional rural character, adequately protect the Architectural Conservation Area in the village and encourage small scale sympathetic residential development in tandem with the provision of employment and services. Given the level of recent residential growth in the village and the additional growth provided for in this plan it is considered that the village may need additional community facilities including childcare and sports facilities which could be provided for as standalone development or in conjunction with proposed residential development in the village.
- 3.15.2 The 2011 Local Area Plan had identified a site for a new primary school within the village, however during the review of this plan in 2017 the Department of Education confirmed that a primary school is no longer required, and those lands are now included within the development boundary.
- 3.15.3 Additional lands were included within the development boundary in 2017 which lie to the west of the village. Future development of these lands should ensure that a separate agricultural entrance from the public road is retained to serve the remainder of the land to the rear. The layout and design of development addressing the road frontage in this area should minimise the linear nature of development on this side of the village, by stepping some development up the contours in a north south alignment, for example. Any further residential development in the village should also ensure that safe pedestrian connectivity to the village centre is provided.

Development Boundary Objectives

- 3.15.4 The following are the development boundary objectives for Ladysbridge.

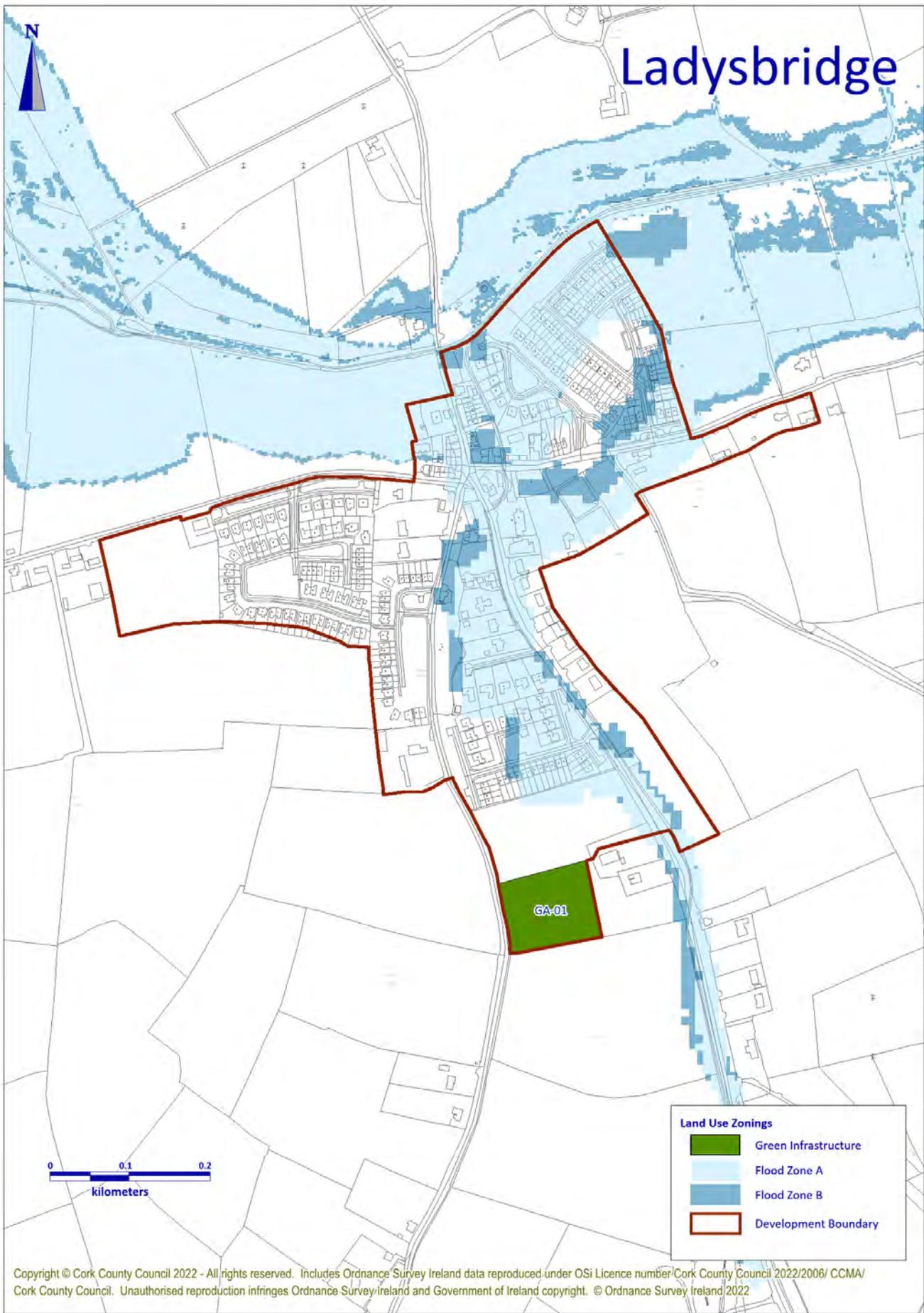
Development Boundary Objectives for Ladysbridge	
Objective No.	
DB-01	Within the development boundary of Ladysbridge encourage the development of up to 40 houses during the plan period.
DB-02	Part of the settlement is at risk of flooding. See flood risk objectives in Volume One, Chapter 11 'Water Management'

Specific Development Objectives

- 3.15.5 The following are the specific development objectives for Ladysbridge.

Specific Development Objectives for Ladysbridge		
* Flood Risk. See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required
Objective No.		Site Area (Ha)
Green Infrastructure		
GA-01	New open space and recreation area.	1.0

Ladysbridge



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3.16 Lisgoold

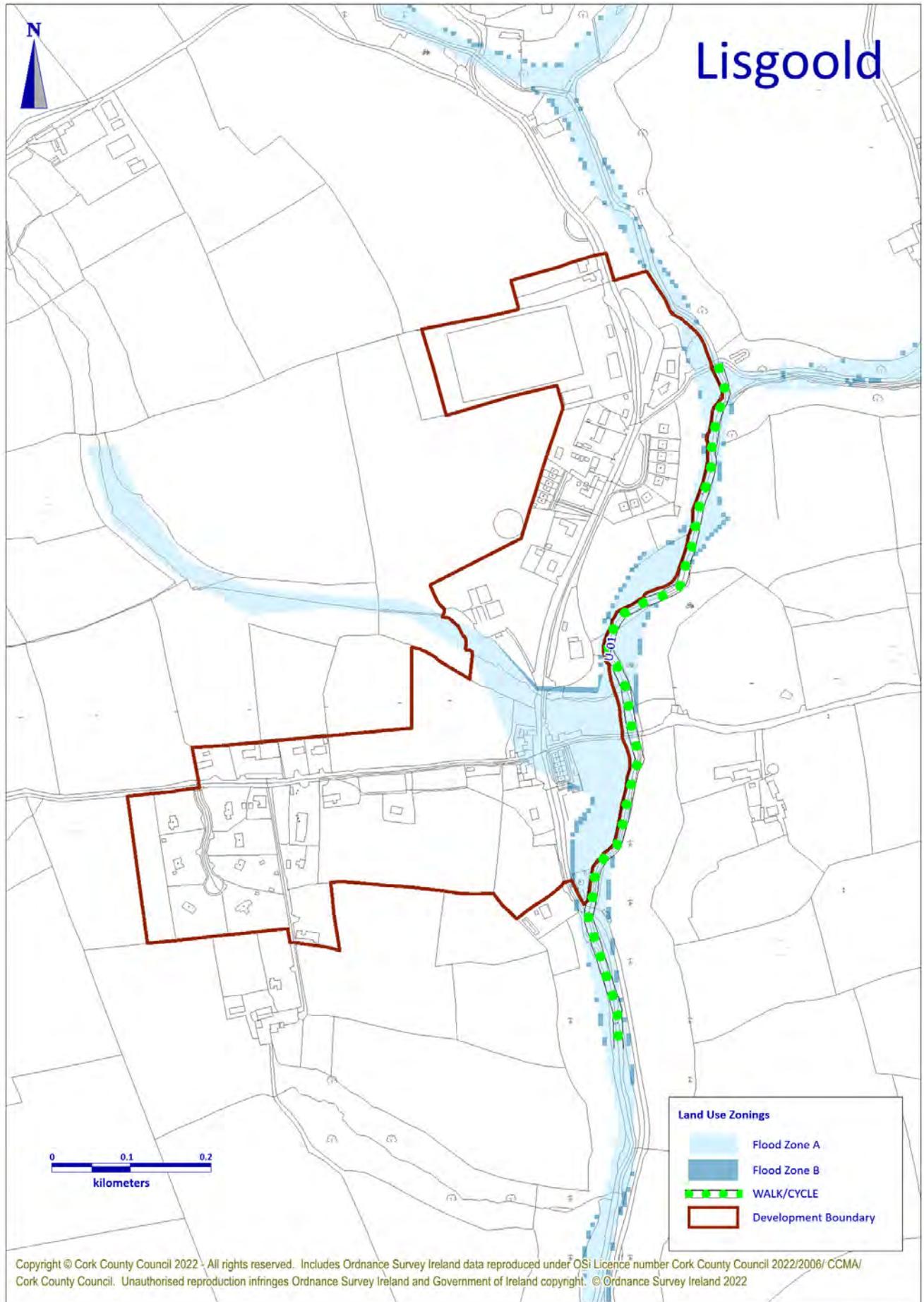
Vision

3.16.1 The strategic aims for Lisgoold are to consolidate its role as an important local service centre and promote small-scale expansion through residential and other development.

Development Boundary Objectives for Lisgoold	
Objective No.	
DB-01	Within the development boundary of Lisgoold to encourage the development of up to 20 additional dwelling units during the plan period.
DB-02	Appropriate and sustainable water and waste-water infrastructure, that secures the objectives of the Water Framework Directive and the Great Island Channel Cork Harbour Special Area of Conservation, and Cork Harbour Special Protection Area, must be provided and be operational in advance of the commencement of any discharges from development. Wastewater infrastructure must be capable of treating discharges to ensure that water quality in the receiving water does not fall below legally required levels.
DB-03	Part of the settlement is at risk of flooding. See flood risk objectives in Volume One, Chapter 11 'Water Management'

3.6.12 The following are the specific development objectives for Lisgoold.

Specific Development Objectives for Lisgoold		
* Flood Risk. See Objectives in Volume One, Chapter 11 Water Management	^ TIA and RSA Required	
Objective No.		Site Area (Ha)
Green Infrastructure		
U-01	Develop and maintain amenity walk. Any proposed new riverine walks will need to be set back to protect riverbank, habitats and species and should be designed in accordance with IFI (Inland Fisheries Ireland) guidelines.	-



3.17 Mogeely

Vision

- 3.17.1 The strategic aims for Mogeely are to provide for a sustainable level of growth in both housing and jobs in a form that is sympathetic to the character and scale of the village, so as to ensure the retention and expansion of local services and facilities. It is envisaged that Mogeely will offer an attractive place to live and work, with an active community spirit in the village.
- 3.17.2 The development of the 23km long, off-road Midleton to Youghal (MY) Greenway started in November 2019 and is expected to be open in 2023. The route runs alongside the old railway line and will include stop off points at former railway stations in Mogeely and Killeagh. The development of the disused railway line in Mogeely as a greenway will have the advantage of protecting the integrity of the route corridor while creating jobs and opportunities locally for the benefit of the village community in terms of amenities and tourism.

Development Boundary Objectives

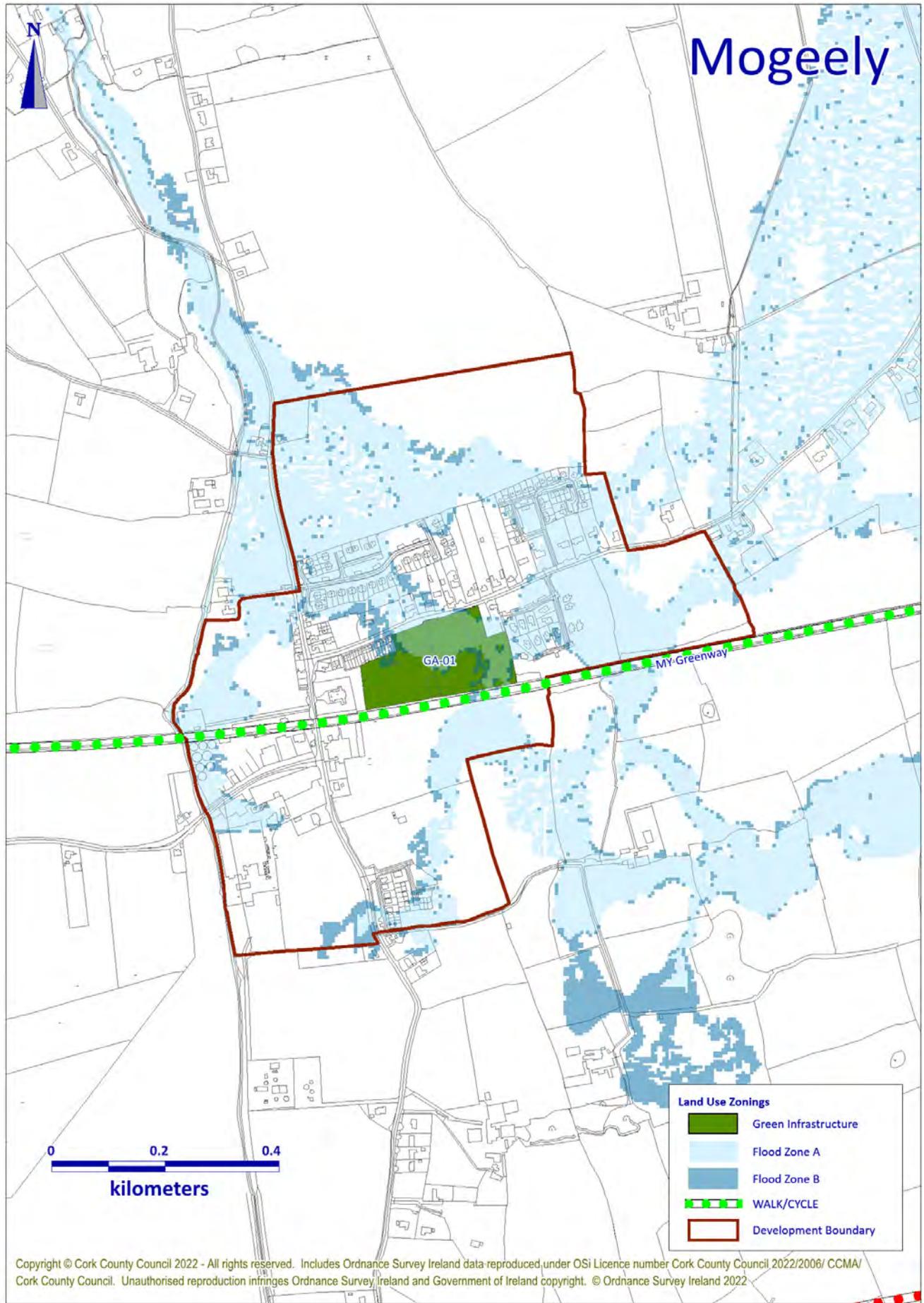
- 3.17.3 The following are the development boundary objectives for Mogeely.

Development Boundary Objectives for Mogeely	
Objective No.	
DB-01	Within the development boundary of Mogeely to encourage the development of up to 40 additional dwelling units during the plan period.
DB-02	To implement traffic calming measures in the village, including measures to prevent inappropriate roadside parking.
DB-03	To complete the development of the Midleton to Youghal Greenway and identify and seek to develop suitable walking and cycle links to Mogeely village centre to maximise access to and use of the Greenway where feasible.
DB-04	Part of the settlement is at risk of flooding. See flood risk objectives in Volume One, Chapter 11 'Water Management'

Specific Development Objectives

- 3.17.4 The following are the specific development objectives for Mogeely.

Specific Development Objectives for Mogeely		
* Flood Risk. See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required
Objective No.		Site Area (Ha)
Green Infrastructure		
GA-01	Maintain and improve active open space and amenity area including the children's playground and sports uses. The provision of a Community Sports Hall located outside areas at risk of flooding on this site will also be supported, subject to normal planning considerations including a flood risk assessment. *	3.1



3.18 Saleen

Vision

3.18.1 The strategic aims for the village are to encourage the consolidation of the settlement and to promote sympathetic development in tandem with the provision of infrastructure and services, whilst protecting and enhancing the natural scenic amenities of the village in its coastal setting.

Development Boundary Objectives

3.18.2 The following are the development boundary objectives for Saleen.

Development Boundary Objectives for Saleen	
Objective No.	
DB-01	Within the development boundary of Saleen to encourage the development of up to 30 additional dwelling units during the plan period.
DB-02	To implement the traffic management proposals for Saleen contained in the Midleton to Whitegate R630 Traffic Management Study and to require that any new development adheres fully to, and where appropriate implements, the recommendations of that Study.
DB-03	The green infrastructure features of Saleen include the Poul nabibe Inlet adjoining the village which forms part of the Cork Harbour SPA and an area of semi-natural woodland. Shoreline and wetland habitats support high numbers of overwintering wetland bird species and this area is designated as a Special Protection Area as well as a Special Area of Conservation. New development should be sensitively designed and planned to provide for the protection of these features and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity .
DB-04	Appropriate and sustainable water and waste-water infrastructure, that secures the objectives of the Water Framework Directive and the Great Island Channel Cork Harbour Special Area of Conservation, and Cork Harbour Special Protection Area, must be provided and be operational in advance of the commencement of any discharges from development. Waste water infrastructure must be capable of treating discharges to ensure that water quality in the receiving water does not fall below legally required levels.
DB-05	Part of the settlement is at risk of flooding. See flood risk objectives in Volume One, Chapter 11 'Water Management'

Specific Development Objectives

3.18.3 The following are the specific development objectives for Saleen.

Specific Development Objectives for Saleen		
* Flood Risk. See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required
Objective No.		Site Area (Ha)
Utilities		
U-01	Develop and maintain amenity walk. The proposed walk is adjacent to Cork Harbour Special Protection Area and any further development here will need to be carefully designed to ensure the avoidance of disturbance related impacts to birds and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives.	--

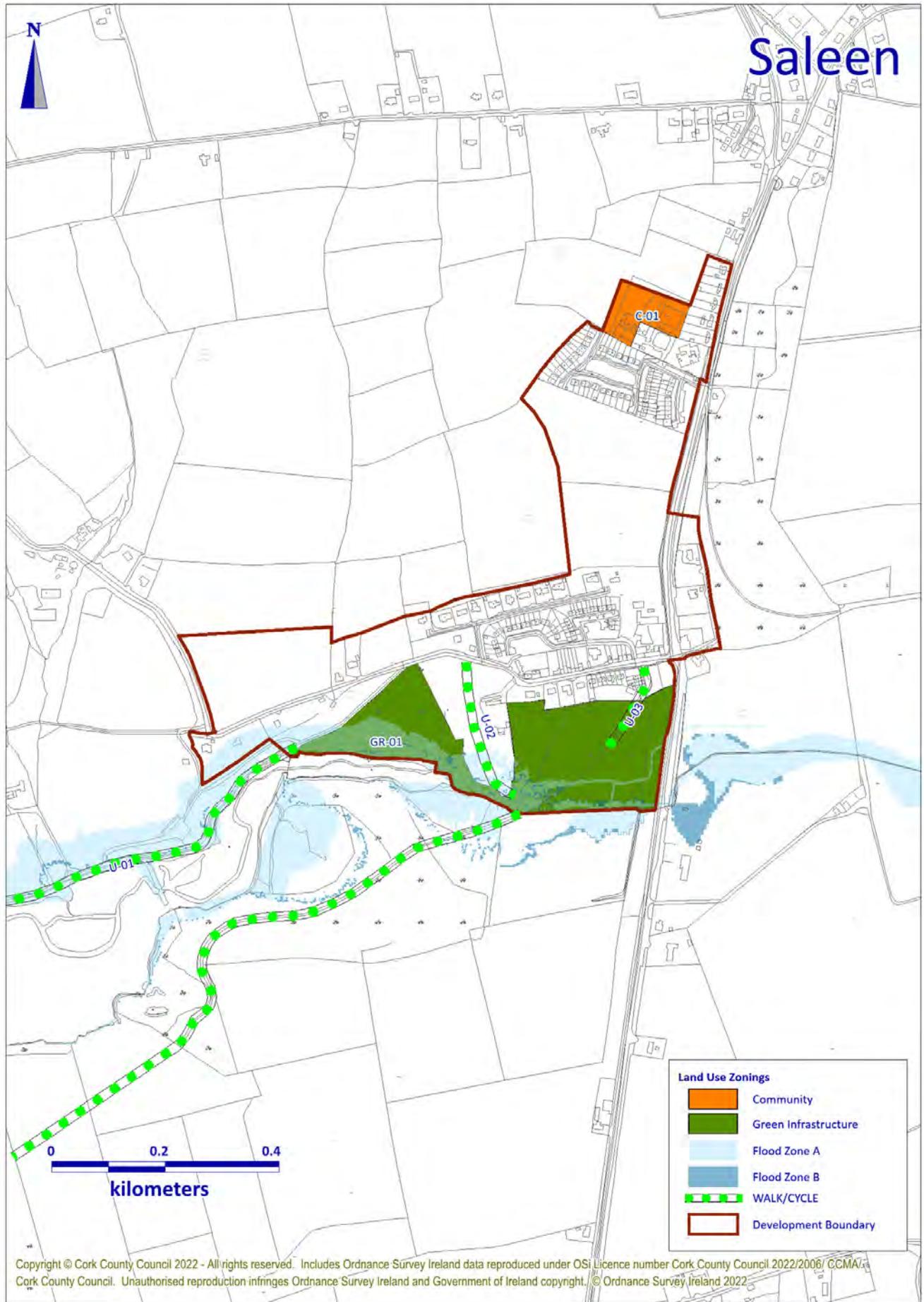
Specific Development Objectives for Saleen

* Flood Risk. See Objectives in [Volume One, Chapter 11](#)
Water Management

^ TIA and RSA Required

Objective No.		Site Area (Ha)
U-02	Develop and maintain amenity walk. The proposed walk is adjacent to Cork Harbour Special Protection Area and any further development here will need to be carefully designed to ensure the avoidance of disturbance related impacts to birds and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives.	--
U-03	Develop and maintain amenity walk. The proposed walk is adjacent to Cork Harbour Special Protection Area and any further development here will need to be carefully designed to ensure the avoidance of disturbance related impacts to birds and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives.	--
Community		
C-01	Provision for extension to primary school.	1.0
Green Infrastructure		
GR-01	Maintain open space to provide for a long-term mature landscape setting for the village. Proposals for the long-term maintenance and management of the wood land and its use for informal recreation will be encouraged. The existing amenity walk is to be retained. *	8.2

Saleen



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3.19 Shanagarry / Garryvoe

3.19.1 The vision for Shanagarry/Garryvoe is to promote the tourist potential of the area in tandem with a balanced provision of services and permanent residential development, and to protect the special environmental and coastal setting of the area.

3.19.2 The following are the development boundary objectives for Shanagarry / Garryvoe.

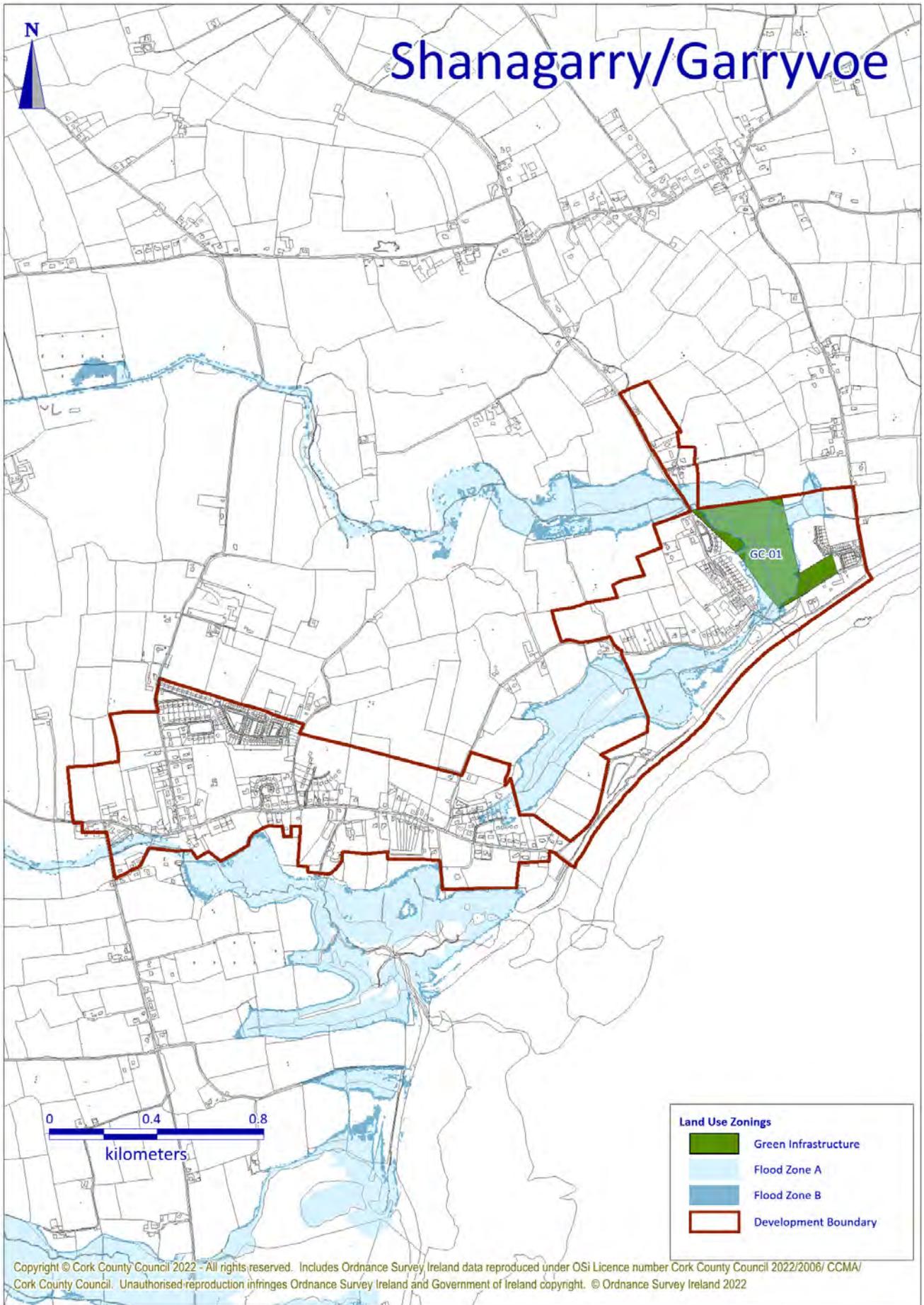
Development Boundary Objectives for Shanagarry / Garryvoe	
Objective No.	
DB-01	Within the development boundary of Shanagarry/Garryvoe encourage the development of up to 50 houses during the plan period.
DB-02	The green infrastructure features of Shanagarry/Garryvoe include its marine, coastal and the Ballycotton, Ballynamona and Shanagarry proposed Natural Heritage Area. The area supports high numbers of overwintering wetland bird species. New development should be sensitively designed and planned to provide for the protection of these features and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity .
DB-03	Appropriate and sustainable water and waste-water infrastructure, that secures the objectives of the Water Framework Directive and the ensures the protection of the Ballycotton Bay SPA and associated wetlands, must be provided and be operational in advance of the commencement of any discharges from development. Waste water infrastructure must be capable of treating discharges to ensure that water quality in the receiving water does not fall below legally required levels.
DB-04	Part of the settlement is at risk of flooding. See flood risk objectives in Volume One, Chapter 11 'Water Management'

Specific Development Objectives

3.19.3 The following are the specific development objectives for Shanagarry / Garryvoe.

Specific Development Objectives for Shanagarry / Garryvoe		
* Flood Risk. See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required
Objective No.		Site Area (Ha)
Green Infrastructure		
GC-01	This wetland area forms part of the Ballycotton, Ballynamona and Shanagarry proposed Natural Heritage Area. It supports wetland habitat and serves an important flood storage role which should be protected. There may be opportunities to enhance the biodiversity value of this area, which should be encouraged. *	10

Shanagarry/Garryvoe



Other Locations

3.20 Barnabrow/Ballymaloe

- 3.20.1 The two hotels, Ballymaloe House Hotel and Barnabrow House Hotel are located between the historic town of Cloyne and the picturesque fishing port of Ballycotton, close the holiday resort at Shanagarry/Garryvoe.
- 3.20.2 There is a limited amount of development in the area including two hotels and associated buildings. In addition to a number of individual houses there is a development of holiday cottages next to Barnabrow House Hotel.
- 3.20.3 This plan seeks to consolidate tourism and recreation uses in the Barnabrow/Ballymaloe area. It is important that the natural heritage of the area is protected. There may be limited capability to accommodate small scale development proposals which will be subject to the provision of satisfactory infrastructure.

3.21 Trabolgan

- 3.21.1 The holiday resort of Trabolgan is located approximately 2 kilometres south of Whitegate. The resort was established in the 1980's and focuses mainly on recreational activities and attracts large numbers of domestic visitors.
- 3.21.2 Consolidation of tourism and recreational activities is seen as the most appropriate strategy for Trabolgan during the life of this Plan.

3.22 Redbarn

- 3.22.1 The coastal resort of Redbarn is located approximately 2 kilometres south west of Youghal and is situated within an area comprising considerable natural and scenic amenities.
- 3.22.2 Ballyvergen Marsh is a nationally important wetland site which is also of importance for a number of bird species. The site is a proposed Natural Heritage Area. The provision of greater access to the natural and scenic amenities of this area, including the possibility of establishing interpretative facilities/ observation posts overlooking Ballyvergan Marsh could be considered, but would need to be carefully planned to ensure the avoidance of impacts on habitats and species.
- 3.22.3 Redbarn has a considerable level of facilities, including holiday home units, a hotel (including restaurant, public house and swimming pool), two astro-turf soccer pitches, caravan site and a playground.
- 3.22.4 The general objectives for Redbarn is set out in the following table:

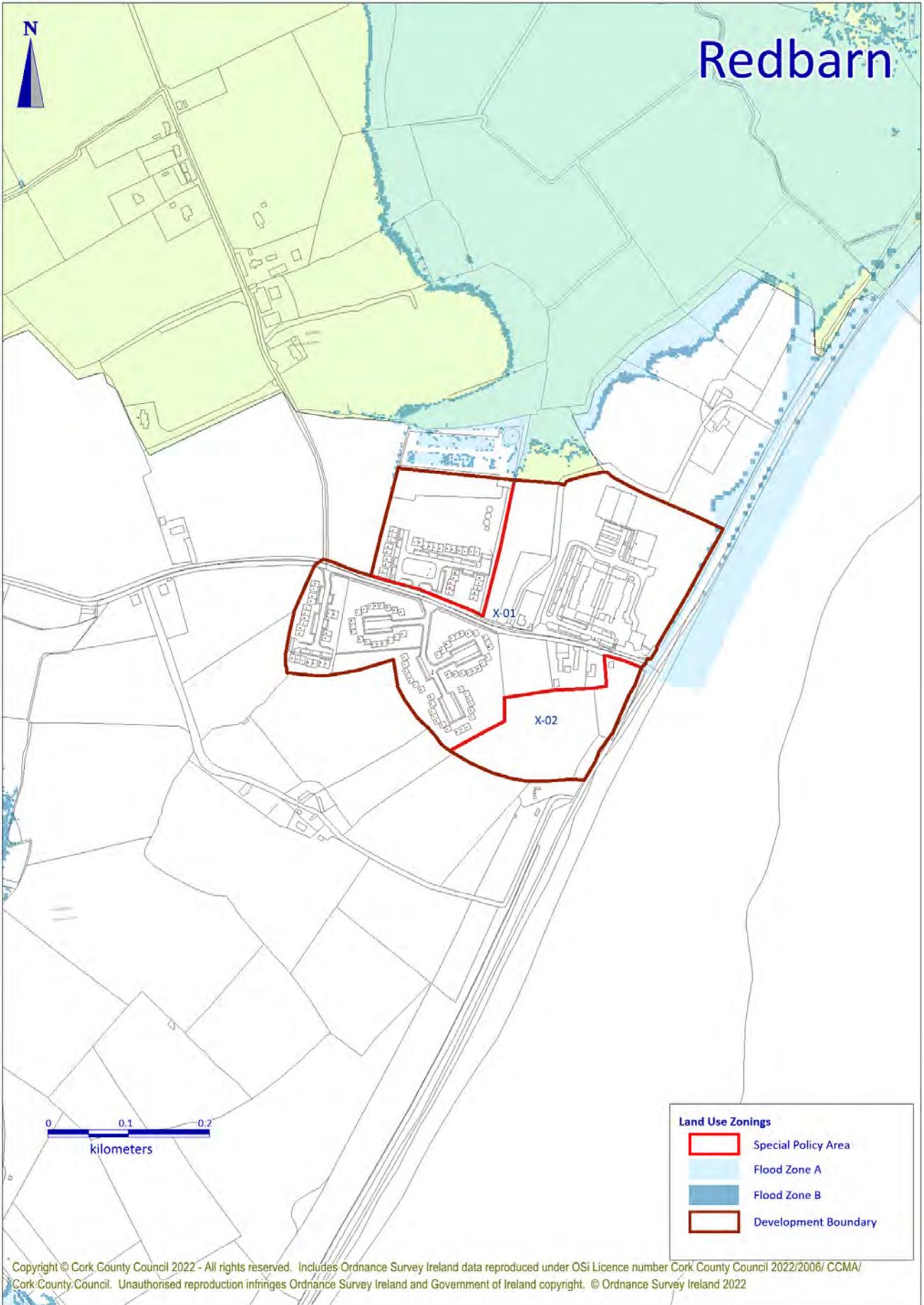
**County Development Plan Objective – East Cork MD
Specific Development Objectives for Redbarn**

* Flood Risk. See Objectives in Volume One, Chapter 11 Water Management

^ TIA and RSA Required

Objective No.		Site Area (Ha)
Development Boundary		
DB-01	<p>a) Appropriate servicing must be provided and be operational, that secures the objectives of the Water Framework Directive and that ensures the protection of adjacent wetlands, in advance of the commencement of any discharges from development. Wastewater infrastructure must be capable of treating discharges to ensure that water quality in the receiving water does not fall below legally required levels.</p> <p>b) Individual dwellings may be permitted subject to normal proper planning and sustainable development considerations. Each dwelling unit is to be served by a private individual treatment unit in order to provide a sustainable properly maintained private water supply unless a public supply is available. Such proposals will be assessed in line with the appropriate EPA code of practice and will have regard to any cumulative impacts on water quality.</p>	
DB-02	<p>The green infrastructure features of Redbarn include Ballyvergan Marsh pNHA. New development should be sensitively designed and planned to provide for the protection of habitat features and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <u>Volume One Main Policy Material and Volume Two Heritage and Amenity</u>.</p>	
Special Policy Area		
X-01	<p>It is proposed to consolidate tourism and recreation uses in the Redbarn area. It is important that the natural heritage of the area is protected, while any development proposals will be subject to the provision of satisfactory infrastructure. Further development proposals within this boundary should include a car parking facility for the area which will include permeable paving. Development of this site will also require a surface water management plan.*</p>	9.3
X-02	<p>Facilitate a mix of uses, holiday homes and mobile homes. Any further proposals should facilitate access to the Council's septic tank to the south. Any development proposals should not impact negatively on the natural heritage of the area and shall be subject to satisfactory servicing.</p>	1.9

Redbarn



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CHAPTER 4
**MACROOM
MUNICIPAL
DISTRICT**



S T E T N O C

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4.22	Rylane/Seiscne	402
4.23	Stuake/Donoughmore	404
4.24	Upper Dripsey	406
4.25	Other Locations	408
4.26	Guagán Barra	408
4.27	Inniscarra	409

4.1 Macroom Municipal District Overview

- 4.1.1 This chapter of Volume 4 of the plan sets out the specific zoning and land use objectives for the Macroom Municipal District. When adopted it will replace the Blarney-Macroom Municipal District Local Area Plan 2017 and the Macroom Town Development Plan 2009 (as varied).
- 4.1.2 The Macroom Municipal District is located to the north west of the County and in 2016 the population of the area stood at 36,844. This population is spread across a network of settlements including 2 Main Towns, 18 villages and the open countryside. Outside the main settlements including Key Villages, the Municipal District is largely rural/agricultural in character with over 82% of the population of the Municipal District living in rural areas (2016 Census), and about 80% of households living in households in rural areas (2016 Census).
- 4.1.3 Macroom is the largest town within the Municipal District with a population of 3,765 in 2016. Millstreet and Killumney/Ovens are the other major settlements located within the Municipal District with a population of 1,555 and 1,132 respectively in the last Census.



Figure 4.4.1 Macroom MD Area

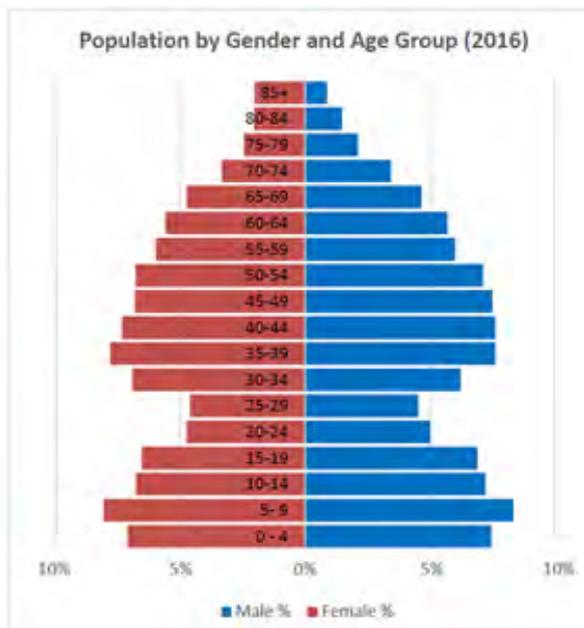
Table 4.4.1: Distribution of population within the Macroom Municipal District 2016

	Settlements	Population 2016 (Census)	% of MD in 2016
Main	Macroom	3,765	14%
Towns	Millstreet	1,555	
Key Village to grow in excess of 1,500 people	Killumney/ Ovens	1,132	6%
Key Villages	Beal Atha an Ghaorthaidh ,	235	
	Baile Mhic Íre / Baile Bhuirne	427	
	Coachford	408	
Villages	Aghabullogue, Aherla, Ballynora, Cloghduv, Clondrohid, Courtbrack, Crookstown, Dripsey Model Village, Inchigeelagh, Kilmurry, Cill na Martra (Kilnamartyra), Rylane/ Seiscne, Stuake/ Donoughmore, Upper Dripsey	29,322	80%
	Other Locations		
Rural areas*			
Total Population		36,844	100%

* Village and Rural Area Populations are estimated figures

4.2 Macroom Municipal District Profile

4.2.1 The following information is based on analysis of 2011 and 2016 Census Data



Population

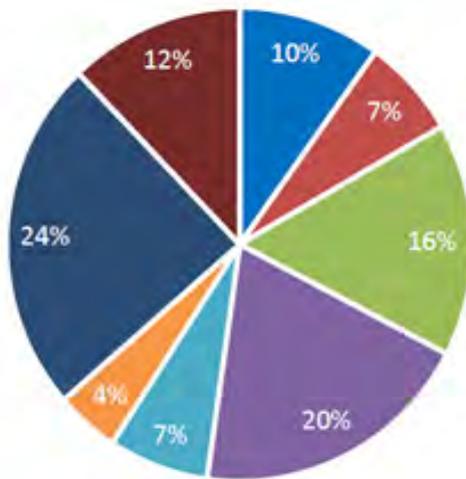
Change 2011-2016 1,058 - ↑ 3%

Elderly age cohorts, so increasing age dependency

Urban Rural split 18%:82%

Population density along west and northwest of the MD.

Occupation by Industry (2016)



- Agriculture forestry and fishing
- Building and construction
- Manufacturing industries
- Commerce and trade
- Transport and communications
- Public administration
- Professional services
- Other

Housing Stock

Houses: 97%

Apartments: 1%

Vacancy Rate: 11%

↓ 3% since 2011

34% of housing stock was built in the last 20 years.

Private Households by Occupancy Type (CSO)

	2011	2016
Social Housing	3%	5%
Rented (Privately)	10%	11%
Owner Occupied (All)	83%	81%

Average Commute time - 27 minutes

77% of Households have one or two vehicles

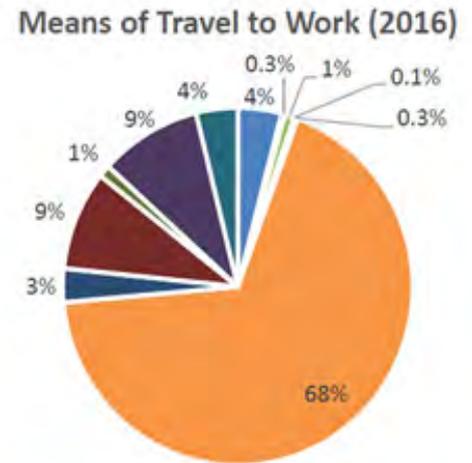
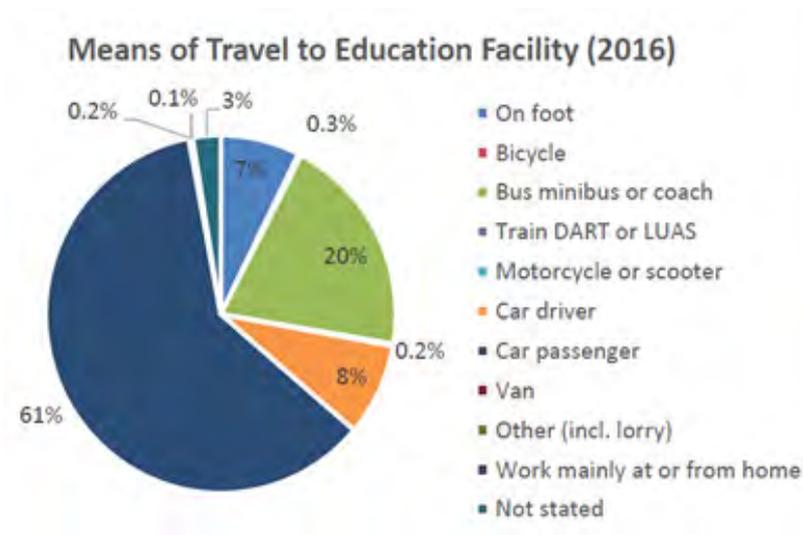


Table 4.4.2: Macroom Municipal District Scale of Development and Water Services Status

Settlement Name	Existing No of Houses Q2 2020	Proposed Scale of Development (Units)	Drinking Water Status - 2021 Assessment	Waste Water Status - 2021 Assessment
Main Towns				
Macroom~	1836	399	Red	Green
Millstreet	735	150	Green	Green
Total Main Towns		549		
Key Villages				
Killumney/ Ovens	478	424	Green	Green
Beal Átha an Ghaorthaigh	96	20	Orange	Red
Baile Mhic Íre / Baile Bhuirne	262	30	Red	Green
Coachford	181	95	Green	Green
Total Key Villages		569		
Villages				
Aghabullogue	25	20	Green	Green
Aherla	145	10	Green	Red

Table 4.4.2: Macroom Municipal District Scale of Development and Water Services Status

Settlement Name	Existing No of Houses Q2 2020	Proposed Scale of Development (Units)	Drinking Water Status - 2021 Assessment	Waste Water Status - 2021 Assessment
Ballynora	26	8		
Cloghduv	116	50		
Clondrohid	72	20		
Courtbrack	58	10		
Crookstown	93	10		
Dripsey Model Village	142	30		
Inchigeelagh	94	20		
Kilmurry	54	5		
Cill na Martra	48	5		
Rylane/ Seiscne	70	21		
Stuake/ Donoughmore	55	5		
Upper Dripsey	38	5		
Total Villages		219		
Overall MD Total		1,337		
Other Locations				
Guagán Barra	-	-		
Inniscarra	-	-		
Key	Capacity			
	Future capacity subject to Irish Water Investment Plan			
	Some capacity			
	No capacity			

~ Macroom WWTP currently not compliant with Waste Water Discharge License emission limit values but is capable of achieving at least UWW standards.

Cultural Heritage (Gaeltacht)

- 4.2.2 The Múscraí Gaeltacht area of the Macroom Municipal District has a unique culture, language and environment and requires careful treatment so that any development which may occur recognises, supports, strengthens and complements its linguistic and cultural heritage. This Plan supports the protection and promotion of Gaeltacht settlements and areas, and recognises the important role played by Baile Mhic Íre/Baile Bhuirne and Béal Átha an Ghaorthaidh and Cill na Martra. It is important to continue to promote employment and development opportunities in the Múscraí Gaeltacht that provide jobs and support local social and community activities.
- 4.2.3 The Múscraí Gaeltacht is an incredibly vibrant place and many of its key attributes have been documented in a recent heritage plan undertaken for the area - a plan that won a National Irish Planning Award in 2020. A fifteen-year plan, it was commissioned by Cork County Council with the support of the Heritage Council and undertaken by Research and Dig, in conjunction with Cork County Council and local Múscraí group Acadamh Fódhla, setting out to highlight the importance and heritage significance of the Múscraí Gaeltacht and to devise a number of heritage policies and actions to ensure that the area is appropriately conserved, managed and maintained into the future.
- 4.2.4 After wide-ranging research, it was concluded that the tangible heritage (e.g. buildings, archaeology, bogs) of Múscraí is inextricably connected with the intangible (e.g. folklore, placenames, customs, music, poetry, ritual) and that there is a deep, complex, and symbiotic relationship between people and place, where the character of its people and landscape are both intertwined and co-dependent. This is the essence of the plan's Statement of Significance, placing Múscraí as a place of local, regional, national and international importance. In the Múscraí Heritage Plan, a number of threats to the significance of the area were identified, and Cork County Council, over the lifetime of this plan, will work to support the implementation of actions and initiatives from the plan that are of benefit to the area and in keeping with the proper planning and sustainable development of the area.
- 4.2.5 The Gaeltacht Act (2012) provides a statutory footing to the 20 Year Strategy for the Irish Language, 2010- 2030 and also recognises Gaeltacht Language Planning Areas (LPT), Gaeltacht Service Towns and Irish Language Networks. Macroom has been selected as a Gaeltacht Service Town or a Baile Seirviseacha (as outlined in the next section).
- 4.2.6 The RSES strongly supports the unique linguistic and cultural heritage of our Region's Gaeltacht areas and supports the statutory functions of Údarás na Gaeltachta under the Gaeltacht Act 2012. Special recognition is attributed to the designation of Gaeltacht Service Towns such as Macroom and the location of Language Planning Areas such as Múscraí in this Municipal District of County Cork as a spatial designation which support the growth and sustainability of Gaeltacht areas.
- 4.2.7 Údarás na Gaeltachta has made a significant investment in the Múscraí Gaeltacht area in recent years, and these facilities and infrastructure support a wide range of businesses e.g. manufacturing, food, textile, technology service etc. According to the 2021 employment figures, 702 people were employed in Údarás na Gaeltachta's client companies in this area. Údarás na Gaeltachta is developing "Gteic", a national network of digital hubs throughout the Gaeltacht. To date there are 26 Hubs open in counties Kerry, Cork, Donegal, Galway and Mayo. Facilities such as enterprise spaces, private offices, high-speed broadband connectivity, and meeting rooms have been developed as part of this network. These facilities will enhance the infrastructure and facilities available to those who are doing business or working remotely from the Gaeltacht. It will mean that more facilities, services and opportunities will be available for people to work from these locations in the Gaeltacht. These facilities will also enhance the opportunities that exist for people to relocate and settle in the Gaeltacht should they so wish. Please refer to **Chapter 16 Built and Cultural Heritage, in Volume One of this plan.**

Water Quality issues affecting the River Blackwater SAC

- 4.2.8 Following the inclusion of Millstreet within the Macroom MD, one of the new key considerations is the River Blackwater which is designated as a Special Area of Conservation under the Habitats Directive. The SAC incorporates the main channel of the Blackwater and its tributaries. It is designated for the protection of a diverse range of freshwater woodland and coastal habitats and their associated species. In practical terms the status of the site, and conservation objectives for it, means that significant improvements are required to water quality within the catchment to meet stringent water quality standards.
- 4.2.9 This Development Plan proposes new development within the Blackwater Catchment, particularly at Mallow, Fermoy, Kanturk, Newmarket and Millstreet.
- 4.2.10 During the preparation of this Plan, as in previous plans, a potential significant challenge was identified in the achievement of the water quality standards required to restore the favourable conservation condition of the Freshwater Pearl Mussel in the River Blackwater Catchment. The European Union Environmental Objectives (Freshwater Pearl Mussel) (Amendment) Regulations made in 2018, had the effect that the Munster Blackwater (main channel) was removed from the list of habitats of the freshwater pearl mussel and the landuse strategy in the 2017 Local Area Plans was pursued on this basis. However, following a successful Judicial Review, these Regulations were quashed, and matters reverted to the position set out in S.I. 296/2009 European Union Environmental Objectives (Freshwater Pearl Mussel) Regulations 2009 in which the Munster Blackwater (main channel) was included in a list of habitats of the freshwater pearl mussel.

- 4.2.11 In light of these developments, the Council engaged with stakeholders including the Department for Housing, Local Government and Heritage and the National Parks and Wildlife Service, confirming that there are no plans to revisit their earlier proposal to remove the Munster Blackwater main channel from the 2009 Regulations, and advancing discussions on scientific matters to inform decision making on the future landuse strategy in the catchment.
- 4.2.12 As a result, and as part of the Appropriate Assessment of the Plan, a detailed assessment has been undertaken on the capacity of this sensitive water catchment to absorb the population increases set out in plan with specific reference to the wastewater infrastructure in place to cater for this planned population growth. The outcome of this assessment has been used to inform the population growth targeted for the Blackwater catchment and is reflected in the **Core Strategy** set out in **Chapter 2** and further elaborated on in relevant settlements in this Volume.

4.3 Macroom

Vision and Strategic Context

- 4.3.1 Macroom is the largest main town within the Macroom Municipal District and it is an important centre of population and employment in the south west region. Macroom is located on the N22 National Primary Route between Cork and Kerry approximately midway between Killarney and Cork City.
- 4.3.2 Macroom is one of six Ring Towns in the network of settlements and the town is therefore prioritised as a centre of growth within the Greater Cork Ring Strategic Planning Area with a corresponding priority in terms of infrastructural investment. Previous plans have shown that there is a need to slow down the rapid expansion in population in the rural areas of Greater Cork Ring in recent years while strengthening the urban areas of the big towns with a focus on population growth in the urban areas and a corresponding increase in local employment opportunities.
- 4.3.3 The town has an attractive setting along the banks of the River Sullane. Macroom has a wide floodplain and flooding is a risk in the town. The river has occasionally burst its banks particularly at the western end of the town.
- 4.3.4 The town acts as an important growth/ development centre and plays a pivotal role in linking South West Cork with North West Cork. The town's continued role as an employment and service centre for the region is important in providing a population and employment balance. Growth within the town should be encouraged, aligned with the improvement of transportation links, services and other linkages. New employment and commercial opportunities need to be explored which will allow the town to grow in a sustainable manner to avoid it becoming a dormitory town for Metropolitan Cork.
- 4.3.5 In line with Government Policy following on from the National Planning Framework and the Regional Spatial and Economic Strategy (RSES) for the Southern Region, a compact growth model is recommended for the future development of Macroom. The aim of this strategy is to encourage densification rather than allow continuous edge of town expansion. The preference for growth is to a more compact urban form which would support public transport and pedestrian/ cycling movements. There will also be a focus on urban renewal and regeneration which will see development being redirected from the outskirts to undeveloped areas of the town centre. There are large pockets of undeveloped lands in the town centre providing development potential and the opportunity to create a more balanced structure to the town's development.

Local Context

- 4.3.6 Macroom is a market town with an attractive natural setting and benefits from amenities such as the Sullane River and the Gearagh which is a proposed Natural Heritage Area, a Special Protection Area and a candidate Special Area of Conservation.
- 4.3.7 Macroom has an attractive streetscape and a good range of facilities and services for its size. Traffic congestion in the town is a problem at peak times but a bypass is currently under construction. The town is surrounded by steep hills to the north and south which are a constraint in terms of its future expansion.

Population and Housing

- 4.3.8 For this plan period to 2028, Macroom has a population target of 4,809 representing growth of 1,044 persons on the 2016 Census figure of 3,765. In order to accommodate this level of population growth, an additional 399 housing units will be required. Following on from the guidance as set out in the National Planning Framework, there is a requirement in towns like Macroom to deliver at least 30% of all new homes within the existing built footprint of the settlement. This plan makes provision for an estimated net residential land supply of about 16 ha with the capacity to provide 279 units with the balance of 120 units to be accommodated within the built footprint of the town. Given their close proximity to the town centre a number of residentially zoned sites will also contribute to the delivery of compact urban growth. In addition, it is also anticipated that other infill opportunities will emerge over the lifetime of the plan and these will be supported subject to normal proper planning and sustainable development considerations

Table 4.4.3: Macroom Population and Housing Supply

	Population and Housing Requirement			Housing Supply Units	
	Population Census 2016	Population Target (to 2028)	New Units Required (to 2028)	Housing Supply from Residential and Mixed-Use Zoning including Compact Growth Sites	Housing Supply from Residential Additional Provision Sites
Macroom	3,765	4,809	399	399	88

- 4.3.9 This new approach will need careful monitoring over the lifetime of the plan. It is important to remember that the proposed growth outlined in these tables and on the corresponding zoning map only deals with the growth for Macroom to 2028 (that is the life time of this particular development plan). Previous plans had different target dates and did not have the requirement for 30% of the development to be within the existing built footprint of the town.
- 4.3.10 It is also important to note that Macroom was one of the 80 legal towns which were abolished under the Local Government Reform Act 2014. This has resulted in the CSO effectively drawing a new boundary for the settlement as towns like Macroom which previously combined legal towns and their environs have a newly defined boundary drawn using the standard census town criteria (with the 100 metres proximity rule). For some towns, including Macroom the impact of this has been to lose area and population, compared with previous computations carried out during Census 2011. This will be kept under review during the next Census in 2022.

Table 4.4.4 Macroom Population 2006-2028

Name	Census 2006	Census 2011	Census 2016	Proposed Increase to 2028
Macroom	3,553	3,879	3,765	4,809

- 4.3.11 The town experienced significant housing growth, particularly to the west prior to 2007. Residential land supply in Macroom is located to the north and south of the Sullane River while there is also a significant supply of infill sites zoned for residential use in the town centre. All of the proposed residential zonings provide for Medium A and Medium B density residential development.
- 4.3.12 There are a number of residential developments under construction. The most significant of these are: (a) Meadowlands Development at Masseytown where a significant amount development has been constructed. In addition, there is a part VIII for 50 units south of the Oakwood Estate where grounds works have commenced and a recent permission for 50 units granted to the north-west of the town.
- 4.3.13 Some of the new and recently constructed development areas are some distance from the town centre and the development of good quality pedestrian/cycle connectivity to the town centre from these areas is essential. In many cases the development of the land identified for new residential development is dependent on the delivery of new roads and water services infrastructure and the timeline around the delivery of this infrastructure is uncertain and may be beyond the direct control of the County Council. Arising from the NPF (Appendix 3), the methodology for a Tiered Approach to Land Zoning required for the Core Strategy of the Development Plan now requires that lands be identified as Tier 1 and Tier 2. The Core Strategy of this County Development Plan sets out these categories and the methodology employed by the Council in determining the best approach to residential land zoning in the county generally.
- 4.3.14 Estimates from the An Post Geodirectory Data measuring postal addresses and occupied houses shows that between 2010 and 2020 about 129 new dwellings were constructed in the town with Macroom now containing approximately 1,836 dwellings.

Placemaking and Public Realm

- 4.3.15 Macroom is an attractive town that benefits from a rich heritage and a wide choice of natural and outdoor amenities. Situated approximately 38km from Cork City and 48km from Killarney, the town has the potential to attract ‘day trippers’ and provide an established base for exploring the surrounding region, including the Guagán Barra, Inchigeelagh Lakes and The Gearagh.

- 4.3.16 Macroom's proximity to lakes and rivers makes it an ideal base for canoe/dinghy and sailing enthusiasts. The key amenities that exist in the Town, are namely; The Market Square, Castle Demesne, Town Park, River Sullane, Bealick Mill and Mount Massey House. Currently the majority of these amenities provide facilities that are essential to the town's recreational and cultural functioning. In time the pedestrian linkages identified in this plan could link up with identified long distance routes such as the Blackwater Way.
- 4.3.17 It is recognised that the siting of a service area along the route of the N22 Baile Bhuirne to Macroom Bypass could benefit commercial, business, and private drivers. Any future Service Area proposals shall be in line with Transport Infrastructure Ireland's (TII) policy on service areas 'The Location and Layout of Service Areas DN-GEO-03028 (April 2017)'. This document also sets out the criteria for site selection providing advice on general layouts, minimum facilities requirements for users, parking layout and capacity arrangements etc. Any future proposal will also need to demonstrate compliance with the requirements of Sections 2.5 and 2.8 of the Spatial Planning and National Roads Guidelines for Planning Authorities (January 2012). It is considered that such a facility could be supported at a suitable location in accordance with the National Policy and Guidance.
- 4.3.18 Careful consideration will need to be given to the scale of out-of-town retail uses as part of the service station and the impact this could have on Macroom Town Centre should be fully considered in such a proposal.
- 4.3.18 Over the years the public realm improvements of the town have never really been able to impact greatly on the town due to the ongoing through traffic. However, as work continues on the Macroom By-pass (N22) it is anticipated that during the life of this plan the town centre of Macroom will begin to enter a new phase in its history. It is considered that an overall plan designed to look at all aspects of the town on a multi-disciplinary approach should be developed with a clear set of achievable aims on a short, medium and long term basis. This plan would need significant local community and business input.
- 4.3.20 It is proposed that a 'Movement and Urban Renewal Framework' be prepared for the Town over the lifetime of the plan. Such a plan would include further consideration of;
- Redevelopment / activation of Opportunity Sites
 - Pedestrianisation
 - The provision of a network of designated walking and cycling routes to provide safe, convenient and pleasant connectivity between the town's main residential areas, schools and the town centre
 - The long and short stay parking needs of the town including provision of a multi storey car park
 - Road improvements and widening schemes along local and regional approach roads to the town
 - Road improvements and upgrades along local routes within the town
 - Consideration of the Masseytown Relief Road and other new access roads
 - Consider the possibility of providing two pedestrian bridges over the Sullane River to enhance connectivity.

Regeneration Areas

- 4.3.21 The Plan has identified a number of Regeneration Areas set out in the following table, which are considered to have a distinctive quality and character and offer exciting opportunities for new development and the sustainable and compact growth of the town.
- 4.3.22 It is a policy of the Plan to promote synergy between the Regeneration Areas and for each area to contribute to the vitality and viability of the town in a complementary manner. Improved pedestrian permeability and enhanced environmental quality between these areas should encourage greater pedestrian movement within the Town Centre as a whole.

Table 4.2.5: Macroom Regeneration Area



MM REGEN 01 The Mart Area

This Area has undergone considerable change where redevelopment has focussed on the provision of large format convenience and comparison shopping, which has been successful in increasing the retail floor space in the town and increasing its competitiveness, particularly with respect to convenience shopping.

The area still retains potential for significant further development, particularly with respect to improvements in the public realm and the development of civic amenity. The most obvious redevelopment opportunity of The Macroom Livestock Mart, which is currently operating from this location.

This site is considered to be suitable location for mixed-use development, with commercial/retailing functions dominating ground floor activity. High quality public spaces conducive to pedestrian activity should also form an integral part of any redevelopment proposal.

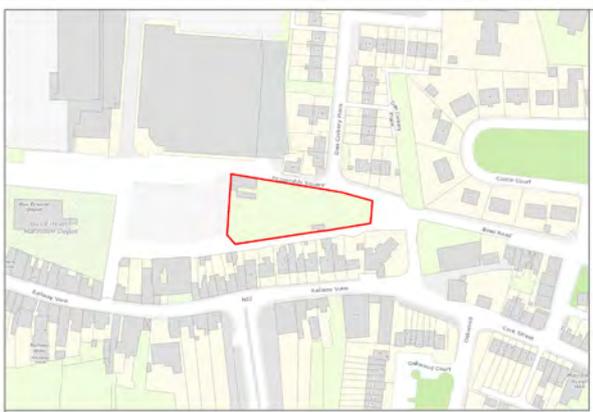
Opportunities to improve pedestrian permeability require investigation, particularly in terms of improving accessibility to the Market Square and developing 'linkage routes' of environmental quality behind the Main Street.



MM REGEN 02 The Bus Depot in Mart Area

This development site is considered to be a suitable location for mixed-use development, with commercial/retailing functions dominating ground floor activity. High quality public spaces conducive to pedestrian activity should also form an integral part of any redevelopment proposal.

Opportunities to improve pedestrian permeability require investigation, particularly in terms of improving accessibility to the Market Square and developing 'linkage routes' of environmental quality behind the Main Street.



MM REGEN 03 Redevelopment of Council Yard in the Mart Area

This development site is considered to be a suitable location for mixed-use development, with commercial/retailing functions dominating ground floor activity. High quality public spaces conducive to pedestrian activity should also form an integral part of any redevelopment proposal.

Opportunities to improve pedestrian permeability require investigation, particularly in terms of improving accessibility to the Market Square and developing 'linkage routes' of environmental quality behind the Main Street.

Table 4.2.5: Macroom Regeneration Area

MM REGEN 04 North of Market Square:

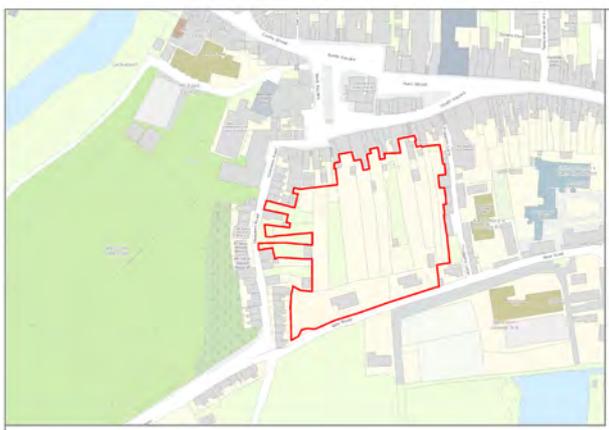


The site to the North of the Market Square includes the land and buildings of the former Church of Ireland Church, on Castle Street includes the Rectory and its substantial grounds (which is an RPS). The Church itself is in the ownership of the Council and has the potential to be redeveloped for a cultural/tourist use or civic and information services including a citizens information bureau providing a tranquil space away from the busy congestion of the Market Square. The Northern end of the site overlooks the River Sullane and an opportunity exists to integrate the site with this amenity and perhaps to links to the north onto Mill Road.

A former bakery in this opportunity site also has potential for redevelopment.

Overall this area has the potential to be a very vibrant mixed-use space, however this has been constrained by a number of key factors such as; access, traffic congestion, on street parking and the need to improve pedestrianisation and pedestrian links, particularly from the new residential areas to the north and west of the town centre.

MM REGEN 05 South of Market Square



This is a significant opportunity site for development identified to the south of the Market Square, located behind the Main Street.

The site to the south of Market Square includes some vacant properties and sizeable gardens to the rear and side of houses which combine to create potential for a significant infill site that harnesses its prime location in the town centre.

It is the intention of the Council that each of the sites is developed as a cohesive unit integrated with the Market Square. In this regard, they will be supported in the assembly of land. They also have constraints with regards to accessibility from the Main Street, which will need to be addressed. Both MM REGEN 04 and MM REGEN 05 should play a key role in the relocation of on-street car parking from the Market Square.

MM REGEN 06 Existing Fire Station



Current site of existing Fire Station that could be converted and refurbished when new Fire Station is completed. Possible conversion into a tourism related facility such as a Castle Museum / Interpretive Centre, in keeping with its sensitive and historic location.

In addition, consideration can be given to the provision of a youth café and or youth centre at this location in conjunction with the above uses.

Social and Community Facilities

- 4.3.23 There are two primary and three secondary schools located in Macroom Town. These include St. Coleman's Boys National School; St. Josephs Primary School, Bishop Mac Egan Vocational College, De La Salle Secondary School and St. Mary's Secondary School.
- 4.3.24 A number of the schools have plans to relocate and/or expand facilities over the Plan period. This should provide opportunities to improve accessibility and student safety in the vicinity of the school.
- 4.3.25 The existing De La Salle Boys College which is located in Masseytown is relocating to a new build 2 Storey Secondary School at Sandy Hill in the townland of Gurteenroe, south of New Street. This 1.6ha site is located on the western end of Macroom Town, south of the main N22 and bounding the River Sullane. The site is adjacent to 6.9ha of fully laid out and developed pitches which would benefit the College. This site is contiguous to the River Quarter Special Policy Area and is identified in this plan. Careful consideration will be given to access arrangements for these sites acting in partnership.
- 4.3.26 Within the town, Youth Reach provides FETAC level training for early school leavers. Bishop Mac Egan College provides a range of night classes and lifelong learning opportunities for adults. There is also the Adult Learning Centre located on New Street and the Teagasc Training Centre located at Codrum.
- 4.3.27 There are a wide range of community facilities located throughout the town including an existing Garda Station and Fire Station. Sites have been identified for the proposed Garda Divisional Headquarters in Macroom and a new Fire Station on the N22 to the west of the town. Macroom Community Hospital provides elderly care and beds for continuing care, respite care, community support/convalescent and palliative care.
- 4.3.28 As noted previously, the town has experienced some housing and population growth over the past 10 years, particularly towards the western edge. Facilities need to be aligned to meet the needs of the changing social and demographic structure of the town. This requires an assessment of childcare and educational services, recreational facilities for young people, as well as ensuring that the needs and supports required for an expanding older population are met. There is a need for ongoing consultation with community and voluntary groups in the town to support participation in the planning process and in the development of infrastructure and facilities for the town.
- 4.3.29 There are currently about six dedicated childcare facilities in Macroom, including the Masseytown Family Resource Centre (which is Macroom's first community childcare facility). In addition to private facilities, it would also be understood that family and social networks play a critical role in meeting the town's childminding requirements.
- 4.3.30 According to the Cork County Childcare Committee, private facilities in the town tend to focus on preschool care and are generally close to or at capacity. Parents are also choosing facilities outside Macroom that are en-route to employment centres (e.g. Ballincollig/ Coachford) and/or provide before and after-school care in conjunction with schools.
- 4.3.31 Within Macroom, shortages have been identified in before and after-school care and crèches. There would also be a requirement for playschools and appropriate outdoor play areas for children in the town and as part of new developments.
- 4.3.32 There is one public playground within the plan area. This is located within the Castle Demesne lands, with the entrance to it located at the southern end of the Sleveen Road. However, there are no playgrounds to the north of the plan area. Given the amount of new housing that has occurred in Gurteenroe and Masseytown in recent years, these areas would seem to be appropriate locations for playgrounds.
- 4.3.33 Macroom Health centre is located within the town and provides a range of medical, dental and health services to the local population. It is also the location of the Macroom Hospital and residential psychiatric facilities.
- 4.3.34 There are currently two private nursing home facilities in the Town and a community hospital located at the Health Centre. There is sheltered accommodation within the town and a number of local authority housing developments that would cater for the accommodation needs of older people. Currently the daily needs of the elderly are catered for at a satellite day care centre and there is a shortage of accessible transport provision for older people living in the town. Overall the facilities on offer for the elderly are good however there is a need for a fulltime day care centre in the town which could possibly be located on the lands of Macroom Community Hospital, or the adjoining proposed extension site zoned for such uses in this plan.
- 4.3.35 In general terms the area is well serviced with recreational amenities; however some gaps have been identified in service provision. There is a need for a modern sporting and community facility that includes a public swimming pool, as currently there is no public pool in the Town. A requirement has also been identified for a youth café for young people that will provide a meeting point for 'non-sporting' related activities.
- 4.3.36 The Briery Gap is located at the Market Square and is the location of the Town Library, Theatre and Cinema. The existing theatre and library building suffered extensive damage due to a fire in 2016. A new scheme is proposed to reinstate and enhance these functions through extending and upgrading the existing building and Cork County Council has secured €2M through the Rural Regeneration and Development Funding to activate this project. The estimated total cost of the project is about €7.18M. A construction tender is due to be advertised Q4 2020 with construction to commence during 2021.
- 4.3.37 As noted, the Church of Ireland church also at the Market Square presents an opportunity for redevelopment and is currently in the ownership of the Council. There are Plans to redevelop the former Church and for the site to play a key role in cultural life in Macroom.

Green Infrastructure

- 4.3.38 Macroom is well served by green infrastructure and sports facilities, indeed it is estimated that per head of population Macroom town has the largest per capita quantity of public park in Cork County. It is estimated that this equates to approximately 26 hectares (6.9 hectares per 1,000 population).
- 4.3.39 The main focus of public park/green infrastructure provision is along the river Sullane where the development of both active and passive recreation has occurred. Primarily this is the area around Tom Creedon Park/Castle Demesne which includes parkland, playing fields, walks, pitch and putt and playground. Some of these lands are owned by GAA and facilitate public access.
- 4.3.40 The majority of the Castle Demesne is used as a golf course by the Macroom Golf Club. At present, the general public has good access to the demesne lands north of the river. However, in the demesne lands south of the river and west of the G.A.A. fields, public access is only permitted along the path running through the Golf Course.
- 4.3.41 This Plan encourages the development of greater public access to the Castle Demesne. At present, the Sullane Bridge is the only way in which access can be gained to both sides of the Castle Demesne. As this is a very busy vehicular bridge, it does not serve to enhance pedestrian permeability of the green infrastructure network in the Castle Demesne. This Plan will promote the creation of enhanced connections within the demesne lands, in particular between the north and south. A pedestrian bridge linking the Town Park with the G.A.A. lands would serve to create greater connectivity within the demesne, making the eastern portion more permeable.
- 4.3.42 North of the Castle Street bridge is Masseytown Park which is a well maintained public park, however, it would benefit from a more visible entry point. It provides additional walks/potential walks along the River Sullane which can be further developed particularly along the southern bank. There is also a small park located along the northern bank not far from the bridge.
- 4.3.43 There is a clear opportunity to reinforce and promote this linear park as a formal green corridor along the Sullane river and integrate it into the future redevelopment of the town particularly through enhanced accessibility/connectivity. It has the potential to be a valuable asset to both residents and visitors to the town, particularly as much of it is within public ownership. Although not the same in terms of scale it could operate on a par with a facility such as the Regional Park in Ballincollig. Riverside walks should be developed sensitively incorporating appropriate set-backs from riverbanks in order to minimise impacts on freshwater habitats and species. Promoting the biodiversity value of this area also brings potential opportunities to enhance this value through sensitive management.
- 4.3.44 Opportunities exist to formalise and enhance access generally. Some previous pathways have now been closed off or are gated and the opportunity to revisit these should be assessed. Improving surfacing, width, etc can benefit both pedestrians and cyclists thus facilitating smarter travel. Some of the informal walkways have the potential to be extensive in length particularly along the southern bank.
- 4.3.45 Building on this significant asset to the town, this plan will promote the development of a number of additional green infrastructure sites, which should be located in proximity to and within proposed new residential areas.
- 4.3.46 There are eight walkways identified in the Macroom area at present. These walkways are outlined and illustrated in the Macroom Walking Guide – A Tidy Towns Publication. These will allow for linkages between areas of green infrastructure and will take advantage of the scenic quality of the outer lying rural areas in Macroom. These green links will where possible connect with the existing walking trails thereby serving to enhance the permeability of the entire town, making it more pedestrian friendly. The walkways vary from low level rustic walks along grassy tracks and riverside pathways to longer roadway walks and where possible these walks have been identified and promoted in this plan adding and providing a synergy to the 'liveable town' concept and smarter movement policies of this plan

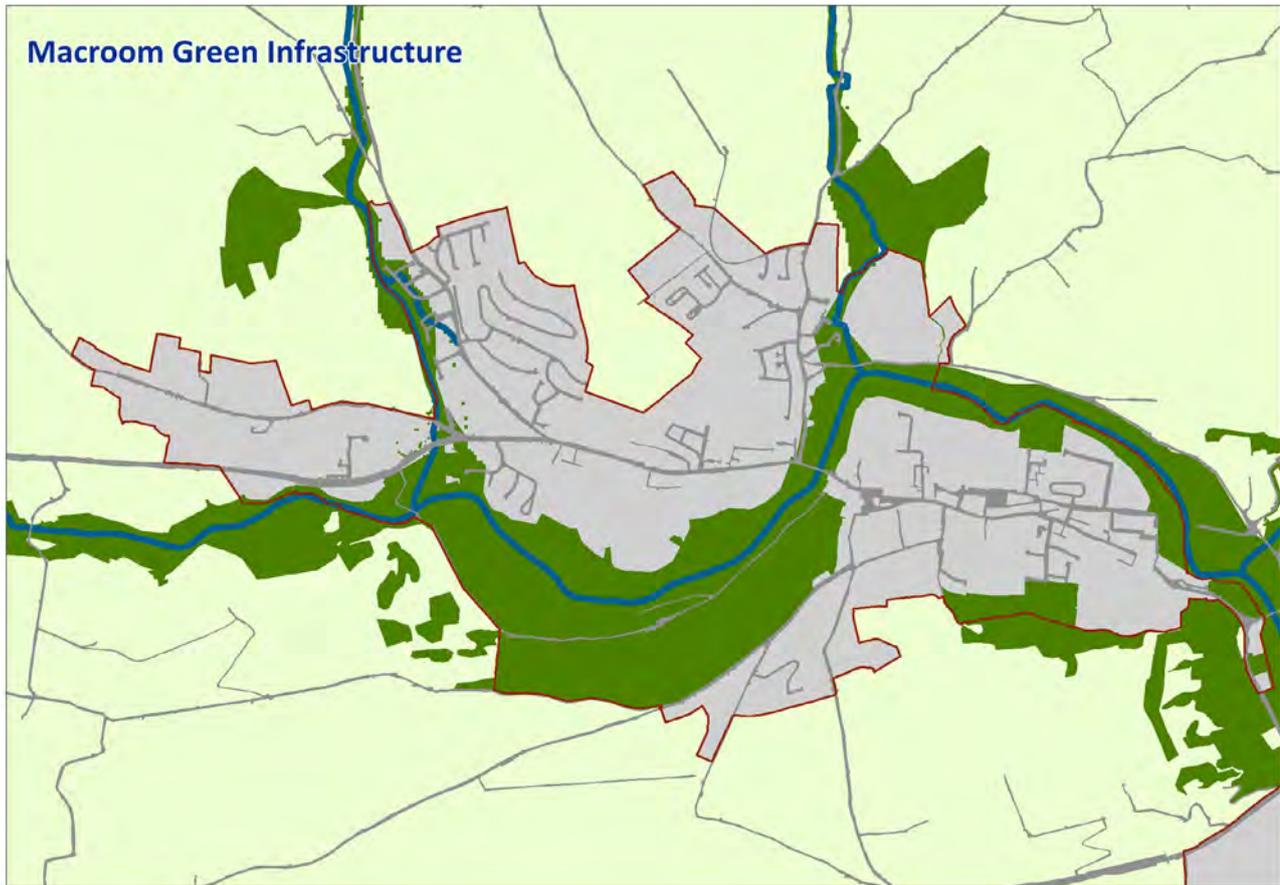


Figure 4.4.2: Green Infrastructure Diagram for Macroom

Employment and Economic Activity

- 4.3.47 The employment objective for Macroom as part of the Cork Ring Network is to maintain a strong relationship with the Cork Metropolitan Area with potential for sustainable employment led growth to increase their scale. These measures would help to reduce commuting and promote sustainable travel options. These Ring towns also have a role in providing employment for their wider catchment. It is important to prioritise investment in place-making and other infrastructure that supports quality of life to attract employment uses, affordable housing, educational capacity, sustainable travel, public realm, amenities, and cultural assets etc., to compliment other job creation initiatives. Part of the strategy for Macroom is also to provide an accompanying infrastructure programme to service land supply identified for future employment development focused on medium to small business /industry.
- 4.3.48 Employment in Macroom has increased by 6.86% since 2011. Again the decline in unemployment has been noteworthy (-38.75%), higher than in other settlements in the County. With the reduction in the younger working age cohorts, the economically active labour force has declined.
- 4.3.49 Results from the 2016 Census show that the total number of people 'at work' in Macroom was 1,589 persons, with commerce and trade and professional services featuring as the largest industry. The most significant change in industries is the growth of Building and Construction (1.9%) and the decline of Agriculture, Forestry and Fishing (-2.3%).
- 4.3.50 Macroom Town contains a variety of industries and enterprises which are mainly concentrated in the town itself with a few industrial clusters occurring in Masseytown, the old industrial park at Hartnett's Cross and the Macroom Environmental Business Park. The Regional Co-Working Analysis also indicated that the Macroom E Enterprise Centre located in the Macroom Business Park acts as an Enterprise and Co-Working Hub. Initiatives such as this are to be supported particularly as they make a significant contribution to the town and helps to alleviate urban migration and slower regional economic recovery. Access to smart working opportunities is very important and this has been particularly evident in the current climate as it means that businesses can be flexible when choosing a location, while also retaining local skills knowledge and talent.
- 4.3.51 This Plan sets out to ensure that there is sufficient industrial/business land available to meet the demand for employment land if the need arose during the lifetime of the plan. The plan identifies three sites for business use (MM B-01 - MM B-03). The Macroom Environmental Industrial Park which is located on the old Eircom site in the town has been a successful model for employment in the town and is dedicated to helping start up and growing businesses in the Lee Valley region. The Park contains an enterprise centre which provides incubator space and associated back up services such as cheap broadband rates, competitive rental charges, a centralised reception and office services, advanced telecommunications, hot desks, a state of the art meeting room and ample parking. The success of this park should be built upon and more lands made available for similar industries.

Gaeltacht Service Town

- 4.3.52 The Gaeltacht has a significant cultural and economic impact on the towns which serve it. Similarly, those towns have a significant impact on the Gaeltacht itself. Under the Gaeltacht Act 2012, Gaeltacht Service Towns are defined as those towns situated in or adjacent to Gaeltacht Language Planning Areas and which have a significant role in providing public services, recreational, social and commercial facilities for those areas. 26 Gaeltacht Language Planning Areas have been recognised for the purposes of the Act.
- 4.3.53 Macroom has been selected as a Gaeltacht Service Town within the Language Plans on foot of the consultation process conducted in 2014. The purpose of the Gaeltacht Act is to identify how to foster and reinforce the positive impact these towns can have on the Irish language as the community and family language of the Gaeltacht.
- 4.3.54 The Act sets out the process by which Gaeltacht Service Towns can attain recognition as such. The town must:
- be situated in or adjacent to a Gaeltacht Language Planning Area;
 - have a population of at least 1,000, according to the most recent census;
 - play a significant role in relation to providing public services and recreational, social and commercial facilities to the Gaeltacht community; and
 - have a significant and positive impact therefore on the status of the Irish language as the community and family language of the Gaeltacht area with which it is associated.
- 4.3.55 In addition, an organisation which is active in the town must be chosen to prepare and implement a language plan in accordance with the language planning criteria prescribed in the Act.

Tourism

- 4.3.56 Macroom is considered to be an attractive town that benefits from a rich heritage and a wide choice of natural and outdoor amenities. Situated approximately 38 km from Cork City and 48 km from Killarney, the town has the potential to attract 'day trippers' and provide an established base for exploring the surrounding region, including the Guagán Barra, Inchigeelagh Lakes and The Gearagh.
- 4.3.57 Macroom's proximity to lakes and rivers makes it an ideal base for canoe/dinghy and sailing enthusiasts. The key amenities that exist in the Town, are namely; The Market Square, Castle Demesne, Town Park, River Sullane, Bealick Mill and Mount Massey House. Currently the majority of these amenities provide facilities that are essential to the town's recreational and cultural functioning. In time the pedestrian linkages identified in this plan could link up with identified long distance routes such as the Blackwater Way. Other key initiatives that this plan supports include the following:
- Promote key amenities (Town Square, Castle Demesne, Town Park, River Sullane, Bealick Mill and Mount Massey House) as focal tourist attractions and examine opportunities to improve physical connections and develop strategic linkages.
 - Support the development of a range of tourist accommodation in the town, at suitable locations.
 - Improve signposting of the River/Parkland Walks and focal amenities of the town in an attractive and well-designed manner.
 - Promote the development of interpretive signs and information boards at important cultural, heritage and conservation interest.
 - Support the investigation of opportunities to development the tourist potential of Mount Massey House.
 - Support the redevelopment of the Church of Ireland Church at Castle Street as a key cultural amenity for the Town and investigate its feasibility as the new location for the Macroom Tourist Office.
 - Support the construction of a pedestrian accesses across the River Sullane to link with the town Park.
 - Explore the opportunity to develop an interpretation/study centre or facilities for the Gearagh, based in Macroom.
 - Work with key stakeholders to promote and develop the 'tourist attractiveness' of the town, through the development of a marketing and tourist strategy for the Town.
 - Explore the development of a 'tourist trail' that links with the Macroom Walking Guide (A Tidy Towns Publication) and is focused on activities suitable for 'day trippers' to the Town.

Town Centre / Retail

- 4.3.58 Macroom Town serves a local urban population and extensive rural catchment. As a Ring Town the objective for retail in Macroom Town Centre as set out in this plan is to support the vitality and viability of the town and to ensure that it provides an appropriate range of retail and non-retail functions to serve the needs of the community and respective catchment areas. There is a need to encourage future expansion and regeneration of Macroom Town Centre in line with anticipated future population growth.
- 4.3.59 Historically, the Square has been the focal point of the Town, playing a pivotal role in the administrative, commercial, cultural and recreational functioning of the Town. The area has a distinctive character and accommodates a number of buildings of architectural merit.
- 4.3.60 Macroom has a mix of both convenience and comparison shopping with the retail focal point more recently split between the Market Square and the newly developed Fair Green/Mart Site where there is extensive free car parking. Convenience shopping in the town has improved with the opening of Dunnes Stores, Aldi and Lidl at the Mart Site. However it is recognised that there is a shortfall in higher order comparison shopping. The peripheral areas of the town to the west of the Market Square and to the east of the Mart Site have high levels of vacancy.
- 4.3.61 It is an important to encourage the refurbishment and reuse of the historical residential and retail element of the character of Macroom along Cork Street, Main Street, New Street and Castle Street especially the vacant buildings/properties. These streets may have the capacity to accommodate mixed use developments consisting of appropriately scaled retail, commercial and residential uses with the amalgamation of a number of properties.
- 4.3.62 Given Macroom's size and future potential it is considered that there are adequate lands already available north and south of the existing retail core to facilitate an appropriate scale of town centre expansion which can reinforce the existing retail core.
- 4.3.63 In general the condition of footpaths along the street is quite good however the width of the footpaths is an issue along some streets leading to the town centre where the environment is less pleasant for the pedestrian. The pavements are also cluttered in places where lampposts, litter bins and street signage may conflict particularly along the narrow parts of Main Street and Castle Street. Providing additional street furniture and widening footpaths, where required, would rebalance the town centre in favour of the pedestrian. The previous town plan identified a number of town centre opportunity sites which have been included in this plan.

Movement

The N22 Baile Bhuirne – Macroom Road

- 4.3.64 The N22 Baile Bhuirne – Macroom By-pass has been in development for quite some time, and when completed, the new road will provide a 22 km road improvement from the Cork side of Macroom, bypassing the Town of Macroom, the villages of, Baile Mhic Íre and Baile Bhuirne, (Ballymakeery / Ballyvourney) including the infamous Ballyvourney bends, and finishing on the improved section of the N22, just west of Baile Mhic Íre (Ballymakeery) itself and before the county bounds with Kerry.
- 4.3.65 It will also remove through traffic from the town centre which currently has a negative impact on the public realm and environmental quality of the town. The project includes the construction of 22km of dual carriageway which will be primarily constructed offline of the existing N22. There will be interfaces between the new road development and the existing N22 at the eastern and western termini as well as two crossings of the existing road. The road will be constructed through challenging terrain which varies through the development from hilly remote land with rock outcrops at the western end, to low lying pasture lands to the east of Macroom and will cross a land-locked section of the Inniscarra Reservoir to the south east of Macroom.
- 4.3.66 The project includes the construction of 130 structures, including crossings of the Sullane, Laney, Foherish and Bohill rivers. The junctions on the project will be at Slieveragh at the western end, at Toonlane east of Baile Mhic Íre, at Gurteenroe, Millstreet Road and at Coolcour at the eastern side of Macroom. The current programme envisages that the project will be completed by mid-2023. The project is divided into 3 sections for construction purposes:
- Section 1: Bypass of Baile Bhuirne and Baile Mhic Íre; Slieveragh to Coolnacaheragh
 - Section 2: Middle section from Coolnacaheragh to Carrigaphooca
 - Section 3: Bypass of Macroom Carrigaphooca to Coolcour



Figure 4.4.3: Contractors working on the N22 Baile Bhuirne Macroom by-pass

Image: Cork County Council. www.n22bbm.ie

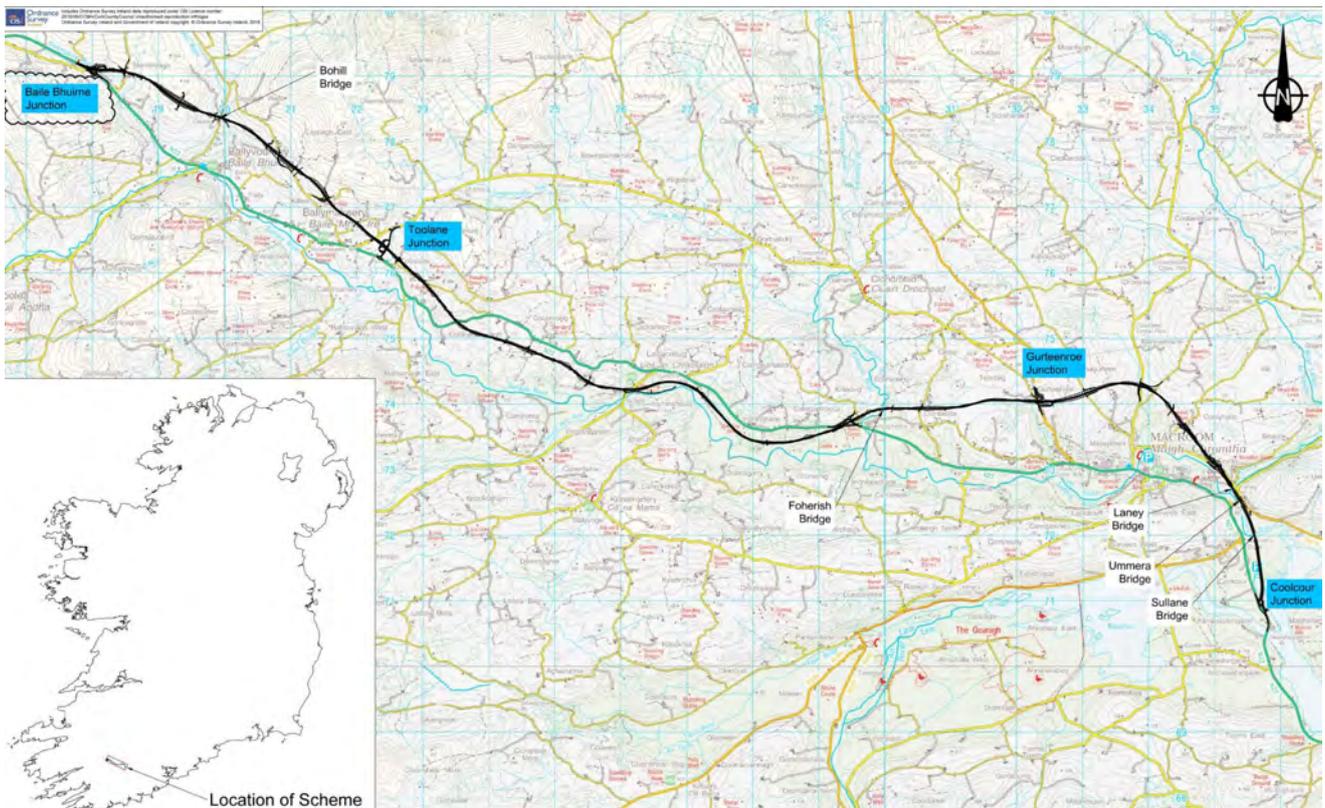


Figure 4.4.4: Map outlining the route of the N22 Baile Bhuirne to Macroom Road Development

www.n22bbm.ie

The Masseytown Relief Road

- 4.3.67 This Plan proposes a Masseytown Relief Road which will connect the residential estates of Kilnagurteen with New Street at Codrum and will ultimately link in with the proposed Mill / Coolyhane Road. This road will link into the trunk road created as part of the McNerney Development and will run in a South West direction to the west of St Judes and north of Gurteenroe House before joining New Road at the Millstreet Road junction.
- 4.3.68 The reasons for the Masseytown Relief Road include:
- To ensure that traffic travelling in an east-west direction will no longer need to pass along New Street or indeed travel into the town centre.
 - To increase connectivity of existing residential areas
 - To create a continuous link between the already proposed Mill Road/Coolyhane Road relief road.
 - Allow accessibility to the proposed uses at Coolyhane.
 - To ensure that the road will form part of a link up with the proposed bypass
- 4.3.69 Traffic congestion and parking is a significant issue in the town, particularly on Main Street and Market Square at peak times and a more effective traffic and parking management strategy is required to support the economic development of the town. Consideration will also be given to the provision of a link road through the site zoned for residential development to the south of the town from the current N22.
- 4.3.70 An appropriate level of short and long term car parking is needed to serve the needs of commercial, retail and employment generators. Although there is sufficient surface car parking in the town in terms of on street parking and a number of designated car parks, would effectively encourage customers to park within the town centre while avoiding a congested Main Street.
- 4.3.71 Facilitating a modal shift to walking and cycling for local journeys within the town would help ease congestion. There is significant potential for cycle routes in the town given the compact nature of the town and the proximity of most residential areas to the centre. In terms of achieving modal shift in the next plan period, significant weight must be given to encouraging increased levels of walking and cycling in the town, mainly through design and connectivity in new development areas.
- 4.3.72 Proposals have been included to improve walking and cycling routes throughout the town as well as public transport measures which will significantly enhance the attractiveness of the town as a place to live and to visit.

Water Management

- 4.3.73 Macroon receives its drinking water from the Macroon WS which is sourced from the River Sullane.
- 4.3.74 The existing Macroon water supply does not have much spare capacity and infrastructure to provide an adequate water supply to accommodate proposed development in Macroon and also to provide a supply to the higher areas is needed. Availability of adequate reservoir storage is also an issue. Options for improving capacity are currently being reviewed and prioritised through the full options assessment (FOA) stage process as part of the National Water Resources Plan. It is envisaged that the outcome of the FOA, i.e. a preferred option will be available in Q3 2021.
- 4.3.75 Wastewater in Macroon is conveyed via a largely combined sewer system and pump stations to the Macroon Waste Water Treatment Plant. At present the WWTP is not compliant with Waste Water Discharge Licence emission limit values but capable of achieving at least UWW standards. Capacity will be available for full potential growth once capital upgrade project is completed. Currently, the planned capital upgrade project is progressing and due for completion by end 2023 / beginning 2024.

Flooding

- 4.3.76 Parts of Macroon have been identified as being at risk of flooding. The areas at risk follow the path of the Sullane River through the town and are illustrated on the settlement maps. The approach to Flood Risk Management is set out in **Chapter 11 Water Management in Volume One** of this Plan and in the updated Strategic Flood Risk Assessment (SFRA), October 2021. The updated SFRA should be consulted for any settlement specific comments and recommendations, including any site specific recommendations made as part of any Justification Tests carried out, prior to any application for development.
- 4.3.77 The OPW has a record of flood events in the town since 1986 and they intend to carry out a more detailed study which will review the hydrology and hydraulic analysis completed under the Lee Pilot CFRAM Study to determine whether a flood protection scheme may be potentially viable for Macroon.

Built Heritage

- 4.3.78 Macroom possesses a rich and varied architectural heritage. Due to the fact that it was planned in a coherent manner throughout the 18th and 19th centuries, it remains today a town of strong historical character, retaining many of its original buildings and functions.
- 4.3.79 The Macroom Town Development Plan (2009) identified a total of 53 buildings or sites in Macroom town that are now included on the County Record of Protected Structures included in this plan. There are also a number of protected structures on the outskirts of the town including Sleeveen East Bridge (00434), Macroom Iron Foundry (00834), Laney Bridge (00835), Rockborough Ornamental Tower (00423) and Rockborough House (00424). It is noted that there are 64 NIAH (1 of National Importance and 63 Regional Importance) located in Macroom Town.
- 4.3.80 The Town Plan also includes an Architectural Conservation Areas which extend from New Street to the Bus Depot and takes in the areas of Castle Street, Market Square, North Square, South Square, Sleeveen Lane, and Main Street.
- 4.3.81 Macroom Town contains many sites of archaeological interest with 25 sites of Archaeological Importance as per Urban Archaeology Survey within the town boundary. One of the most noteworthy recorded monuments in the plan area is the remains of a country house known locally as Mount Massey at Kilnagurteen (CO070-053).
- 4.3.82 The picturesque town of Macroom is located in a wide valley, bordered to the north and south by steeply rising lands. To the south, the lands rise very steeply, climbing from 70 metres to a height of 160 metres above sea level in a relatively short distance of space. To the north, the lands rise less steeply, reaching heights of 100 metres above sea level around the townland of Coolyhane. The steep hills to the south act as an important buffer between the town and the Gearagh an important environmental area.
- 4.3.83 There are a number of significant natural features in Macroom, such as rivers, wetlands and woodlands, which unite to give the area a unique environmental character. The natural environment also acts as an important amenity for the residents of the area. The town is located north of the confluence of the Rivers Sullane and Lee. This plan aims to provide for the protection and preservation of its unique natural environment while allowing for the future growth and expansion of Macroom.
- 4.3.84 Two scenic routes, the S23 and the S37, run to the east and west of the town. The S23 (N22) route begins at Macroom and passes through Ballyvourney to the County Boundary. The S37 is a local road and R619 Regional Road between Classis, Curraghbeg and Coachford.

Biodiversity including Natural Heritage and Landscape

- 4.3.85 There are 8 proposed Natural Heritage Areas within a 15km buffer surrounding Macroom Town. These are listed as follows:

Table 4.4.6 Proposed Natural Heritage Areas

The Gearagh	pNHA 108
Toon Bridge Wood	pNHA 1083
Boylegrove Wood	pNHA 1854 Macroom; Kilmichael
Lough Gal	pNHA 1067 Coachford
Gouganebarra Lake	pNHA 1057 Béal Átha an Ghaorthaidh
Lough Allua	pNHA 1065 Béal Átha an Ghaorthaidh
Prohus Wood	pNHA 1248 Macroom
Shournagh Valley	pNHA 103 Blarney; Ballincollig

- 4.3.86 The Gearagh which is a pNHA, candidate Special Area of Conservation and a Special Protection Area comprises a stretch of the River Lee that was dammed in the 1950s as part of a hydroelectric scheme. The river valley formerly held an extensive area of alluvial forest but only part of the forest now survives. The SPA extends westwards from Annahala Bridge to Toon Bridge. The principal habitat is a shallow lake or reservoir which is fringed by wet woodland, scrub and grassland that is prone to flooding. Alluvial forest occurs on the islands.
- 4.3.87 The Gearagh is a Nature Reserve, a Ramsar Convention site and a Council of Europe Biogenetic Reserve. The Gearagh SPA is a unique site due to the remnants of one of the largest stands of alluvial woodland in Ireland or Britain. This habitat is listed, with priority status, on Annex I of the E.U. Habitats Directive. The reservoir created by the past damming activities now attracts important populations of wintering waterfowl.

Natural Heritage and Landscape

- 4.3.88 The Gearagh which is Special Area of Conservation and Special Protection Area and is also proposed to be designated as a Natural Heritage Area, comprises a stretch of the River Lee that was dammed in the 1950s as part of a hydroelectric scheme. The river valley formerly held an extensive area of alluvial forest but only part of the forest now survives. The Gearagh is a unique site as it supports remnants of one of the largest stands of alluvial woodland in Europe. This is one of a number of qualifying interest features of the SAC. The SPA boundary extends westwards from Annahala Bridge to Toon Bridge and incorporates the reservoir, created by past damming activity which is fringed by wet woodland, scrub and grassland that is prone to flooding. The reservoir now attracts important populations of wintering waterfowl. The Gearagh is also designated as a Nature Reserve, a Ramsar Convention site and a Council of Europe Biogenetic Reserve.
- 4.3.89 Recent habitat mapping has been undertaken on behalf of Cork County Council in the town. This has identified a number of areas which are considered to be of biodiversity value. The areas are as follows:

Table 4.4.7 List of Habitats of Biodiversity Value in Macroom

1.	Sullane River Corridor
2.	Macroom Golf Club
3.	Sleeven East Woodland
4.	Harnett's Cross Woodland
5.	Bealick Mill Woodland
6.	River Laney Valley
7.	Coolyhane Valley
8.	Codrum Woodland

- 4.3.90 Some of these areas are outside the town boundary. Those within the town boundary have been incorporated into areas zoned as green infrastructure where possible.

General Objectives

County Development Plan Objective: Macroom MD General Objectives for Macroom	
Objective No.	
MM-GO-01	Plan for development to enable Macroom to achieve its target population of 4,809 persons and to support Macroom's development as an integrated live/work destination.
MM-GO-02	Support the construction and completion of the N22 Baile Bhuirne-Macroom Bypass.
MM-GO-03	Provision of adequate water and wastewater infrastructure to service lands and ensure the town achieves its growth targets over the lifetime of the plan.
MM-GO-04	In order to secure the sustainable population growth and supporting development proposed in MM-GO-01, appropriate and sustainable water and waste water infrastructure that will secure the objectives of the relevant River Basin Management Plan must be provided and be operational in advance of the commencement of any discharges from the development. Waste water infrastructure must be capable of treating discharges to ensure that water quality in the receiving water does not fall below legally required levels.
MM-GO-05	The green infrastructure, biodiversity and landscape assets of Macroom include the Sullane River and associated woodland and wetland habitats as well as other green infrastructures in the town. New development should be sensitively designed and planned to provide for the protection of these features and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in this plan. Local initiatives including the production of the Macroom Pollinator Plan are encouraged and supported in the plan. Refer also to <u>Volume One Main Policy Material and Volume Two Heritage and Amenity.</u>
MM-GO-06	Prepare a Movement and Urban Renewal Framework for the Town over the lifetime of the plan which would include consideration of; <ul style="list-style-type: none"> • Redevelopment of Regeneration Sites • Pedestrianisation • The provision of a network of designated walking and cycling routes to provide safe, convenient and pleasant connectivity between the town's main residential areas, schools and the town centre • The long and short stay parking needs of the town including an assessment of the requirement for a multi storey car park • Road improvements and widening schemes along local and regional approach roads to the town • Road improvements and upgrades along local routes within the town • Consideration of the Masseytown Relief Road and other new access roads • Consider the possibility of providing two pedestrian bridges over the Sullane River
MM-GO-07	Encourage the refurbishment and reuse of the historical, residential and retail element of the character of Macroom along Cork Street, Main Street, New Street and Castle Street.
MM-GO-08	Investigate the feasibility of developing a centrally located state-of-the-art dual-use sports facility that could be used by all schools and community groups in the town.
MM-GO-09	Consider the provision of additional green links, greater connectivity and informal walkways within the town itself including the Mill Race and Riverside Walks and also its environs particularly at Codrum, Masseytown / Kilnagurteen and Sleeveen East and along the R584 road from Hartnett's Cross out to the Gearagh Nature Reserve, however, the linkage to the nature reserve will also require sensitive design to ensure the avoidance of impacts on the Gearagh SAC. Riverside walks should be developed sensitively incorporating appropriate setbacks from riverbanks in order to minimise impacts on freshwater habitats and species, taking account of best practice guidelines.
MM-GO-10	All development should contribute to improved, safe pedestrian and cyclist connectivity and should include proposals for the provision of improved pedestrian / cycle access routes, provision of new footpaths or improvement of existing footpaths and provision of facilities or cyclists, as appropriate.

**County Development Plan Objective: Macroom MD
General Objectives for Macroom**

Objective No.	
MM-GO-11	Support Macroom in its role as a 'Baile Serviseacha' Gaeltacht Service Town

Specific Objectives

4.3.91 The following Specific Objectives apply to all development within the development boundary of Macroom.

**County Development Plan Objectives: Macroom MD
Specific Development Objectives for Macroom**

* Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required
Objective No.		Site Area (Ha)
Residential and Residential Additional Provision		
MM-R-01	Medium A Density Residential Development including provision for an access road through the site from the N22 to existing roads at the western end of the site. Also provision of pedestrian and cycle way links to adjoining sites and Cork Street. Consideration should also be given to the proximity of the site to the Sleveen East Woodland and Harnett's Cross Woodland taking particular account of their local biodiversity and amenity value.	3.3
MM-R-02	Medium B Density Residential Development.	1.5
MM-R-03	Medium B Density Residential Development, including provision of pedestrian and cycleway links to the adjoining sites.	3.5
MM-R-04	Medium B Density Residential Development. This site is contiguous to an area identified to be of local biodiversity value, the Coolyhane Valley, which includes part of the northern part of the site and this needs to be reflected and protected in the overall layout for the development of the site. There is a stream on the south-eastern boundary of this zone which should be retained and protected.	1.9
MM-RAP-05	Medium B Density Residential Development. Part of the northern boundary of the site is contiguous to an area identified to be of local biodiversity value, the Coolyhane Valley, and this should be reflected and protected in the overall layout for the development of the site. There is a stream on the western boundary of this site which should be retained and protected	2.0
Business		
MM-B-01	Business Development suitable for the provision of a garden centre, petrol filling station or other suitable employment / business uses.	1.7
MM-B-02	Business Development suitable for small to medium sized light industrial units.	3.0
MM-B-03	Business Development suitable for small to medium sized light industrial units.	6.0

**County Development Plan Objectives: Macroom MD
Specific Development Objectives for Macroom**

* Flood Risk: See Objectives in Volume One, Chapter 11
Water Management

^ TIA and RSA Required

Objective No.		Site Area (Ha)
Town Centre		
MM-T-01	<p>Town Centre Core Area</p> <p>Promote the town centre as the primary area for retail and mixed use development, encourage sensitive refurbishment/redevelopment of existing sites while respecting the heritage character of the built fabric of the town and wherever possible to promote public realm improvements.</p> <p>Any new proposals will need to create a positive edge onto the street with active frontages and provide a mix of uses compatible with its town centre location. Proposals for new development within this overall core area will also need to retain the historic fabric of the town's urban grain. Any new proposed developments will also need to make provision for linkages particularly pedestrian and cycleways within the core area.</p>	25.3
Community		
MM-C-01	Provide for the extension to the hospital and healthcare facility to the east of this site. Consideration also needs to be given to the overall objective for the development of the Masseytown relief road and the development of this site should give consideration to this requirement.	1.6
MM-C-02	Provide for a new secondary school. This development must allow for access provision to the adjoining lands to the west as it offers an opportunity for educational facilities to integrate with sports grounds and playing pitches across the River.*	1.6
MM-C-03	Proposed Garda Divisional Headquarters and New Fire Station.	1.8
Utilities		
MM-U-01	Support the delivery and completion of the N22 Macroom Bypass.	--
MM-U-02	Facilitate the phased delivery of the Masseytown Relief Road linking to Mill Road in conjunction with the construction of new housing developments over the plan period.	--
MM-U-03	<p>Facilitate a number of road improvements and upgrades along the following local routes:</p> <ul style="list-style-type: none"> • (i) Coolyhane Road: This will also require a realignment with the N22 Macroom Bypass. • (i) Mill Road: Partly in place, intended to be developer driven. • (ii) Chapel Hill – Cork Street: Online improvements to facilitate better connectivity with Cork Street. • (iii) New Road: Footpath and public lighting improvements.* 	--
MM-U-04	<p>Facilitate the maintenance of a pedestrian walkway on the north face of the Macroom River Bridge and consider the possibility of providing two pedestrian bridges over the Sullane at the following locations:</p> <ul style="list-style-type: none"> • (i) Mill Lane – Town Centre • (ii) Castle Demesne – Masseytown * 	--
MM-U-05	Proposed relief road to serve the development at Oaklands and the proposed development identified in this plan (MM-R-01) from Chapel Hill to Cork Street.	-

**County Development Plan Objectives: Macroom MD
Specific Development Objectives for Macroom**

* Flood Risk: See Objectives in Volume One, Chapter 11
Water Management

^ TIA and RSA Required

Objective No.		Site Area (Ha)
Green Infrastructure		
MM-GA-01	Green Active: Open Space for public recreation including playing pitches. These lands form part of the Macroom Golf Club and Sullane River Corridor, both areas identified to be of local biodiversity value. The riparian margins of the river corridor should be protected. Opportunities for enhancement of the biodiversity value of these areas will be encouraged.*	10.3
MM-GR-02	Green Recreation: Maintain and protect the amenities of Masseytown Park and provide for informal public recreation. These lands form part of the Sullane River Corridor which is an area identified to be of local biodiversity value. The riparian margins of the river corridor should be protected. Opportunities for enhancement of the biodiversity value of this area should/will be encouraged.*	1.8
MM-GR-03	Green Recreation: Maintain and extend where possible this local green amenity on the banks of the Sullane River to the north of the town. Should the need arise this area could potentially come into active use during the life time of this plan. These lands form part of the Sullane River Corridor, an area identified to be of local biodiversity value. The riparian margins of the river corridor should be protected. Opportunities for enhancement of the biodiversity value of this area should/will be encouraged.*	8.7
MM-GA-04	Active Open Space: Maintain and protect the recreational, sporting and local amenities of the Castle Demesne and the Town Park and provide for improved pedestrian access to the town centre and the Castle Demesne. This plan also recognises the potential to provide for and accommodate tourism/recreational and cultural related uses which are sympathetic to the archaeological, architectural and historical character and landscape setting of the Castle Demesne. Proposals will be subject to and supported by relevant archaeological /architectural assessments as deemed relevant. These lands form part of the Sullane River Corridor, an area identified to be of local biodiversity value. The riparian margins of the river corridor shall be protected. Opportunities for enhancement of the biodiversity value of this area should/will be encouraged.*	4.1
MM-GA-05	Green Active: Macroom Golf Course. Protect the amenity and sporting asset of Macroom Golf Course. These lands form part of the Sullane River Corridor, an area identified to be of local biodiversity value. The riparian margins of the river corridor should be protected. Opportunities for enhancement of the biodiversity value of this area should/will be encouraged.*	46.8
MM-GA-06	Green Active: Protect the local amenity Murray Field Park for sporting activities. These lands form part of the Sullane River Corridor, an area identified to be of local biodiversity value. The riparian margins of the river corridor should be protected. Opportunities for enhancement of the biodiversity value of this area should/will be encouraged.	1.4

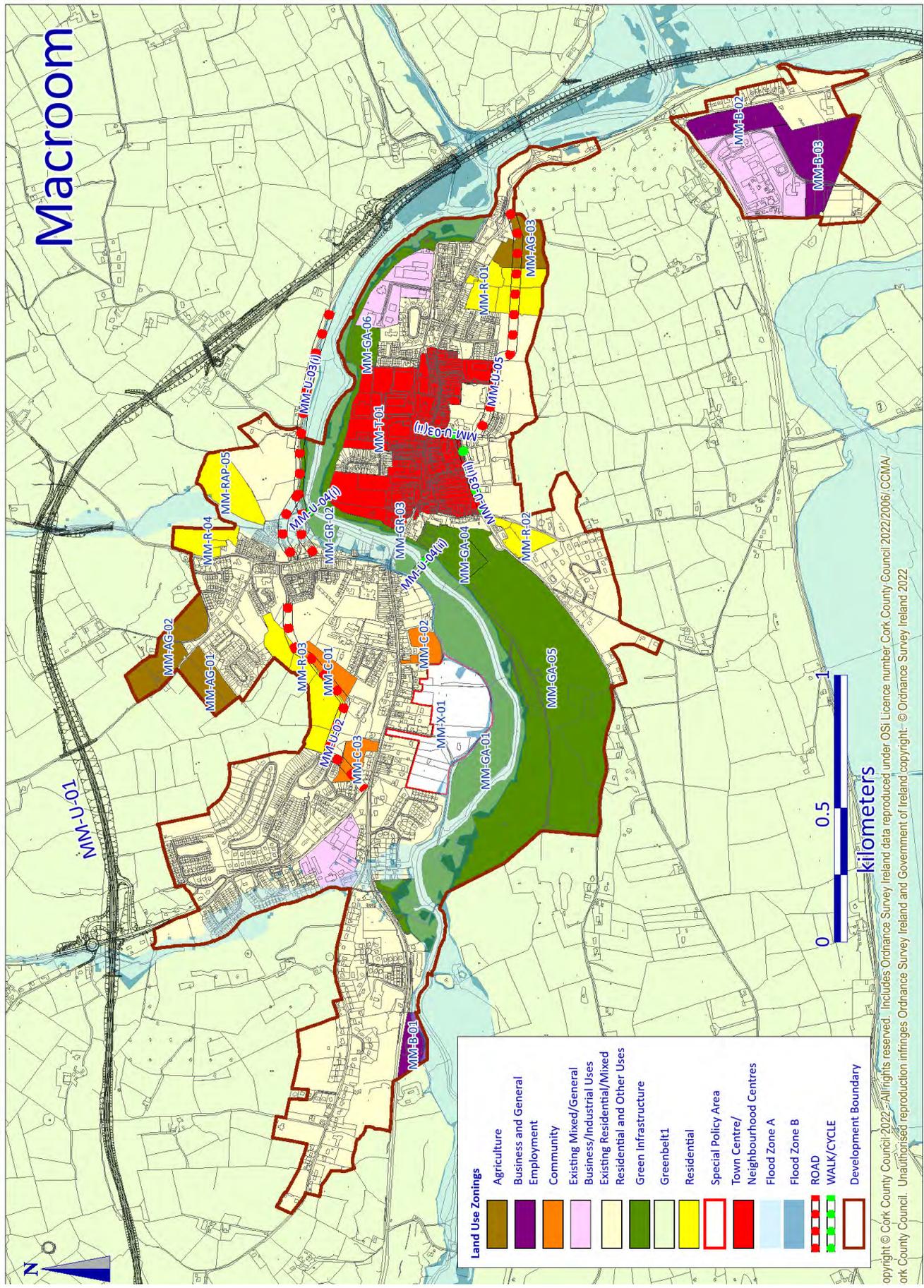
**County Development Plan Objectives: Macroom MD
Specific Development Objectives for Macroom**

* Flood Risk: See Objectives in Volume One, Chapter 11
Water Management

^ TIA and RSA Required

Objective No.		Site Area (Ha)
Special Policy Area		
MM-X-01	<p>The redevelopment of this area is largely based on the development of sites behind New Street. The aim is to develop a vibrant mixed-use quarter with attractive high quality residential and office uses.</p> <p>This area benefits from considerable frontage overlooking the River Sullane which presents an opportunity to optimise integration with the amenity value associated with the river and surrounding open space, which can form an integral element of the distinctive character of this area. Development sites in this area will require the development of link-ages (both vehicular and pedestrian) to New Street and to the proposed secondary school to the east of the site. Consideration also needs to be given to protection and retention of habitats of biodiversity value within and adjoining the site.*</p>	6.4
Agriculture		
MM-AG-01	Agricultural Use.	2.6
MM-AG-02	Agricultural Use.	4.4
MM-AG-03	Agricultural Use.	2.7

Macroom



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4.4 Millstreet

Local Context

4.4.1 Millstreet is located close to the Cork-Kerry border at the northern foot of Claragh Mountain. It is a traditional linear town centred on an elongated square and wide Main Street. This Main Street hosts a significant cross section of activity including residential, commercial, social and industrial uses. Of particular note are the two steel fabrication industries and an animal feed producer located in the centre of the town.

Population and Housing

4.4.2 Although Millstreet experienced a slight reduction in population during the last census in 2016, the strategy for Millstreet, as set out in this County Development Plan, provides for the population of the town to grow to 1,884 representing growth of just over 329 people or 21% on Census 2016 figures. In order to accommodate this level of population growth, an additional 86 housing units will be required.

4.4.3 This Plan makes provision for 150 housing units delivered on zoned land (8 Ha) and the balance of 20 delivered within the built footprint of the town. The plan has scope for the provision of a range of houses types, including the development of serviced residential sites. Following on from the guidance as set out in the National Planning Framework, there is a requirement for towns like Millstreet to deliver at least 30% of all new homes within the existing built footprint of the settlement and this principle has been applied in Millstreet, where it is anticipated that about 20 units will be developed within the existing footprint of the town, and the proposed MS-R-02 will also contribute to the delivery of the consolidated unit requirement for the town. Development of the overall land supply will require additional investment in upgrading water services, roads infrastructure, pedestrian and cycle facilities

Table 4.4.8: Millstreet Population and Housing Supply

	Population and Housing Requirement			Housing Supply Units
	Population Census 2016	Population Target (to 2028)	New Units Required (to 2028)	Housing Supply from Residential and Mixed-Use Zoning including Compact Growth Sites
Millstreet	1,555	1,948	150	150

4.4.4 The land outside the development boundary of the town forms part of the Millstreet Greenbelt. Here the objectives of this plan seek to prevent sprawl and ensure a clear distinction between built up areas and the open countryside by reserving land in the immediate surroundings of the town generally for use as agriculture, green infrastructure and recreation uses. The extent of the greenbelt can be seen on the council's map browser as part of this plan.

Table 4.4.9 Millstreet Population 2006-2028

Name	Census 2006	Census 2011	Census 2016	Proposed Increase to 2028
Millstreet	1,401	1,574	1,555	1,948

4.4.5 In many cases the development of the land identified for new residential development is dependent on the delivery of new roads and water services infrastructure and the timeline around the delivery of this infrastructure is uncertain and may be beyond the direct control of the County Council. Arising from the NPF (Appendix 3), the methodology for a Tiered Approach to Land Zoning required for the Core Strategy of the Development Plan now requires that lands be identified as Tier 1 and Tier 2. The Core Strategy of this County Development Plan sets out these categories and the methodology employed by the Council in determining the best approach to residential land zoning in the county generally.

4.4.6 Estimates from the An Post Geodirectory Data measuring postal addresses and occupied houses shows that between 2010 and 2020 about 50 new dwellings were constructed in the town with Millstreet now containing approximately 735 dwellings.

Placemaking and Public Realm

- 4.4.7 The inclusion of pedestrian friendly measures and enhancement of the public realm would make the town centre a more attractive place to shop and visit and improve the profile of the town. Pedestrian friendly measures should include wider footpaths and additional pedestrian crossings along the main street. This plan supports any measures which would make the town centre environment more attractive from the perspective of the pedestrian. Improving the public realm and examining solutions to traffic and parking in the town will be important elements in enhancing the overall visitor experience.

Social and Community Facilities

- 4.4.8 Millstreet currently has one secondary school and two national schools. It is considered that future population growth will require the expansion of existing school facilities at a minimum. Zoned land adjoining the school sites has been designated to allow for their expansion.
- 4.4.9 Broadband access is available within the town centre and a 3km radius of the town. Millstreet is served by a civic amenity site that provides a wide range of recycling services.
- 4.4.10 Millstreet is served by both a Garda Station and Fire Station and has access to several smaller medical and social services. As the population grows some of these facilities may require expansion and the provision of a Primary Care Centre may be required. It is considered that the first choice of location for any future primary health care facilities should be in or adjoining the town centre.
- 4.4.11 St Joseph's Community Hospital is located to the west of the town. Although located outside of the development boundary the hospital is considered to be an important community and healthcare facility for the town and its hinterland and its continued service provision within the town is supported in this plan.

Green Infrastructure

- 4.4.12 Millstreet is quite well provided for in terms of recreational facilities and currently accommodates a centrally located GAA grounds, pitch and putt course and tennis courts. The Green Glens arena is also located in the town and this is a major events centre for the region. A park, library and museum are also present in the town.
- 4.4.13 Population growth is likely to increase demands for such facilities and in particular it is considered that an all-weather pitch and smaller playgrounds located throughout the residential areas of the town would be welcome as would the provision of a basketball court / hoop. The town park has some scope for further diversification including both playgrounds and gardens. Cultural events can be accommodated in either the Green Glens facility or possibly in the local GAA Hall.
- 4.4.14 The scenic location of Millstreet alongside Claragh Mountain and the River Finnow may open up opportunities for amenity developments such as walks and other attractions particularly related to tourism.

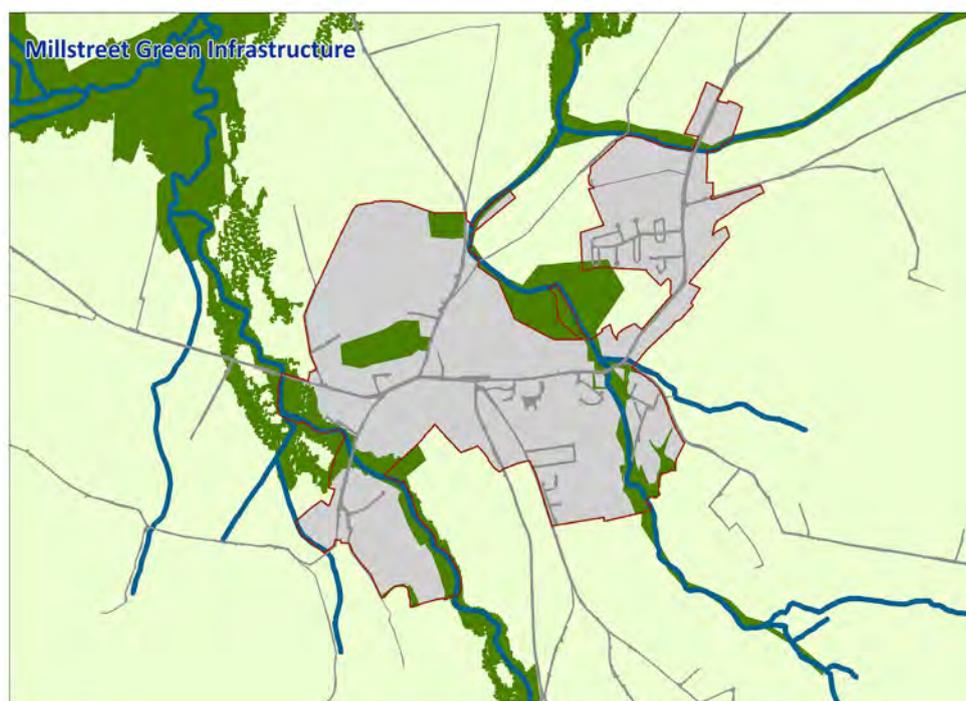


Figure 4.4.5: Green Infrastructure Diagram for Millstreet

Employment and Economic Activity

- 4.4.15 Millstreet has a strong local employment base which serves this area of North-West Cork. Results from the 2016 Census indicate that employment in Millstreet has increased by 5.05% since 2011. The decline in unemployment has been considerable (-49.37%), higher than in other settlements. With the reduction in the younger working age cohorts, the economically active labour force has declined.
- 4.4.16 Results from the 2016 Census show that the total number of people 'at work' in Millstreet was 773 persons. The most significant change in industries is the growth Manufacturing Industries (5.6%) and the decline of Professional Services (-2%). Employment in Millstreet involves some significant industrial development, including two large steel fabrication plants, an animal feed producer, an electrical component manufacturer and several haulage and distribution companies. There is one industrial estate to the south west of the town which still has capacity for development. The retail and services sector also provides significant employment while the Green Glens arena is at the forefront of tourism and event hosting in the region.
- 4.4.17 Previous plans for Millstreet have zoned ample lands for business/industrial use primarily to the north and North West of the town. Other opportunities exist in lands to the south west of the town as well as opportunities for brownfield redevelopment. As the majority of these lands have not come on the market for development, perhaps due to unfavourable economic conditions, they continue to provide an important part of the employment land supply and in general have been retained. The priority in terms of future development will be given to those lands with good access to the N72 or the proposed relief road.
- 4.4.18 There are three large industries occupying significant land banks in the heart of the town centre and these industries are significant employers in the town. The existing steel manufacturers have previously indicated a desire to relocate to more modern and accessible sites outside the town centre. If this were to happen in the future then large brownfield sites would become available for redevelopment within the town core. These sites would, in principle, be suitable for a range of uses including appropriately scaled retail development, business, residential and community uses.
- 4.4.19 Expansion of the economic base of the town in terms of employment, retail and other services is also required to underpin the sustainable growth of the town and to deliver the quality of life offer necessary for Millstreet to compete with other locations. Lands have been zoned in this plan to cater for new business uses and there is some scope within the existing town centre and adjoining built up area to accommodate new retail / service uses.
- 4.4.20 Drishane Castle and Convent to the east of the town presently serves as an accommodation centre for asylum seekers but in the longer term may have potential for tourist development, particularly holiday accommodation, which is lacking in the town at present.
- 4.4.21 By building on existing recreational facilities, the built and natural heritage of Millstreet including its attractive landscape setting there exists a role for the area in an enhanced countywide tourist product.

Town Centre/Retail

- 4.4.22 The retail hierarchy set out in this plan recognises the function of smaller towns such as Millstreet in providing an appropriate range of retail and non-retail functions to serve the needs of the community and respective catchment areas whilst retaining their vitality and viability.
- 4.4.23 This plan identifies a retail core and has also identified an area for town centre activities which is capable of accommodating some retail expansion in the future, including the adjoining built up area, which will be the focal point for any future convenience and comparison retail in Millstreet.
- 4.4.24 The town centre comprises one elongated Square and Main Street and accommodates a good range of convenience and comparison shops, restaurants, public houses and financial services. The most significant development in recent times has been the relocation of the Supervalu supermarket to new larger and more modern premises at the eastern edge of the original town centre.
- 4.4.25 The presence of a number of industries in the centre of the town contributes to significant traffic flows through the town centre. As the economic base of the town expands and the population grows, demand should arise for the expansion of the retail base of the town and this will be encouraged. Were the existing heavy industries to relocate outside the town centre, significant opportunities would arise to consolidate and strengthen the town centre through the development of new mixed use developments. A relief road is planned to the south of the town which would also take traffic away from the main street and help improve the amenities of the town centre in the longer term.
- 4.4.26 The inclusion of pedestrian friendly measures and enhancement of the public realm would make the town centre a more attractive place to shop and visit and improve the profile of the town. Pedestrian friendly measures should include wider footpaths and additional pedestrian crossings along the main street. This plan supports any measures which would make the town centre environment more attractive from the perspective of the pedestrian. Improving the public realm and examining solutions to traffic and parking in the town will be important elements in enhancing the overall visitor experience.

Movement

Roads

4.4.27 Millstreet has access to the wider region through the N72 national route which connects with Mallow and Killarney.

Public Transport

4.4.28 There is an infrequent bus service (Bus Eireann) twice daily through Macroom which serves Cork City and a railway station to the north of the town which is served several times a day by the Mallow-Killarney line.

Pedestrian/Cycling Facilities

4.4.29 Pedestrian access around Millstreet is generally quite good although some improvements could be made in the context of servicing some of the existing residential zonings especially to the west and south east and around the schools. Improved facilities for cycling are also required and a reduction in traffic congestion. This will require improved and increased pedestrian crossing points, dropped curves, tactile paving and traffic calming measures.

Water Management

4.4.30 Drinking water is abstracted from the Tubrid Well, in the Finnow River catchment. The scheme serves a wider hinterland including Cullen. Tubrid Well is an important groundwater source and will therefore be protected from unsuitable developments. Water Conservation measures in the future should protect existing capacity.

Waste Water Services

4.4.31 Irish Water, working in partnership with Cork County Council, has undertaken essential upgrades to the wastewater infrastructure in Millstreet. This €7 million investment includes upgrades to the wastewater treatment plant, the sewer network and pumping station.

Storm Water

4.4.32 Storm water disposal in the town is generally discharged to the local river network. As set out in this plan, new proposals for development in Millstreet should include the provision of sustainable urban drainage systems (SuDS), silt traps, and grease hydrocarbon interceptors where appropriate so as to ensure that water quality is improved and maintained.

4.4.33 The management of water quality within the Blackwater catchment is a critical factor in achieving the conservation objectives for the SAC. Managing surface water discharges is therefore a significant issue for the catchment. In accordance with the general objectives of this plan, all new development proposals need to make provisions for Sustainable Urban Drainage Systems (SuDS).

Flooding

4.4.34 Millstreet has been identified as being at risk of flooding and the areas at risk follow the path of the Finnow River around the town and its hinterland. Government Guidelines require, and it is an objective of this plan, that development is avoided in areas at risk of flooding notwithstanding the presence of flood defences. The approach to Flood Risk Management is set out in **Chapter 11 Water Management in Volume One** of this Plan and in the updated Strategic Flood Risk Assessment (SFRA), October 2021. The updated SFRA should be consulted for any settlement specific comments and recommendations, including site specific recommendations made as part of any Justification Tests carried out, prior to any application for development. More detailed information on the approach to flooding and how development proposals in areas at risk of flooding will be assessed is also given in the 'Planning System and Flood Risk Management'; Guidelines for Planning Authorities, issued by the Minister of the Environment, Heritage and Local Government in 2009.

Built Heritage and Protected Structures

4.4.35 The former Drishane Convent, located on the outskirts of Millstreet, is an attractive complex of buildings, including the Main House, the Chapel, Tower House, Convent House, turreted gates and castellated ruins, amongst others. Its setting is equally attractive and overall, the complex has been deemed worthy of Architectural Conservation Area status in order to ensure that its history and setting is maintained. Throughout the town as a whole, there are 32 buildings or other structures entered in the Record of Protected Structures.

4.4.36 The town contains a number of archaeological monuments within the area dating to prehistoric and early Christian period. These are awarded protection under national legislation and policies contained in the previous County Development Plan (2014). Any development proposals in the vicinity of such sites / areas will require an archaeological assessment.

Biodiversity

Natural Heritage

- 4.4.37 The River Finnow flows within the development boundary to the west and north of the town and forms part of the upper reaches of the Blackwater Special Area of Conservation. The Macgillycuddy Special Area of Conservation is also located to the south west of the town. Future development proposals will need to avoid any potential adverse impacts on these sites.
- 4.4.38 The River Finnow flows within the development boundary to the west and north of the town and forms part of the upper reaches of the Blackwater River Special Area of Conservation. Future development proposals will need to be designed to ensure the avoidance of impacts on water quality and on natural hydrological processes and thereby on this site.
- 4.4.39 Recent habitat mapping has been undertaken on behalf of Cork County Council in the town. This has identified a number of areas which are considered to be of biodiversity value. These include:

Table 4.4.10: Millstreet Sites which support habitats of ecological value

1.	River Finnow
2.	Tanyard Stream
3.	Mountleader Pond
4.	Altamount Woodland
5.	River Finnow Woodland

- 4.4.40 Where the zoning objectives overlap with an area of local significance this has been recorded and suitable mitigation will be required in the development of the site.

Landscape

- 4.4.41 The town is overlooked by the very distinctive Claragh Mountain from the south west and the terrain to the north gently slopes down to the Blackwater flood plain. The integrity of Claragh Mountain and views of same should be protected particularly in assessing large scale development proposals.

General Objectives

**County Development Plan Objectives: Macroregion MD
General Objectives for Millstreet**

Objective No.	
MS - GO-01	Plan for development to enable Millstreet to achieve its target population of 1,948 persons.
MS - GO-02	In order to secure the sustainable population growth and supporting development proposed in MS-GO-01, appropriate and sustainable water and waste water infrastructure that will secure the objectives of the relevant River Basin Management Plan and the River Blackwater Special Area of Conservation, must be provided and be operational in advance of the commencement of any discharges from development. Waste water infrastructure must be capable of treating discharges to ensure that water quality in the receiving water does not fall below legally required levels.
MS- GO-03	The green infrastructure, biodiversity and landscape assets of Millstreet include the Finnow and Tanyard streams, the Lackabawn Woodland and other associated woodland and wetland habitats as well as other green infrastructures in the town. New development should be sensitively designed and planned to provide for the protection of these features and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <u>Volume One Main Policy Material and Volume Two Heritage and Amenity.</u>
MS- GO-04	Protect and enhance the attractive landscape character setting of the town. Conserve and enhance the character of the town centre, including the special character of Architectural Conservation Areas, by protecting historic buildings, historic features such as walls and street furniture, groups of buildings, the existing street pattern, plot size and scale while encouraging appropriate development in the town.

**County Development Plan Objectives: Macroom MD
General Objectives for Millstreet**

Objective No.	
MS - GO-05	Improve pedestrian and cyclist connectivity throughout the town. Development proposals should provide for improved pedestrian / cycle access routes, provision of new footpaths or improvement of existing footpaths and provision of facilities for cyclists as appropriate.
MS - GO-06	Enhance the overall tourism product of the town, through protection of its attractive setting, rejuvenation of the town centre, public realm improvement and provision of additional tourism and recreational infrastructure where appropriate.
MS - GO-07	All proposals for development within the areas identified as being at risk of flooding will need to comply with the relevant objectives Volume One, Chapter 11 Water Management of this Plan.
MS - GO-08	In accordance with, the objectives of this plan all new development will need to make provision for Sustainable Urban Drainage Systems (SuDS) and provide adequate storm water infrastructure. Surface water Management and Disposal should be planned in an integrated way in consideration with land use, water quality, amenity and habitat enhancements as appropriate.
MS - GO-09	Recognize and support the valuable social and healthcare role played by Millstreet Hospital in this plan.
MS - GO-10	All development should contribute to improved, safe pedestrian and cyclist connectivity and should include proposals for the provision of improved pedestrian / cycle access routes, provision of new footpaths or improvement of existing footpaths and provision of facilities or cyclists, as appropriate.

Specific Objectives

4.4.42 The following Specific Objectives apply to all development within the development boundary of Millstreet.

**County Development Plan Objectives: Macroom MD
Specific Development Objectives for Millstreet**

*Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Site Area (Ha)
Residential		
MS-R-01	Medium C Density Residential Development.	3.1
MS-R-02	Medium B Density Residential Development. Development to provide good pedestrian and cycleways to the town centre. The existing stone wall along the western boundary of the site should be retained where practicable. Careful consideration will be given to the eastern boundary of the site along the MS-GC-04 (Tanyard Stream).	5
Business		
MS-B-01	Business Uses. Overall layout, design and landscaping of the site should minimise impact on the scenic amenities of the area. There is a small stream on the boundary of this zone which should be retained and protected.	2.4
MS-B-02	Business uses. Overall layout, design and landscaping of the site should minimise impact on the scenic amenities of the area. This site is bisected by a small stream which should be retained and protected. *	5
MS-B-03	Business uses and expansion of current industrial uses of an appropriate scale can be considered. Overall layout, design and landscaping of the site should minimise impact on the scenic amenities of the area and allow, as appropriate, for an access road between Station Road and the vicinity between the Tanyard Stream and Minor Row. This zone is bounded by the Tanyard Stream which should be retained and protected. *	10

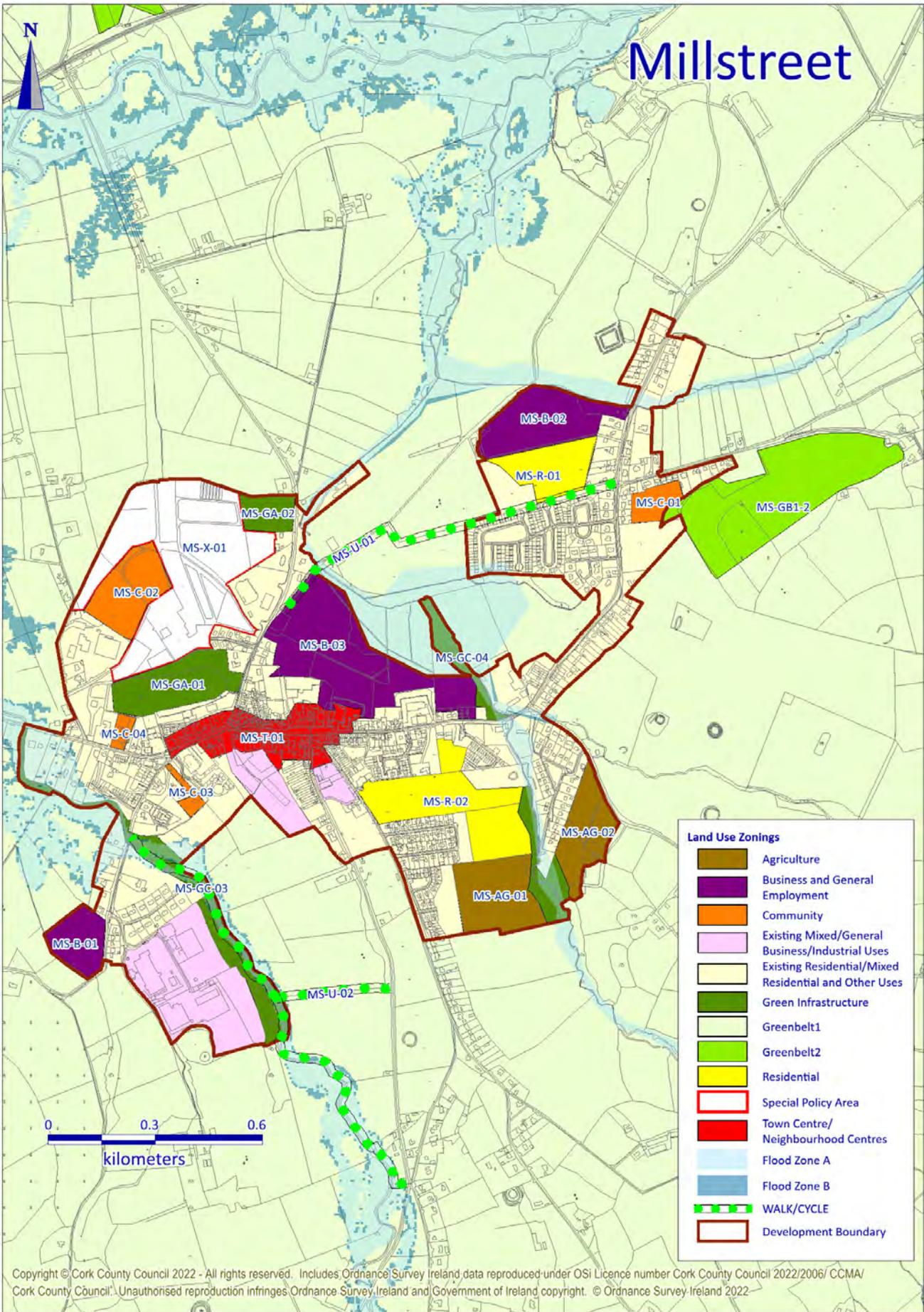
**County Development Plan Objectives: Macroom MD
Specific Development Objectives for Millstreet**

***Flood Risk: See Objectives in Volume One, Chapter 11
Water Management**

^ TIA and RSA Required.

Objective No.		Site Area (Ha)
Town Centre		
MS-T-01	Town Centre uses.	5.8
Community		
MS-C-01	Extension to cemetery	1.2
MS-C-02	Educational and community uses. Where possible, proposals should make provision for the protection of the broadleaved woodland on the boundary of the site because of its ecological and visual value.	3.5
MS-C-03	Expansion of educational uses.	0.5
MS-C-04	Expansion of educational uses.	0.5
Utilities		
MS-U-01	Pedestrian walk. Careful consideration will be given to the sites proximity to the Tanyard Stream as it is a habitat of ecological value.	--
MS-U-02	Pedestrian walk through scenic landscape to town centre along the banks of the Finnow. Riverside walks should be developed sensitively incorporating appropriate set-backs from riverbanks in order to minimise impacts on freshwater habitats and species, taking account of best practice guidelines. *	--
Green Infrastructure		
MS – GA - 01	Use as a playing pitch and pitch and putt course.	4.3
MS – GA - 02	Playing pitch.	1.5
MS – GC - 03	River Finnow corridor and woodland which is a habitat of ecological value. Protect corridor from inappropriate development. *	4.7
MS – GC - 04	Tanyard Stream corridor and woodland which is a habitat of ecological value. Protect corridor from inappropriate development. *	2.0
Special policy Area		
MS – X - 01	Green Glens Arena – uses in keeping with its permitted use as a facility for the staging of public events. A key objective is to maintain the largely open space character of these lands while facilitating development that is in keeping with its current use as an events centre catering for both indoor and outdoor events. Proposals should make provision for the protection of the broadleaved woodland on the site because of its ecological and visual value.	16.3
Agriculture		
MS – AG - 01	Agricultural Uses.	4.7
MS – AG - 02	Agricultural Uses. These lands form part of the Altamont Woodland, an area identified to be of local biodiversity value. The riparian margins of the river corridor should be protected. Opportunities for enhancement of the biodiversity value of this area should/will be encouraged.	3.0

Millstreet



4.5 Key Villages in the Macroom MD

- 4.5.1 There are 4 Key Villages in the Macroom Municipal District as follows; Béal Átha an Ghaorthaidh, Baile Mhic Íre /Baile Bhuirne, Coachford, and Killumney/ Ovens.
- 4.5.2 In this plan, Killumney/Ovens is projected to grow to over 1,500 people during the lifetime of the plan so is treated in a similar manner as regards zoning and land-use to the other main settlements which are over 1,500 people. That is as distinct from the other Key Villages in this Municipal District, all land within the development boundary of Killumney will have a specific land use zoning.
- 4.5.3 The settlements would benefit from a more compact form and from some regeneration of and re-use of existing properties within the village cores. In particular, further improvements to the village centres, with an enhanced streetscape, improved shopfronts and provision for improved street lighting, public footpaths and street furniture would be desirable. Further opportunities for streetscape improvements exist in the settlements, particularly within the village cores.
- 4.5.4 Given the challenges facing some key villages in relation to infrastructure, in particular water services and whether any deficits can be overcome in the lifetime of the plan the Council will consider the reallocation of the overall level of units for a specific Key Village from Key Villages with infrastructure constraints that are taking longer than expected to be resolved to a Key Village or Key Villages within the same Municipal District which has no such constraints subject to adequate capacity been shown to be available, in compliance with the requirements of Chapter 11 Water Management and any ecological considerations. The transfer of housing units from a specific settlement cannot exceed 50% of that settlements allocation as set out in the table below. Further guidance on the development of villages is given in Volume One of this Plan, particularly **Chapter 2 Core Strategy, Chapter 3 Settlements and Placemaking, and Chapter 4 Housing.**

Table 4.4.11 Key Villages Overall Scale of New Development

Settlement Name	Existing Number of Houses	Existing Number of Houses	Existing Number of Houses	Overall Scale of New Development to 2028 (No. of houses)
	Q1 2010	Q1 2015	Q1 2020	
	(Geodirectory)	(Geodirectory)	(Geodirectory)	
Béal Átha an Ghaorthaidh	97	96	96	20
Baile Mhic Íre / Baile Bhuirne	247	260	262	30
Coachford	163	181	181	95
Killumney/ Ovens	477	476	478	424
Total Key Villages	984	1,013	1,017	569

4.6 Killumney / Ovens

Vision

- 4.6.1 The vision for Killumney/Ovens is to encourage the consolidation of the village within its rural setting, to protect and enhance the range of community facilities and commercial facilities within the village and to promote an appropriate scale of development in tandem with the provision of services.

Local Context

- 4.6.2 Historically Killumney and Ovens were two small individual settlements, however, they have over time grown together to form the community of Killumney/Ovens and are considered as a unit for the purposes of this plan. The settlement lies in close proximity to Ballincollig, approximately 4 km to the west of Ballincollig town centre. The Metropolitan Green Belt separates Ballincollig from Killumney/Ovens. The settlement is surrounded to the north, south and east by the Metropolitan Green Belt, as established in the Cork County Development Plan 2014, where it is an objective to preserve the largely undeveloped nature of the lands and to reserve lands generally for agriculture, green infrastructure or recreation uses.
- 4.6.3 This CDP outlines the role of key villages as the primary focus for development in rural areas and for the provision of local services by encouraging and facilitating population growth, by supporting the retention and improvement of key facilities, including social and physical infrastructure and public transport.

4.6.4 The boundary of the settlement is largely determined by topography, the provisions of previous Cork County Development Plans and the preferred route for the N22 which divides the two villages with Ovens lying to the north of the corridor and Killumney to the south. The existing Knockanemore quarry is also located within the development boundary of this key village.

Planning Considerations and Proposals

Population and Housing

4.6.5 The population of Killumney/Ovens increased from 809 in the 2006 Census to 1,132 in the 2016 Census, an increase of 29%. In the period between 2001 and 2010 the number of dwellings in the village increased by 280 which is a significant increase, however, in more recent years the settlement has seen very modest growth in units with about 10 units constructed between 2010 and 2020. These figures are outlined in the following table.

Year	2010	2015	2020	Growth 2010-2020
Number of Dwellings	477	476	478	1

Source: Geodirectory 2010-2020

4.6.6 Existing residential developments in the village are relatively small in scale apart from the Grange Manor housing estate (270 units) and the Grange Terrace development of 161 units to the east of the settlement where construction is ongoing. The majority of residential land within the development boundary remains undeveloped with planning secured for about 218 units outstanding within the development boundary of the village. This plan makes provision for 318 housing units to be delivered on zoned land and the balance of 106 to be delivered within the built footprint of the settlement.

	Population and Housing Requirement			Housing Supply Units
	Population Census 2016	Population Target (to 2028)	New Units Required (to 2028)	Housing Supply from Residential and Mixed-Use Zoning including Compact Growth Sites
Killumney/Ovens	1,132	2,242	424	424

4.6.7 Killumney/Ovens is attractive rural setting coupled with its proximity to Ballincollig and Cork City have made it a popular location for new development in recent years. It is important that further development maintains the integrity of the surrounding greenbelt and the rural character and setting of the village, particularly by avoiding the steep slopes to the south of the village.

4.6.8 This Plan retains the previous development boundary to incorporate a number of additional sites currently adjoining the development boundary to both the north and south of the settlement so as to accommodate additional residential development and/or services sites. The marginal and largely development boundary to the north of the settlement on the other side of the N22 is no longer included within the development boundary as it will not contribute a significant amount of units over the life of the plan.

4.6.9 Having regard to the key village status of Killumney/Ovens and its location within the Cork Metropolitan Area, it is considered reasonable to ensure good development opportunities continue to be available within the village.

4.6.10 An opportunity site which was included in previous plans for village centre/mixed use development has been retained to the immediate north of the River Bride and to the south of Apsley Court. There is very little existing retail development in the village and there is an opportunity to expand this in the future. Improvements to and the provision of additional public lighting and footpaths together with traffic calming measures are also considered important in order to improve pedestrian safety.

Infrastructure

- 4.6.11 The WWTP in Killumney / Ovens does not have capacity to accommodate further growth in the villages and the upgrade is required. Extensions to the foul sewer network are also required. The potential for an upgrade to the WWTP for Killumney Ovens is to be progressed through Irish Water's Small Towns and Villages Growth Programme which was approved for funding in July 2021.
- 4.6.12 The settlement is served by a public water supply from the Ballincollig / Inniscarra Scheme, part of the Harbour and City Water Supply Scheme. There are watermain network issues which need to be rectified in order to cater for future development and capacity of pumping stations also an issue to be rectified.
- 4.6.13 Parts of Killumney/Ovens have been identified as being at risk of flooding. The areas at risk follow the path of the River Bride through the village and are illustrated on the settlement map. The approach to Flood Risk Management is set out in **Chapter 11 Water Management in Volume One** of this Plan and in the updated Strategic Flood Risk Assessment (SFRA), October 2021. The updated SFRA should be consulted for any settlement specific comments and recommendations, including site specific recommendations made as part of any Justification Tests carried out, prior to any application for development.
- 4.6.14 There are areas of Killumney / Ovens served by public footpaths and public lighting. However, additional footpaths and lighting together with the provision of traffic calming measures to enhance pedestrian safety are required. Similarly, maintenance and improvement works are required to the bridges within the village. In addition, the Killumney Road also needs to be upgraded including the provision of public lighting and footpaths.
- 4.6.15 The preferred route for the N22 Baile Bhuirne-Macroom-Ballincollig road lies to the south of Ovens and to the north of Killumney and passes through the Knockanemore quarry. This line remains the preferred route and will remain in place and protected from further development until the detailed design stage is complete. While this route will split the settlement in two therefore it is considered that Killumney and Ovens should have two separate boundaries to reflect the route of the proposed road. While it is recognised that links exist between Killumney / Ovens and Ballincollig, it is particularly important that the strategic Green Belt lands between the settlements are retained and not compromised.
- 4.6.16 In 2021 the National Transport Agency approved 3 traffic and transportation interventions in the Macroom MD, in Killumney / Ovens, Crookstown and Coachford. This investment in towns and villages is additional to the on-going regional and urban bus service infrastructure upgrades being delivered by the Council, and again funded by the NTA, which will see the upgrade of 44 no. bus stops countywide, 35 no. to accessible standard, at a cost of €1.2 million.

Community Facilities

- 4.6.17 Current services in the village include a primary school, church, GAA playing pitches, a bring site, public houses including one with restaurant facilities, a shop and other retail services including an agricultural co-operative. Lakewood, a sports facility with pitches, tennis courts and a pitch and putt club also lies a short distance to the north east of the village, on the northern side of the N22, opposite Dell EMC.
- 4.6.18 The primary school at Knockanemore has a large site which would allow for the construction of extensions to the school if required during the lifetime of this plan.
- 4.6.19 The increase in population that the village has experienced in recent years has put extra demands on the villages' infrastructure and community facilities. It is important that new community facilities are encouraged to locate in the village and that where possible, existing facilities are improved. There is also a need for additional small scale retail facilities which could be located around the existing village core at the western end of the settlement or at the eastern side of the settlement in proximity to the Grange Manor and Grange Terrace residential estates.

Employment and Economic Activity

- 4.6.20 Dell-EMC, a multinational information storage solutions company is located to the eastern end of Killumney / Ovens and has been in place since 1988 and now employs about 3,000 people in its Ovens Office. It is this significant employment that allows Killumney / Ovens to contribute significantly to the South Cork and Lower Harbour Growth Triangle as identified in this plan. The Council recognises the important employment role of EMC within the Cork Region and will continue to support the future expansion of this facility in order to safeguard and enhance present and future employment. Such expansion may require an extension to the existing development boundary at Killumney/Ovens or expansion of the existing facility into the Metropolitan Green Belt.
- 4.6.21 There are also a number of other smaller scale industries and services providing employment within the village. Within the village of Killumney / Ovens there is an existing sand and gravel pit at Knockanemore. In the vicinity of the settlement there are also a number of other sand and gravel pits. In the event that the resources in the sand and gravel pit at Knockanemore are exhausted, there may be opportunities for the provision of green infrastructure and/or additional community facilities, which would benefit the entire Killumney / Ovens area.

Environment and Heritage

- 4.6.22 The River Bride flows through the southern part of the settlement, and is an important angling river. Some lands in close proximity to the River Bride may be liable to flooding.
- 4.6.23 St. John the Baptist Church at Knockanemore is entered in the Record of Protected Structures. Similarly, the former St. Mary's Church at Carrigane, a short distance outside of the development boundary of the village is also entered in the Record of Protected Structures.

Special Policy Area

- 4.6.24 A Special Policy Area KO-X-01 has been carried forward from the previous plan with potential for village centre/mixed use development subject to the provision of a pitch for Killumney United Football Club. The plan retains this zoning objective as KO-X-01 and also makes provision for some residential development to form part of the mix of uses at this location.

Development Boundary Objectives

Development Boundary Objectives for Killumney/Ovens	
Objective No.	
KO-DB-01	Within the development boundary encourage the development of up to 424 additional dwelling units during the plan period.
KO-DB-02	Consider the preparation of a detailed urban design framework for the village to give additional guidance to future development.
KO-DB-03	New development should be sensitively designed and planned to provide for the protection of green infrastructure assets of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <u>Volume One Main Policy Material and Volume Two Heritage and Amenity.</u>
KO-DB-04	All development should contribute to improved, safe pedestrian and cyclist connectivity and should include proposals for the provision of improved pedestrian / cycle access routes, provision of new footpaths or improvement of existing footpaths and provision of facilities or cyclists as appropriate.
KO-DB-05	Proposals for development should include measures to provide for landscaping and noise mitigation between the settlement and the proposed N22.

Specific Development Objectives

County Development Plan Objectives: Macroom MD Specific Development Objectives for Killumney / Ovens		
*Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Site Area (Ha)
Residential		
KO-R-01	Medium (A) Residential Development.	5
KO-R-02	Medium (A) Residential Development.	3
KO-R-03	Medium (A) Residential Development.	8
KO-R-04	Medium (A) Residential Development. As the southern boundary of the site is contiguous with the N22 Proposed Corridor this needs to be taken into consideration in any further determination of the site layout and access arrangements.	4

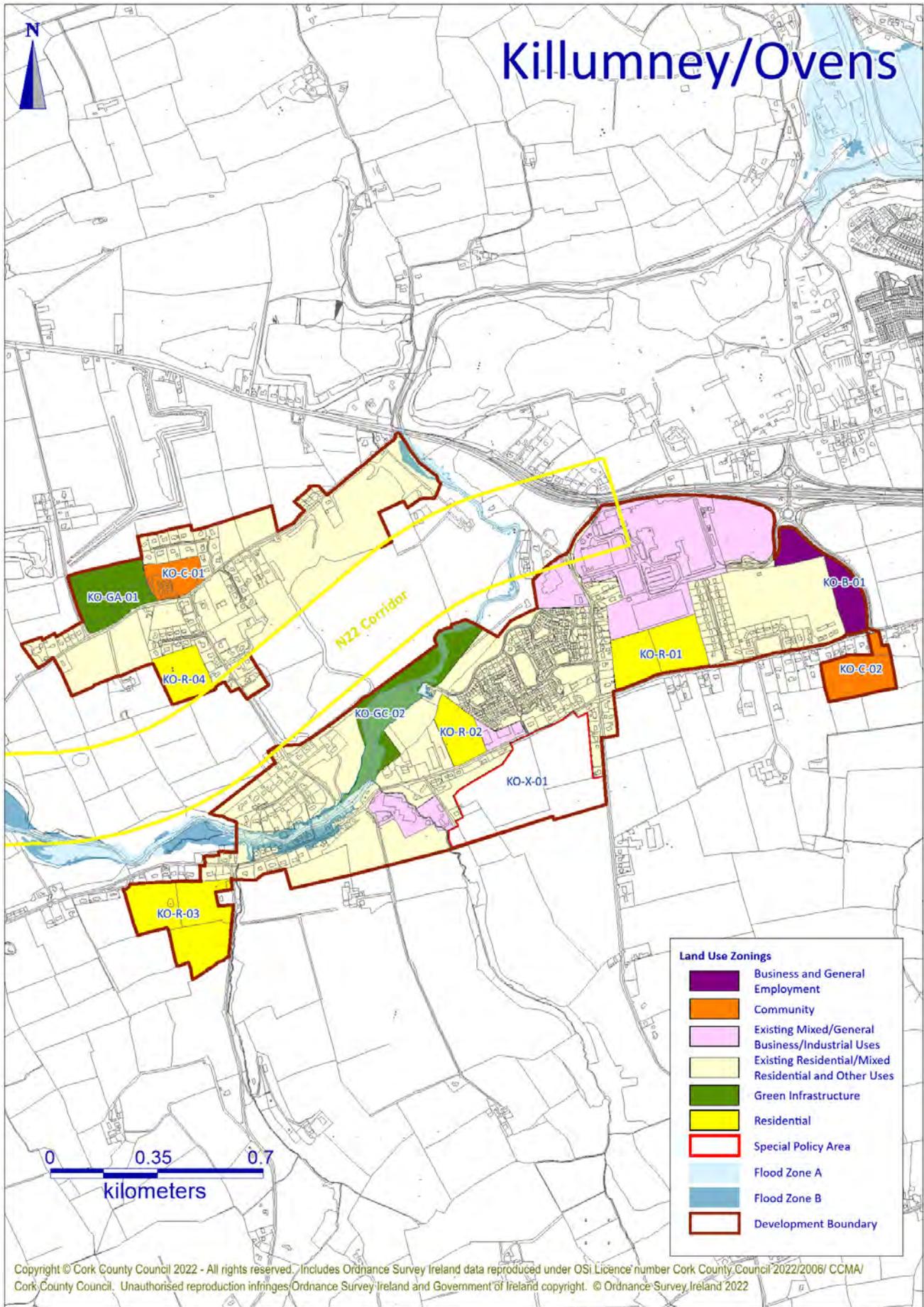
**County Development Plan Objectives: Macroom MD
Specific Development Objectives for Killumney / Ovens**

***Flood Risk: See Objectives in Volume One, Chapter 11
Water Management**

^ TIA and RSA Required.

Objective No.		Site Area (Ha)
Green Infrastructure		
KO-GA-01	Maintain existing playing pitches.	4.4
KO-GC-02	Open space –to protect the Bride river corridor and locally important biodiversity and habitat areas. Any development in this area would need to include a minimum of 30m boundary to the River Bride in the interest of protecting the riparian zone and minimising a risk of water pollution. *	6.6
Community Uses		
KO-C-01	Ovens National School.	4
KO-C-02	Provision for a Dementia Care Home with independent Living Units and Step-Down Care Facility.	3.3
Special Policy Area		
KO-X-01	Special Policy Area. Site with potential for mixed use village centre including residential development. The development of this site is subject to the provision of a pitch for Killumney United Football Club.	12.6
Business and General Employment		
KO-B-01	Business and General Employment Uses.	3.3

Killumney/Ovens



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4.7 Béal Átha an Ghaorthaidh

Vision

- 4.7.1 The vision for Béal Átha an Ghaorthaidh is to protect the special character and setting of the settlement, to promote small scale development which is in keeping with the scale and character of the village and to ensure that the appropriate infrastructural services are put in place during the lifetime of the development plan.

Local Context

- 4.7.2 Béal Átha an Ghaorthaidh is a village in the Muskerry Gaeltacht; it is designated as one of 4 key villages in the Macroom Municipal District. This County Development Plan outlines the role of key villages as the primary focus for development in rural areas and for the provision of local services by encouraging and facilitating population growth, by supporting the retention and improvement of key facilities, including social and physical infrastructure and public transport.
- 4.7.3 Béal Átha an Ghaorthaidh is an attractive settlement located in a high value landscape on the banks of The River Lee approximately 23 km south west of Macroom and 8 km west of Inchigeelagh. The village has a range of services and facilities which serve the wider rural hinterland. Development in the village has been slow in recent years and the majority of land within the development boundary remains undeveloped. Its name in Irish, 'Béal Átha an Ghaorthaidh', means 'the ford at the mouth of the wooded valley through which flows a river'.

Planning Considerations and Proposals

Population and Housing

- 4.7.4 The population of Béal Átha an Ghaorthaidh remained broadly static with a slight decrease from 238 in the 2011 Census to 235 in 2016. In the period between 2010 and 2020 the number of dwellings in the village decreased. These figures are outlined in the following table:

Year	2010	2015	2020	Growth 2010-2020
Number of Dwelling	97	96	96	-1

Source: Geo Directory

- 4.7.5 The location of Béal Átha an Ghaorthaidh within the Municipal District is more peripheral than the other key villages and it has experienced relatively little growth over the past ten years. It is envisaged that population growth over the next ten years will follow the same pattern of development, therefore, the overall aim for the future of Béal Átha an Ghaorthaidh is to promote small scale expansion through low density residential development in tandem with the provision of services and facilities.
- 4.7.6 This County Development Plan makes provision for the development of an additional 20 dwelling units within the village which is a 30% increase on the existing built stock of the village in 2020. There is ample land within the development boundary to accommodate this scale of development. It is not proposed to extend the development boundary any further and during the lifetime of the plan it is envisaged that any future development will occur mainly on lands close to the village centre.
- 4.7.7 The village of Béal Átha an Ghaorthaidh has an important role to play in the future of the Muskerry Gaeltacht area and it is important that an appropriate amount of new development is encouraged within the development boundary. However, the scale of future development depends on improvements to key infrastructure in the village
- 4.7.8 It is important to state that in the absence of a public wastewater treatment plant, development should be restricted to individual dwellings. Provision will be made for low density small scale development which would act as alternatives to the construction of one off houses in the countryside. There are also a number of opportunities for infill development throughout the village, while the area north-east of the village centre represents the most appropriate area for residential expansion if needed in the future.

- 4.7.9 The complex topography and sensitive environmental setting, including the risk of flooding adjacent to the River Lee will limit capacity for new development in parts of the village and it is considered that a significant proportion of lands along the banks of the river will be designated for amenity use. The village would also benefit from the provision of new footpaths, improved street lighting and street furniture.

Infrastructure

- 4.7.10 There are capacity issues associated with the water supply depending on demand. An extension of the watermain would be required to serve some sites within the village.
- 4.7.11 In terms of wastewater the village is served by a septic tank which is presently operating at overcapacity and provision of new WWTP is required. It is proposed to install a new WWTP which will discharge to the River Lee. The investment for this treatment plant should be included in any future Irish Water Capital Investment Programme. The combined sewer collection network is also at capacity principally due to stormwater issue and upgrading also required.
- 4.7.12 The nearest civic amenity site is in Macroom, however there is a bring site in the village. There is a daily bus service between Béal Átha an Ghaorthaidh and Cork via Macroom. This service leaves Béal Átha an Ghaorthaidh in the morning at 8.45 and leaves Cork at 15.15 however the journey takes approximately 2 hours in both directions.
- 4.7.13 The River Lee rises to the west of the village, at Guagán Barra National Park. The Lee is joined by the Bunsheelin River at Béal Átha an Ghaorthaidh before flowing into Lough Allua, a chain of lakes to the east of the village. The OPW has a record of one flood event in Béal Átha an Ghaorthaidh, one of which was recorded in 2009 when torrential rain resulted in the Bunsheelin River bursting its banks at the eastern end of the village. The resultant floodwaters caused extensive flooding throughout the village.
- 4.7.14 Parts of Béal Átha an Ghaorthaidh have been identified as being at risk of flooding. The areas at risk follow the path of the Bunsheelin River through the village and are illustrated on the settlement map. The OPW have proposed a Flood Relief Scheme to determine the most appropriate flood defence measures in the village (2019.) The approach to Flood Risk Management is set out in **Chapter 11 Water Management in Volume One** of this Plan and in the updated Strategic Flood Risk Assessment (SFRA), October 2021. The updated SFRA should be consulted for any settlement specific comments and recommendations, including site specific recommendations made as part of any Justification Tests carried out, prior to any application for development.

Community Facilities

- 4.7.15 In terms of recreation there are two GAA pitches in the village and an outdoor swimming pool. The GAA pitches have floodlighting and a clubhouse. Béal Átha an Ghaorthaidh is well serviced with a range of community facilities which serve the village and its large rural hinterland; these include a primary and secondary school, an Irish college, a church, a childcare facility, a resource centre, public toilets, convenience stores, two public houses, garda station, a post office and a certain amount of comparison shopping.

Employment and Economic Activity

- 4.7.16 Udarás na Gaeltachta, which promotes employment opportunities within Gaeltacht areas, has some industrial premises within the village, including Bard na Glean and Bia Gan Breise which are located to the southwest of the village centre. This County Development Plan includes an objective which states that development should be encouraged within the Gaeltacht which provides employment or social facilities especially, but not exclusively, where these are of relevance to local young people
- 4.7.17 Population decline is a major issue in the Muskerry Gaeltacht area. Settlements such as Béal Átha an Ghaorthaidh can play a vital role in stemming population decline, and reversing decline in other sectors such as employment, services and amenities. It is important that Béal Átha an Ghaorthaidh continues to provide jobs and to support local social activities, particularly activities and employment that appeal to younger people, as this is essential to a vibrant and continuing Irish speaking community.
- 4.7.18 Béal Átha an Ghaorthaidh is an important settlement as an employment provider for a wider area. It is important that the industrial viability of the settlement is maintained during the life of this plan. The continued success of Udarás na Gaeltachta in promoting employment opportunities within the village is a vital component of the future economic wellbeing and vitality of the village. The established industrial area to the southwest of the village centre is constrained due to the risk of flooding in that area however alternative sites or flood prevention measures may be explored during the life of this plan.

Environment and Heritage

- 4.7.19 Béal Átha an Ghaorthaidh and the surrounding areas have a wealth of natural and built heritage. Tuck Mill, which is located to the northeast of the settlement in the townland of Kilmore is entered in the Record of Protected Structures.
- 4.7.20 Lough Allua, which is located to the east of the settlement, and consists of an expanded section of the River Lee, is a proposed Natural Heritage Area, due to the diversity of habitats and the presence of several unusual plant species. Lough Allua extends from Béal Átha an Ghaorthaidh to Inchigeelagh.

- 4.7.21 The village is located on a popular tourist route from Macroom to Bantry and Guagán Barra, which was also designated as scenic route S34 in previous County Development Plans 2014 extending from Inchigeelagh west towards Guagán Barra.
- 4.7.22 It is important that the landscape setting of the village is adequately protected. This can be achieved in part, by avoiding development on prominent hillsides and ridges to the south, and by avoiding development close to the foreshore of Lough Allua, which is a Nature Conservation Area. Béal Átha an Ghaorthaidh is a popular destination for day trips and longer-term tourism. The tourist potential of the village itself would benefit from infrastructural improvements.

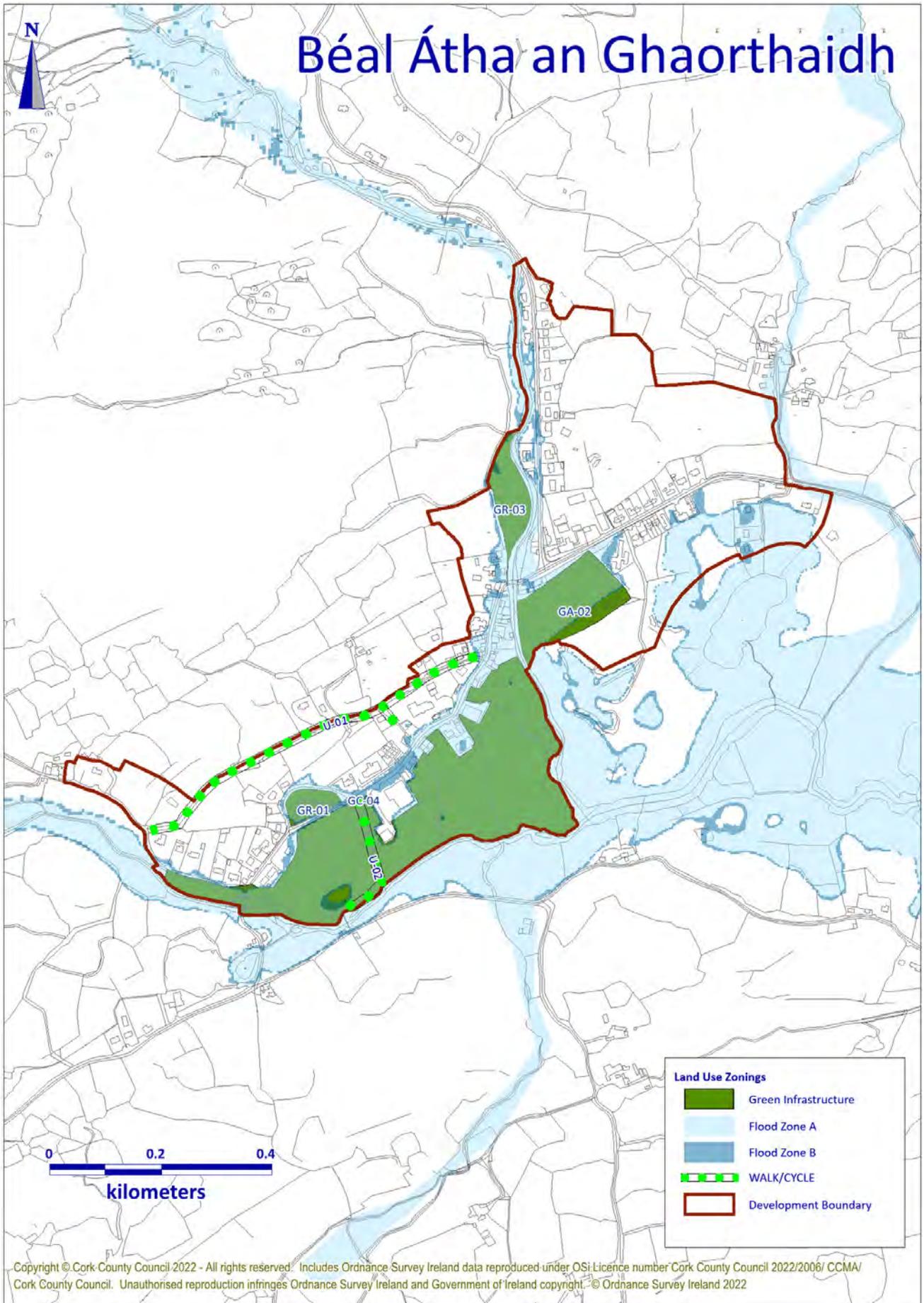
Development Boundary Objectives

Development Boundary Objectives for Béal Átha an Ghaorthaidh	
Objective No.	
DB-01	Within the development boundary encourage the development of up to 20 additional dwelling units during the plan period.
DB-02	Encourage and facilitate the development of tourist facilities and services in the village.
DB-03	Protection of the linguistic and cultural heritage of the village.
DB-04	The green infrastructure, biodiversity and landscape assets of Béal Átha an Ghaorthaidh include its river corridors, mature trees, wetlands, woodlands, coastal habitats, the Gearagh Special Protection Area, a candidate Special Area of Conservation and a proposed Natural Heritage Area. New development should be sensitively designed and planned to provide for the protection of these features and of the green infrastructure assets of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity

Specific Development Objectives

Specific Development Objectives for Béal Átha an Ghaorthaidh		
*Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Site Area (Ha)
Green Infrastructure		
GR-01	Maintain Memorial Park. *	0.4
GA-02	Maintain Existing Playing Pitches. *	2.0
GR-03	Provision of amenity uses on lands adjoining the river. *	0.9
GC-04	Provision of river corridor and flood plain protection. *	10.0
Utilities and Infrastructure		
U-01	Develop and maintain amenity walk.	-
U-02	Maintain and improve amenity walk to Clapper Bridge.	-

Béal Átha an Ghaorthaidh



4.8 Baile Mhic Íre / Baile Bhuirne

Vision

- 4.8.1 The vision for the settlements of Baile Mhic Íre / Baile Bhuirne is to protect the special character and setting of the settlement and to promote small scale development in tandem with the provision of infrastructure, services and employment.

Local Context

- 4.8.2 Baile Mhic Íre / Baile Bhuirne are two contiguous settlements located approximately 15 kms northwest of Macroom along the N22 national route and are the largest settlements located within the Muskerry Gaeltacht.
- 4.8.3 The twin villages of Baile Mhic Íre / Baile Bhuirne are located in an attractive setting on the Sullane River with St. Gobnait's Wood located at the western end of the settlement. The villages have a range of services and an important built and natural heritage. There has been significant growth in Baile Mhic Íre / Baile Bhuirne in recent years however there is still a significant amount of land available for residential development.

Planning Considerations and Proposals

Population and Housing

- 4.8.4 The census of population for Baile Mhic Íre which includes part of Baile Bhuirne shows a significant population increase in recent years. The census recorded a population of 425 persons in the 2011 Census which remained broadly static with 427 persons at the last census in 2016.
- 4.8.5 In the period between 2010 and 2020 the number of dwellings in the village increased by 15 units which is significant growth, however, in the past ten years there has been more modest growth in houses. These figures are outlined in the following table:

Year	2010	2015	2020	Growth 2010-2020
Number of Dwellings	247	260	262	15

Source: Geo Directory

- 4.8.6 The majority of the residential development is located mainly to the east of Baile Bhuirne and on infill sites in Baile Mhic Íre. There is outstanding planning permission for 6 dwellings within the development boundary of the village.
- 4.8.7 This County Development Plan makes provision for the development of an additional 30 dwelling units within the village. There is ample land within the development boundary to accommodate this scale of development. The scale of future development in the settlement depends on improvements to key infrastructure particularly the waste water treatment facilities.
- 4.8.8 The development boundary for Baile Mhic Íre / Baile Bhuirne as defined in this plan contained significant areas of land that remains undeveloped and is considered suitable for development. In addition to available residential lands there are a number of opportunities for infill development throughout the area, provided the risk of flooding is avoided.
- 4.8.9 Population decline is a major issue in the Muskerry Gaeltacht area the challenge is to promote settlements such as Baile Mhic Íre / Baile Bhuirne, as a focus for development, whilst ensuring that the development which does occur supports or complements the linguistic and cultural heritage.

Infrastructure

- 4.8.10 The current drinking water supply to Baile Mhic Íre / Baile Bhuirne has limited spare capacity.
- 4.8.11 The septic tank at Baile Mhic Íre is operating at capacity and is presently not in a position to accept influent. It is proposed to install a new WWTP and investment for this treatment plant should be included in any future Irish Water Capital Investment Programme. However, construction is underway on a new Wastewater Treatment Plant which is expected to be completed by Q1 2022.
- 4.8.12 There is no civic amenity site in the village however there is a bring site.

- 4.8.13 The main road access to Baile Mhic Íre / Baile Bhuirne is the N22 National Primary Route. Construction has commenced on the N22 Baile Bhuirne Macroom Road Development including the N22 Macroom Bypass. This bypass will link up with the existing N22 at Coolcower on the eastern outskirts of the town. It will pass north of Macroom, emerging west of the town where it will cross the existing N22 route near Carrigaphooka before skirting north of Baile Mhic Íre / Baile Bhuirne and linking up again with the existing N22 route near the county bounds.
- 4.8.14 Transport Infrastructure Ireland (TII) have indicated that the project will involve the construction of some 18 road bridges, four river bridges and it will also involve the diversion of the Owengarve river through a culvert. It is estimated at (Q4 2020) that about 20% of the project is now completed with a further 2½ years construction required.
- 4.8.15 There is a regular daily bus service which operates between Cork City and Baile Bhuirne which operates every hour from 8.30 in the morning until 8.30 in the evening.
- 4.8.16 Parts of Baile Mhic Íre / Bhaile Bhuirne have been identified as being at risk of flooding. The areas at risk follow the path of the Sullane River through the village and are illustrated on the settlement map. Baile Mhic Íre / Bhaile Bhuirne Flood Relief Scheme is on the list of 118 Flood Relief Schemes in the Flood Risk Management Plans to be implemented under the 10-year €1 billion investment programme. Some of the works relevant to the Baile Mhic Íre / Bhaile Bhuirne Flood Relief Scheme comprise of a combination of embankments, walls, channel straightening, bridge underpinning and localised dredging and is expected to provide protection against a 100-Year flood (1% Annual Exceedance Probability) for 80 Properties against fluvial flooding. The approach to Flood Risk Management is set out in **Chapter 11 Water Management in Volume One** of this Plan and in the updated Strategic Flood Risk Assessment (SFRA), October 2021. The updated SFRA should be consulted for any settlement specific comments and recommendations, including site specific recommendations made as part of any Justification Tests carried out, prior to any application for development.

Community Facilities

- 4.8.17 Baile Mhic Íre / Baile Bhuirne is an important local service centre, and has a number of important community facilities including a primary school, secondary school, church, health centre, library, convenience stores, GAA pitches, garda station, hotel, public houses and a certain amount of comparison shopping. It is hoped that additional health centre related services will be provided in the village including provision of services and respite provision, a drop-in centre/gym facilities which was included as part of the Language Plan and to provide a drop-in centre for young people in the area and also the provision of creche facilities through Irish.
- 4.8.18 It is proposed to further develop the amenities and provide greater access to the natural and scenic amenities of the area by maintaining and developing amenity walks through Saint Gobnait's Wood and by exploring the possibility for recreation uses along the floodplain of the Sullane River.
- 4.8.19 The Council will support the provision of an all-weather pitch to serve the needs of the community.

Employment and Economic Activity

- 4.8.20 Baile Mhic Íre / Baile Bhuirne has a strong industrial base and is an important settlement for the economy of the Muskerry Gaeltacht. An expansive industrial park is located on the western side of Baile Mhic Íre adjacent to the GAA pitch and includes a number of small to medium sized enterprises. The settlement provides employment for a large hinterland. It is important that the industrial viability of the settlement is maintained during the life of this plan. The continued success of Udarás na Gaeltachta in promoting employment opportunities within the village is a vital component of the future economic well-being and vitality of the village. There are a number of local businesses in the village which also provide employment such as a beauty salon and a hairdresser which are located on the main street.
- 4.8.21 It is an objective of this plan, to protect the linguistic and cultural heritage of the Gaeltacht areas of Cork by, amongst other things, encouraging development within the Gaeltacht, which provides employment or social facilities and generally resisting development, which would be likely to erode the cultural heritage.
- 4.8.22 Due to its location within the Gaeltacht, the opportunities for employment and the range of services available within the village, some additional development of the settlement is proposed. There are a number of derelict sites in the south east corner of the settlement on the Guagán Barra Road which could provide future opportunity sites for employment uses. The village could also expand its provision of local services and public amenities and along with some limited tourism development and residential expansion this is considered the most appropriate strategy for Baile Mhic Íre / Baile Bhuirne .
- 4.8.23 In recent years, Coláiste Íosagáin has been promoted as a Regional Development Centre. In 2019, Cork County Council granted permission for the change of use of Coláiste Íosagáin to offices and part of the ground floor to an exhibition hall. This is considered to be one of the most strategic projects currently underway for the Múscraí and is an exemplar (model) project for the Múscraí Gaeltacht.
- 4.8.24 Údarás na Gaeltachta is currently preparing a Masterplan for the overall development of the college campus. In partnership with Cork County Council and other development organisations in the county, a comprehensive development and training program will be run through this centre. There is also potential for Third Level Institutions to play a key role in this process as partners with Údarás na Gaeltachta in conjunction with the County Council itself.

4.8.25 The overall vision is for a Regional Development Centre that will include the following areas:

- Enterprise / Office Space
- Baile Bhúirne GTeic
- Training and Business Development Facilities
- Tourist Facilities
- Language and Culture Unit
- Canteen facilities and breakout spaces
- Supporting the development of networks for new companies

Environment and Heritage

- 4.8.26 Both settlements are situated within the Sullane River Valley. The Gearagh which is designated as a proposed Natural Heritage Area, Special Protection Area and candidate Special Area of Conservation is located to the west of the settlement.
- 4.8.27 Baile Mhic Íre / Baile Bhuirne is situated on a scenic route, the S23, as designated in previous Development Plans, which also runs west of Macroom to the Derrynasaggart Mountains.
- 4.8.28 Baile Mhic Íre / Baile Bhuirne has an important built and natural heritage. There are five buildings or other structures entered in the Record of Protected Structures including Saint Gobnait's Church, an ornamental tower at Slieveareagh, Ballyvourney Bridge and the Monastic Settlement at Glebe (Teampeall Gobnaitan) which is located to the south of Baile Mhic Íre Ballymakeery. The old oak woodlands of St. Gobnait's Wood, located to the north and south of the N22 are designated as Special Area of Conservation. Areas of the woodland to the south of the N22 are also proposed to be designated as a Natural Heritage Area. This area lies within the settlement boundary and is zoned as green infrastructure. The Sullane River is of high ecological value supporting populations of both Salmon and Freshwater Pearl Mussel.
- 4.8.29 The water quality in the Sullane River (Water Management Unit - Upper Lee) is good. The Water Management Unit Action Plan for the Upper Lee states that there is insufficient capacity in the Baile Bhuirne septic tank and there is evidence of impact on the Sullane River water body.
- 4.8.30 It is important that the landscape setting of the village is adequately protected. This can be achieved in part, by avoiding linear roadside development on the approach roads, by avoiding development on the prominent hillsides and ridges to the north and south, and by avoiding development along the floodplain of the Sullane River, which may be suitable for recreation or amenity uses.
- 4.8.31 A number of flood events have been recorded in Baile Mhic Íre / Baile Bhuirne between 1986 and 2009.

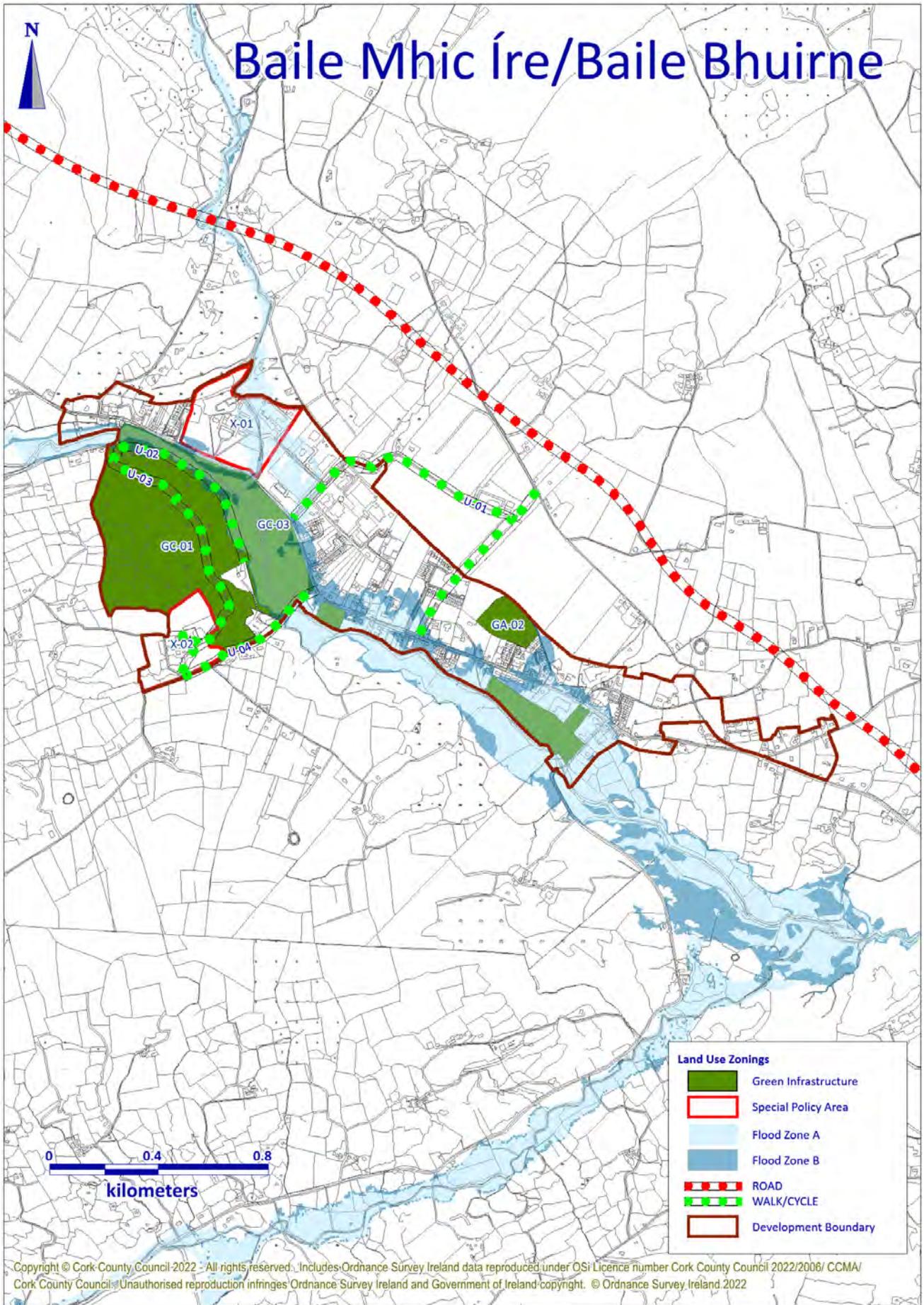
Development Boundary Objectives

County Development Plan Objectives: Macroom MD Development Boundary Objectives for Baile Mhic Íre / Baile Bhuirne	
Objective No.	
DB-01	Within the development boundary encourage the development of up to 30 additional dwelling units during the plan period.
DB-02	Maintain the industrial viability of Baile Mhic Íre / Baile Bhuirne during the lifetime of the plan and into the future.
DB-03	Protection of the linguistic and cultural heritage of the village.
DB-04	New development should be sensitively designed and planned to provide for the protection of green infrastructure assets of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity .

Specific Development Objectives

County Development Plan Objectives: Macroom MD Specific Development Objectives for Baile Mhic Íre / Baile Bhuirne		
*Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Site Area (Ha)
Green Infrastructure		
GC-01	Protect the unique natural heritage and amenity value of Saint Gobnait's Wood. *	31
GA-02	Maintain Existing Playing Pitches.	2.5
GC-03	Maintain and protect the River Corridor and Flood Plain. *	13
Special Policy Areas		
X-01	Special Policy Area. Site to redevelop former secondary school for tourism/community/rural or mixed use development. This zone is immediately adjacent to the St. Gobnait's Special Area of Conservation. The zoned area contains Recorded Monument CO058-11 (castle unclassified) and CO058-12 (standing stone). Any development in this area will require an archaeological assessment. *	9.4
X-02	Special Policy Area. Protect the special character and historical significance of Saint Gobnait's Shrine and Environs in accordance with the heritage plan prepared for the area.	5.5
Utilities and Infrastructure		
U-01	Develop and maintain amenity walk connecting Home Farm and Baile Mhic Íre / Baile Bhuirne. *	--
U-02	Maintain amenity walk through Saint Gobnait's Wood. *	--
U-03	Maintain amenity walk through Saint Gobnait's Wood.	--
U-04	Develop and maintain pedestrian access connecting Saint Gobnait's Shrine with Baile Mhic Íre / Baile Bhuirne. *	--

Baile Mhic Íre/Baile Bhuirne



4.9 Coachford

Vision

- 4.9.1 The vision for the village of Coachford is to encourage development within the settlement boundary, consolidate the settlement as a provider of a range of important local services and to promote sympathetic development in tandem with the provision of infrastructure and services.

Local Context

- 4.9.2 Coachford is one of four key villages in the Macroom Municipal District and is located in the CASP Ring Strategic Planning Area approximately 3.5km to the west of Dripsey. This CDP outlines the role of key villages as the primary focus for development in rural areas and for the provision of local services by encouraging and facilitating population growth, by supporting the retention and improvement of key facilities, including social and physical infrastructure and public transport.
- 4.9.3 Coachford is a large attractive village, with a predominantly linear form that lies to the north of the River Lee. There are existing ribbons of development to the east, west and north of the village centre of Coachford, which form part of the settlement and front directly onto the busy Regional Road, the R618. Within the village there is a rise in levels on the northern side of the main street, to the north of the Regional Road, the R618.

Planning Considerations and Proposals

Population and Housing

- 4.9.4 The population of Coachford has declined from 431 persons in 2011 to 408 persons in 2016. In the period between 2010 and 2020 the number of dwellings in the village increased by approximately 29 units, however unit growth over the past 5 years since 2015 has been stagnant.
- 4.9.5 The dwelling unit growth figures for Coachford are outlined in the following table:

Year	2010	2015	2020	Growth 2010-2020
Number of Dwellings	163	181	181	18

Source: Geo Directory

- 4.9.6 There are two substantial outstanding planning permissions which if developed would add 95 dwellings to the existing housing stock in the village.
- 4.9.7 This Plan makes provision for the development of an additional 95 dwelling units within the village. There is ample land within the development boundary to accommodate this scale of development. The scale of future development in the settlement depends on improvements to key infrastructure particularly the waste water treatment facilities.
- 4.9.8 Coachford's attractive rural setting and proximity to Cork City and Macroom make it an attractive location for development. The development boundary of the village is largely determined by topography. During the lifetime of this plan, the focus of development will be on lands that lie in closest proximity to the village centre.
- 4.9.9 Having regard to the key village status of Coachford and its location close to Macroom and Ballincollig, it is considered reasonable to ensure good development opportunities continue to be available within the village. The development boundary closely reflects the existing pattern of development and it is therefore considered reasonable to generally retain it as defined in 2017, although it is clear that all the land within the boundary will not be required for development over the lifetime of this plan. Consideration may be given to the provision of a nursing home and/or associated sheltered living units for the elderly on land to the south of the town and within the development boundary.

Infrastructure

- 4.9.10 A water supply is available in Coachford capable of serving the proposed growth in this plan. However, there are deficiencies regarding the provision of public water and upgrading of the watermain network is currently at construction stage to provide additional capacity.

- 4.9.11 Coachford is served by a septic tank at present and is operating at overcapacity and is not in a position to accept influent. However, construction is underway on a new Wastewater Treatment Plant which is expected to be completed during 2022.
- 4.9.12 The busy Regional Road, the R618 runs east/west through Coachford providing a link between Macroom and Blarney. Similarly, the Regional Road, the R619 runs north/south through the village, from Farran in the south and heading north towards Donoughmore. There is a daily bus service from Cork to Coachford with a more frequent service operating from Monday to Friday.
- 4.9.13 In 2021 the National Transport Agency approved 3 traffic and transportation interventions in the Macroom MD, in Killumney / Ovens, Crookstown and Coachford. This investment in towns and villages is additional to the on-going regional and urban bus service infrastructure upgrades being delivered by the Council, and again funded by the NTA, which will see the upgrade of 44 no. bus stops countywide, 35 no. to accessible standard, at a cost of €1.2 million.

Community Facilities

- 4.9.14 Coachford has an impressive array of facilities including a modern crèche, secondary and primary schools, a community centre, church and cemetery, garda station, shops, post office, bring site, a number of public houses, soccer and Gaelic clubs and other functions perhaps not normally associated with a village of its size. Farran Forest Park is located within 5km of the village.
- 4.9.15 Some improvements to public footpaths and street lighting are necessary in the village.
- 4.9.16 Parts of Coachford have been identified as being at risk of flooding. The areas at risk follow the path of the River Lee (partly culverted) through the village and are illustrated on the settlement map. The approach to Flood Risk Management is set out in **Chapter 11 Water Management in Volume One** of this Plan and in the updated Strategic Flood Risk Assessment (SFRA), October 2021. The updated SFRA should be consulted for any settlement specific comments and recommendations, including site specific recommendations made as part of any Justification Tests carried out, prior to any application for development.

Employment and Economic Activity

- 4.9.17 Coachford represents an important service centre in an area with a predominantly agricultural base but also has a function as a service centre for some tourism related activities including fishing. In addition, Coachford's proximity to the River Lee may also allow for some tourist opportunities to be developed within the village.
- 4.9.18 There is very little employment within the village itself apart from local employment in the service and retail sector. O'Donovan Engineering is an example of a local business, which creates local employment opportunities in the Coachford area. There is a business site which was originally zoned in 2011 for small/medium scale units however this remains undeveloped. It is proposed that all business lands will be surveyed within two years of the adoption of the County Development Plan in order to best place and meet the requirements of employment generating lands in County Cork (see Chapter 8 of Volume One for more policy guidance).

Environment and Heritage

- 4.9.19 The water quality in the River Lee at Coachford is at risk of not achieving good status. It is an objective to restore to good status by 2021.
- 4.9.20 Coachford is designated as a High Value Landscape in this Plan where higher development standard (layout, design, landscaping, materials used) will be required. This landscape comprises a relatively confined swath of land stretching between unique alluvial oak woodland known as "The Gearagh" in the west and the village of Inniscarra in the east.
- 4.9.21 There are two designated scenic routes, which run through the village of Coachford. The S37 runs east/west within the village along the R618 and the S38 extends towards the village from the south, along the R619.
- 4.9.22 Within Coachford there are a number of structures listed in the Record of Protected Structures, including Christ Church - Church of Ireland (00443), the Walled Garden of the Former Protestant Rectory (00444), Coachford Church of Ireland (in ruins) (00446), and St. John's Catholic Church (00448).
- 4.9.23 It is important that future development maintains the integrity of the surrounding rural landscape and the rural character of the village. The loss of the village's rural character and setting, resulting from insensitive large-scale development, particularly on elevated hillsides, could seriously undermine the attractiveness of the village. Further extensions to the existing ribbons of development, particularly to the east and west of the settlement, should not be encouraged. Development on elevated lands or prominent hillsides, particularly to the northern side of the R618 is to be avoided.

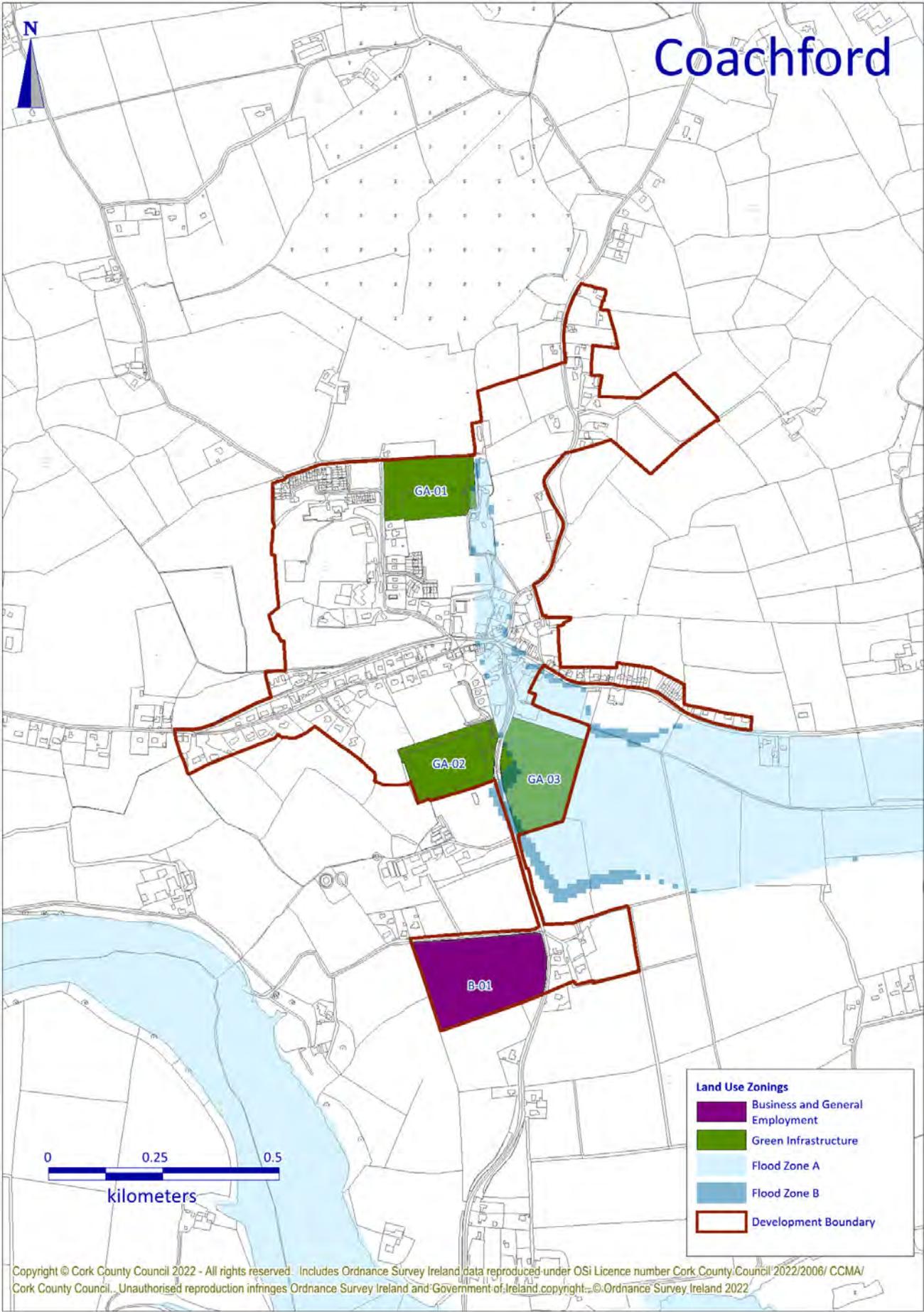
Development Boundary Objectives

County Development Plan Objectives: Macroom MD Development Boundary Objectives for Coachford	
Objective No.	
DB-01	Within the development boundary encourage the development of up to 95 additional dwelling units during the plan period.
DB-02	New development should be sensitively designed and planned to provide for the protection of green infrastructure assets of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity .

Specific Development Objectives

County Development Plan Objectives: Macroom MD Specific Development Objectives for Coachford		
*Flood Risk: See Objectives in <u>Volume One, Chapter 11 Water Management</u>		^ TIA and RSA Required.
Objective No.		Site Area (Ha)
Green Infrastructure		
GA-01	Open Space. Maintain existing playing pitches. *	2.6
GA-02	Open Space. Maintain existing playing pitches.	2.5
GA-03	Open Space. Maintain existing playing pitches. *	3.3
Business		
B -01	Business Development, suitable for small/medium scale industrial units.	4.4

Coachford



4.10 Villages of the Macroom Municipal District

- 4.10.1 Villages are settlements that provide a range of services to a local area but the range of services are not as broad as those provided by the Key Villages. There are 14 villages in the Macroom Municipal District as follows; Aghabullogue, Aherla, Ballynora, Cloghduv, Clondrohid, Courtbrack, Crookstown, Inchigeelagh, Cill na Martra, Kilmurry, Model Village (Dripsey), Rylane/Seiscne, Stuake/Donoughmore and Upper Dripsey.
- 4.10.2 To allow the villages to develop in an orderly manner, it is particularly important that improvements are made to the village's infrastructure. It is intended that future growth will be largely organic in nature based on small scale developments. It is important that the village's rural character, architectural heritage and its other heritage and natural amenities are maintained, enhanced and not compromised, including the surrounding landscape, particularly any designated high value landscapes.
- 4.10.3 Given the challenges facing some villages in relation to infrastructure, in particular water services and whether any deficits can be overcome in the lifetime of the plan the Council will consider the reallocation of the overall level of units for a specific Village from Villages with current infrastructure constraints that are taking longer than expected to be resolved to a Village or Villages within the same Municipal District which has no such constraints subject to adequate capacity been shown to be available, in compliance with the requirements of Chapter 11 Water Management and any ecological considerations. The transfer of housing units from a specific settlement cannot exceed 50% of that settlements allocation as set out in the table below.
- 4.10.4 Further guidance on the development of villages is given in Volume One of this Plan, particularly **Chapter 2 Core Strategy, Chapter 3 Settlements and Placemaking, and Chapter 4 Housing.**

Table 4.4.17 Scale of Development for Villages Macroom Municipal District

Villages	Existing Number of Houses Q1 2010 (Geodirectory)	Existing Number of Houses Q2 2020 (Geodirectory)	Growth 2010 to 2020 (Geodirectory)	Overall Scale of De-velopment (No. of houses)
1. Aghabullogue	21	25	4	20
2. Aherla	138	145	7	10
3. Ballynora	26	26	0	8
4. Cloghduv	98	116	18	50
5. Clondrohid	20	72	52	20
6. Courtbrack	17	115	98	10
7. Crookstown	88	93	5	10
8. Inchigeelagh	85	94	9	20
9. Kilmurry	53	54	1	5
10. Cill na Martra	45	48	3	5
11. Model Village (Dripsey)	136	142	6	30
12. Rylane/Seiscne	69	70	1	21
13. Stuake/Don-oughmore	51	55	4	5
14. Upper Dripsey	34	38	4	5
Total Villages	881	1,093	212	219

4.11 Aghabullogue

4.11.1 The vision for Aghabullogue is to encourage development within the village while protecting its rural setting and to retain and improve the existing services and community facilities.

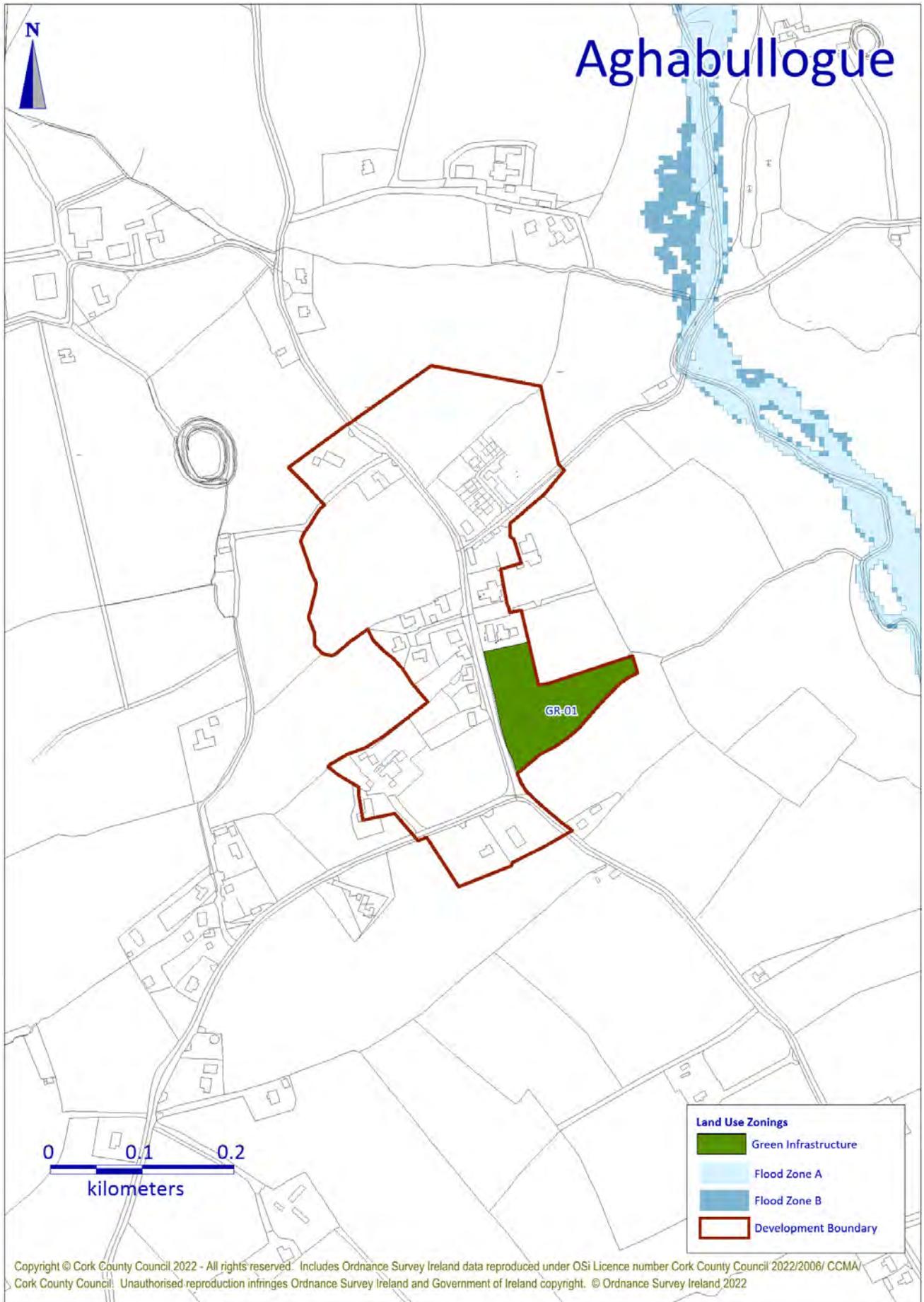
Development Boundary Objectives

County Development Plan Objective: Macroom MD Development Boundary Objectives for Aghabullogue	
Objective No.	
DB-01	Within the development boundary encourage the development of up to 20 additional dwelling units during the plan period.
DB-02	New development should be sensitively designed and planned to provide for the protection of green infrastructure assets of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <u>Volume One Main Policy Material and Volume Two Heritage and Amenity.</u>

Specific Development Objectives

County Development Plan Objective: Macroom MD Specific Development Objectives for Aghabullogue		
*Flood Risk: See Objectives in <u>Volume One, Chapter 11 Water Management</u>		^ TIA and RSA Required.
Objective No.		Site Area (Ha)
Green Infrastructure		
GR-01	Maintain open space/recreation area.	1.1

Aghabullogue



4.12 Aherla

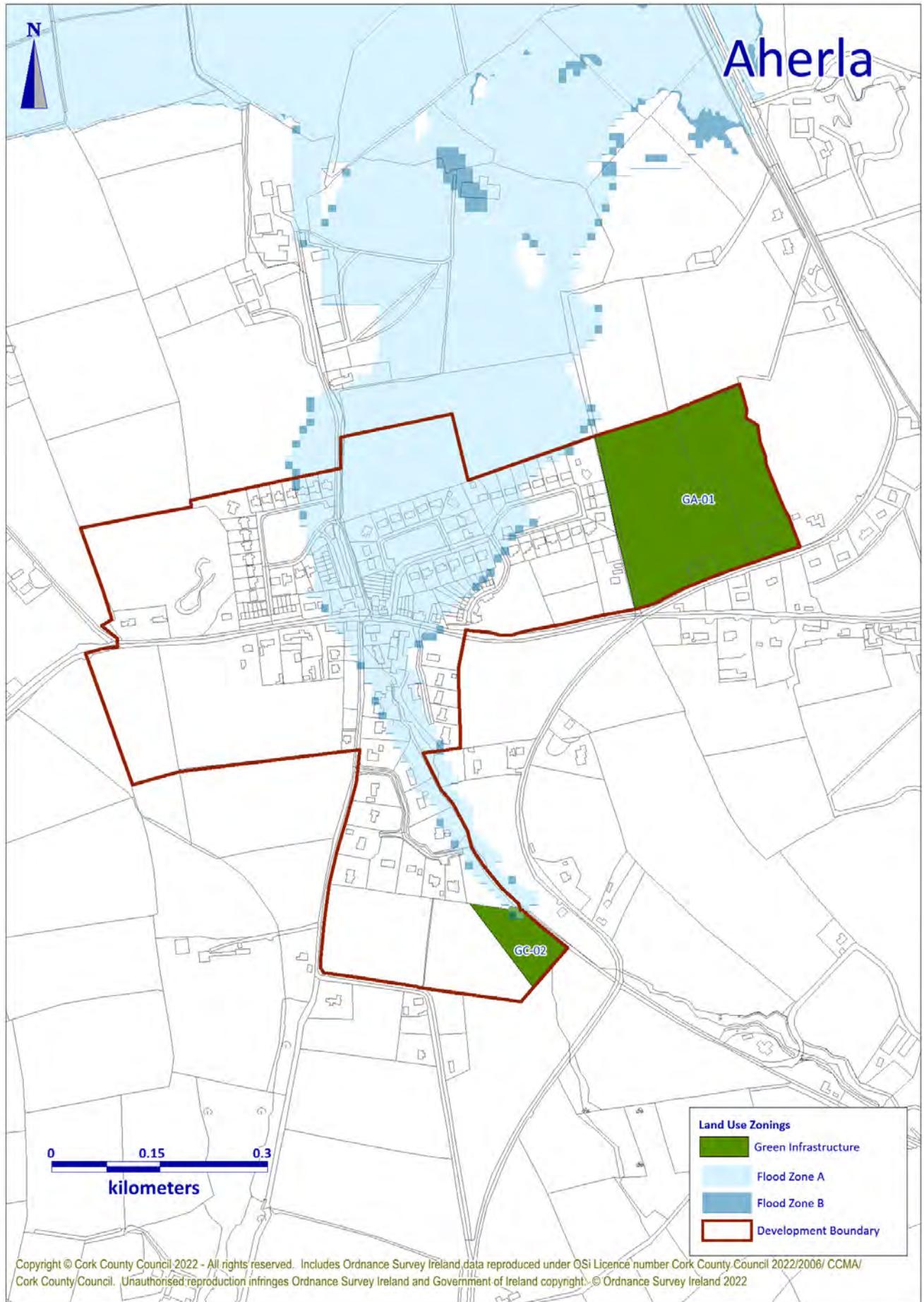
4.12.1 The vision for Aherla is to encourage development within the village, to promote sympathetic development in tandem with the provision of additional community facilities, services and appropriate infrastructure together with preserving the unique character of the settlement.

Development Boundary Objectives

County Development Plan Objective: Macroom MD Development Boundary Objectives for Aherla	
Objective No.	
DB-01	Within the development boundary encourage the development of up to 10 additional dwelling units during the plan period.
DB-02	Protect the sensitive setting of the village and encourage a high standard of design generally within the settlement which respects the character of the area and sense of place of the village.
DB-03	New development should be sensitively designed and planned to provide for the protection of green infrastructure assets of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <u>Volume One Main Policy Material and Volume Two Heritage and Amenity.</u>

Specific Development Objectives

County Development Plan Objective: Macroom MD Specific Development Objectives for Aherla		
*Flood Risk: See Objectives in <u>Volume One, Chapter 11 Water Management</u>		^ TIA and RSA Required.
Objective No.		Site Area (Ha)
Green Infrastructure		
GA-01	Lands to remain predominantly open and rural in character.	5.5
GC-02	Protect this area as part of the river corridor.*	0.4



4.13 Ballynora

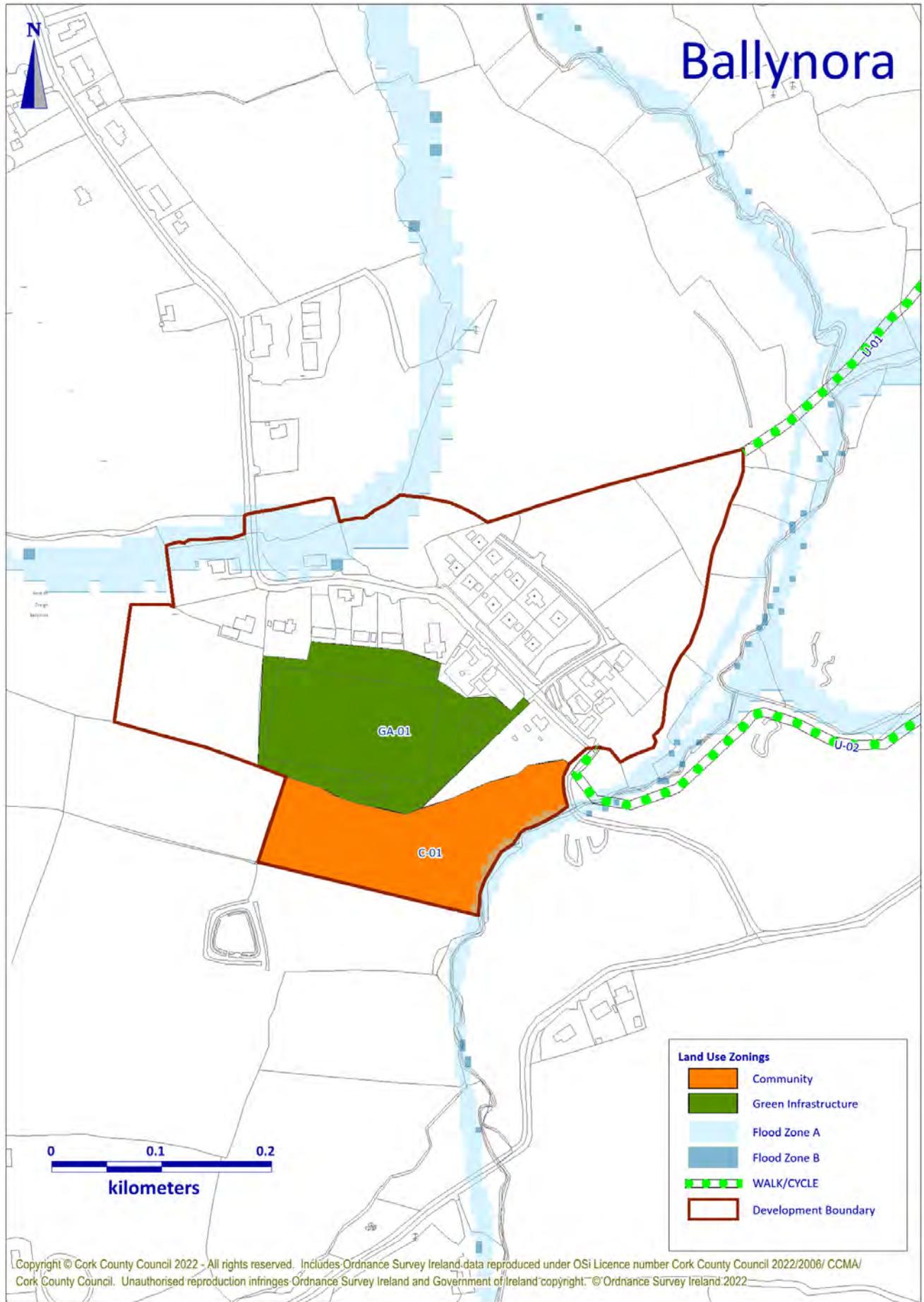
4.13.1 The vision for Ballynora is to protect the special character and setting of the settlement and to encourage the consolidation of the village and to promote sympathetic development in tandem with the provision of services.

Development Boundary Objectives

County Development Plan Objective: Macroom MD Development Boundary Objectives for Ballynora	
Objective No.	
DB-01	Within the development boundary encourage the development of up to 8 additional dwelling units during the plan period. The number of houses in any particular group should have regard to the character of the existing village.
DB-02	The green infrastructure, biodiversity and landscape assets of Ballynora include its river corridors, mature trees, wetlands, woodlands, coastal habitats. New development should be sensitively designed and planned to provide for the protection of these features and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity .

Specific Development Objectives

County Development Plan Objective: Macroom MD Specific Development Objectives for Ballynora		
*Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Site Area (Ha)
Green Infrastructure		
GA-01	Protect playing pitch and active open space.	2.5
Community		
C-01	A new primary school subject to a site specific design which will have regard to the open nature of the site and its contours and the protection of the bounding stream corridor. *	2.1
Utilities		
U-01	Develop and maintain amenity walk linking Ballynora to Waterfall. Final route to be agreed during the lifetime of this plan.	
U-02	Develop and maintain amenity walk	



4.14 Cloghduv

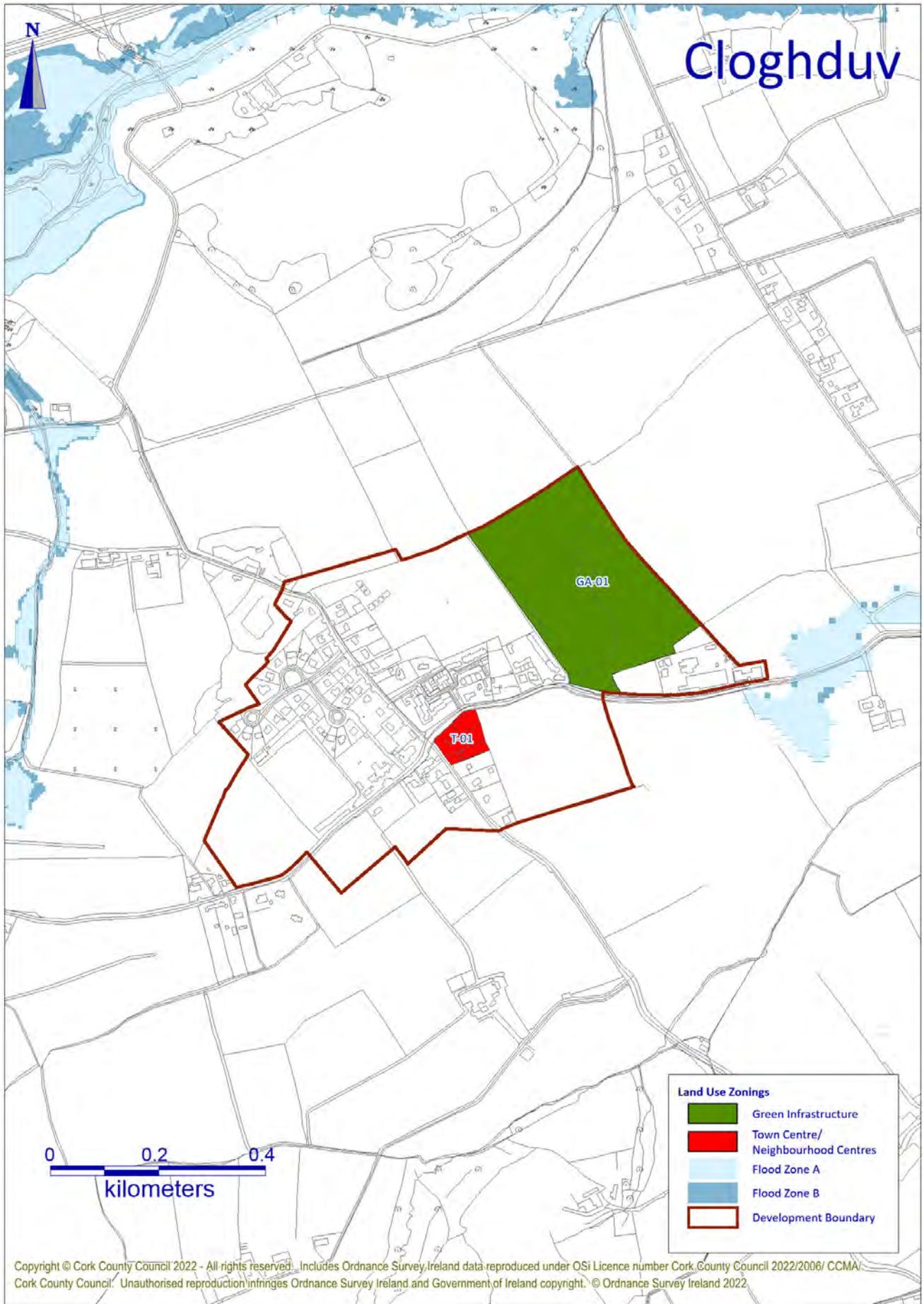
4.14.1 The vision for Cloghduv is to encourage the consolidation of the settlement, to enhance the village streetscape and village core, to encourage the provision of additional community facilities and to promote sympathetic development in tandem with the provision of infrastructure and services. Two significant planning permissions were granted within the development boundary of Cloghduv in 2019 and 2020, and this is reflected in the overall development potential figure for the village for this plan period.

Development Boundary Objectives

County Development Plan Objective: Macroom MD Development Boundary Objectives for Cloghduv	
Objective No.	
DB-01	Within the development boundary encourage the development of up to 50 additional dwelling units during the plan period.
DB-02	New development should be sensitively designed and planned to provide for the protection of green infrastructure assets of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <u>Volume One Main Policy Material and Volume Two Heritage and Amenity.</u>

Specific Development Objectives

County Development Plan Objective: Macroom MD Specific Development Objectives for Cloghduv		
*Flood Risk: See Objectives in <u>Volume One, Chapter 11 Water Management</u>		^ TIA and RSA Required.
Objective No.		Site Area (Ha)
Green Infrastructure		
GA-01	Protect playing pitches and active open space.	8.2
Town Centre		
T-01	Neighbourhood Centre including a public house, convenience and comparison-shopping, restaurants, residential units and offices.	0.6



4.15 Clondrohid

4.15.1 The vision for Clondrohid is to realise its importance as the primary focus for the development of the surrounding rural areas, to retain and improve local services and facilities and to provide improved public infrastructure.

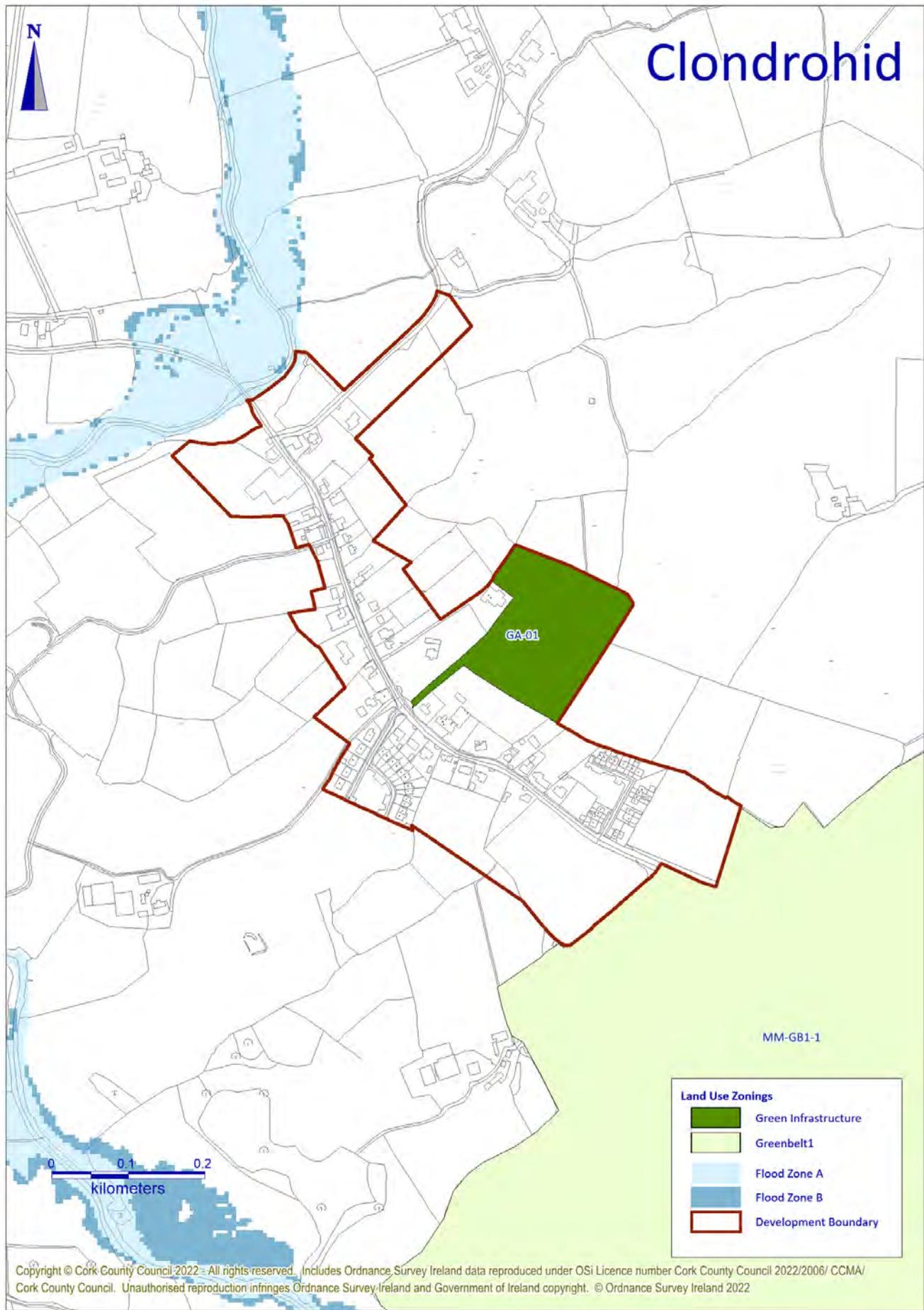
Development Boundary Objectives

County Development Plan Objective: Macroom MD Development Boundary Objectives for Clondrohid	
Objective No.	
DB-01	Within the development boundary encourage the development of up to 20 additional dwelling units during the plan period.
DB-02	New development should be sensitively designed and planned to provide for the protection of green infrastructure assets of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <u>Volume One Main Policy Material and Volume Two Heritage and Amenity.</u>

Specific Development Objectives

County Development Plan Objective: Macroom MD Specific Development Objectives for Clondrohid		
*Flood Risk: See Objectives in <u>Volume One, Chapter 11 Water Management</u>		^ TIA and RSA Required.
Objective No.		Site Area (Ha)
Green Infrastructure		
GA-01	Protect playing pitches and active open space. *	2.9

Clondrohid



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4.16 Courtbrack

4.16.1 The vision for Courtbrack is to encourage the consolidation of the village through the enhancement of the village core and provision of an appropriate range of services and to promote sympathetic development in tandem with the provision of these services.

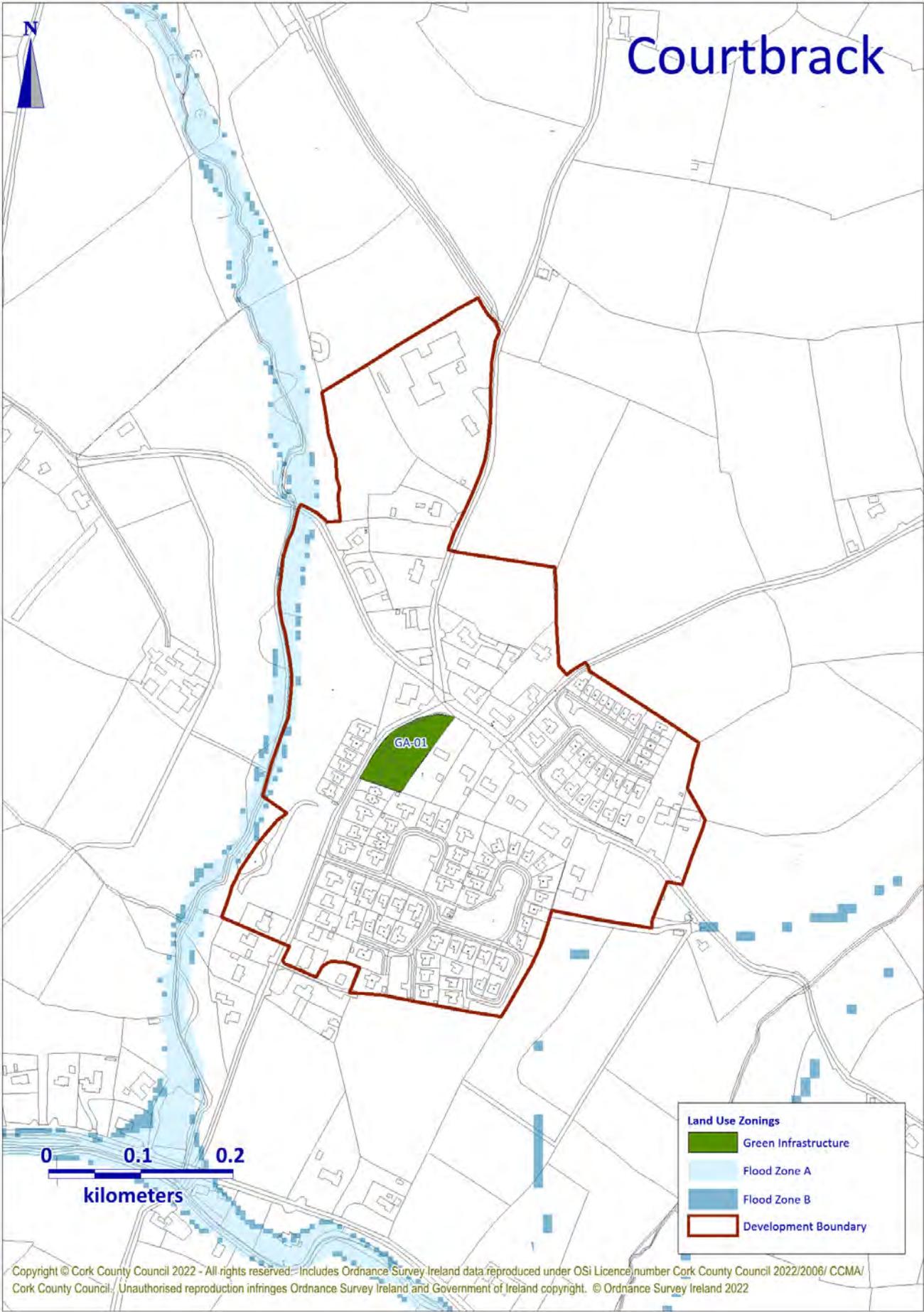
Development Boundary Objectives

County Development Plan Objective: Macroom MD Development Boundary Objectives for Courtbrack	
Objective No.	
DB-01	Within the development boundary encourage the development of up to 10 additional dwelling units during the plan period.
DB-02	Development on lands to the south of the development boundary should include the provision of a playing pitch.
DB-03	New development should be sensitively designed and planned to provide for the protection of green infrastructure assets of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <u>Volume One Main Policy Material and Volume Two Heritage and Amenity.</u>

Specific Development Objectives

County Development Plan Objective: Macroom MD Specific Development Objectives for Courtbrack		
*Flood Risk: See Objectives in <u>Volume One, Chapter 11 Water Management</u>		^ TIA and RSA Required.
Objective No.		Site Area (Ha)
Green Infrastructure		
GA-01	Preserve this area for sporting and recreational uses. An extension to or the replacement of the community hall to cater for the provision of non-sporting recreational uses could also be considered on the southern portion of the site	0.4

Courtbrack

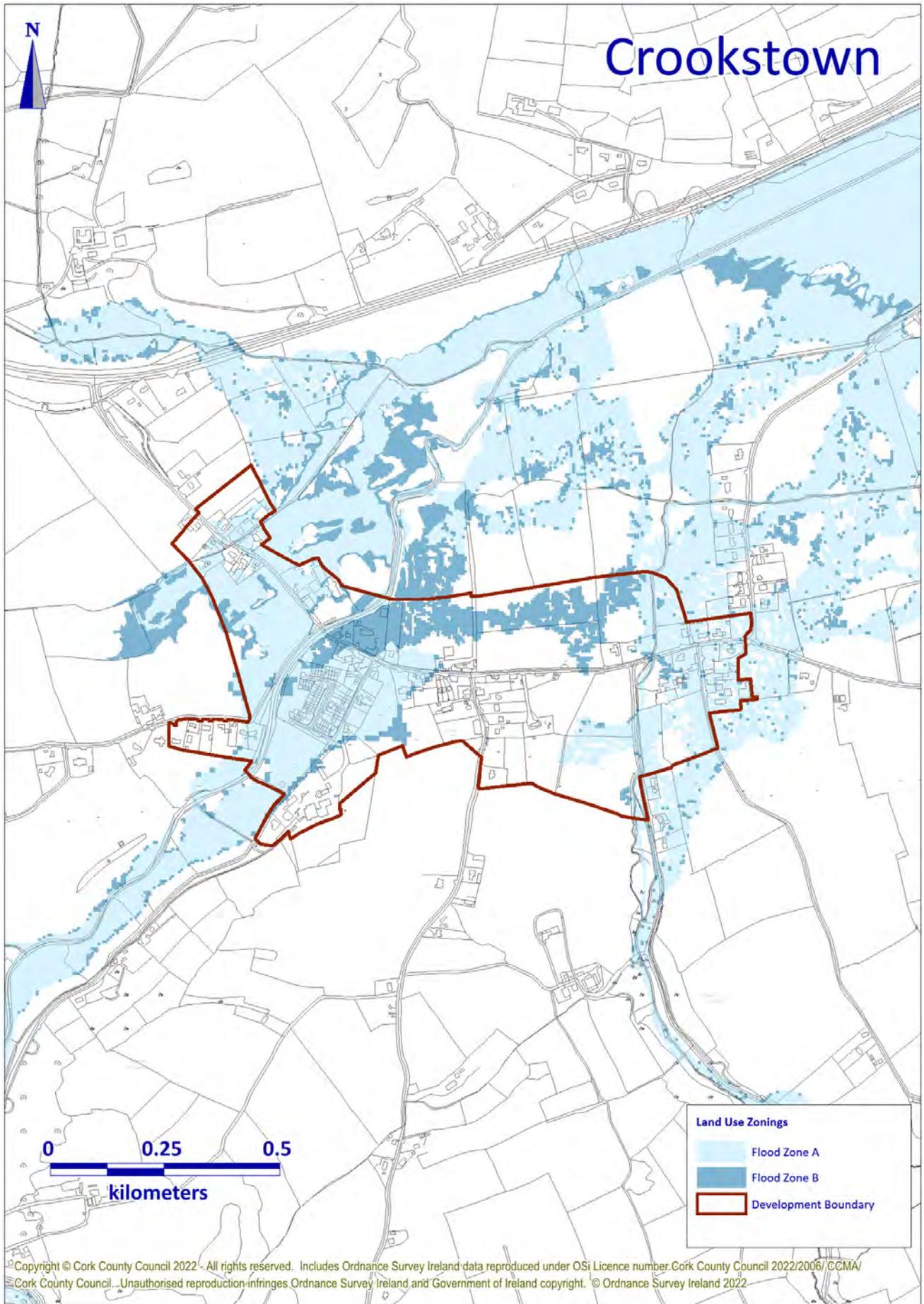


4.17 Crookstown

- 4.17.1 The vision for Crookstown is to secure an increase in the population of the village, to maintain and improve local services and facilities, to strengthen infrastructure provision, to enhance the streetscape, to consolidate the settlement and to provide for additional community facilities.
- 4.17.2 In 2021 the National Transport Agency approved 3 traffic and transportation interventions in the Macroom MD, in Killumney / Ovens, Crookstown and Coachford. This investment in towns and villages is additional to the on-going regional and urban bus service infrastructure upgrades being delivered by the Council, and again funded by the NTA, which will see the upgrade of 44 no. bus stops countywide, 35 no. to accessible standard, at a cost of €1.2 million.

Development Boundary Objectives

County Development Plan Objective: Macroom MD Development Boundary Objectives for Crookstown	
Objective No.	
DB-01	Within the development boundary encourage the development of up to 10 additional dwelling units during the plan period.
DB-02	Retail / business development and other uses which are important to the viability and vitality of the village including small-scale convenience uses should be accommodated on suitable sites within the development boundary subject to normal proper planning and sustainable development criteria.
DB-03	New development should be sensitively designed and planned to provide for the protection of green infrastructure assets of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <u>Volume One Main Policy Material and Volume Two Heritage and Amenity.</u>



4.18 Inchigeelagh

- 4.18.1 The vision for Inchigeelagh is to protect the viability of existing services by promoting small scale development in tandem with the provision of infrastructural services, to encourage high quality amenities and facilities and the development of the tourism and leisure economy.
- 4.18.2 Inchigeelagh Wastewater Treatment Plant is currently waiting on planning decision and it is estimated that construction could commence during 2022.

Development Boundary Objectives

County Development Plan Objective: Macroom MD Development Boundary Objectives for Inchigeelagh	
Objective No.	
DB-01	Within the development boundary encourage the development of up to 20 additional dwelling units during the plan period.
DB-02	Protect the sensitive setting of the village and encourage a high standard of design generally within the village which respects the character of the village and sense of place.
DB-03	Support the development of tourism and other forms of indigenous employment uses within the village where they can be suitably integrated into the setting of the village.
DB-04	Support the development of cycling facilities and looped walks where they can be suitably integrated into the village and surrounding area.
DB-05	The green infrastructure, biodiversity and landscape assets of Inchigeelagh includes the River Lee and associated riparian habitats as well as other green infrastructures in the village. New development should be sensitively designed and planned to provide for the protection of these features and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity .

Specific Development Objectives

County Development Plan Objective: Macroom MD Specific Development Objectives for Inchigeelagh		
*Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Site Area (Ha)
Green Infrastructure		
GA-01	Maintain sports grounds.	2.4
GC-02	This area is comprised mainly of the floodplain of the River Lee and should generally be retained free from development. Some opportunities may exist for recreational or amenity purposes on part of the site. *	3.4
GR-03	Open Space. Allow for recreational area / playing field adjacent to primary school. *	1.1
GA-04	Open Space. Maintain existing village park at River Island, including riverside amenity walk. *	1.1
Community/Utilities		
C-01	Allow for expansion of graveyard	1.1

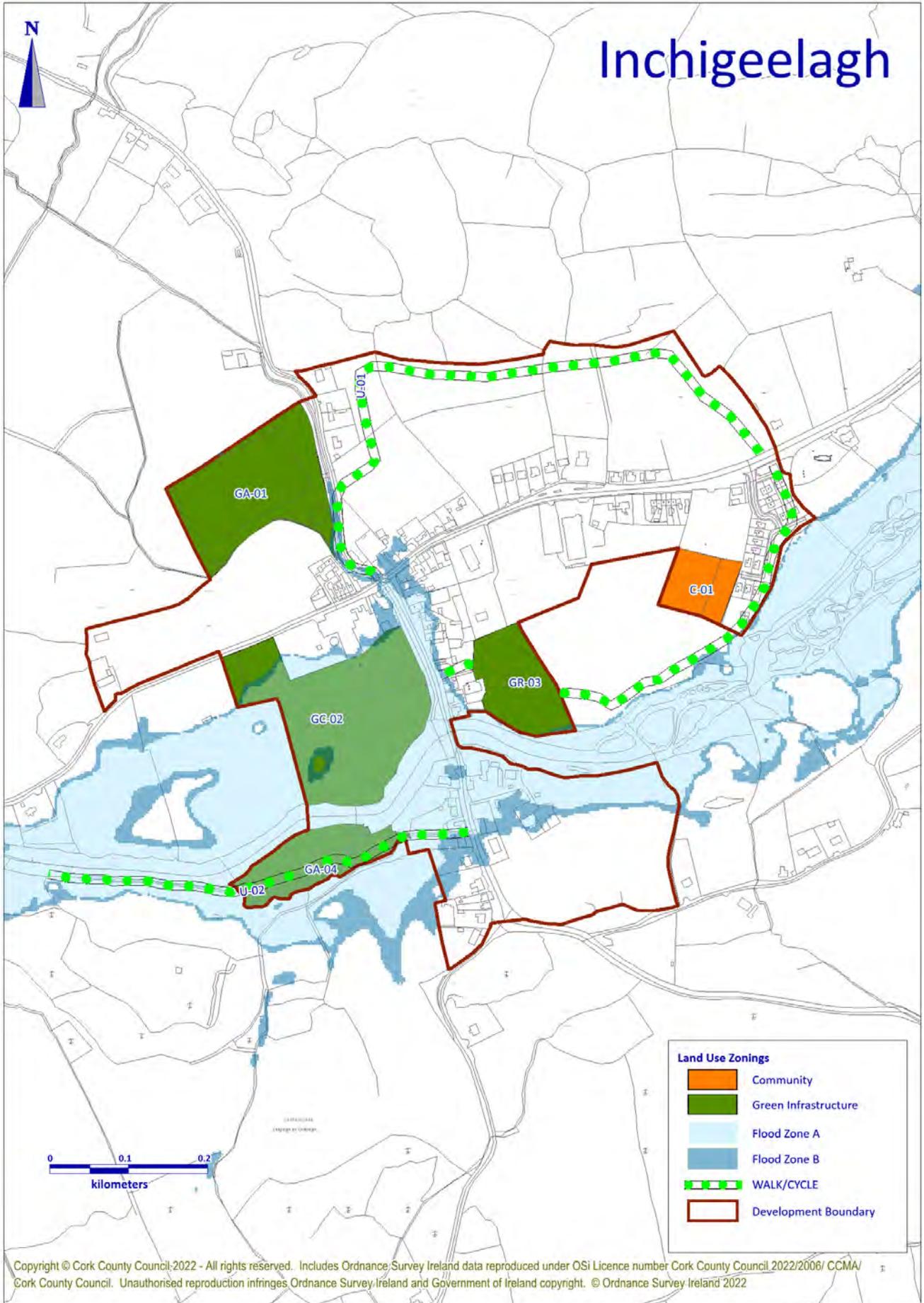
**County Development Plan Objective: Macroom MD
Specific Development Objectives for Inchigeelagh**

***Flood Risk: See Objectives in Volume One, Chapter 11
Water Management**

^ TIA and RSA Required.

Objective No.		Site Area (Ha)
Utilities		
U-01	Provide amenity walk along the bank of the River Lee. Riverside walks should be developed sensitively incorporating appropriate set-backs from riverbanks in order to minimise impacts on freshwater habitats and species, taking account of best practice guidelines.*	-
U-02	Maintain existing amenity walk through River Island village park along the bank of the River Lee. Riverside walks should be developed sensitively incorporating appropriate set-backs from riverbanks in order to minimise impacts on freshwater habitats and species, taking account of best practice guidelines.*	-

Inchigeelagh



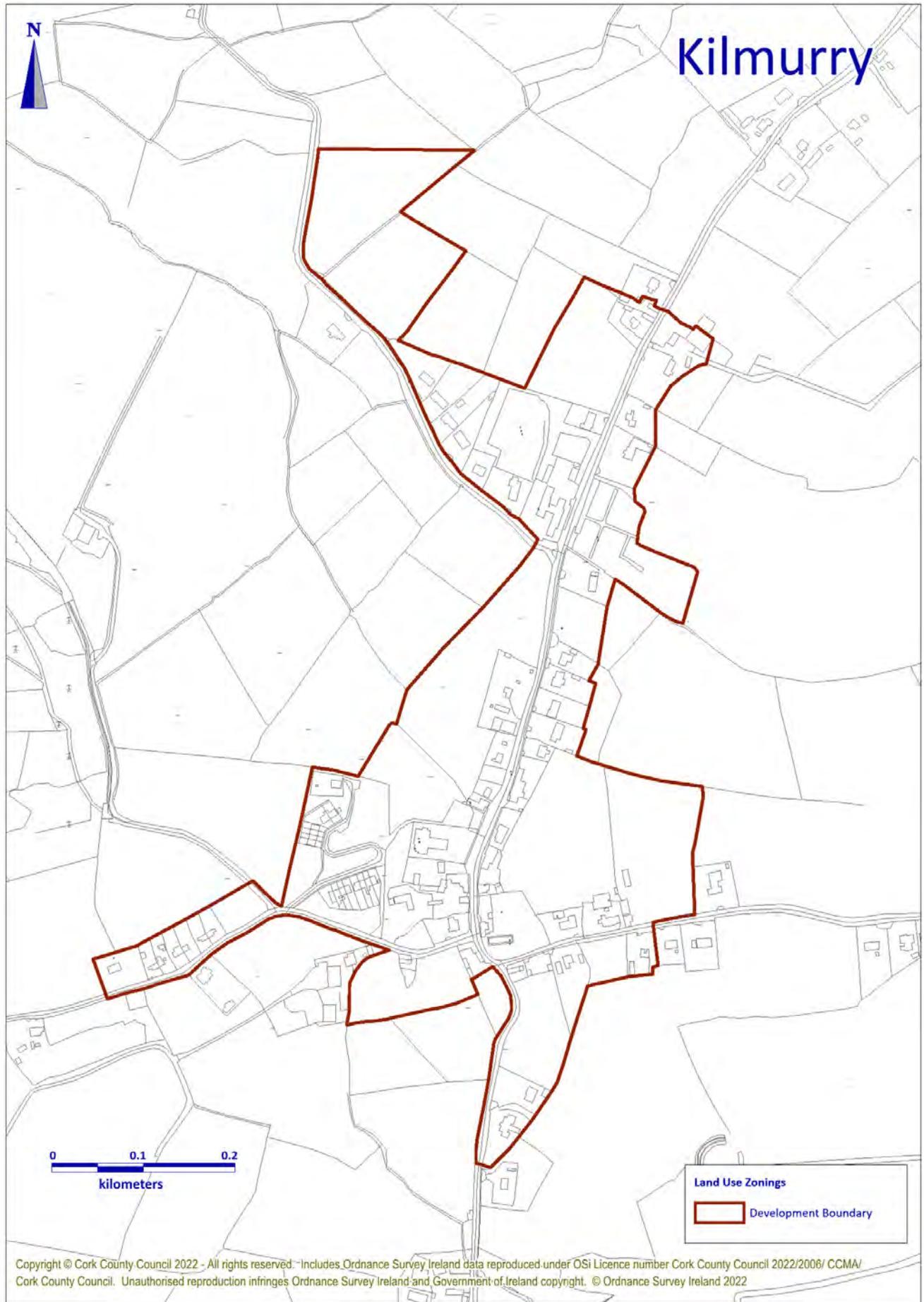


4.19 Kilmurry

- 4.19.1 The vision for Kilmurry is to encourage sympathetic development in conjunction with the provision of infrastructure and services, to maintain existing community facilities and to encourage the provision of additional facilities.

Development Boundary Objectives

County Development Plan Objective: Macroom MD Development Boundary Objectives for Kilmurry	
Objective No.	
DB-01	Within the development boundary encourage the development of up to 5 additional dwelling units during the plan period.
DB-02	New development on hillside sites should be of an appropriate design, provide for additional landscaping and will not visually dominate the wider landscape.
DB-03	New development should be sensitively designed and planned to provide for the protection of green infrastructure assets of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <u>Volume One Main Policy Material and Volume Two Heritage and Amenity.</u>



4.20 Cill na Martra

- 4.20.1 The vision for Cill na Martra is to maintain the viability of local services by promoting small scale sympathetic development in tandem with the provision of services.

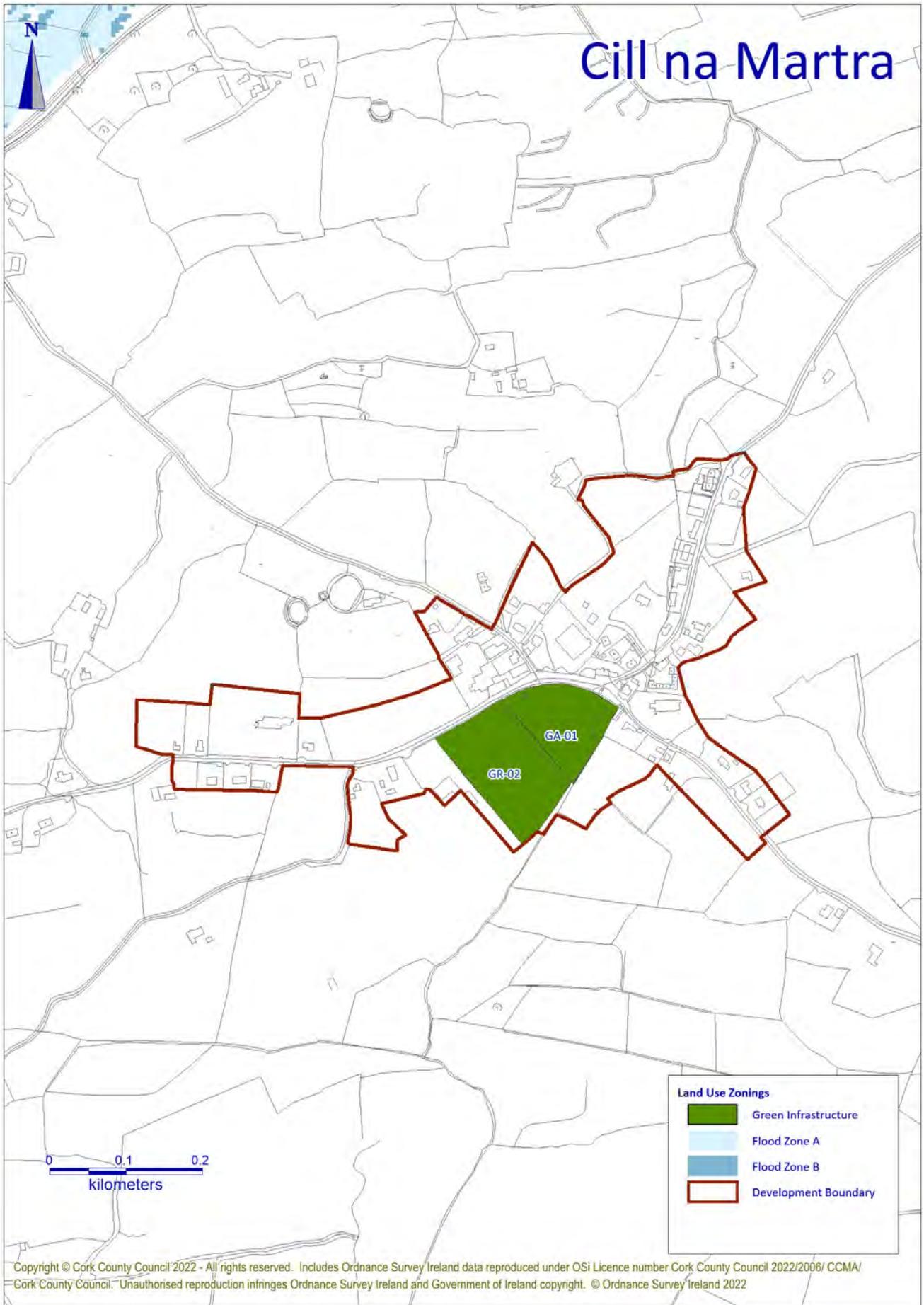
Development Boundary Objectives

County Development Plan Objective: Macroom MD Development Boundary Objectives for Cill na Martra	
Objective No.	
DB-01	Within the development boundary encourage the development of up to 5 additional dwelling units during the plan period.
DB-02	Retail development (i.e. a local shop) should be accommodated within the core of the village and should make adequate provision for parking on site.
DB-03	New development should be sensitively designed and planned to provide for the protection of green infrastructure assets of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <u>Volume One Main Policy Material and Volume Two Heritage and Amenity.</u>

Specific Development Objectives

County Development Plan Objective: Macroom MD Specific Development Objectives for Cill na Martra		
*Flood Risk: See Objectives in <u>Volume One, Chapter 11 Water Management</u>		^ TIA and RSA Required.
Objective No.		Site Area (Ha)
Green Infrastructure		
GA-01	Village Park / recreation uses.	1.1
GR-02	Maintain existing pitches	1.7

Cill na Martra



4.21 Model Village Dripsey

- 4.21.1 Dripsey is made up of three nodes of development, Model Village, Upper Dripsey and Lower Dripsey. Upper Dripsey and Model Village are established villages with Model Village forming the residential core of the area.
- 4.21.2 Dripsey Sewerage Scheme (Network and Wastewater Treatment Plant is currently under construction and it is estimated to be completed during 2022.
- 4.21.3 The vision for Dripsey is to promote sympathetic development in tandem with the provision of infrastructure and services, primarily at the Model Village and Upper Dripsey development nodes/established villages, and to enhance the village cores.

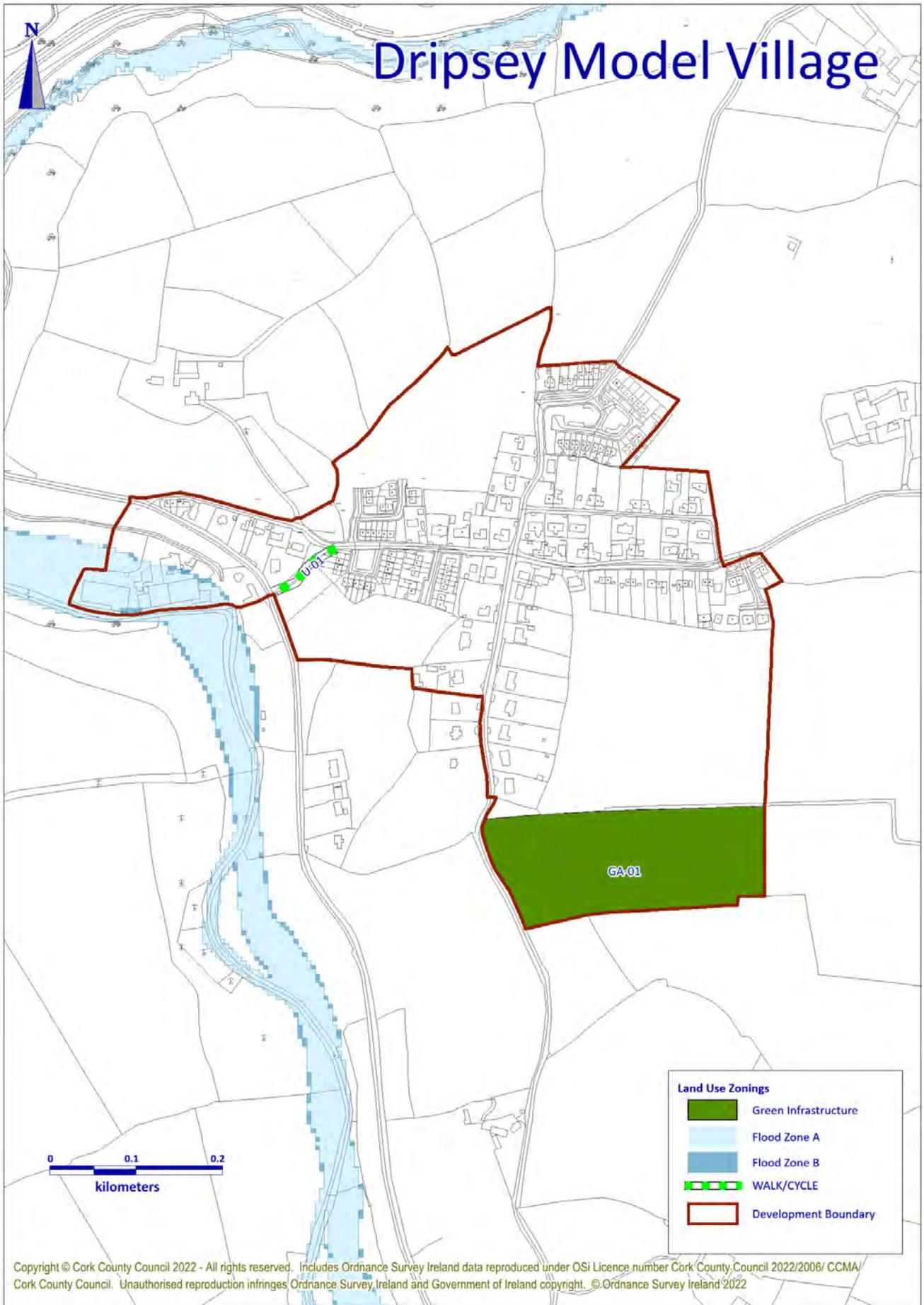
Development Boundary Objectives

County Development Plan Objective: Macroom MD Development Boundary Objectives for Model Village Dripsey	
Objective No.	
DB-01	Within the development boundary encourage the development of up to 30 additional dwelling units during the plan period.
DB-02	Development in Model Village and within the core of the village must be designed to a high standard to reinforce the existing pattern of growth and character of the area.
DB-03	New development should be sensitively designed and planned to provide for the protection of green infrastructure assets of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <u>Volume One Main Policy Material and Volume Two Heritage and Amenity.</u>

Specific Development Objectives

County Development Plan Objective: Macroom MD Specific Development Objectives for Model Village Dripsey		
*Flood Risk: See Objectives in <u>Volume One, Chapter 11 Water Management</u>		^ TIA and RSA Required.
Objective No.		Site Area (Ha)
Green Infrastructure		
GA-01	Open Space for the provision of Playing Pitches to include pedestrian and cycle links.	3.6
Utilities		
U-01	Retain and maintain historic walkway to Dripsey Woollen Mills.	--

Dripsey Model Village



4.22 Rylane/Seiscne

- 4.22.1 The vision for Rylane/Seiscne is to realise its potential as the primary focus for the development of the surrounding rural areas, to retain and improve local services and facilities.

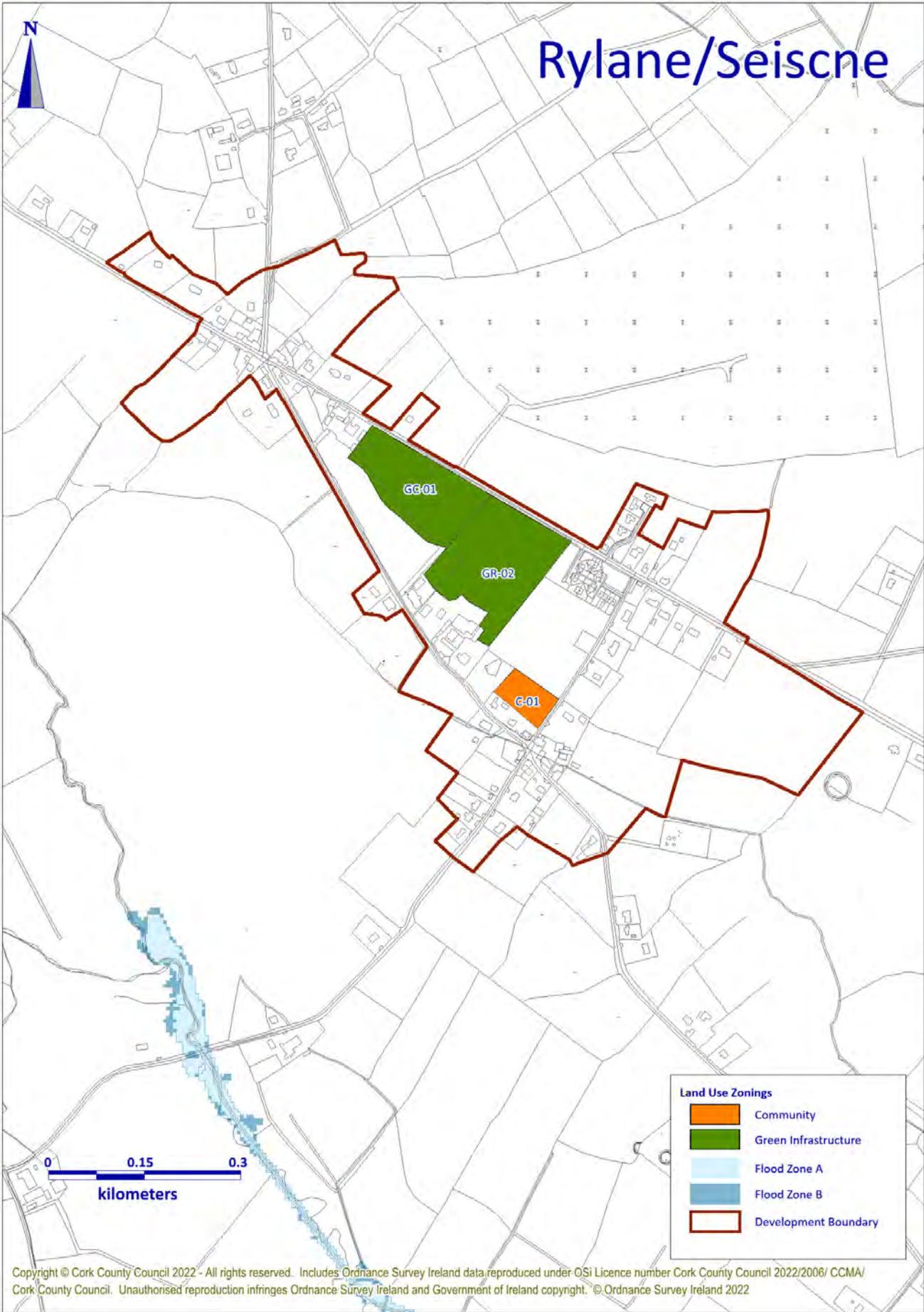
Development Boundary Objectives

County Development Plan Objective: Macroom MD Development Boundary Objectives for Rylane / Seiscne	
Objective No.	
DB-01	Within the development boundary encourage the development of up to 21 additional dwelling units during the plan period.
DB-02	New development should be sensitively designed and planned to provide for the protection of green infrastructure assets of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <u>Volume One Main Policy Material and Volume Two Heritage and Amenity.</u>

Specific Development Objectives

County Development Plan Objective: Macroom MD Specific Development Objectives for Rylane / Seiscne		
*Flood Risk: See Objectives in <u>Volume One, Chapter 11 Water Management</u>		^ TIA and RSA Required.
Objective No.		Site Area (Ha)
Green Infrastructure		
GC-01	Passive Open Space. This hillside makes a significant contribution to the setting of Rylane. The existing land uses should remain largely unchanged and there is a presumption against development on these lands.	2.0
GR-02	Open space and recreation area, with potential to accommodate open space uses.	2.6
Community/Utility		
C-01	Provision of site for a new cemetery and ancillary car parking.	0.4

Rylane/Seiscne



4.23 *Stuake/Donoughmore*

4.23.1 The vision for Stuake/Donoughmore is to secure a modest increase in the population of the settlement, to retain and improve local services and facilities and to expand these facilities where appropriate.

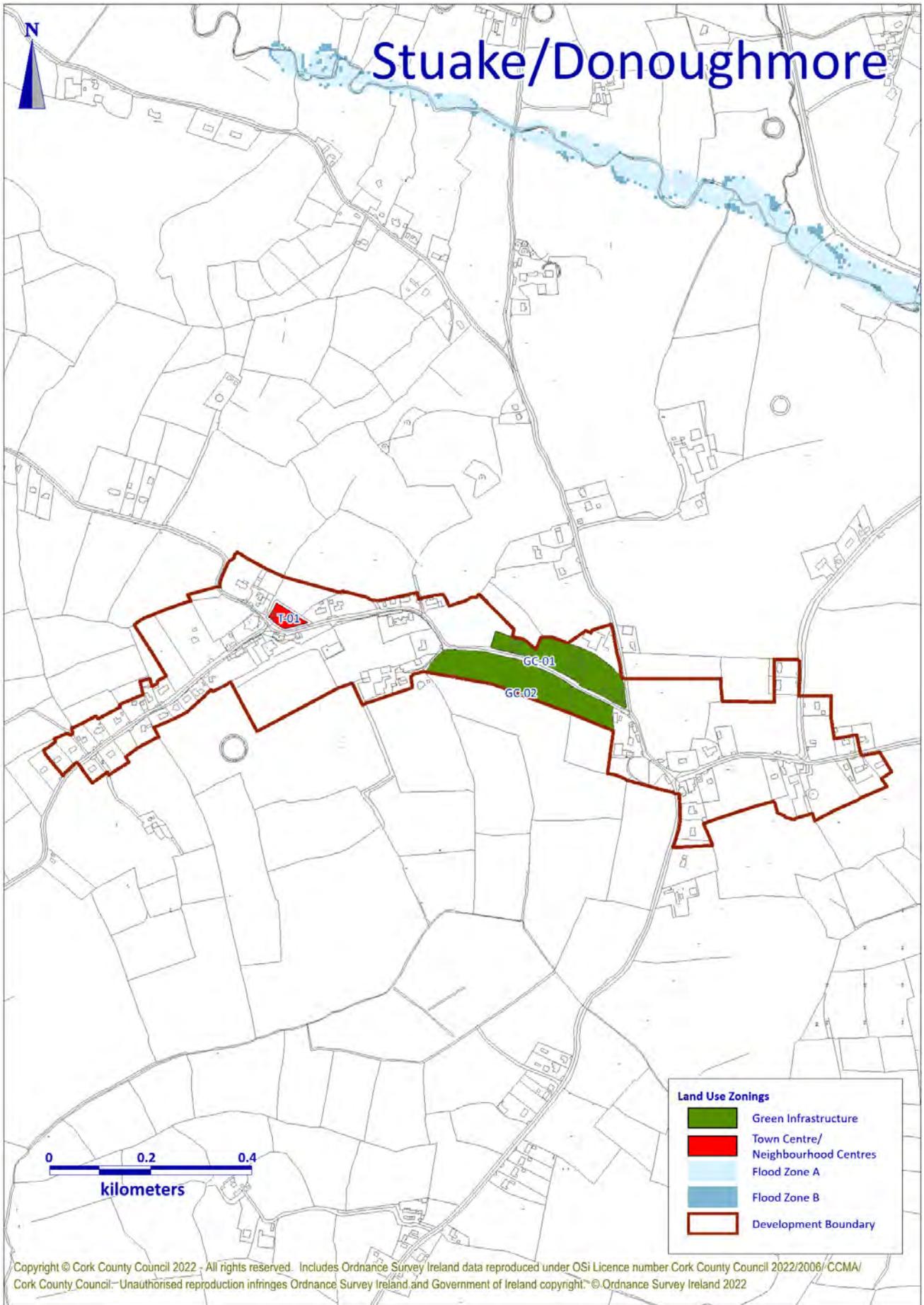
Development Boundary Objectives

County Development Plan Objective: Macroom MD Development Boundary Objectives for Stuake / Donoughmore	
Objective No.	
DB-01	Within the development boundary encourage the development of up to 5 additional dwelling units during the plan period.
DB-02	Encourage additional retail and services in the village commensurate with the scale of the village.
DB-03	Village Centre Development. There is a derelict site close to Stuake village core that presents an opportunity for redevelopment. Appropriate uses on site include limited convenience retailing or business uses.
DB-04	New development should be sensitively designed and planned to provide for the protection of green infrastructure assets of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <u>Volume One Main Policy Material and Volume Two Heritage and Amenity.</u>

Specific Development Objectives

County Development Plan Objective: Macroom MD Specific Development Objectives for Stuake / Donoughmore		
*Flood Risk: See Objectives in <u>Volume One, Chapter 11 Water Management</u>		^ TIA and RSA Required.
Objective No.		Site Area (Ha)
Green Infrastructure		
GC-01	Lands to remain predominantly open in character. These lands provide the important function of maintaining the distinction between Stuake and Donoughmore.	1.4
GC-02	Lands to remain open in character. These lands provide the important function of maintaining the distinction between Stuake and Donoughmore.	2.1
Town Centre		
T-01	Opportunity site, redevelopment of derelict site, may be suitable for small scale convenience retailing use or business use.	0.2

Stuake/Donoughmore



4.24 Upper Dripsey

- 4.24.1 The vision for Upper Dripsey is to promote sympathetic development in tandem with the provision of infrastructure and services to the north east of the village within the development boundary which is quite large.

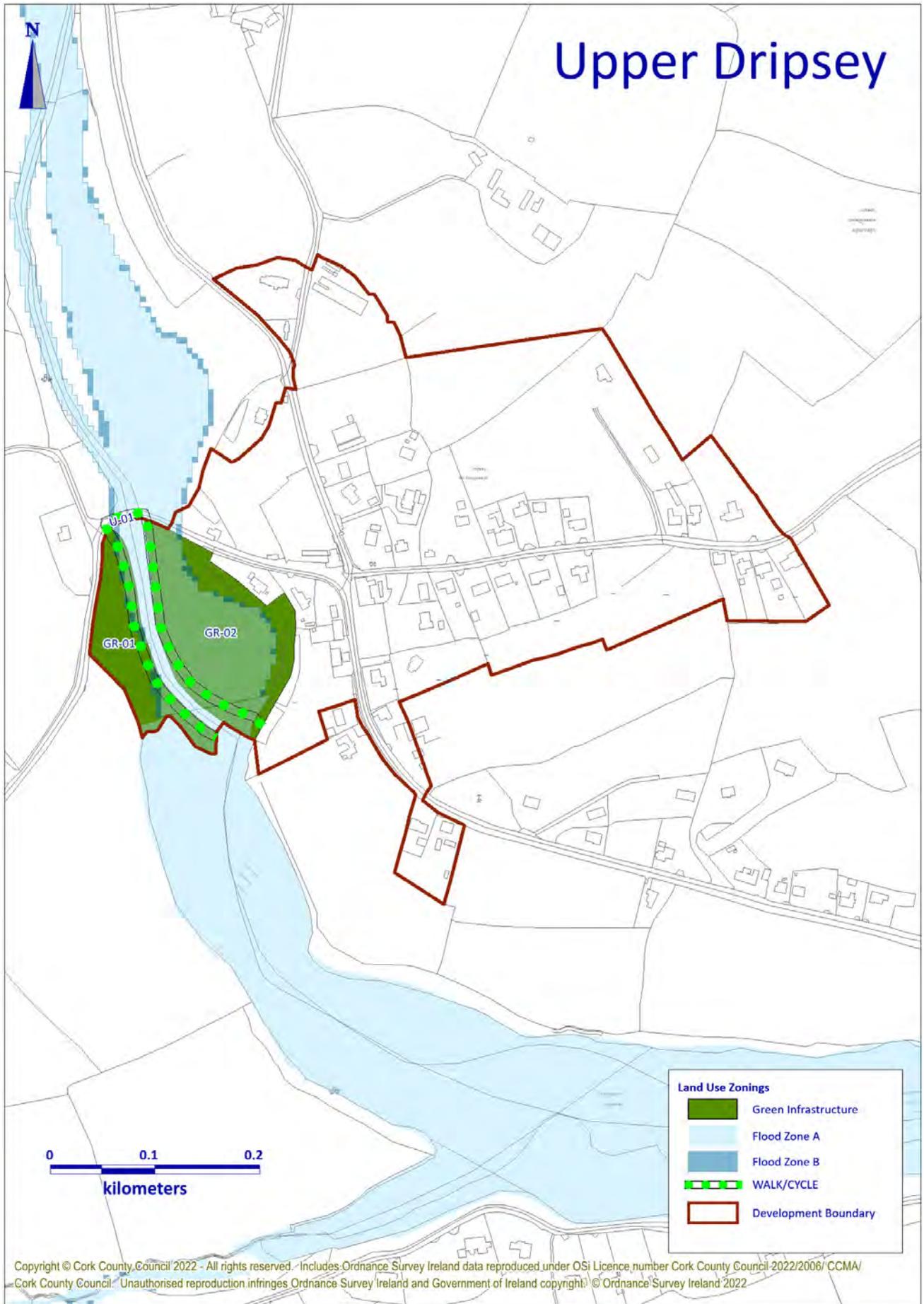
Development Boundary Objectives

County Development Plan Objective: Macroom MD Development Boundary Objectives for Upper Dripsey	
Objective No.	
DB-01	Within the development boundary encourage the development of up to 5 additional dwelling units during the plan period.
DB-02	Any proposed development should have regard to the scale, layout and rural character of the settlement and ensure that the integrity of the surrounding landscape is maintained. Within the development Boundary, a sequential approach to development is to be taken with lands closest to the village core being developed first.
DB-03	New development within the village boundary should generally avoid the lower lands to the west of the main road, between the road and the Dripsey River.
DB-04	New development should be sensitively designed and planned to provide for the protection of green infrastructure assets of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity .

Specific Development Objectives

County Development Plan Objective: Macroom MD Specific Development Objectives for Upper Dripsey		
*Flood Risk: See Objectives in Volume One, Chapter 11 Water Management		^ TIA and RSA Required.
Objective No.		Site Area (Ha)
Green Infrastructure		
GR-01	Open space and amenity area.*	0.9
GR-02	Open space and amenity area, to include tree planting along eastern boundary.*	1.8
Utilities and Infrastructure		
U-01	Develop and maintain pedestrian walk, linking open space areas.*	-

Upper Dripsey



4.25 Other Locations

4.25.1 There are two Other Locations in the Macroom Municipal District; Guagán Barra, and Inniscarra. Other Locations are recognised as areas which may not form a significant part of the settlement network, but do perform important functions with regard to tourism, heritage, recreation and other uses. Other Locations generally do not have development boundaries and therefore any proposals for dwellings must comply with the rural housing policies and objectives of this plan. Further guidance on Other Locations is set out in Volume 1 of this Plan.

4.26 Guagán Barra

4.26.1 The vision for Guagán Barra over the lifetime of this plan is to promote appropriate tourist activities in this area which is characterised by a large glacial cradle valley and is the source of the River Lee.

Objectives

County Development Plan Objective: Macroom MD Objectives for Guagán Barra	
Objective No.	
DB-01	Promote appropriate tourist activity in Guagán Barra while protecting its natural and built heritage.
DB-02	Ensure new tourist facilities in the area and any future development is of high quality design, of an appropriate scale and form and sympathetic to the carrying capacity of the settlement. The materials used should be in keeping with the rural locale and colour schemes should complement the natural beauty of the area. The area is a popular destination for tourists and day trips, due mainly to its dramatic landscape and its unique natural, built and cultural heritage which includes the remains of sixth century monastic stone buildings as well as an eighteenth century stone oratory. The area is located in a high value landscape and all new development should have specific regard to the visual impact of any proposal.
DB-03	Support the development of tourism/community and other forms of indigenous employment uses within the settlement where they can be suitably integrated into the setting of Guagán Barra.
DB-04	New development should be sensitively designed and planned to provide for the protection of green infrastructure assets of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <u>Volume One Main Policy Material and Volume Two Heritage and Amenity.</u>

4.27 Inniscarra

4.27.1 Inniscarra covers a wide area as opposed to having an identifiable settlement pattern or nucleus. It comprises the parishes of Inniscarra, Matehy (including Courtbrack and Cloghroe villages) and Carrigrohane Beg.

4.27.2 The vision for Inniscarra is to acknowledge its importance as a centre of renewable energy production in the County.

Objectives

County Development Plan Objective: Macroom MD Objectives for Inniscarra	
Objective No.	
DB-01	Acknowledge the importance of Inniscarra Dam as a centre of renewable energy production.
DB-02	New development should be sensitively designed and planned to provide for the protection of green infrastructure assets of the village and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in <u>Volume One Main Policy Material and Volume Two Heritage and Amenity.</u>



Comhairle Contae Chorcaí
Cork County Council