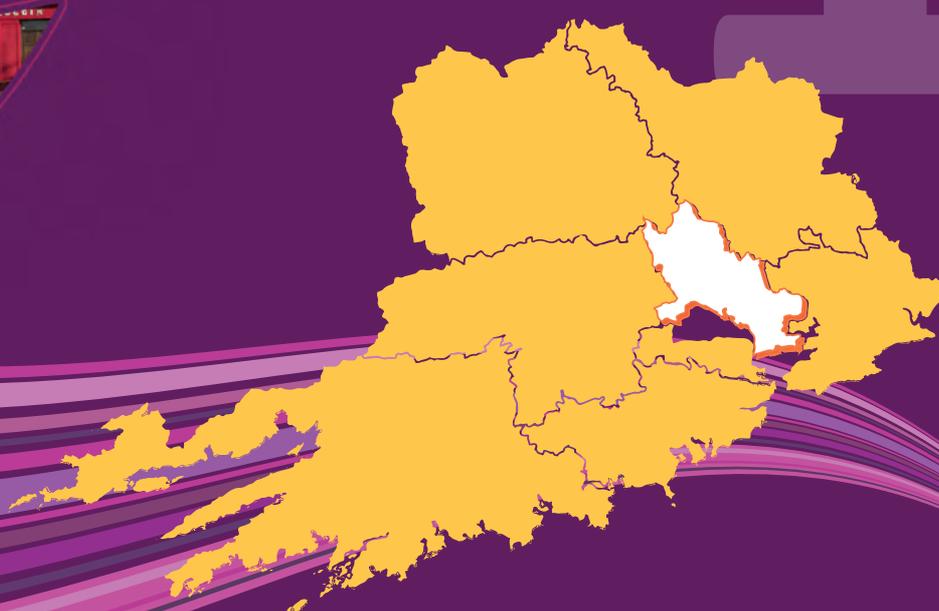
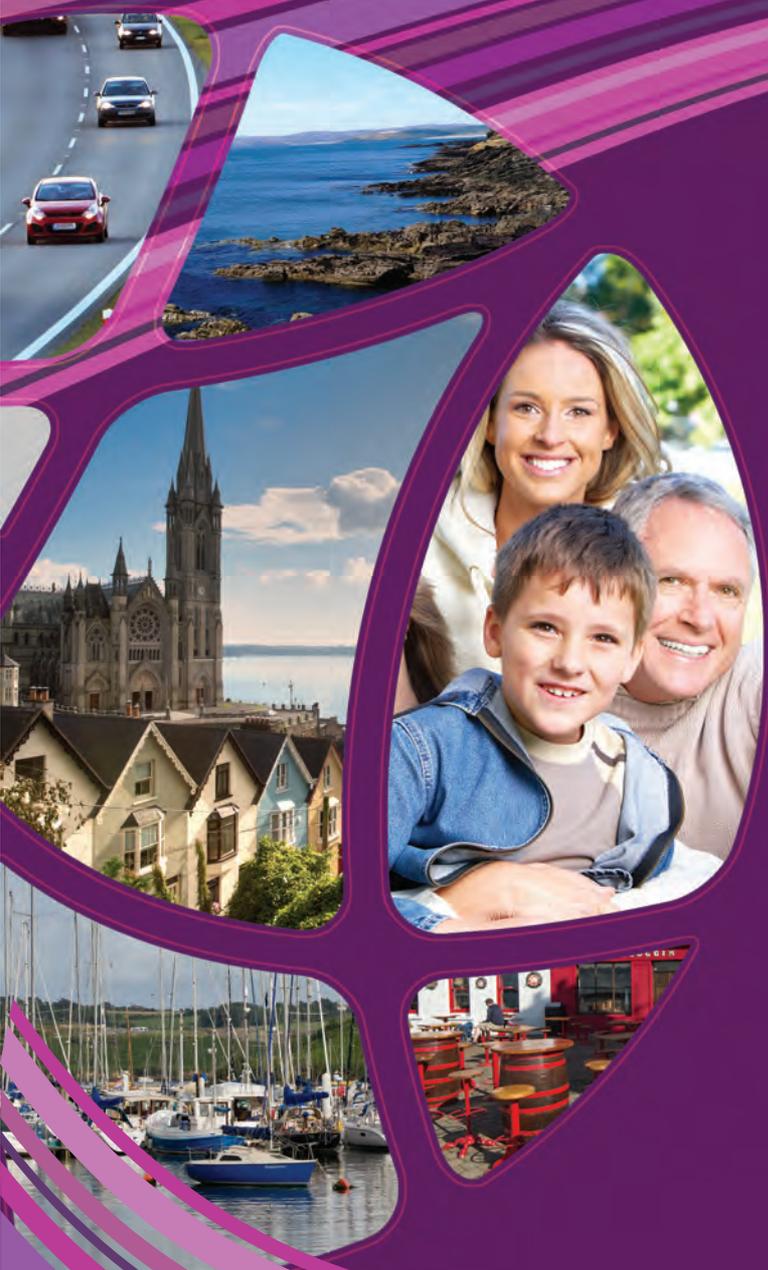




Cork
County Council
Comhairle Contae Chorcaí

Draft Cobh Municipal District Local Area Plan

Proposed Amendments to the Draft Local Area Plan



2nd May 2017

VOLUME ONE
Proposed Amendments

1



Draft Cobh Municipal District Local Area Plan

Proposed Amendments to the Draft Local Area Plan

Volume 1 – Proposed Amendments

2nd May 2017

How to make a Submission

The Proposed Amendments to the Draft Cobh Municipal District Local Area Plan are available from the Council website at www.corkcoco.ie. If required, a hard copy of the document may be inspected between the hours of **9.30 a.m. and 4.00p.m, from Tuesday 2nd May 2017 to Tuesday 30th May 2017** at the following locations:

- Planning Department, Floor 1, County Hall, Cork.
- Planning Department, Norton House, Skibbereen, Co. Cork.
- Cork County Council Offices, Mallow
- Public Libraries – Please check libraries regarding opening times and availability.

CD copies of the documents may be requested by phone (Tel: 021-4285900) or collected from the Planning Department, Floor 1, County Hall between the hours of 9.30am and 4.00pm during the above period.

Submissions or observations regarding the Proposed Amendments to the Draft Cobh Municipal District Local Area Plan are hereby invited from members of the public, children, or groups or associations representing the interests of children and other interested parties during the period **from Tuesday 2nd May 2017 to 4pm on Tuesday 30th May 2017**

Submissions may be made in either of the following two ways:

- On-line via www.corkcoco.ie following the instructions provided

OR

- In written form to the Senior Planner, Planning Policy Unit, Cork County Council, Floor 13, County Hall, Cork. T12R2NC.

All such submissions lodged within the above period and prior to the close of business at **4pm on Tuesday 30th May 2017**, will be taken into consideration in the finalisation of the Cobh Municipal District Local Area Plan.

Submissions and observations are also invited in relation to the Addendum to the Environmental Report, the Strategic Flood risk Assessment and the Habitats Directive Assessment Report on the proposed amendments.

All Submissions should quote the Proposed Amendment Number that the submission relates to.

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Section 1 Overview of Amendments Stage

1.1 Introduction

- 1.1.1 In November 2016 the Council published the Cobh Municipal District Local Area for public consultation. Arising from the consultation process, it is proposed to make a number of changes to the Draft Plan. This document sets out the full detail of the proposed changes.
- 1.1.2 Accompanying this document is a further report (Volume 2 Environmental Report on Proposed Amendments) detailing the outcome of the Strategic Environmental Assessment, Strategic Flood Risk Assessment and Habitats Directive Assessment of the proposed amendments.
- 1.1.3 These documents should be read in conjunction with the Draft Local Area Plan published in November 2016, together with the associated SEA Environmental Report, Strategic Flood Risk Assessment Report and the Habitats Directive Assessment Report of the same date, and the Chief Executive's Report to Members dated 6th March 2017.

Process to date

- 1.1.4 The Draft Cobh Municipal District Local Area Plan, along with three associated environmental assessments, was published in November 2016 and were made available to the public until the 16th of January 2017. 244 submissions were received during the public consultation period on the Draft Cobh Municipal District Area Local Area Plan. 26 of the submissions focused on general issues facing the County at large, with a further 196 submissions related to the Municipal District.
- 1.1.5 In accordance with Section 20 of the Planning and Development Acts, 2000, as amended, a Chief Executive's Report was prepared to list the persons and bodies who made submissions or observations, summarising the issues raised and providing the opinion of the Chief Executive on the issues raised and his recommendations in relation to the proposed Local Area Plan. The Chief Executives Report was issued to Members of Council for their consideration on the 6th March 2017.
- 1.1.6 The Council's Development Committee met on the 23rd, 24th and 27th March 2017 to discuss the Chief Executive's Report and the next stages of the Local Area Plan process. A further meeting of the Council was held on 27th March 2017, where, following consideration of the Draft Plan, Environmental, Habitats and Flood Risk Assessment Reports, the submissions received and the Chief Executive's report, the Members of Council resolved to make a number of material amendments to the Draft Plan.
- 1.1.7 In total, 163 amendments are proposed to the Draft Cobh Municipal District Local Area Plan and these are set out in this report. In addition to the material amendments detailed in this document, a number of non material changes relating to the procedural and factual content may be included in the plan before it is finalised.
- 1.1.8 The County Council is obliged to make the proposed amendments to the Draft Local Area Plan, together with a report in relation to the Strategic Environmental Assessment including Strategic Flood Risk Assessment and Habitats Directive Assessment of the proposed amendments, available for inspection by the public and statutory bodies for a period of at least 4 weeks so that written submissions or observations regarding the proposed amendments can be made to the Council.
- 1.1.9 This period will commence on **Tuesday 2nd May 2017 and will last until 4.00 p.m. on Tuesday 30th May 2017**. In order to be taken into consideration by the County Council, written submissions or observations must be received within that period.

1.1.10 It should be noted that as the new Local Area Plans do not include the former Town Councils functional areas and will not replace the nine Town Development Plans adopted by the former Town Councils of Cobh, Clonakilty, Fermoy, Kinsale, Macroom, Mallow, Midleton, Skibbereen and Youghal there are no proposed amendments relating to any policy or objectives for those areas. The current Town Plans will remain enforce until December 2020.

1.2 Form and Content of the Proposed Amendments Document

1.2.1 This document consists of Three Volumes. **Volume One “Proposed Amendments to the Draft Local Area Plan”** includes both the amendment text and where relevant the mapping amendments. There are three parts, these are:

- **Section 1: Introduction:** This section outlines the local area plan review process to date and how to make a submission.
- **Section 2: Text of Proposed Amendments:** This sets out the text of each Proposed Amendment and indicates whether the amendment relates to a text change only or text and mapping change or a mapping change only.
- **Sections 3.1 – 3.6 :** This text is a consolidated version of the amendment relating to Cobh MD Local Area Plan with text relating to the town council now struck out, and consolidated text in relation to amendments pertaining to the Cobh, Glanmire, North Environs and Carrigtwohill Urban Expansion Areas. (Note: there is no section 3.5 in this Report).
- **Section 4:** Strategic Land Reserve/Active Land Management text relating to amendment no. CB 01.01.07.
- **Section 5: Map Amendments:** This section sets out all the map amendments referenced in Section 2. The map amendments are laid out in the following order Introduction, Local Area Strategy, Main Towns, Key Villages, Village Nuclei and Other Locations where appropriate.

1.2.2 **Volume Two “Environmental Reports on the Proposed Amendments”** includes the Addendum to the SEA Environment Report including Strategic Flood Risk Assessment of the proposed amendments and the Habitats Directive Screening Report.

1.2.3 **Volume 3 “Local Area Plan Map Browser-Proposed Amendments”.** All the map amendments including zonings/boundary extensions and any proposed roads/walkways are shown on the map browser. The aim of the Map Browser is to give the public access to large scale detailed local area plan policy map versions of all the small scale land use zoning maps contained in the Local Area Plan. This allows the public to be better informed about the proposed mapped amendment to the Draft Plan.

1.2.4 It should be noted that Volume One Proposed Amendments is the only published printed volume, with Volumes Two and Three and other supporting documentation relating to the Amendments appearing on an accompanying CD. All Three volumes are available on the County Council’s web-site www.corkcoco.ie.

1.2.5 This “Proposed Amendments” document sets out the precise text of the amendments to the Draft Plan. The amendments are set out on a Section basis indicating the amendment number, the text of the proposed change and the page number in the

Draft Local Area where the change is proposed. Text that is to be deleted is shown with ~~strike through~~ and new text to be included is shown in **bold**.

- 1.2.6 It should also be noted that these Proposed Amendments address the recommendations set out in the Strategic Environmental Assessment Environment Report, The Strategic Flood risk Assessment Report and the Natura Impact Report where appropriate, in respect of the Draft Local Area Plan published in November 2016.
- 1.2.7 All the proposed amendments have been subject to Strategic Environmental Assessment and Appropriate Assessment under Habitats Directive Assessment. The Addendum to the Environmental Report, Strategic Flood risk Assessment and the Habitats Directive Assessment Report on the proposed amendments are available in electronic form only on the Draft CDP web page accessible online at www.corkcoco.ie at all times. Submissions and observations are also invited in relation to these documents.

1.3 How to make a Submission

- 1.3.1 The Proposed Amendments to the Draft Cobh Municipal District Local Area Plan are available from the Council website at www.corkcoco.ie. If required, a hard copy of the document may be inspected between the hours of **9.30 a.m. and 4.00p.m, from Tuesday 2nd May 2017 to Tuesday 30th May 2017** at the following locations:

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In written form to the Senior Planner, Planning Policy Unit, Cork County Council, Floor 13, County Hall, Cork. T12R2NC.

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Submissions and observations are also invited in relation to the Addendum to the Environmental Report, the Strategic Flood risk Assessment and the Habitats Directive Assessment Report on the proposed amendments.

All Submissions should quote the Proposed Amendment Number that the submission relates to.

Section 2 Proposed Amendments to the Draft Plan

2.1 Overview

2.1.1 The following table sets out the precise text of the amendments to the Draft Plan. The amendments are set out on a Section basis indicating the amendment number, the text of the proposed change and the page number in the Draft Local Area where the change is proposed. Text that is to be deleted is shown with ~~strike through~~ and new text to be included is shown in **bold**.

2.1.2 Where significant amount of text forms part of the amendment this change is referenced in Table below but the text of the amendment is set out within Sections 3 & 4.

Ref	Amendment	Draft LAP No.																																													
	Section 1: Introduction																																														
CB 01.01.01	<p>Volume 1, Section 1. Introduction</p> <p>Delete Table 1.1 Municipal Districts in County Cork and replace with new Table 1.1 which includes list of Town Council Development Plans.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="5" style="text-align: center;">Table 1.1: Municipal Districts in County Cork</th> </tr> <tr> <th></th> <th style="text-align: center;">Municipal District</th> <th style="text-align: center;">Population 2011</th> <th style="text-align: center;">Main Towns</th> <th style="text-align: center;">No of villages</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td>Ballincollig-Carrigaline</td> <td style="text-align: center;">71,946</td> <td>Ballincollig, Carrigaline, Passage West/ Monkstown/ Glenbrook, Cork City South Environs, Ringaskiddy</td> <td style="text-align: center;">5</td> </tr> <tr> <td style="text-align: center;">2</td> <td>Bandon-Kinsale</td> <td style="text-align: center;">42,454</td> <td>Bandon, Kinsale (Kinsale Town Development Plan, 2009)</td> <td style="text-align: center;">34</td> </tr> <tr> <td style="text-align: center;">3</td> <td>Blarney-Macroon</td> <td style="text-align: center;">43,398</td> <td>Blarney, Macroon (Macroon Town Development Plan, 2009)</td> <td style="text-align: center;">54</td> </tr> <tr> <td style="text-align: center;">4</td> <td>Cobh</td> <td style="text-align: center;">53,544</td> <td>Carrigtwohill, Cobh (Cobh Town Development Plan 2013), Glanmire, Little Island, Cork City North Environs. (Monard is proposed new town and a designated Strategic Development Zone)</td> <td style="text-align: center;">24</td> </tr> <tr> <td style="text-align: center;">5</td> <td>East Cork</td> <td style="text-align: center;">42,399</td> <td>Midleton (Midleton Town Development Plan 2013), Youghal (Youghal Town Development Plan, 2009)</td> <td style="text-align: center;">30</td> </tr> <tr> <td style="text-align: center;">6</td> <td>Fermoy</td> <td style="text-align: center;">42,226</td> <td>Charleville, Fermoy (Fermoy Town Development Plan, 2009), Mitchelstown</td> <td style="text-align: center;">29</td> </tr> <tr> <td style="text-align: center;">7</td> <td>Kanturk-Mallow</td> <td style="text-align: center;">47,305</td> <td>Buttevant, Kanturk, Mallow (Mallow Town Development Plan, 2009)</td> <td style="text-align: center;">46</td> </tr> </tbody> </table>	Table 1.1: Municipal Districts in County Cork						Municipal District	Population 2011	Main Towns	No of villages	1	Ballincollig-Carrigaline	71,946	Ballincollig, Carrigaline, Passage West/ Monkstown/ Glenbrook, Cork City South Environs, Ringaskiddy	5	2	Bandon-Kinsale	42,454	Bandon, Kinsale (Kinsale Town Development Plan, 2009)	34	3	Blarney-Macroon	43,398	Blarney, Macroon (Macroon Town Development Plan, 2009)	54	4	Cobh	53,544	Carrigtwohill, Cobh (Cobh Town Development Plan 2013), Glanmire, Little Island, Cork City North Environs. (Monard is proposed new town and a designated Strategic Development Zone)	24	5	East Cork	42,399	Midleton (Midleton Town Development Plan 2013), Youghal (Youghal Town Development Plan, 2009)	30	6	Fermoy	42,226	Charleville, Fermoy (Fermoy Town Development Plan, 2009), Mitchelstown	29	7	Kanturk-Mallow	47,305	Buttevant, Kanturk, Mallow (Mallow Town Development Plan, 2009)	46	6
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Ref	Amendment					Draft LAP No.
				Millstreet, Newmarket		
CB 01.01.02	8	West Cork	56,530	Bantry, Castletownbere, Clonakilty (Clonakilty Town Development Plan, 2009) , Dunmanway, Schull, Skibbereen (Skibbereen Town Development Plan, 2009)	67 & 7 Inhabited Islands	7
CB 01.01.03	<p>Volume 1, Section 1. Introduction</p> <p>Delete paragraph 1.6.6 and replace with new text as follows;</p> <p>1.7.6— Given that many of the Town Development Plans date from 2009 and are now quite out of date, the Council has decided to proceed on the basis of preparing new Local Areas Plans which plan for the development of each town, and its environs, as one integrated unit. It is proposed to Vary the Town Development Plans, such that the zoning provisions and associated policy objectives of the Town Development Plans are updated and incorporated into the new Local Area Plans. The Town Plans will remain in force but the relevant zonings provisions will be those of the new Local Area Plan. In the event of a conflict between the provisions of a Town Development Plan, and the provisions of the County Development Plan 2014, or the new Local Area Plan 2017, then the County Development Plan / Local Area Plans 2017, take precedence.</p> <p>Therefore it is proposed to proceed on the basis that the Municipal District Local Area Plans will deal only with the environs of these towns, ie the area between the boundary of the administrative area of the former Town Council and the Development Boundary of the Town as delineated in maps included in this LAP. For clarity, the text of the plans will be revised to omit text, policy / objectives on issues covered by the Town Development Plan and the LAP Maps will ‘grey out’ the area to which the Town Development Plan applies.</p> <p>The current Town Council Development Plans will remain in force until the review of the Cork County Development Plan, 2014 is completed in 2020 and these Town Development Plans are the reference point for guidance in relation to issues of proper planning and sustainable development for land located within the administrative area of the former Town Council.</p> <p>Text change only</p>					13
CB 01.01.04	<p>Volume 1, Section 1. Introduction</p> <p>Insert new Heading “Housing Density” and text after paragraph 1.7.13 “Green Infrastructure” as follows;</p> <p>The approach to housing density used in this Plan is set out in Section 3.4 Housing Density, Chapter 3 Housing, Volume One of the Cork County Development Plan, 2014. Objective HOU 4-1, Housing Density on Zoned Land in Section 3.4 sets out the housing density standards applicable to each category, High, Medium A and Medium B, along with an accompanying guide to the densities in Table 3.1 Settlement Density Guide.</p>					30

Ref	Amendment	Draft LAP No.
	Text change only	
CB 01.01.05	<p>Volume 1, Section 1. Introduction</p> <p>Insert additional paragraphs after paragraph 1.7.12 as follows;</p> <p>A Transport Strategy for Cork Metropolitan Area will be prepared during 2017 and its objective is to provide a long-term strategic planning framework for integrated development of transport infrastructure in Metropolitan Cork. It will be used to inform transport investment levels and prioritization and will provide analytical basis for integration of land use and transport planning – social, economic and environmental indicators. The Strategy will be able to inform sustainable land use policy formulation.</p> <p>Cork County Council and Cork City Council have prepared a cycling network plan for the Cork Metropolitan area and surrounding towns. The objective of the project is to provide a clear plan for the future development of the cycling network within the Metropolitan Area to encourage greater use of cycling for trips to work, school, recreation and leisure. The relevant routes are mapped for each of the settlements of Cobh, Glanmire, Glounthaune, Little Island, Carrigtwohill and the north environs and can be found in the Cork Cycle Network Plan.</p> <p>Text change only</p>	30
CB 01.01.06	<p>Volume 1, Section 1. Introduction</p> <p>Insert an additional paragraph after paragraph 1.6.30 in the City Gateways section as follows ;</p> <p>Initially this initiative will focus on aesthetic and environmental improvements in these areas in advance of an integrated Land Use and development framework to be conducted in collaboration with the relevant stakeholders including, relevant landowners, Cork City Council , the National Transport Authority and Transport Infrastructure Ireland.</p> <p>Text change only</p>	18
CB 01.01.07	<p>Volume 1, Section 1. Introduction</p> <p>Delete Sections 1.6.33 to 1.6.44 Strategic Land Reserve and replace with the Active Land Management / Strategic Land Reserve Text as outlined in Section 4.</p> <p>Text change only</p>	19
CB 01.01.08	<p>Volume 1, Section 1. Introduction</p> <p>Insert a new paragraph after paragraph 1.6.25 Regeneration areas as follows</p> <p>It is the intention of Cork County Council to implement the provisions of the Urban regeneration and Housing Act 2015, through the establishment of a Vacant sites register, identifying sites on which a vacant site levy can be applied. The planning authority will proactively engage through the Municipal District sub-county structures, to identify suitable vacant sites on lands zoned residential and on lands designated as regeneration areas in this plan, which meet the criteria for inclusion in the vacant site register. This will be achieved through a focused application of the levy, facilitating sustainable urban development and bring such vacant sites and buildings in urban areas into beneficial use.</p> <p>Text change only</p>	17
CB 01.01.09	<p>Volume 1, Section 1. Introduction</p> <p>Insert the following after paragraph 1.7.13 as follows</p> <p>During the lifetime of this plan, the Council will undertake to review and</p>	30

Ref	Amendment	Draft LAP No.																																																																																																							
	<p>update the recreational and amenity analysis previously undertaken by the Forward Planning section of the Council.</p> <p>Text change only</p>																																																																																																								
CB 01.01.10	<p>Volume 1, Section 1. Introduction</p> <p>Insert the following paragraph in Section 1.7 of LAP as follows (insert after objective table IN-01)</p> <p>Managing downstream flood impacts.</p> <p>When planning a development upstream of an area at risk of flooding, intending developers need to be mindful of the need to consider the potential downstream flood impacts of a development, even when the development itself is not in an area of flood risk. This relates in particular to the management of surface water and to the wider issues of pluvial flood risk, which may have downstream impacts. Detailed assessment of the potential downstream impacts is particularly important in areas where flood defences have already been provided or are planned downstream of a development, in order to ensure that there are no adverse effects on the standard of defence provided.</p> <p>Text change only</p>	30																																																																																																							
Section 2: Local Area Strategy																																																																																																									
CB 02.01.01	<p>Volume 1, Section 2 Local Area Plan Strategy</p> <p>Delete Table 2.2 “Housing requirements and Land Supply” and replace with the following revised Table 2.2.</p> <table border="1" data-bbox="421 1104 1310 1899" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="8" style="text-align: center;">Table 2.2 Cobh Municipal District Housing Requirements and Supply</th> </tr> <tr> <th rowspan="2"></th> <th colspan="5">Housing Requirement</th> <th colspan="2">Housing Supply</th> </tr> <tr> <th>Census 2011</th> <th>Population Target</th> <th>Total New House-holds</th> <th>New Units Required</th> <th>Net Estimated Requirement (ha)</th> <th>Est. Net Residential area zoned in LAP / TCP (ha)</th> <th>Estimated Housing Yield (LAPs and TCPs) (Units)</th> </tr> </thead> <tbody> <tr> <td>Cobh</td> <td>12,347</td> <td>14,543</td> <td>1,625</td> <td>1,778</td> <td>71</td> <td>72.53 71.875</td> <td>1,907 1548.2</td> </tr> <tr> <td>Carrigtwohill</td> <td>4,551</td> <td>11,618</td> <td>3,195</td> <td>3,656</td> <td>146</td> <td>127.8 143.5</td> <td>3,656 3254.5</td> </tr> <tr> <td>Glanmire</td> <td>8,924</td> <td>10,585</td> <td>1,205</td> <td>1,320</td> <td>53</td> <td>57.70 60.32</td> <td>1,321 1262.95</td> </tr> <tr> <td>Monard</td> <td>0</td> <td>3,619</td> <td>1,502</td> <td>1,727</td> <td>69</td> <td>170.00</td> <td>5,000</td> </tr> <tr> <td>Cork North Environs</td> <td>6,692</td> <td>10,719</td> <td>2,058</td> <td>2,281</td> <td>91</td> <td>143.80 149.58</td> <td>3,371 3069.15</td> </tr> <tr> <td>Main Towns</td> <td>32,514</td> <td>51,084</td> <td>9,585</td> <td>10,762</td> <td>430</td> <td>571.83 595.275</td> <td>15,255 14134.8</td> </tr> <tr> <td>Villages</td> <td>4,366</td> <td>5,979</td> <td>922</td> <td>1,045</td> <td>--</td> <td>--</td> <td>770</td> </tr> <tr> <td>Rural</td> <td>16,664</td> <td>15,517</td> <td>87</td> <td>560</td> <td>--</td> <td>--</td> <td>--</td> </tr> <tr> <td>Total Villages and Rural</td> <td>21,030</td> <td>21,496</td> <td>1,409</td> <td>1,605</td> <td>--</td> <td>--</td> <td>770</td> </tr> <tr> <td>Total Municip District</td> <td>53,544</td> <td>72,580</td> <td>10,993</td> <td>12,367</td> <td>430</td> <td>571.83 595.275*</td> <td>16,025 14904.8</td> </tr> </tbody> </table> <p>Current Estimated Strategic Land Reserve (LAPs and TCPs) for this Municipal District is 141.4 154ha or 35%</p> <p>Residential Zoned Lands in Town council Area is 3.2hectares</p> <p>*Includes Monard</p> <p>Text in para 3.2.11 and Section 2.4 will be updated on finalisation of amendments.</p> <p>Insert additional text in Section 2.4 Growth Strategy as follows;</p>	Table 2.2 Cobh Municipal District Housing Requirements and Supply									Housing Requirement					Housing Supply		Census 2011	Population Target	Total New House-holds	New Units Required	Net Estimated Requirement (ha)	Est. Net Residential area zoned in LAP / TCP (ha)	Estimated Housing Yield (LAPs and TCPs) (Units)	Cobh	12,347	14,543	1,625	1,778	71	72.53 71.875	1,907 1548.2	Carrigtwohill	4,551	11,618	3,195	3,656	146	127.8 143.5	3,656 3254.5	Glanmire	8,924	10,585	1,205	1,320	53	57.70 60.32	1,321 1262.95	Monard	0	3,619	1,502	1,727	69	170.00	5,000	Cork North Environs	6,692	10,719	2,058	2,281	91	143.80 149.58	3,371 3069.15	Main Towns	32,514	51,084	9,585	10,762	430	571.83 595.275	15,255 14134.8	Villages	4,366	5,979	922	1,045	--	--	770	Rural	16,664	15,517	87	560	--	--	--	Total Villages and Rural	21,030	21,496	1,409	1,605	--	--	770	Total Municip District	53,544	72,580	10,993	12,367	430	571.83 595.275*	16,025 14904.8	38
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Carrigtwohill	4,551	11,618	3,195	3,656	146	127.8 143.5	3,656 3254.5																																																																																																		
Glanmire	8,924	10,585	1,205	1,320	53	57.70 60.32	1,321 1262.95																																																																																																		
Monard	0	3,619	1,502	1,727	69	170.00	5,000																																																																																																		
Cork North Environs	6,692	10,719	2,058	2,281	91	143.80 149.58	3,371 3069.15																																																																																																		
Main Towns	32,514	51,084	9,585	10,762	430	571.83 595.275	15,255 14134.8																																																																																																		
Villages	4,366	5,979	922	1,045	--	--	770																																																																																																		
Rural	16,664	15,517	87	560	--	--	--																																																																																																		
Total Villages and Rural	21,030	21,496	1,409	1,605	--	--	770																																																																																																		
Total Municip District	53,544	72,580	10,993	12,367	430	571.83 595.275*	16,025 14904.8																																																																																																		

Ref	Amendment	Draft LAP No.
	<p>During the course of the preparation of the current Draft Local Area Plan the supply of residentially zoned land and its potential yield was reviewed in light of current circumstances. In a number of cases issues arose where adjustment to the amount of residentially zoned land was required.</p> <p>The core strategy requires the village network to accommodate 1,045 units, the current appropriate scale of development would allow 770 units. Therefore the balance of 275 additional units will have to be accommodated in the main settlements.</p> <p>In order to accommodate 275 units approximately 11ha of zoned land based on a density of 25 units per ha would be required. This would bring the net estimated requirement to meet the needs of the Municipal District to 441ha leaving a headroom of 154ha or 35%.</p> <p>Note: During the lifetime of this plan, the council will initiate an Active Land Management process to help address the fact that not all residential zoned lands delivers housing. The above table should be considered within the context of this Active Land Management process / Strategic Land Reserve narrative as set out in Section 4 of this report.</p> <p>Text change only</p>	
CB 02.01.02	<p>Volume 1, Section 2 Local Area Plan Strategy</p> <p>Delete LAS-01 (a) and replace with new Objective LAS-01 as follows;</p> <p>a) In order to secure sustainable population growth proposed in each Main Town appropriate and sustainable water and waste water infrastructure that will help secure the objectives of the relevant River Basin Management Plan, needs to be provided in tandem with the development and where applicable protect the integrity of Natura 2000 sites.</p> <p>a) In order to secure sustainable population growth proposed, appropriate and sustainable water and waste water infrastructure that will help to secure the objectives of the Water Framework Directive, Habitats Directive and Birds Directive, needs to be provided where not already available, in advance of the commencement of discharges from new development permitted.</p> <p>Insert additional Objectives in LAS-01 as follows;</p> <p>g) All developments will need to comply with Water Services Objectives WS 2-1, WS 3-1, WS 4-1 and Management of Surface Water Objectives WS 5-1, WS 5-2 and WS 5-3 as detailed In Chapter 11, Volume 1 of the Cork County Development Plan, 2014.</p> <p>h) No developer provided infrastructure will be allowed into the future except where agreed with Irish Water and where an appropriate transitional and longer term maintenance and repair programme has been provided for.</p> <p>i) All developments where appropriate will need to comply with Objective TM 3-1 National Road Network as detailed in Chapter 10, Volume 1 of the Cork County Development Plan, 2014.</p> <p>j) All developments will need to comply with Management of Surface Water Objectives WS 5-1, WS 5-2 and WS 5-3 as detailed In Chapter 11, Volume One of the Cork County Development Plan, 2014, in order to make provision for Sustainable Urban Drainage Systems and provide adequate storm water attenuation. Surface water</p>	43

Ref	Amendment	Draft LAP No.
	<p>management and disposal should be planned in an integrated way in consideration with land use, water quality, and amenity and habitat enhancements as appropriate.</p> <p>k) Preserve and protect the archaeological and architectural heritage which contributes to the character of an area and is intrinsic to its identity and sense of place in accordance with the Heritage Objectives HE 3 -1, HE 3-2, HE 3-3, HE 3-4, HE 3-5, HE 4-1, HE 4-2, HE 4-3, HE 4-4 and HE 4 -5 as detailed in Chapter 12, Volume One of the County Development Plan 2014. This includes formal vernacular, industrial, civic, ecclesiastical, maritime and underwater heritage and features such as historic boundaries, gate piers, street furniture, and landscapes.</p> <p>l) The Council is committed to the preparation and implementation of a Wastewater Management Strategy for the Cork Harbour Area as per the 2014 County Development Plan.</p> <p>Text change only</p>	
CB 02.01.03	<p>Volume 1, Section 2 Local Area Plan Strategy</p> <p>Large Scale Retail Warehousing</p> <p>Delete Paragraph 2.5.2 and replace with revised text as follows;</p> <p>2.5.2 The Regional Planning Guidelines for the South West (2010-2022) and the Joint City and County Retail Strategy (2013), which was later incorporated into the County Development Plan (2014), recognized that “there may also be scope for the development of an innovative type of large scale retail warehouse in Cork. As detailed in the RPG’s the scale of such outlets requires a regional, if not national, population catchment. In this regard a proposal for such a retail warehouse development in excess of 6,000 sq. metres may be appropriate in Cork Gateway. Specific criteria regarding such developments are set out in the RPG’s and in particular such developments must accommodate a range of bulky goods together with a range of customer facilities which require a national population catchment. Furthermore such developments must not adversely affect the efficiency of the national road network and it be demonstrated that traffic volumes can be accommodated within the design assumptions for such roads taking account of the opportunities for encouraging a modal split towards more sustainable travel modes. Such development should also be served by existing or planned public transport services. The potential impact of a retail warehouse in excess of 6,000 sq. metres will need to be carefully examined in the context of this guidance.”</p> <p>"The Regional Planning Guidelines for the South West (2010-2022) and the Joint City and County Retail Strategy (2013), which was later incorporated into the County Development Plan (2014), recognized that “there may also be scope for the development of an innovative type of large scale retail warehouse in Cork. Specific criteria regarding such developments are set out in the Retail Planning Guidelines as follows;</p> <p>a) Will accommodate a range of predominantly bulky goods under one roof, together with a range of customer facilities (e. restaurant, crèche), on a scale which requires a regional, if not national, population catchment;</p> <p>b) Is in accordance with the Planning Guidelines on Spatial Planning and National Roads in that proposals can demonstrate the development will not adversely affect the efficiency of the national road network and key junctions and interchanges and that it can be demonstrated that traffic volumes can be accommodated within the design</p>	41

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	<p>assumptions for such roads, taking account of the opportunities for encouraging a modal shift towards more sustainable travel modes;</p> <ul style="list-style-type: none"> c) Will be served by existing or planned public transport services; d) Will make adequate provision for those opting for home delivery of goods other than by private car; e) Will be accompanied by a traffic impact assessment, demonstrating compliance with the above criteria; and f) Will take account of the vitality/viability criteria in respect of city/town centres set in the Retail Planning Guidelines and avoid the incorporation of uses and activities, as part of the development, which are more appropriate to city and town centre locations. <p>Any proposed sites designated for this use would in particular need to satisfy the locational criteria at (b) and (c) above.</p> <p>The potential impact of a retail warehouse in excess of 6,000 sq. m. will need to be carefully examined in the context of this guidance.</p> <p>Text change only</p>	
CB 02.01.04	<p>Volume 1, Section 2 Local Area Plan Strategy</p> <p>Include additional paragraph following paragraph 2.6.10 as follows:</p> <p>2.6.11: The Municipal District has an interesting and varied range of built heritage and features, both architectural and archaeological, that give the area a unique sense of place and identify an important link with the past. Each settlement chapter of this plan refers the unique aspects of a settlement built, archaeological and natural heritage where relevant. Many of the settlements are historical in origin and some contain archaeological sites, but much of the archaeology / subsurface archaeology is incorporated into later buildings. For reference to all known archaeological monuments in the district see www.archaeology.ie.</p> <p>Text change only</p>	42
CB 02.01.05	<p>Volume 1, Section 2 Local Area Plan Strategy</p> <p>Insert additional heading and paragraphs in Section 2.5.4 – after Large Scale Retail Warehousing section.</p> <p>Outlet Centres</p> <p>Section 4.11.4 of the Retail Planning Guidelines for Planning Authorities (2012) describes outlet centres as ‘groups of stores retailing end-of-season or discontinued items at discounted prices and are typically located in out-of-centre locations.’ Furthermore, the Retail Planning Guidelines highlight the following characteristics of outlet centres:</p> <p>‘The success of these outlet centres depends on attracting customers from a wide catchment area, and from the tourism sector. When they are located out-of-town on greenfield sites, they can divert a significant amount of expenditure on comparison shopping goods away from established city/town centres and tourist centres even some distance away. Nonetheless, outlet centres within or immediately adjacent to a city or town centre can generate commercial synergies with the established retail outlets, thereby raising the profile of the centre and enhancing aggregate turnover on retail goods and leisure activities.’</p> <p>‘It should be recognised, however, that outlet centres are unlikely to succeed commercially in close proximity to the main urban centres in Ireland because retailers do not normally choose to trade at a large discount in direct competition with their high street outlets. However, experience shows that</p>	41

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	<p>this constraint is unlikely to arise with smaller or secondary town centres, especially those in areas which attract large numbers of tourists.'</p> <p style="text-align: center;"><i>Retail Planning Guidelines for Planning Authorities (2012)</i></p> <p>Hence, having regard to the specific niche market that outlet centres operate within, applicants need to demonstrate that the products sold will not be in competition with those currently on sale in typical city/town centre locations. In addition, applicants can benefit from proposing a location that attracts large numbers of tourists.</p> <p>Furthermore, potential locations of outlet centres should be such that they complement existing retail offerings / established tourist areas, and having regard to the foregoing, locations within Metropolitan Cork emerge as the most appropriate location to create those economic synergies.</p> <p>Any proposal for an outlet centre must demonstrate that the proposal meets the following criteria:</p> <ul style="list-style-type: none"> • will accommodate predominantly the retailing of end-of-season or discontinued items; • demonstrate that the products sold will not be in competition with those currently on sale in typical city/town centre locations; • demonstrate ability to reinforce existing tourism sector; • the provisions of the Cork County Development Plan and Metropolitan Cork Joint Retail Strategy; • the sequential test set out in chapter 4 of the Retail Planning Guidelines for Planning Authorities; • is in accordance with the Planning Guidelines on Spatial Planning and National Roads in that the proposal can demonstrate that the development will not adversely affect the efficiency of the national road network and key junctions and interchanges and that it can be demonstrated that traffic volumes can be accommodated within the design assumptions for such roads, taking account of the opportunities for encouraging a modal shift towards more sustainable travel modes; • will be served by existing or planned public transport services; • will make adequate provision for private car use; • will be accompanied by a traffic impact assessment, demonstrating compliance with the above criteria; and, • will take account of the vitality/viability criteria in respect of city/town centres set out in the Retail Planning Guidelines for Planning Authorities (2012) and avoid the incorporation of uses and activities, as part of the development, which are more appropriate to city and town centre location. <p>Text change only</p>	

Ref	Amendment	Draft LAP No.																																				
CB 02.01.06	<p>Volume 1, Section 2 Local Area Plan Strategy - Amend table 2.4 as follows:</p> <table border="1" data-bbox="421 293 1310 629"> <thead> <tr> <th colspan="4">Table 2.4 Employment Land Supply (hectares) (Current LAP / TDP Zonings)</th> </tr> <tr> <th>Settlement</th> <th>Business</th> <th>Industrial</th> <th>Enterprise</th> </tr> </thead> <tbody> <tr> <td>Cobh</td> <td>17</td> <td>16.5ha*</td> <td>0</td> </tr> <tr> <td>Glanmire</td> <td>0</td> <td>17</td> <td>0</td> </tr> <tr> <td>City North Environs</td> <td>42 ♦</td> <td></td> <td>29 ♦</td> </tr> <tr> <td>Carrigtwohill</td> <td>30</td> <td>201</td> <td>20</td> </tr> <tr> <td>Little Island</td> <td>43**</td> <td>91</td> <td>0</td> </tr> <tr> <td>Monard</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>Marino Point (Port related development)</td> <td>0</td> <td>46</td> <td>0</td> </tr> </tbody> </table> <p>* Rushbrook Dockyard. ** Business use as part of X-01 site (estimated) ♦ includes an estimate of what may be accommodated on the Kilbarry lands X-02.</p> <p>Text change only</p>	Table 2.4 Employment Land Supply (hectares) (Current LAP / TDP Zonings)				Settlement	Business	Industrial	Enterprise	Cobh	17	16.5ha*	0	Glanmire	0	17	0	City North Environs	42 ♦		29 ♦	Carrigtwohill	30	201	20	Little Island	43**	91	0	Monard	0	0	0	Marino Point (Port related development)	0	46	0	40
Table 2.4 Employment Land Supply (hectares) (Current LAP / TDP Zonings)																																						
Settlement	Business	Industrial	Enterprise																																			
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CB 02.01.07	<p>Volume 1, Section 2 Local Area Plan Strategy</p> <p>Insert additional text heading and paragraph after paragraph 2.2.3 in Section 2 of DLAP as follows</p> <p>Para 2.2.4:</p> <p>The National Spatial Strategy is to be replaced by the National Planning Framework (NPF), to be delivered in 2017. This national framework is intended to be a high level strategy document that will provide the framework for future development and investment in Ireland, providing a long term and place-based aspect to public policy and investment, as well as aiming to coordinate sectoral areas such as housing, jobs, transport, education, health, environment, energy and communications. It is anticipated that the NPF will inform the future Regional Spatial and Economic Strategies (RSES) that will follow the adoption of the NPF. The Council will ensure that its forward planning will be aligned with this hierarchy of strategic plans.</p> <p>Text change only</p>	35																																				
	Section Three: Main Towns																																					
	Cobh																																					
CB 03.02.01	<p>Volume 1, Section 3, Main Towns</p> <p>Delete text relating to lands that are covered by the provisions of the Cobh Town Development Plan 2013. Deleted text is illustrated by strikethrough <u>and underlined</u> in Section 3.2 of this document.</p> <p>Text change only</p>	47-70																																				
CB 03.02.02	<p>Volume 1, Section 3, Main Towns</p> <p>Delete the following sentence 3.1.11 Where a town had a former Town Development Plan for the Town Council these have been included in this plan to form a coherent planning policy framework for the town as a whole.</p> <p>Text change only</p>	46																																				
CB 03.02.03	<p>Volume 1, Section 3, Main Towns</p> <p>Delete land use zoning map for the Cobh Town development Plan 2013 and replace with new land use zoning map.</p>	71																																				

Ref	Amendment	Draft LAP No.
	Map change only	
CB 03.02.04	<p>Volume 1, Section 3, Main Towns</p> <p>Amend a section of the land use zoning map CH-R-12 Medium residential development and rezone as an Existing built up area.</p> <p>Map change only</p>	71
CB 03.02.05	<p>Volume 1, Section 3, Main Towns</p> <p>Include an additional objective to the table titled <i>Specific List of objectives for Cobh</i> as follows</p> <p>CH-U-12: Upgrading of Ticknock to Cobh Road including pedestrian walkways and cycleways.</p> <p>Text and map changes</p>	70
CB 03.02.06	<p>Volume 1, Section 3, Main Towns</p> <p>Delete Objective CH-O-09 in the table Specific List of objectives for Cobh; and increase area of CH-R-16 to incorporate CH-O-09.</p> <p>CH-O-09: Active Open Space</p> <p>Text and map changes</p>	69 & 71
CB 03.02.07	<p>Volume 1, Section 3, Main Towns</p> <p>Include additional text to CH-GO-13, as follows:</p> <p>Retain a substantial portion of existing landscape features, including field banks, hedgerows, treelines and masonry walls within zoned lands.</p> <p>Text change only.</p>	70
CB 03.02.08	<p>Volume 1, Section 3, Main Towns</p> <p>Include additional objective to the General List of objectives for Cobh as follows:</p> <p>CH-GO-15 To preserve and protect the archaeological and architectural heritage both formal and vernacular and heritage features which contributes to the character of Cobh including historic boundaries, walls, gate piers, street furniture.</p> <p>Text change only</p>	66
CB 03.02.09	<p>Volume 1, Section 3, Main Towns</p> <p>Regeneration Sites text in Section 3.2.110 and Table 3.2.4: Regeneration Areas in Cobh – to be relocated to Marino Point (Other Locations)</p> <p>Text change only</p>	64
CB 03.02.10	<p>Volume 1, Section 3, Main Towns</p> <p>Amend paragraph 3.2.104 of Phasing and Implementation, this will now read as follows, as outlined in section 3.2 of this report.</p> <p>3.2.104: A total of 2 indicative development phases are identified within the site. This Local Area 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.</p> <p>Text change only</p>	62

Ref	Amendment	Draft LAP No.
CB 03.02.11	<p>Volume 1, Section 3, Main Towns</p> <p>Insert three additional paragraphs in Phasing and Implementation following paragraph 3.2.104 as follows:</p> <p>As the ownership of this site 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 has established a Housing Infrastructure Implementation Team which is currently developing proposals that will secure the delivery of the relevant infrastructure on this site.</p> <p>Because of the importance of the site 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 step in and 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 Local Area Plan. Once firm proposals are developed, the County Council will consult with landowners/developers and other stakeholders.</p> <p>In the interim, development proposals that can provide the necessary infrastructure can be considered for permission.</p> <p>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.</p> <p>Text change only</p>	62
CB 03.02.12	<p>Volume 1, Section 3, Main Towns</p> <p>Delete all phasing text in paragraphs; 3.2.105 – 3.2.109 , refer to Section 3.2 of this report.</p> <p>Text change only</p>	62
CB 03.02.13	<p>Volume 1, Section 3, Main Towns</p> <p>Replace Table 3.2.3 “Phased Development Programme: Ballynoe Urban Expansion Area” with revised Table 3.2.3 as detailed in Section 3.2 of this report emphasising indicative nature of Development Programme for Ballynoe Urban expansion area.</p> <p>Text change only</p>	63
CB 03.02.14	<p>Volume 1, Section 3, Main Towns</p> <p>Coastal Flood Zone Mapping Amendment: Cobh and Haulbowline</p> <p>It is proposed to delete the Coastal Flood Zone Mapping and replace with the mapping as shown in Section 5.</p> <p>Map change only</p>	71 & 228
CB 03.02.15	<p>Volume 1, Section 3, Main Towns</p> <p>Insert new zoning objective as follows:</p> <p>CH-X-02: Medium B Density Residential development on 4.5ha at the eastern extent of the lands, in a woodland setting with pedestrian and vehicular access provision to the adjoining lands to the east. The remainder of the lands, west</p>	68, 70 & 71

Ref	Amendment	Draft LAP No.
	<p>of the ridgeline, shall provide for open space and woodland with provision for pedestrian and cycling links and car parking to serve the future railway station. Development of these lands shall include landscaping and protection of the more vulnerable slopes and associated habitats, and, shall be accompanied and informed by a comprehensive Visual Impact Assessment Statement.</p> <p>Text and map change</p>	
CB 03.02.16	<p>Volume 1, Section 3, Main Towns</p> <p>Insert new zoning objective as follows:</p> <p>CH-R-22: 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.</p> <p>Text and map change</p>	68 & 71
	Glanmire	
CB 03.03.01	<p>Volume 1, Section 3, Main Towns</p> <p>Extend settlement boundary to east, to include the existing light industrial property as Existing Built up area.</p> <p>Map change only</p>	88
CB 03.03.02	<p>Volume 1, Section 3, Main Towns</p> <p>Insertion of GM-U-08 on settlement map.</p> <p>Map change only</p>	88
CB 03.03.03	<p>Volume 1, Section 3, Main Towns</p> <p>Insert a flood risk objective denoted by an asterisks in the GM-T-01 specific development objective for Glanmire.</p> <p>Text change only</p>	85
CB 03.03.04	<p>Volume 1, Section 3, Main Towns</p> <p>Amend 3.3.29 to indicate the current status of the flood relief scheme in Glanmire.</p> <p>Parts of Glanmire have been identified as being at risk of flooding. The areas at risk follow the path of the Glashaboy River, that runs to the south of the town and are illustrated on the settlement map. Those areas most directly affected include the Meadowbrook estate, lands to the north west of the town and open space and town centre zonings. In 2012 and again in 2015, the town was seriously affected by flooding and as a result of these flood event, the OPW have prepared a Glashaboy flood relief scheme that needs to be implemented. The scheme is intended to be implemented within the lifetime of this Plan and will be used to inform the implementation of protective works in the area.</p> <p>Text change only</p>	75
CB 03.03.05	<p>Volume 1, Section 3, Main Towns</p> <p>Replace objective GM-U-08: with the following text;</p> <p>Upgrade of Dunkettle Road (L2999) as far as the existing slip road to Dunkettle Interchange</p> <p>Upgrade of Dunkettle Road (L2999) from the junction with East Cliff Road as far as the slip-road to the Dunkettle Interchange.</p>	86

Ref	Amendment	Draft LAP No.
	Text change only	
CB 03.03.06	<p>Volume 1, Section 3, Main Towns</p> <p>Amend paragraph 3.3.17 of Infrastructure: Public Transport Connectivity section, this will now read as follows:</p> <p>The CASP Update 2008 has acknowledged that there was a lack of appropriate public transport connectivity relative to the population of Glanmire. Significant improvements have been made and Glanmire now has two Bus services the No.221 bus route Glyntown to Cork City Bus Station and the No.245 Mitchelstown to Cork inter town service. The 221 service in general provides a 30 minute bus between Glanmire and Cork city during the morning and evening peak hours. If future movement patterns are to be less reliant on the private car, then significant further improvements to public transport will be necessary. The development of the Ballinganna/Dunkettle site will trigger the delivery of significant new road links and other road improvements that will facilitate further improvements to bus services. Consideration is being given to the better integration of the Glanmire services with the Cork City bus network which will help deliver a greater choice of routes and destinations.</p> <p>Text change only</p>	74
CB 03.03.07	<p>Volume 1, Section 3, Main Towns</p> <p>Insert additional paragraph in Infrastructure: Public Transport Connectivity section following 3.3.17 as follows:</p> <p>The Cork Master Plan Transport Assessment carried out by NTA/CCC has identified that in future, the Cork bus services should link the proposed development areas of Ballinglanna and Dunkettle to the existing Glanmire service. In addition, consideration should be given to connections from Glanmire to the Northern Orbital bus route through Blackpool and Ballyvolane/Mayfield as well as to the east to Little Island.</p> <p>Text change only</p>	74
CB 03.03.08	<p>Volume 1, Section 3, Main Towns</p> <p>Amend paragraph 3.3.21 of Infrastructure: Water Supply section, this will now read as follows:</p> <p>3.3.21 There are two water supply schemes serving Glanmire; the Glanmire Regional Water Supply Scheme and the Glashaboy Water Supply Scheme. There is sufficient capacity at the Glashaboy scheme to accommodate the targeted population growth. Intending developers will need to enter agreements with Irish Water regarding the connection of new development to Irish Water infrastructure.</p> <p>Text change only</p>	74
CB 03.03.09	<p>Volume 1, Section 3, Main Towns</p> <p>Amend 3.3.48 , 3.3.49 and 3.3.50 and insert new paragraph following 3.3.49 in the Dunkettle/Ballinglanna Urban Expansion section, as per new Section 3.3 of this report, to describe the phasing approach in relation to infrastructure delivery and in particular the upgrade of the Dunkettle Interchange.</p> <p>Text change only</p>	78
CB 03.03.10	<p>Volume 1, Section 3, Main Towns</p> <p>Amend 3.3.52 and 3.3.53 in relation to Phase 1 and 2, this will now read as follows:</p>	78&79

Ref	Amendment	Draft LAP No.
	<p>Phase 1</p> <p>3.3.52 This phase of the development covers a developable area of approximately 36.05 hectares and will provide up to 400 residential units which will consist of a mix of Medium A and Medium B density development. The lands are located to the north of the Dunkettle Road with access primarily through the Fernwood Estate further north and Dunkettle Road in the south. A new configuration of the junction between the Dunkettle Road and the proposed development has been designed to provide an improved link with the town of Glanmire through a signalized tee junction with the Dunkettle Road. The early delivery of the road link to the Fernwood development to the north is considered critical to the integration of this site into the built fabric of the town of Glanmire. The Transport Assessment identified that approximately 400 houses can be constructed prior to the upgrading of the Dunkettle Interchange. Phase 1 will also require the provision of a local centre and land set aside for the provision of a primary school.</p> <p>Phase 2</p> <p>3.3.52 This phase of the development covers an area of approximately 37.7 ha, the majority of which is considered to be suitable for residential development. This will provide up to 800 residential units which will consist of a mix of Medium A and Medium B density residential development. The Transport Assessment stated that no residential development can be occupied in this phase until the completion of the Dunkettle Interchange but that development may proceed in planning, design and construction in tandem with the construction of the Interchange.</p> <p>Text change only</p>	
CB 03.03.11	<p>Volume 1, Section 3, Main Towns</p> <p>Amend 3.3.55 and 3.3.56 of Implementation and Infrastructure Provision section, this will now read as follows:</p> <p>3.3.55 An implementation programme will be applied to each phase of the development which will ensure that construction will proceed in an orderly and timely manner with the appropriate infrastructure in place at the right time to allow each phase to be developed.</p> <p>3.3.56 Irish Water will be responsible for the funding and provision of water supply and waste water treatment capacity and it is the intention of Irish Water to include funding of these projects as part of their next investment cycle. The design and layout of water services will require consultation with Irish Water. Intending developers will need to enter a new connection agreement with Irish Water.</p> <p>Text change only</p>	79
CB 03.03.12	<p>Volume 1, Section 3, Main Towns</p> <p>Replace Table 3.3.2 “Dunkettle/Ballinglanna Road Improvements” with revised Table 3.3.2 in Section 3.3 of this report including deletion of Riverstown bridge from Phase 1 and incorporation of additional bridge on Riverstown Road L3010 in Phase 2.</p> <p>Text change only</p>	80
CB 03.03.13	<p>Volume 1, Section 3, Main Towns</p>	84

Ref	Amendment	Draft LAP No.
	<p>Amend text of Objective GM-R-04 in the Specific Development Objectives for Glanmire, this will now read as follows:</p> <p>GM-R-04: Development in this area will be a mix of Medium A and Medium B density residential development. Development on this site is to limited to 400 units be linked to the provision of the infrastructure requirements as set out in Tables 3.3.2 and 3.3.3. Land should be set aside for also be made within the site for a new 16 classroom primary school and a local shopping centre should be provided with a range of appropriate convenience retail services in tandem with the development of these lands.</p> <p>Text change only</p>	
CB 03.03.14	<p>Volume 1, Section 3, Main Towns</p> <p>Insert an additional residential zoned land within Glanmire GM – R-08 as follows;</p> <p>GM-R-08: Medium B density residential development, subject to:</p> <ul style="list-style-type: none"> - no development (roads, dwellings or structures) within 50m of the existing northern site boundary; - a natural planted corridor to be provided at 50m from the existing northern site boundary; - a comprehensive landscaping scheme including the retention of existing natural growth on the existing site boundaries; - provision of a 25m deep landscaped corridor along the eastern site boundary, and; - access provided via the adjoining residential development under construction to the northwest, the access road shall initially follow the lower site contours and shall minimise its encroachment into the 50m buffer to be provided. <p>Text and map change</p>	157
CB 03.03.15	<p>Volume 1, Section 3, Main Towns</p> <p>Extend development boundary to include additional lands as existing built up area.</p> <p>Map change only</p>	88
CB 03.03.16	<p>Volume 1, Section 3, Main Towns</p> <p>Insert new zoning objective as follows:</p> <p>GM-R-09: Medium B Density Residential development of individual serviced sites. Development of these lands shall include landscaping proposals and protection of the more vulnerable slopes. Proposals shall be accompanied and informed by a comprehensive Visual Impact Assessment Statement, including the provision of advanced strategic planting to be retained on the northern and western edges of the site, to act as a definite limit to any further development in this area. Existing woodland on the eastern portion of the site is not suitable for development and must be protected. *</p> <p>Text and map change</p>	84 & 88
CB 03.03.17	<p>Volume 1, Section 3. Main Towns</p> <p>Amend Local Area Plan GM-GO-10, as follows:</p>	83

Ref	Amendment	Draft LAP No.
	<p>Retain a substantial proportion of existing landscape features, including field banks, hedgerows and treelines within zoned lands as well as species of biodiversity interest. The area of woodland along the Glashaboy and Butlerstown Rivers function as ecological corridors. Any development within these areas will need to be informed by ecological assessment that ensures the protection of the area and its associated habitats.</p> <p>Text change only</p>	
	Cork City – North Environs	
CB 03.04.01	<p>Volume 1, Section 3, Main Towns</p> <p>Insert new zoning objective as follows:</p> <p>NE-B-02: Business Development (approx. 5ha in area)</p> <p>Text change only</p>	117
CB 03.04.02	<p>Volume 1, Section 3, Main Towns</p> <p>Amend land use zoning map by rezoning circa 5 ha of the O-01 Open space zoning and rezoning it for Business development.</p> <p>Map change only</p>	121
CB 03.04.03	<p>Volume 1, Section 3, Main Towns</p> <p>Insert additional text in paragraph 3.4.23 as follows</p> <p>The number of business zonings has reduced in this plan. The operations at the Apple in Holyhill have expanded since the 2011 Local Area Plan including the car parking facilities and realignment of the road that surrounds the site. Permission has been granted within the City Council for further development of the complex at Apple. The remaining undeveloped lands are quite small. Additional lands to the north of their existing operations have been zoned for business development to provide Apple flexibility into the future.</p> <p>There is a new business zoning on the edge of the Ballyvolane Urban Expansion Area which will be located adjacent to the proposed housing and very close to the industrial lands of Kilbarry. The development of the business lands are linked to Phase two in the overall development of lands at Ballyvolane.</p> <p>Text change only</p>	92
CB 03.04.04	<p>Volume 1, Section 3, Main Towns</p> <p>Insert additional text in paragraph 3.4.32 as follows</p> <p>At present, public transport in the North environs is restricted to bus services only. The development of a proposed rail station at Kilbarry, which lies within the City Council Administrative Boundary, will enhance public transport permeability within the western portion of the area and will form an important component of enhanced transport options in the North Environs. The Ballyvolane area is not served by the Cork Suburban Rail network. There is an existing bus route serving Gurrabrathar and parts of Ballyvolane however enhanced bus priority infrastructure, would represent the most appropriate solution to the transport needs of the area. Cork County Council will support proposals to enhance public transport connections to the Holyhill and Apple Campus particularly public bus infrastructure and through improvements to the local road connection.</p> <p>Text change only</p>	93

Ref	Amendment	Draft LAP No.
CB 03.04.05	<p>Volume 1, Section 3, Main Towns</p> <p>Insert new paragraph after paragraph 3.4.40 - Flooding and Surface Water Management section as follows;</p> <p>In the development of the River Bride (Blackpool) Certified Drainage Scheme a number of potential flood storage areas were identified. It was considered that these were not suitable for use as part of the preferred option for the scheme which is currently to be implemented by the OPW. However, it is considered that these areas may well be of use in terms of enabling the adaption of the scheme to the Climate Change scenario in the future. These areas represent potential future flood storage areas and future development in these areas can only proceed if it is determined that such development will not negatively impact on the future required flood storage capacity as may be required. A flood storage area lies within the development boundary of the North Environs and this has been indicated on the zoning map for the settlement.</p> <p>Text change and map change</p>	94
CB 03.04.06	<p>Volume 1, Section 3, Main Towns</p> <p>Remove Youghal label over Glanmire end of map</p> <p>Text change only (this refers to a map text label change only)</p>	121
CB 03.04.07	<p>Volume 1, Section 3, Main Towns</p> <p>Amend the title of the Local area plan objective table as follows;</p> <p>General Development Objectives for Ballyvolane Urban Expansion area Cork City North Environs.</p> <p>Text change only</p>	114-119
CB 03.04.08	<p>Volume 1, Section 3, Main Towns</p> <p>Insert NE-O-01 label on Cork City North Environs 1 Map.</p> <p>Text change only (this refers to a map text label change only)</p>	120
CB 03.04.09	<p>Volume 1, Section 3, Main Towns</p> <p>Amend paragraphs 3.4.12 of the Special Policy Areas – Ballvolane Urban Expansion Area section, this will now read as follows:</p> <p>3.4.12 As such, an integrated transport strategy will need to be prepared in conjunction with Cork City Council. This plan will need to identify proposals for to facilitate enhanced public transport between the site and the city centre and improved road connectivity in the area. It will also need to include provision for improved pedestrian and cycling connectivity within the site and with the city centre. Other localised issues that are dealt with at the end of this section include; the sloping topography and visual prominence, the need for additional water and waste water infrastructure and the number of transmission lines which form part of the ESB network. Concentration of development in one strategic area will facilitate a coordinated, phased approach to development and infrastructure provision.</p> <p>Text change only</p>	91
CB 03.04.10	<p>Volume 1, Section 3, Main Towns</p> <p>Amend paragraph 3.4.14 of Funding and Contributions Scheme section, which will now read as follows:</p>	91

Ref	Amendment	Draft LAP No.
	<p>3.4.14 To overcome these difficulties the County Council is proposing to co-ordinate development and infrastructure provision between the various agencies and landowners through the powers available use of agreements under Sections 47, 48 and 49 of the Planning and Development Acts. as described in Section 1</p> <p>Text change only</p>	
CB 03.04.11	<p>Volume 1, Section 3, Main Towns</p> <p>Amend paragraph 3.4.64 of Ballyvolane Urban Expansion Area – Policy Background section, which will now read as follows:</p> <p>3.4.64 The CASP update (2008) proposed the expansion of Cork’s Northern suburbs. Cork County Development Plan 2014 provides for the population of the area to grow to 10,719 persons, representing growth of 4,027 persons on the 2011 population. Most of this growth will occur in the Ballyvolane Urban Expansion area. The 2011 Local Area Plan required the preparation of a masterplan to guide development using a brief prepared by Cork County Council. The masterplan was not completed, It is now intended that the Draft Local Area Plan will put forward a framework for the development of this urban expansion area. A scoping report was also produced following the masterplan which dealt with issues in more detail.</p> <p>Text change only</p>	98
CB 03.04.12	<p>Volume 1, Section 3, Main Towns</p> <p>In paragraph 3.4.67 delete adjective “satellite” and replace with “Metropolitan” town of Glanmire.</p> <p>Text change only</p>	99
CB 03.04.13	<p>Volume 1, Section 3, Main Towns</p> <p>In paragraph 3.4.72 of section 3.4 of this report (set out as paragraph 3.4.72 of Draft Local Area Plan) delete “ne” and replace with “limited” space for junction realignment.</p> <p>Text change only</p>	100
CB 03.04.14	<p>Volume 1, Section 3, Main Towns</p> <p>Insert additional descriptive text in paragraph 3.4.80 regarding the key principles in considering sustainable development on the site.</p> <p>Text change only</p>	102
CB 03.04.15	<p>Volume 1, Section 3, Main Towns</p> <p>Amend paragraph 3.4.82 of Residential Development section, this will now read as follows:</p> <p>3.4.82 The quantum of houses envisaged for Ballyvolane was between 2337 and 3,600 units. The number proposed in this plan is approximately 3000. A total of 3 phases are recommended for the phased delivery of housing in tandem with the key infrastructure, facilities and amenities to serve a development. The average density across the entire site is 23 units per hectare. The highest density is 35 the lowest is 18, however there is scope to reduce densities on sloping sites. The overall number of units proposed in this report is 3,000.</p> <p>Text change only</p>	102

Ref	Amendment	Draft LAP No.
CB 03.04.16	<p>Volume 1, Section 3, Main Towns</p> <p>Deletion of text in paragraph 3.4.84, this will now read as follows</p> <p>3.4.84 The Council’s Housing Strategy states that on zoned lands, it will be a requirement that 10% of all land zoned for residential uses (or for a mix of residential and other uses) be reserved for the purpose of social housing. This housing should be scattered through the development. The following table outlines the phases, type and likely housing yield from the proposed development zones within the area:</p> <p>Text change only</p>	103
CB 03.04.17	<p>Volume 1, Section 3, Main Towns</p> <p>Delete Table 3.4.2: Phasing, Type and Housing Yield</p> <p>Text change only</p>	103
CB 03.04.18	<p>Volume 1, Section 3, Main Towns</p> <p>Delete text “due at the end of October” in paragraph 3.4.92 regarding the City’s Study of the Northside.</p> <p>Text change only</p>	105
CB 03.04.19	<p>Volume 1, Section 3, Main Towns</p> <p>Delete paragraphs 3.4.108 and 3.4.109 and replace with section named “Phasing and Implementation of Ballyvolane Urban Expansion Area” as set out in Section 3.4 of this report.</p> <p>Text change only</p>	108
CB 03.04.20	<p>Volume 1, Section 3, Main Towns</p> <p>Delete Table 3.4.3 and replace with new Table 3.4.3 as set out in Section 3.4 of this report, with amended heading “Indicative Development Programme Ballyvolane” and additional text changes.</p> <p>Text change only</p>	109
CB 03.04.21	<p>Volume 1, Section 3, Main Towns</p> <p>Delete paragraphs 3.4.110 - 3.4.125 regarding sequential phasing, as set out in Section 3.4 of this report.</p> <p>Text change only</p>	109-113
CB 03.04.22	<p>Volume 1, Section 3, Main Towns</p> <p>Delete Table 3.4.4 and replace with new Table 3.4.4, as set out in Section 3.4 of this report, with amended heading “Phase 1: Indicative Development Programme: Ballyvolane” and additional text changes.</p> <p>Text change only</p>	111
CB 03.04.23	<p>Volume 1, Section 3, Main Towns</p> <p>Delete Table 3.4.5 and replace with new Table 3.4.5, as set out in Section 3.4 of this report., with amended heading “Phase 2: Indicative Development Programme: Ballyvolane” and additional text changes.</p> <p>Text change only</p>	113
CB 03.04.24	<p>Volume 1, Section 3, Main Towns</p> <p>Delete Table 3.4.6 and replace with new Table 3.4.6, as set out in Section 3.4 of</p>	114

Ref	Amendment	Draft LAP No.
	<p>this report, with amended heading “Phase 3: Indicative Development Programme: Ballyvolane” and additional text changes.</p> <p>Text change only</p>	
CB 03.04.25	<p>Volume 1, Section 3, Main Towns</p> <p>Amend Headings for General List of Objectives for Ballyvolane, which will now read as follows:</p> <p>General Development Objectives for Ballyvolane Urban Expansion Area Cork City North Environs.</p> <p>Text change only</p>	114-119
CB 03.04.26	<p>Volume 1, Section 3, Main Towns</p> <p>Amend headings in Specific List of Objectives for Ballyvolane – Ballyvolane Urban Expansion Area to those as set out in Section 3.4 of this report , which deletes references to phases 1,2 and 3.</p> <p>Text change only</p>	116
CB 03.04.27	<p>Volume 1, Section 3, Main Towns</p> <p>Include additional objective to the list of specific residential development objectives for the Ballyvolane Urban Expansion Area as follows:</p> <p>NE-R-15 Medium B residential development and insert new site area</p> <p>Text and map change</p>	116
CB 03.04.28	<p>Volume 1, Section 3, Main Towns</p> <p>Include additional objective to the list of specific residential development objectives for the Ballyvolane Urban Expansion Area as follows:</p> <p>NE-R-17 Medium B residential development and insert new site area</p> <p>Text and map change</p>	116
CB 03.04.29	<p>Volume 1, Section 3, Main Towns</p> <p>Include additional objective to the list of specific residential objectives for the Ballyvolane Urban Expansion Area as follows:</p> <p>NE-R-16 Medium A residential development and insert new site area</p> <p>Text and map change</p>	116
CB 03.04.30	<p>Volume 1, Section 3, Main Towns</p> <p>Delete objective NE-O-04 in the list of specific development objectives for the Ballyvolane Urban Expansion Area and incorporate into NE-R-13.</p> <p>Text and map change</p>	118
CB 03.04.31	<p>Volume 1, Section 3, Main Towns</p> <p>Re-number NE-O-05 as NE-O-04 in the list of specific development objectives for the Ballyvolane Urban Expansion Area as set out in Section 3.4 of this report, as follows:</p> <p>NE-O-04 Open Space for public recreation as an Urban Park. The amenity parkland should provide passive amenity for residents of the North Eastern suburbs and the site. It should also contain the necessary walkways and cycleways for accessibility between residential, business, retail and community uses.</p> <p>Delete 40-ha and replace it with new site area.</p>	118

Ref	Amendment	Draft LAP No.
	Text change only (this refers to a map text label change only)	
CB 03.04.32	<p>Volume 1, Section 3, Main Towns</p> <p>Re-number NE-O-06 to NE-O-05 in the list of specific development objectives for the Ballyvolane Urban Expansion Area</p> <p>Text change only (this refers to a map text label change only)</p>	118
CB 03.04.33	<p>Volume 1, Section 3, Main Towns</p> <p>Insert Ballyvolane Masterplan Phasing Map (amend title of map to “Ballyvolane Urban Expansion Area – Phasing Map”)</p> <p>Text change only (this refers to a map text label change only)</p> <p><i>Note: Amendment not required as Phasing Map is not included in Draft Plan.</i></p>	
CB 03.04.34	<p>Volume 1, Section 3, Main Towns</p> <p>Include additional text in objective NE-O-03 in the table Specific Development Objectives for Cork City North Environs. This objective will now read as follows:</p> <p>NE-O-03 Open Space for public recreation. This site includes a number of playing pitches which are an important amenity for the area. It is important to retain this site for open space uses. The remainder of the site serves to protect the visual amenity.</p> <p>Delete 22.9 ha and replace with 30.0 ha.</p> <p>Text change only</p>	118
CB 03.04.35	<p>Volume 1, Section 3, Main Towns</p> <p>Amend objective NE-O-07 (to be re-numbered NE-O-06) in the table Specific Development Objectives for Cork City North Environs This objective will now read as follows</p> <p>NE-O-07 Open Space for public recreation. This site includes a playing pitch that is an important amenity for the area. The remainder of the site serves to protect the visual amenity of the area. It is important to retain this site for open space uses.</p> <p>Insert area 22.9 ha.</p> <p>Text change only</p>	118
CB 03.04.36	<p>Volume 1, Section 3, Main Towns</p> <p>Re-number NE-O-08 to NE-O-07 in the table Specific Development Objectives for Cork City North Environs</p> <p>This refers to text and map text label change only</p>	118
CB 03.04.37	<p>Volume 1, Section 3, Main Towns</p> <p>Delete Transport Infrastructure Objectives in the Specific Development Objectives table for Ballyvolane Urban expansion area and replace with the following Objectives. This objective will now read as follows;</p> <p>Transport Infrastructure</p> <p>NE-U-01 Pedestrian walk with access through proposed North Western Regional Park and connection to Glenamought River Valley.</p> <p>NE-U-02 Proposed Link Road through Kilbarry employment area, linking the Kilcully Road with the road to Monard.</p>	119

Ref	Amendment	Draft LAP No.
	<p>NE U-03 Proposed Link Road between Ballyhooley Road and Northern Ring Road in Mayfield</p> <p>U-01 Service road within the Ballyvolane Urban Expansion Area</p> <p>U-02 Service road within the Ballyvolane Urban Expansion Area</p> <p>U-03 Service road within the Ballyvolane Urban Expansion Area</p> <p>U-04 Service road within the Ballyvolane Urban Expansion Area</p> <p>U-05 Upgrade of the Ballyhooley road in tandem with the development of the Ballyvolane Urban Expansion Area</p> <p>U-06 Proposed Link Road between Ballyhooley Road and Northern Relief Road in Mayfield</p> <p>U-07 Upgrade of the Rathcooney Road in tandem with the development of the Ballyvolane Urban Expansion Area.</p> <p>U-08 Link Road through Kilbarry employment area, linking the Ballyhooley Road to the Kilcully road.</p> <p>U-09 Completion of pedestrian walk with access through proposed North Western Regional Park and connection to Glenamought River Valley</p> <p>U-10 Service road within the Ballyvolane Urban Expansion Area to provide for potential bus loop.</p> <p>U-11 Proposed link road between Northern Ring Road and Ballyvolane</p> <p>U-12 Proposed upgrade of Old Youghal Road (R615)</p> <p>Text and map change (note: 4 no. map amendments)</p>	
CB 03.04.38	<p>Volume 1, Section 3, Main Towns</p> <p>Include additional text to paragraph 3.4.77 as follows:</p> <p>These archaeological sites are awarded protection under national monuments legislation and policies in the County Development Plan 2014 and site should be zoned out or designated a Greenfield area and preserved in situ with an appropriate buffer zone. In addition the concentration of sites indicates significant human activity in prehistoric and Early Christian period in the wider area and it is recommended that the Archaeological Assessment in advance of development includes a geophysical survey and testing.</p> <p>Text change only</p>	101
CB 03.04.39	<p>Volume 1, Section 3, Main Towns</p> <p>Include additional text to NE-GO-05 as follows:</p> <p>Retain a substantial proportion of existing landscape features including field banks, hedgerows, treelines and masonry walls. Provide a landscape framework plan for each of the six phases of development as part of a landscape strategy. Provide for advanced mixed planting of coniferous and broadleaf trees to ensure year round tree coverage to protect the visual amenities of the area.</p> <p>Text change only.</p>	115
CB 03.04.40	<p>Volume 1, Section 3, Main Towns</p> <p>Include additional text in objective NE-O-02 in the table Specific Development Objectives for Cork City North Environs This objective will now read as follows</p> <p>Open space including the provision of playing pitches. The open space contains</p>	118

Ref	Amendment	Draft LAP No.
	<p>three archaeological sites which awarded protection under national monuments legislation and policies in the County Development Plan 2014. Any development of amenities shall preserve and protect these monuments and their setting and will require an Archaeological Assessment.</p> <p>Text change only.</p>	
CB 03.04.41	<p>Volume 1, Section 3, Main Towns</p> <p>Include additional text to NE-R-04 as follows:</p> <p>High and Medium A density residential development. The site contains three archaeological monument CO0074-172; CO074-131; CO074-131 Archaeological sites are awarded protection under national monuments legislation and policies in the County Development Plan 2014. These archaeological sites should be zoned out or designated a Greenfield area and preserved in situ with an appropriate buffer zone protecting the setting of the monuments. In addition the Zone of Archaeological Potential (ZAP) associated with these sites can be quite extensive. Any development at the will require a detailed Archaeological Assessment in advance of development includes a geophysical survey and testing.</p> <p>Text change only</p>	116
CB 03.04.42	<p>Volume 1, Section 3, Main Towns</p> <p>Include additional text to NE-R-12 as follows:</p> <p>Medium B residential development. The site contains two archaeological monument CO075-113 and CO074-022 which are awarded protection under national monuments legislation and policies in the County Development Plan 2014. The archaeological site should be zoned out or designated a Greenfield area and preserved in situ with an appropriate buffer zone protecting the setting of the monuments. In addition the Zone of Archaeological Potential (ZAP) associated with these sites can be quite extensive. Any development at the will require a detailed Archaeological Assessment in advance of development includes a geophysical survey and testing.</p> <p>Text change only</p>	116
CB 03.04.43	<p>Volume 1, Section 3, Main Towns</p> <p>Include additional text to NE-R-13 as follows:</p> <p>Medium B Residential development. The site contains three archaeological monument CO063-114 & CO063-115 and CO063-072. Archaeological sites are awarded protection under national monuments legislation and policies in the County Development Plan 2014. This archaeological site should be zoned out or designated a Greenfield area and preserved in situ with an appropriate buffer zone protecting the setting of the monuments. In addition the Zone of Archaeological Potential (ZAP) associated with these sites can be quite extensive. Any development at the will require a detailed Archaeological Assessment in advance of development includes a geophysical survey and testing.</p> <p>Text change only</p>	116
CB 03.04.44	<p>Volume 1, Section 3, Main Towns</p> <p>Include additional text to NE-TC-01 as follows:</p> <p>Provide a district centre with provision for an appropriate range of retail and commercial facilities to support the new population and taking into consideration the existing retail developments at Fox and Hounds, Dunnes Store</p>	117

Ref	Amendment	Draft LAP No.
	<p>and Lidl. The site should also allow for the development of a health centre and community hall/facility for the new residents.</p> <p>The site contains three archaeological monument CO074-131; CO074-172 and CO074-132 which are awarded protection under national monuments legislation and policies in the County Development Plan 2014. This archaeological site should be zoned out or designated a Greenfield area and preserved in situ with an appropriate buffer zone protecting the setting of the monuments. In addition the Zone of Archaeological Potential (ZAP) associated with these sites can be quite extensive. Any development at the will require a detailed Archaeological Assessment in advance of development includes a geophysical survey and testing.</p> <p>The existing neighbourhood centre at the Fox and Hounds will form part of the district retail Centre subject to the resolution of a number of issues:</p> <p>a) Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management'.</p> <p>b) Provision should be made on site, for improved recreational facilities, including informal public recreation with the provision of a pedestrian walk along the Glen River. Any proposals should protect the Glen River Valley, an area considered to be of high landscape value.</p> <p>^*</p> <p>Text Change Only</p> <p><i>To be read in conjunction with amendment number CB 03.04.53 which relates to this development objective also.</i></p>	
CB 03.04.45	<p>Volume 1, Section 3, Main Towns</p> <p>Amend a section of the land use zoning map denoted NE-O-05 open space and rezone as an Existing built up area.</p> <p>Map change only</p>	121
CB 03.04.46	<p>Volume 1, Section 3, Main Towns</p> <p>Extend NE-R-04, partially rezoning open space, to the line of the proposed realigned U-07.</p> <p>Text and map change</p>	121
CB 03.04.47	<p>Volume 1, Section 3, Main Towns</p> <p>Amend Paragraph 3.4.43 in the North Environs Section as follows;</p> <p>There are no Natural Heritage Areas or sites which are designated under the Wildlife (Amendment) Act 2000 or any Natura 2000 sites designated under the European Habitats Directive 2000 1992 within the Northern Environs. However the Eastern half of the site is located within the Natura 2000 screening zone for the purpose of assessing planning applications having regard to the proximity of Cork Harbour's natural heritage designations. The eastern half of the site lies within the catchment of Cork Harbour within which there lie two Natura 2000 sites – The Great Island Channel SAC and Cork Harbour SPA. The designations include two Natura 2000 sites namely Cork Harbour Special Protection Area (SPA) site code 004030 and the Great Island Channel Special Area of Conservation (SAC) site code 001058. It is also designated a Ramsar site for wetland protection. There are also a number of pNHA sites within Cork harbour which overlap with some of the boundaries of the Natura 2000 designated sites.</p>	95

Ref	Amendment	Draft LAP No.
	<p>The Cobh Local Area Plan will be subject to the Habitats Directive Assessment process similar to that conducted for the 2011 Local Area Plan process.</p> <p>Text change only</p>	
CB 03.04.48	<p>Volume 1, Section 3, Main Towns</p> <p>Rezone lands subject to Medium B Residential Development, as follows:</p> <p>NE-R-18: Medium A Density Residential development. Development of the site shall make provision for NE-U-06 and the alignment of this route shall be agreed before any development shall commence. Woodland and scrub habitat on this site shall be protected and integrated into landscape schemes, where possible. *</p> <p>Text and map changes</p>	116 & 121
CB 03.04.49	<p>Volume 1, Section 3, Main Towns</p> <p>Extend boundary of NE-R-11 to include additional lands to the east. Amend site area in zoning objective.</p> <p>Text and Map changes</p>	116 & 121
CB 03.04.50	<p>Volume 1, Section 3, Main Towns</p> <p>Insert additional residential zoning objective as NE-R-18 NE-R-19 at the southern extent of NE-B-01. (Note: Mapped extent and site area of NE-B-01 will be adjusted accordingly as a consequential change)</p> <p>Insert new zoning objective as follows:</p> <p>NE-R-19: Medium B Density Residential Development</p> <p>Text and Map changes</p>	116 & 121
CB 03.04.51	<p>Volume 1, Section 3, Main Towns</p> <p>Insert additional wording in Objective for NE-O-08, as follows:</p> <p>Open space that fulfils an important function in providing a strategic gap between the City boundary and Glanmire and an open landscaped setting to the buildings within it and to the entrance to the city. Subject to normal proper planning considerations, it is not the intention of this objective to unreasonably restrict the continued operation, intensification or expansion of established institutional or commercial uses.</p> <p>Consideration will be given to the development of an additional dwelling on the western portion of these lands to facilitate existing family needs.</p> <p>Text change only</p>	118
CB 03.04.52	<p>Volume 1, Section 3, Main Towns</p> <p>Insertion of additional wording as follows and detailed in Section 3.4 of this document.</p> <p>Where capacity in existing infrastructure exists, lands benefitting from this should be developed first. In the interim, development proposals that can provide the necessary infrastructure can be considered for permission.</p> <p>Text change only</p>	108
CB 03.04.53	<p>Volume 1, Section 3, Main Towns</p> <p>Include additional text to NE-TC-01 as follows:</p> <p>Provide a district centre with provision for an appropriate range and scale of</p>	117

Ref	Amendment	Draft LAP No.
	<p>retail and commercial facilities to support the new population and taking into consideration the existing retail developments at Fox and Hounds, Dunnes Store and Lidl. The site should also allow for the development of a health centre and community hall/facility for the new residents.</p> <p>The existing neighbourhood centre at the Fox and Hounds will form part of the district retail Centre subject to the resolution of a number of issues:</p> <p>a) Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management'.</p> <p>b) Provision should be made on site, for improved recreational facilities, including informal public recreation with the provision of a pedestrian walk along the Glen River. Any proposals should protect the Glen River Valley, an area considered to be of high landscape value.</p> <p>Λ*</p> <p>Text change only</p> <p><i>Refer to amendment number CB 03.04.44 which relates to this development objective also.</i></p>	
	Monard	
<p>CB 03.05.01 CB 03.07.01</p>	<p>Volume 1, Section 3, Main Towns</p> <p>Insert additional paragraph on Archaeology after 3.5.44 as follows:</p> <p>There are a number of archaeological sites within the development area. These are awarded protection under national monuments legislation and policies in the County Development Plan 2014. This archaeological site should be zoned out or designated a Greenfield area and preserved in situ with an appropriate buffer zone protecting the setting of the monuments. In addition the Zone of Archaeological Potential (ZAP) associated with these sites can be quite extensive. Any development at the will require Archaeological Assessment of potential for subsurface archaeology through a program of geophysical survey and licenced archaeological testing in advance to guide layout and design.</p> <p>Text change only</p>	129
	Carrigtwohill	
<p>CB 03.05.01</p>	<p>Volume 1, Section 3, Main Towns</p> <p>Amend settlement boundary to include the existing property previously zoned CT-B-02 to be replaced as an Existing Built up area.</p> <p>Map change only</p>	153
<p>CB 03.05.02</p>	<p>Volume 1, Section 3, Main Towns</p> <p>Reposition U-08 label to location of Ballymcadam bridge.</p> <p>Map change only</p>	153
<p>CB 03.05.03</p>	<p>Volume 1, Section 3, Main Towns</p> <p>Remove eastern section of CT-R-18 from Residential zoning and convert to "Existing Built Up Area".</p> <p>Map change only</p>	153

Ref	Amendment	Draft LAP No.
CB 03.05.04	<p>Volume 1, Section 3, Main Towns</p> <p>Rezone section of O-02 Active Open space/Sports recreation Amenity to Existing built up area.</p> <p>Map change only</p>	153
CB 03.05.05	<p>Volume 1, Section 3, Main Towns</p> <p>Insert flood risk map for the north eastern section of the Urban Expansion Area</p> <p>Map change only</p>	153
CB 03.05.06	<p>Volume 1, Section 3, Main Towns</p> <p>Include additional text as set out as paragraph 3.6.32 of Section 3.6 of this report (note: this text relates to paragraph 3.6.29 of Draft Plan) - Infrastructure: Roads section, this will now read as follows:</p> <p>3.6.32 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. The Midleton and Carrigtwohill Transportation Study, published in August 2010 made recommendations to address these issues and, where appropriate, these recommendations have been reflected in the planning proposals of 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 pedestrian underpass has also been installed the railway linking lands south of the rail line and the masterplan site. During the lifetime of the plan, growth in background traffic levels, new development in the area and the need to provide additional capacity for future growth are likely to necessitate the following road network improvements:</p> <ul style="list-style-type: none"> (a) Cobh/Carrigtwohill Junction and Roundabouts; (b) Upgrades to the road network within Carrigtwohill itself; and (c) <u>Upgrade to the N25 between Carrigtwohill and Midleton</u> <p>Text change only</p>	136
CB 03.05.07	<p>Volume 1, Section 3, Main Towns</p> <p>Amend paragraph 3.6.87 of Section 3.6 of this report (note: this text relates to paragraph 3.6.82 of Draft Plan) - Carrigtwohill North, this will now read as follows:</p> <p>Carrigtwohill North Urban Expansion Area</p> <p>It remains the aim of Cork County Council to provide for a new residential neighbourhood located to the north of the rail line in Carrigtwohill that will enable the town to expand to meet the growth targets of the Cork County Development Plan 2014. A framework masterplan for the area was prepared in 2015 by Cork County Council and identified the most sustainable development strategy for this substantial land bank. Intending developers in Carrigtwohill North will have regard to the provisions set out in the Framework Masterplan adopted in 2015, particularly in relation to the phasing of development, the provision of infrastructure, greenways and open space.</p> <p>Future growth in Carrigtwohill is to be in the form of</p> <p>Text change only</p>	143

Ref	Amendment	Draft LAP No.
CB 03.05.08	<p>Volume 1, Section 3, Main Towns</p> <p>Delete paragraph 3.6.88 to 3.6.92, and, 3.6.94, and, 3.6.96 to 3.6.100 of Section 3.6 of this report (note: this text relates to paragraph 3.6.83 to 3.6.87, and, 3.6.89, and, 3.6.91 to 3.6.95 of Draft Plan).</p> <p>Text change only</p>	143-144
CB 03.05.09	<p>Volume 1, Section 3, Main Towns</p> <p>Delete Table 3.6.2: Carrigtwohill North Infrastructure Requirements, as set out in Section 3.6 of this report.</p> <p>Text change only</p>	144
CB 03.05.10	<p>Volume 1, Section 3, Main Towns</p> <p>Insert new section “Phasing and Implementation of Carrigtwohill North” following paragraph 3.6.90 as set out in Section 3.6 of this report (11 paragraphs), and insert in new Table 3.6.2 “Carrigtwohill North Major Urban Extension: Proposed On-Site Infrastructure Programme” and Table 3.6.3 “Carrigtwohill North Major Urban Extension : Proposed Off-Site Infrastructure Programme”, as set out in Section 3.6 of this report.</p> <p>Text change only</p>	143
CB 03.05.11	<p>Volume 1, Section 3, Main Towns</p> <p>Amend List of General Objectives and amend list of Specific Objectives for Carrigtwohill as set out in Section 3.6 of this report.</p> <p>Text change only</p>	146-152
CB 03.05.12	<p>Volume 1, Section 3, Main Towns</p> <p>Insert a specific residential development objective CT-R-20 for Carrigtwohill which will state the following;</p> <p>Medium Density B residential development. Proposals shall provide for the retention, of the existing playing pitches and club house. *</p> <p>Text change only.</p>	149
CB 03.05.13	<p>Volume 1, Section 3, Main Towns</p> <p>Insert a new paragraph after 3.6.44 as set out in Section 3.6 of this report (note: this text relates to paragraph 3.6.41 of Draft Plan), to state the following;</p> <p>It is important to note that the flood risks shown in this document refer to fluvial (river) and tidal flooding only. Some areas may also be at risk of groundwater flooding or pluvial flooding (intense periods of rainfall) but these are not shown on the flood zone maps included in this Plan. However, such risks still need to be assessed when planning a development.</p> <p>Text change only</p>	137
CB 03.05.14	<p>Volume 1, Section 3, Main Towns</p> <p>Include additional text to paragraph 3.6.27 as set out in Section 3.6 of this report (note: this text relates to paragraph 3.6.24 of Draft Plan), this will now read as follows:</p> <p>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</p>	135

Ref	Amendment	Draft LAP No.
	<p>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 for the future therefore, is to develop 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.</p> <p>Text change only</p>	
CB 03.05.15	<p>Volume 1, Section 3, Main Towns</p> <p>Insert additional paragraph on Archaeology after 3.6.49 as set out in Section 3.6 of this report (note: this text relates to paragraph 3.6.46 of Draft Plan) as follows:</p> <p>There are five archaeological sites within the Town development boundary. These are awarded protection under national monuments legislation and policies in the County Development Plan 2014. Any development close to these sites will require an Archaeological Assessment.</p> <p>Text change only</p>	138
CB 03.05.16	<p>Volume 1, Section 3, Main Towns</p> <p>Amend text of CT-B-02 as follows:</p> <p>Business development. Proposals shall optimize connectivity with the proposed rail passenger station at Fota Business and Retail Park, particularly for pedestrians and cyclists. A significant landscaped buffer shall be provided along the western and southern boundaries to safeguard the Great Island Channel Special Area of Conservation.</p> <p>Text change only</p>	150
CB 03.05.17	<p>Volume 1, Section 3, Main Towns</p> <p>Amend text of CT-B-01 as follows</p> <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. that will ensure that any buildings or other structures erected have minimal visual impact in longer distance views.</p> <p>Vehicular access to the site will be from the adjoining industrial area to the south only.</p> <p>^</p> <p>Text change only</p>	150
CB 03.05.18	<p>Volume 1, Section 3, Main Towns</p> <p>Amend zoning map and specific development objective to omit CT-O-04 and replace as an Existing Built up area.</p> <p>Note: This amendment will require re-numbering of the remaining Open Space areas within Carrigtwohill.</p> <p>Text and map changes</p>	153
CB 03.05.19	<p>Volume 1, Section 3, Main Towns</p> <p>Delete the following sentence, paragraph 3.6.36 as set out in Section 3.6 of this report (note: this text relates to paragraph 3.6.33 of Draft Plan) as follows:</p>	136

Ref	Amendment	Draft LAP No.
	<p>One of the principle improvements will be to Station Road, connecting the train station with the town centre and future development in Carrigtwohill North. Currently footpaths are only provided on one side of Station Road and they vary in quality. There is no dedicated cycle path connecting the station with the town centre. Going north, there are currently no pedestrian facilities connecting houses to the north of the rail line with the station.</p> <p>Text change only</p>	
CB 03.05.20	<p>Volume 1, Section 3, Main Towns</p> <p>Delete Paragraph 3.6.101 of the Draft plan as follows:</p> <p>The Transport Assessment also acknowledges, based on an assumption of high rates of modal shift that the full upgrade of the N25 Interchange between Middleton to Carrigtwohill N25 route or additional road improvements may not be required to achieve the target number of dwellings if a range of transport measures are delivered to help secure higher levels of modal shift including;</p> <p>Text change only</p>	145
CB 03.05.21	<p>Volume 1, Section 3, Main Towns</p> <p>Delete the following sentence in paragraph 3.6.28 as set out in Section 3.6 of this report (note: this text relates to paragraph 3.6.25 of Draft Plan) as follows:</p> <p>Carrigtwohill has a range of public services and community facilities including two primary schools, a girl's only secondary school, 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, drama and meetings. Immediately south of the community centre is a relatively new community playground and further south trees have been planted in parts, however there is no public lighting and the grasslands have been poorly maintained. This site has the potential to be a key asset to the town and its completion to an appropriate standard is desirable.</p> <p>Text change only</p>	135
CB 03.05.22	<p>Volume 1, Section 3, Main Towns</p> <p>Extend the boundary of Industrial Zoning CT-I-01 to include additional lands within the boundary of same.</p> <p><i>Note: Site Area of CT-I-01 in zoning objective will be amended as a consequence of this change</i></p> <p>Text and Map Change</p>	153
CB 03.05.23	<p>Volume 1, Section 3, Main Towns</p> <p>Remove Open Space zoning from part of CT-O-07 to revert to Existing Built Up Area.</p> <p><i>Note: This amendment will consequently amend the site area of CT-O-07</i></p> <p>Map change only</p>	153
CB 03.05.24	<p>Volume 1, Section 3, Main Towns</p> <p>Remove Open Space zoning from part of CT-O-07 to revert to Existing Built Up Area.</p> <p><i>Note: This amendment will consequently amend the site area of CT-O-07</i></p> <p>Map change only</p>	153

Ref	Amendment	Draft LAP No.
CB 03.05.25	<p>Volume 1, Section 3, Main Towns</p> <p>Rezone CT-O-06 as residential to form an extension to CT-R-19 as follows;</p> <p>Medium A Density residential development with public open space</p> <p>*</p> <p><i>Note: This amendment will require re-numbering of the remaining Open Space areas within Carrigtwohill and will consequently amend the site area of CT-R-19.</i></p> <p>Text and map changes</p>	152 & 153
Little Island		
CB 03.06.01	<p>Volume 1, Section 3, Main Towns</p> <p>Amend paragraph 3.7.19 as follows</p> <p>Provision was made in the 2011 LAP to upgrade the existing junction with the N25. These improvements have not been implemented and traffic congestion at peak hours remains a concern. In 2013, An Bord Pleanala approved a major upgrade to the Dunkettle Interchange. As part of the upgrade, a new link will be provided with the R623 regional road in Wallingstown. This link will serve the western end of Little Island and should help address the issue of congestion at the existing junction. These upgrades are expected to proceed in the short term.</p> <p>It is intended that a detailed Land Use and Traffic and Transportation Study for Little Island is carried out within the lifetime of this Plan, to address:</p> <ul style="list-style-type: none"> – Future land use requirements on the Island, specifically in terms of open space provision; – The development of brownfield lands; – Accessibility to the National Road Network – The upgrade of the Dunkettle interchange, having regard to any National Road Authority studies or proposed improvement works; – The delivery of the Dunkettle Park and Ride; – Public transport permeability within Little island, and – Pedestrian and cycling improvement within Little Island, in line with the measures outlined within the Draft Cork Cycle Network Plan 2015. – Transport requirements of the existing community and of development lands, specifically in terms of; protection of the strategic employment function of the island; appropriate scale of residential development; and accessibility for community facilities and the protection and enhancement of existing residential areas and amenity, – Accessibility to the National Road Network including feasibility of a third entrance/exit point at the eastern end of the Island – Compatibility with the upgrade of the Dunkettle Interchange by Transport Infrastructure Ireland (TII) – The feasibility of Park and Ride as part of the solution to the provision 	156

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	<p>of sustainable access to/from Little Island,</p> <ul style="list-style-type: none"> – Public transport proposals as part of the solution to the provision of sustainable access to/from Little Island – Pedestrian and cycling improvement within Little Island, and connectivity to the local cycle network, in line with the measures outlined within the Cork Cycle Network Plan 2016. <p>Text change only</p>	
CB 03.06.02	<p>Volume 1, Section 3, Main Towns</p> <p>Amend text of LI-I-01 as follows:</p> <p>Industry with provision for planting and landscaping along the northern and eastern boundaries to recognise the sensitive location of the site in terms of the NHA at the northern edge of the site relation to the Cork Harbour SPA and to protect views of Little Island from the N25 and Fota Island.</p> <p>The south western boundary contains the site of CO 077-025 Castle site. This is a Recorded Archaeological Monument. The Zone of Archaeological Potential associated with the medieval castle can be quite extensive. Any development at the south west quadrant of the site will require a detailed Archaeological Assessment to clarify there is not subsurface archaeology within the development site before development can be considered in this area including geophysical survey and licensed archaeological testing. Development will only be permitted where it is shown that it is compatible with the requirements of the Habitats Directive and the Birds Directive and the protection of the Great Island Channel Special Area of Conservation and the Cork Harbour Special Protection Area.</p> <p>This area is known to be an important feeding location for a number of species of bird for which the Cork Harbour SPA is designated (including Oystercatcher, Curlew and Black-tailed Godwit). Consideration of implications for these species will be integral to the assessment of new development proposals for this area. It may be necessary to retain a proportion of this zone as undeveloped land to ensure that sufficient undisturbed field feeding habitat remains available to maintain the favourable conservation status of populations of these species.</p> <p>Text change only</p>	161
CB 03.06.03	<p>Volume 1, Section 3, Main Towns</p> <p>Amend text of LI-I-02 as follows;</p> <p>Industrial estate and/or warehousing and distribution with provision for local access road. Minimum 20 metre wide tree planted buffer along northern and western boundary of site. 20 metre wide.</p> <p>Development will only be permitted where it is shown that it is compatible with the requirements of the Habitats Directive and the Birds Directive and the protection of the Great Island Channel Special Area of Conservation and the Cork Harbour Special Protection Area.</p> <p>This area is known to be an important feeding location for a number of species of bird for which the Cork Harbour SPA is designated (including Oystercatcher, Curlew and Black-tailed Godwit). Consideration of implications for these species will be integral to the assessment of new development proposals for this area. It may be necessary to retain a proportion of this zone as undeveloped land to ensure that sufficient undisturbed field feeding habitat</p>	161

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	<p>remains available to maintain the favourable conservation status of populations of these species.</p> <p>Text change only</p>	
CB 03.06.04	<p>Volume 1, Section 3, Main Towns</p> <p>Amend text of LI-O-01 as follows:</p> <p>Open space. This area makes a significant contribution to the setting of Little Island. and offers scenic views of the island when viewed from Fota and on eastern approaches to Cork City. 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. although there is some potential for recreation/amenity uses (eg waterside park).</p> <p>This site is an important site for populations of species of birds for which the Cork Harbour SPA is designated. Development will only be permitted where it is shown that it is compatible with the requirements of the Habitats Directive and Birds Directive and the protection of the Great Island Channel Special Area of Conservation and the Cork Harbour Special Protection Area.</p> <p>The south western boundary contains the site of CO 077-025 Castle site. This is a Recorded Archaeological Monument. The Zone of Archaeological Potential associated with the medieval castle can be quite extensive. Any development at the south west quadrant of the site will require a detailed Archaeological Assessment to clarify there is not subsurface archaeology within the development site before development can be considered in this area including geophysical survey and licensed archaeological testing.</p> <p>*</p> <p>Text change only</p>	162
CB 03.06.05	<p>Volume 1, Section 3, Main Towns</p> <p>Amend text of LI-GO-03 as follows;</p> <p>In order to secure the sustainable population growth and supporting development proposed in LI-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 Protection Area, 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> <p>Text change only</p>	160
CB 03.06.06	<p>Volume 1, Section 3, Main Towns</p> <p>Amend General Objective LI-GO-05 inserting the following text:</p> <p>To complete a detailed Land Use and Traffic and Transportation Study for Little Island. This study will need to specifically address the following issues:</p> <ul style="list-style-type: none"> – Future land use requirements on the Island, specifically in terms of open space provision, 	160

Ref	Amendment	Draft LAP No.
	<ul style="list-style-type: none"> - The development of brownfield lands, - Accessibility to the National Road Network - The upgrade of the Dunkettle interchange, having regard to any National Road Authority studies or proposed improvement works, - The delivery of the Dunkettle Park and Ride, - Public transport permeability within Little island, and - Pedestrian and cycling improvement within Little Island, in line with the measures outlined within the Draft Cork Cycle Network Plan 2015. - Transport requirements of the existing community and of development lands, specifically in terms of; protection of the strategic employment function of the island; appropriate scale of residential development; and accessibility for community facilities and the protection and enhancement of existing residential areas and amenity, - Accessibility to the National Road Network including feasibility of a third entrance/exit point at the eastern end of the Island - Compatibility with the upgrade of the Dunkettle Interchange by Transport Infrastructure Ireland (TII) - The feasibility of Park and Ride as part of the solution to the provision of sustainable access to/from Little Island, - Public transport proposals as part of the solution to the provision of sustainable access to/from Little Island - Pedestrian and cycling improvement within Little Island, and connectivity to the local cycle network, in line with the measures outlined within the Cork Cycle Network Plan 2016. <p>Text change only</p>	
CB 03.06.07	<p>Volume 1, Section 3, Main Towns</p> <p>Amend Existing Built Up Area to Open Space zoning at Carrigrennan where there is an overlap with Natura sites. Insert additional objective LI-O-05 in the Specific development Objectives for Little Island table. This objective will read as follows.</p> <p>LI-O-05 Open space. There is a general presumption against development on these lands due to the area’s status as a Natura site.</p> <p>Text and map change</p>	163
CB 03.06.08	<p>Volume 1, Section 3, Main Towns</p> <p>Insert text after 3.7.41 as follows;</p> <p>This plan recognises the importance of open space areas on Little Island for Wintering Birds.</p> <p>Text change only</p>	159
CB 03.06.09	<p>Volume 1, Section 3, Main Towns</p> <p>Amend text & site area of LI-X-01 as follows;</p> <p>Mixed use development including provision of:</p>	162

Ref	Amendment	Draft LAP No.
	<p>a) Appropriate uses on-site, including primarily business uses but also a hotel and significant open space;</p> <p>b) Limited residential development (Medium Density B), up to a maximum of 90no. units, within the north and western extent of the site and incorporating a landscape buffer between the residential and other uses.</p> <p>b) The link road LI-U-02, as identified on the land use zoning map;</p> <p>c) A detailed public transport strategy that will also address improvements to the pedestrian and cycling facilities;</p> <p>d) Accessible public open space amounting to 8.9ha (22 acres).</p> <p>Text and map changes</p>	
CB 03.06.10	<p>Volume 1, Section 3, Main Towns</p> <p>Insert new development Objective LI-X-02 and insert site area as follows;</p> <p>Medium B density residential development up to a maximum of 250 dwelling units incorporating a landscape buffer between the residential units and other site uses.</p> <p>^</p> <p><i>Note: This amendment will consequently amend the site area of LI-I-02.</i></p> <p>Text and map changes</p>	162
	Section 4: Key Villages	
CB 04.02.01	<p>Volume 1, Section 4, Key Villages</p> <p>Insert following text as a footnote in Table 4.2.1 Appropriate Scale of Development in Key Villages, as follows:</p> <p>The normal recommended scale of any individual scheme is set out in the above table. Individual schemes in excess of the recommended scale set out in the above table may be considered where it is demonstrated that the overall scheme layout reinforces the existing character of the village and the scheme is laid out, phased and delivered, so as not to reflect a residential housing estate more suited to a larger settlement.</p> <p>Text change only</p>	167
	Carrignavar	
CB 04.03.01	<p>Volume 1, Section 4, Key Villages</p> <p>As the Normal Recommended Scale of any individual scheme is referred to in GO-01 (b) General Objectives for Key Villages and Table 4.2.1, it is proposed to delete the following text from DB-01 (b):</p> <p>‘No single proposal for residential development shall be larger than 30 housing units.’</p> <p>Text change only</p>	172
<p>CB 04.01.01</p> <p>CB 04.03.02</p>	<p>Volume 1, Section 4, Key Villages</p> <p>Include additional text to objective O-03, this will now read as follows;</p> <p>Open space – maintain existing GAA grounds for active open space use. This</p>	173

Ref	Amendment	Draft LAP No.
	<p>area contains archaeology sites CO052-056. Any development within this areas shall preserve the site and its Zone of Archaeology potential. An archaeological assessment will be required.</p> <p>Text change only</p>	
	Glenville	
CB 04.04.01	<p>Volume 1, Section 4, Key Villages</p> <p>As the Normal Recommended Scale of any individual scheme is referred to in GO-01 (b) General Objectives for Key Villages and Table 4.2.1, it is proposed to delete the following text from DB-01 (b):</p> <p>The number of units in any particular group, having regard to the existing grain of development in the area, should not exceed 25 units.</p> <p>Text change only</p>	177
	Glounthaune	
CB 04.05.01	<p>Volume 1, Section 4, Key Villages</p> <p>As the Normal Recommended Scale of any individual scheme is referred to in GO-01 (b) General Objectives for Key Villages and Table 4.2.1, it is proposed to delete the following text from DB-01 (b):</p> <p>No one proposal for residential development shall be larger than 40 housing unit.</p> <p>Text change only</p>	183
CB 04.05.02	<p>Volume 1, Section 4, Key Villages</p> <p>Extend development boundary to include additional lands.</p> <p>Map change only</p>	185
	Section 5 Villages, Village Nuclei and Other Locations	
CB 05.02.01	<p>Volume 1, Section 5, Villages, Village Nuclei and Other Locations</p> <p>Insert following text as a footnote in Tables 5.2.1 Appropriate Scale of Development in Cobh Municipal District Villages.</p> <p>The normal recommended scale of any individual scheme is set out in the above table. Individual schemes in excess of the recommended scale set out in the above table may be considered where it is demonstrated that the overall scheme layout reinforces the existing character of the village and the scheme is laid out, phased and delivered, so as not to reflect a residential housing estate more suited to a larger settlement.</p> <p>Text change only</p>	189
	Kerry Pike	
CB 05.03.01.01 CB 05.02.01.01	<p>Volume 1, Section 5, Villages, Village Nuclei and Other Locations</p> <p>Include additional text which includes the word 'normally' in paragraph 5.2.24</p> <p>To allow new development to respect the pattern and grain of existing development it is considered that any new individual housing schemes should normally not exceed 20 units. Development must be of an appropriate density to facilitate integration with the landscape.</p> <p>Text change only</p>	192

Ref	Amendment	Draft LAP No.
CB 05.03.01.02 CB 05.02.01.02	Volume 1, Section 5, Villages, Village Nuclei and Other Locations Extend development boundary to include additional lands. Map change only	193
Killeens		
CB 05.03.02.01 CB 05.02.02.01	Volume 1, Section 5, Villages, Village Nuclei and Other Locations Include additional text which includes the word 'normally' in paragraph 5.2.32 With recognition of the need to allow consolidation of the village and development of a sense of place, it is considered that any new individual housing scheme should normally not exceed 10 units. Development must be of an appropriate density to facilitate integration with the landscape. Text change only	194
Knockraha		
CB 05.01.01 CB 05.02.03.01	Volume 1, Section 5, Villages, Village Nuclei and Other Locations Amend label on Knockraha map from C-03 to C-02 to correspond with the text box on p.198. This refers to a map text label change only	199
CB 05.03.03.01 CB 05.02.03.02	Volume 1, Section 5, Villages, Village Nuclei and Other Locations Include additional text which includes the word 'normally' in paragraph 5.2.42 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 and in this context no one proposal for residential development should normally be larger than 5 units. Text change only	197
CB 05.03.03.02 CB 05.02.03.03	Volume 1, Section 5, Villages, Village Nuclei and Other Locations Extend development boundary to include additional lands. Map change only	199
CB 05.02.03.04	Volume 1, Section 5, Villages, Village Nuclei and Other Locations Extend development boundary of the village to include additional lands. Map change only	199
Upper Glanmire		
CB 05.03.04.01 CB 05.02.04.01	Volume 1, Section 5, Villages, Village Nuclei and Other Locations Include additional text which includes the word 'normally' in paragraph 5.2.58 In accordance with DoEHLG guidance on the scale of future development in villages it is considered that any new individual housing schemes should normally not exceed 3-4 units. Text change only	200
CB 05.02.04.02	Volume 1, Section 5, Villages, Village Nuclei and Other Locations Amend O-01 to state:	202

Ref	Amendment	Draft LAP No.
	<p>Open Space to include provision for 5no. serviced sites along the road frontage with access provided to the remainder of the open space.</p> <p>Text change only</p>	
	<p>Whitechurch</p>	
<p>CB 05.03.05.01 CB 05.02.05.01</p>	<p>Volume 1, Section 5, Villages, Village Nuclei and Other Locations</p> <p>Include additional text which includes the word ‘normally’ in paragraph 5.2.68</p> <p>In accordance with DoEHLG guidance on the scale of future development in villages it is considered that any new individual housing schemes should normally not exceed 20 units.</p> <p>Text change only</p>	200
	<p>Village Nuclei</p>	
<p>CB 05.03.01</p>	<p>Volume 1, Section 5, Villages, Village Nuclei and Other Locations</p> <p>Insert following text as a footnote in Table 5.3.1 Scale of Development in Cobh Municipal District Village Nuclei.</p> <p>The normal recommended scale of any individual scheme is set out in the above table. Individual schemes in excess of the recommended scale set out in the above table may be considered where it is demonstrated that the overall scheme layout reinforces the existing character of the village and the scheme is laid out, phased and delivered, so as not to reflect a residential housing estate more suited to a larger settlement.</p> <p>Text change only</p>	207
	<p>Caherlag</p>	
<p>CB 05.03.02.01</p>	<p>Volume 1, Section 5, Villages, Village Nuclei and Other Locations</p> <p>Amend the settlement boundary to include additional lands within the development boundary of Caherlag</p> <p>Map change only</p>	213
<p>CB 05.03.02.02</p>	<p>Volume 1, Section 5, Villages, Village Nuclei and Other Locations</p> <p>Include additional text which includes the word ‘normally’ in paragraph 5.3.29</p> <p>Taking into consideration the DoEHLG guidelines on Sustainable Residential Development in Urban Areas and the existing grain of development and the pattern of existing development, any new individual housing schemes should normally not exceed 1-2 units. The development boundary has been drawn to reflect existing development and to provide sufficient land to accommodate the level of growth anticipated.</p> <p>Text change only</p>	212
	<p>Rathduff</p>	
<p>CB 05.03.03.01</p>	<p>Volume 1, Section 5, Villages, Village Nuclei and Other Locations</p> <p>Include additional text which includes the word ‘normally’ in paragraph 5.3.40</p> <p>Over the lifetime of this Local Area Plan, It is considered that the village nucleus of Rathduff can accommodate a maximum growth of approximately 5 units. Development of this scale would be in line with the existing pattern of</p>	214

Ref	Amendment	Draft LAP No.
	<p>development and the level of services available locally. Any new individual housing schemes should normally not exceed 1-2 units. As a result, the development boundary will remain relatively unchanged.</p> <p>Text change only</p>	
	Other Locations	
	Haulbowline Island	
<p>CB 05.01.04 CB 05.04.06.01</p>	<p>Volume 1, Section 5, Villages, Village Nuclei and Other Locations</p> <p>Coastal Flood Zone Mapping Amendment: Haulbowline</p> <p>It is proposed to delete the Coastal Flood Zone Mapping and replace with the mapping as shown in Section 5.</p> <p>Map change only</p>	228
	Marino Point	
<p>CB 05.01.05 CB 05.04.08.01</p>	<p>Volume 1, Section 5, Villages, Village Nuclei and Other Locations</p> <p>Edit text in Objective X-01 for Marino Point:</p> <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. • Upgrading of the adjoining R624 regional road in the direction of both Carrigtwohill and Cobh is required to facilitate developments likely to generate significant increase in traffic volumes. • Development involving significant traffic volumes will not be permitted, pending the upgrading of the adjoining R624 regional road in the direction of both Carrigtwohill and Cobh. A detailed Traffic Impact Assessment would be required prior to any development to assess the impact on the existing road network. • 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. • This zone is adjacent to the Great Island Channel Special Area of Conservation and the Cork Harbour Special Protection Area. New developments will require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive and may only proceed where it can be shown that they will not have significant negative impact on the SAC and SPA. • Marino Point is located immediately adjacent to the Great Island Channel SAC and Cork Harbour SPA. 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. <p>Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies</p>	231

Ref	Amendment	Draft LAP No.						
	<p>with Chapter 5 of the Ministerial Guidelines ‘The Planning System and Flood Risk Management’ as described in objectives of this plan.</p> <p>Text change only</p>							
<p>CB 05.01.03 CB 05.04.08.02</p>	<p>Volume 1, Section 5, Villages, Village Nuclei and Other Locations</p> <p>Insertion of specific Regeneration Area Objective in the Marino Point section as follows:</p> <table border="1" data-bbox="419 528 1311 1534"> <thead> <tr> <th colspan="2" data-bbox="419 528 1311 584">Regeneration Area – Marino Point</th> </tr> <tr> <th data-bbox="419 584 810 645">Map of Regeneration Areas</th> <th data-bbox="810 584 1311 645">Number and Description</th> </tr> </thead> <tbody> <tr> <td data-bbox="419 645 810 1534">  </td> <td data-bbox="810 645 1311 1534"> <p>Marino Point</p> <p><i>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.</i></p> <p><i>This site comprises the redundant infrastructure of IFI but excludes the currently operating Dynea Ltd. industrial development (Seveso II Directive site). The site is largely degraded and vacant. It is visually prominent from Passage West on the opposite side of the harbour.</i></p> <p><i>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.</i></p> <p><i>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.</i></p> <p><i>Any such development shall ensure that all existing infrastructure on the site which serves the adjoining Dynea Ltd. site shall be protected.</i></p> </td> </tr> </tbody> </table> <p>Text change only</p>	Regeneration Area – Marino Point		Map of Regeneration Areas	Number and Description		<p>Marino Point</p> <p><i>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.</i></p> <p><i>This site comprises the redundant infrastructure of IFI but excludes the currently operating Dynea Ltd. industrial development (Seveso II Directive site). The site is largely degraded and vacant. It is visually prominent from Passage West on the opposite side of the harbour.</i></p> <p><i>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.</i></p> <p><i>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.</i></p> <p><i>Any such development shall ensure that all existing infrastructure on the site which serves the adjoining Dynea Ltd. site shall be protected.</i></p>	
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	Spike Island							
<p>CB 05.01.02 CB 05.04.10.01</p>	<p>Volume 1, Section 5, Villages, Village Nuclei and Other Locations</p> <p>Amend text of X-01, Spike Island to state:</p> <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. This will require considerable investment in facilities and services both on the island itself and at origin and access points, including car parking ticketing facilities etc. 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>234</p>						

Ref	Amendment	Draft LAP No.
	<p>Development proposals on the island shall ensure that the adjoining Great Island Channel Special Area of Conservation is managed appropriately.</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> <p>Text change only</p>	

Section 3 – Consolidated Text for Amendments to Cobh, Glanmire, Cork City North Environs and Carrigtwohill

Main Towns

3.1 Purpose of this Section

- 3.1.1 The purpose of this section of the Plan is to set out the main planning policy guidance for the towns within the Cobh Municipal District, as set out below and referring specifically to Cobh, Glanmire, Cork City North Environs, Ballyvolane Urban Expansion Area, Monard, Carrigtwohill and Little Island.
- 3.1.2 The most significant material asset of this electoral area is the main towns. They represent the product of many decades of investment in buildings (including houses, business, commercial buildings etc), hospitals and other health facilities, schools, social and community facilities and wealth of supporting infrastructure. Across the county as a whole, the 2006 census recorded that over 46% of the population lived in the main towns. In addition, many people who live in villages, smaller settlements or rural areas rely on the main towns for at least one important aspect of their daily lives (eg. Work, shopping, education etc).
- 3.1.3 Main towns will normally have the following facilities: A permanent resident population of over 1000 persons, primary and secondary school(s), a significant choice of convenience and comparison shopping, industrial service sector or office based employment, public library, significant visitor facilities (eg. Hotels, B&B's), church or other community facility, mains sewerage, mains water, public transport, served by a regional or national road, traffic calming/management scheme/off-street parking, bring site/recycling facilities.
- 3.1.4 In line with the overall core strategy of the County Development Plan 2014, it is a key component of this plan to set out objectives that will:
- 3.1.5 Make the best use of previous investments in built fabric or infrastructure in the main towns;
- 3.1.6 Establish the main towns as the principal location for future investment in housing, jobs, infrastructure and social and community facilities;
- 3.1.7 Identify land for future development that will meet the planned requirements for each main town and offer a reasonable choice of location to those intending to carry out development;
- 3.1.8 Prioritise future investment in infrastructure to support the sequential or phased development of the land identified for the future needs of the town;
- 3.1.9 Confirm the role of the town centre as the preferred location for future retail development; and
- 3.1.10 Protect the setting of the town from sprawling or sporadic development by maintaining the existing 'green belt' where only limited forms of development are normally considered.
- 3.1.11 Where a town had a former Town Development Plan for the Town Council these have been included in this plan to form a coherent planning policy framework for the town as a whole.

Section 3.2: Cobh

Vision

- 3.2.1 The vision for Cobh going forward is to continue to implement the strategy of the current Local Area Plan and the 2013 Cobh Town Development Plan, which provide for growth in population and employment, promoted 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.
- 3.2.2 In this Local Area Plan, Cobh is identified as a Main Settlement in the Cobh Municipal District while retaining its status as a Metropolitan town in the County Metropolitan Strategic Planning Area in the overall strategy of the Cork County Development Plan 2014, as detailed in Volume 1, Chapter 2 of that Plan. Cobh is the third largest of the Metropolitan Cork Towns after Ballincollig and Carrigaline with a population that has steadily increased over the last two decades to a 2011 census population of 12,347 persons.
- 3.2.3 As a Metropolitan town on the suburban rail corridor, Cobh forms part of the 'Cork Gateway'. Proposals for development have been framed to complement the City Council's own development proposals and the County Councils proposals in other Metropolitan Towns. Work has recently commenced on the €91m Cork Lower Harbour Main Drainage Project which will facilitate development within the town and significantly enhance water quality in Cork Harbour.
- 3.2.4 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 and to complement the County Council's plans for growth in the environs of the town. The provisions of the Town Plan have informed this Local Area Plan.
- 3.2.5 The Cork Area Strategic Plan 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 (700 units) was subsequently identified for development at Ballynoe which will consolidate the commercial function established at Ticknock. It is suggested that growth here should be linked to the provision of a new rail station at Ballynoe and should have connectivity to the town of Cobh.

Context

- 3.2.6 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 harbor as well as providing impressive views from the harbor 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.
- 3.2.7 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 close 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.

- 3.2.8 The retail and commercial base of the town has contracted significantly. Cobh Town Plan 2013 includes important proposals in terms of strengthening the town centre and capitalizing on the attractiveness of the waterfront area and these will be reflected in this Local Area Plan. Cobh also has a strategic dry dock facility at Rushbrooke which is an important economic asset for the town.
- 3.2.9 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.

Planning Considerations

Population and Housing

- 3.2.10 The strategy for Cobh, as set out in the Cork County Development Plan 2014 provides for the population of the town to grow to 14,543, representing growth of just over 2,196 people on Census 2011 figures (12, 347). In order to accommodate this level of population growth, an additional 1,778 housing units will be required. A net housing land requirement of 71 ha has been identified to cater for this level of housing provision.
- 3.2.11 The current Local Area Plan (2011) and the current Town Development Plan (2013) for Cobh make provision for a residential land supply of 129ha with the capacity to provide approximately 1,907 dwelling units. A large component of this supply (700 units) 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.
- 3.2.12 In addition to zoned lands, there are various infill brownfield sites suitable for mixed-use development or rejuvenation of vacant property. Housing from these 'unforeseen' sources could provide up to 10% additional units but it is difficult to provide certainty in relation to the timing of its delivery.
- 3.2.13 ~~It is proposed that this plan will not make significant changes to residential zonings which originated in either the LAP 2011 or the Town Development Plan 2013 where the site has remained undeveloped, with the exception of the inclusion of residential land parcels in the former masterplan site at Ballynoe.~~
- 3.2.14 Development in Cobh has now extended over the ridge behind the old town, spilling in to the valley behind. The majority 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.
- 3.2.15 In early 2010 just under 3% of the housing stock in the environs was recorded as vacant (construction complete but never occupied), which is a similar level of vacancy experienced in Carrigtwohill and less than that recorded for Midleton. There are outstanding valid permissions on some residential sites in Cobh however many permissions have expired and are no longer valid.

	Housing Requirement					Housing Supply	
	Census 2011	Population Target	Total New Households	New Units Required	Net Estimated Requirement (ha)	Est. Net Residential area zoned in LAP / TCP (ha)	Estimated Housing Yield (LAPs and TCPs) (Units)
Cobh	12,347	14,543	1,625	1,778	71	72.53	1,907
Total for Municipal District	53,544	72,580	10,993	12,367	430	572	16,025
Current Estimated Strategic Land Reserve (LAPs and TCPs) for this Municipal District is 7.1 Ha Source: Cork County Development Plan 2014- Appendix B, Table B 10							

3.2.16 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 provide.

~~3.2.17 Some of the existing building stock in the town centre area is under utilised 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.~~

Urban Expansion Area – Ballynoe Valley

3.2.18 In order to provide for the lands necessary to accommodate the target population growth in Cobh, a significant greenfield site was identified in the Ballynoe Valley in the 2011 Local Area Plan. The Ballynoe site comprises an area of 83.5 hectares on the northern fringe of Cobh Town, lying in the Ballynoe Valley west of Cow Cross Roads. The site has road frontage access on to the local road network at a number of locations along the western, northern and eastern site boundaries. There are a number of residential properties located within and adjoining the site boundaries, while the commercial developments of recent years at Ticknock abut the eastern boundary.

3.2.19 A framework proposal has been prepared for this site and is set out in further detail below. The proposal includes a number of zonings within the boundary of the site which provide for residential, open space, recreation, community, educational uses and business use. No lands have been zoned for town centre use but instead, a Special Policy Area (CH-X-01) has been provided to the east of the site at Ticknock and adjoining the existing retail offering in that location, which will adequately meet the retail needs of the target population for the area.

3.2.20 The site has some difficulties which will determine how it is developed, including topographical constraints and the presence of high tension ESB power lines which transverse the site at two locations. The site also has habitats of County wide importance which include one area of semi natural grassland and three areas of Scrub/Transitional

Woodland. In 2015 planning permission was granted for 11 units which has an extension of duration of planning permission granted in 2010.

Funding and Contributions Scheme

3.2.21 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.

3.2.22 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.

3.2.23 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.

Employment and Economic Activity

3.2.24 The Cork County Development Plan 2014 identifies, Cobh (including Marino Point) as one of a number of principle employment locations within the Cork Gateway, where the overall strategy includes providing a choice of sites for large, medium and small scale enterprise/business and industrial uses.

3.2.25 The 2011 Census shows that Great Island has a working population of 5,335 employees of whom 1,421 work in Cobh and 211 elsewhere on Great Island, with the majority of the working population (3,703 persons) commuting out of the town for work. In Cobh town, professional services are the largest employment sector, followed by commerce and trade.

3.2.26 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 ships. This facility is the only facility of its kind in the state and other similar facilities are only to be found in Belfast, Merseyside etc. The current Town Development Plan appropriately considers that the site should primarily be used for industrial activities that need to utilize the specialized infrastructure on site and accordingly zones it for marine related industrial use.

3.2.27 Marino Point, a largely brownfield industrial area located approximately 5km north of Cobh adjacent to Cork –Cobh rail line, forms part of the employment land supply within Metropolitan Cork and for Great Island. The area comprises approximately 46ha, of which c3ha is occupied by a currently functioning hazardous industrial installation (Dynea). 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. Under the current Local Area Plan Marino Point is identified as an 'Other Location' and is subject to a Special Policy Area zoning objective to facilitate the development of the area for port related industrial development.

3.2.28 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. The Cobh Cruise terminal operated by the Port of Cork currently attracts about 50 cruise liners a year providing a large potential clientele for heritage/ retail attractions within the town.

- 3.2.29 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. 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 harbor attractions including Spike Island.
- 3.2.30 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.
- 3.2.31 The availability of business land is a crucial issue for Cobh if it is to make any progress towards the 2022 jobs target. In the 2011 Plan, there was just a single site zoned and available for business development in the Environs of 5.4ha, and even this site presents a number of challenges, such as the difficult topography and high voltage powerlines that cross the site.

Town Centre/Retailing

- 3.2.32 ~~Cobh's unique character is derived from its largely 19th century plan and architectural heritage, and its location in the Lower Harbour. The town's southerly aspect on a steeply sloping hill has created 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.~~
- 3.2.33 ~~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.~~
- 3.2.34 ~~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 and develop as part of the Cork Gateway, 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.~~
- 3.2.35 Cobh town is served by a number of retail convenience multiples however due to constraints in the town centre these stores, which include Supervalu, Lidl and Aldi, are located outside the town centre at Ticknock. There is also a neighbourhood centre fulfilling an important local need at Elmwood/Newtown and a small Centra and an independent convenience store in the town centre. The lands at Ticknock and Elmwood are identified as part of the existing built up area. As the town grows, there may be demand for additional modern convenience floor space.
- 3.2.36 ~~There is considerable opportunity to strengthen the public realm of the town centre afforded by the attractive townscape and waterfront location. 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.

Community Facilities

- 3.2.37 Cobh has a reasonably good range of community facilities and amenities serving its current population. The population target for Cobh envisages growth of over 17%. 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.
- 3.2.38 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. The town does not have a nursing home or primary health care centre.
- 3.2.39 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 2011 Local Area Plan over 13 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 area 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.
- 3.2.40 Additional recreational facilities are proposed at Ballynoe. The X-01 objective for the site required a minimum of 3 ha to be provided for recreation, sports and leisure facilities therefore lands at Ballynoe are proposed 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. The potential to augment Rushbrooke Park through the provision of recreational land at Ballynoe has also been examined as part of the preparation of this plan.
- 3.2.41 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 a 10 metre wide amenity route or 10 metre boardwalk 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.
- 3.2.42 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.

Infrastructure

Roads

- 3.2.43 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.

Walking/ Cycling

3.2.44 Walking: Notably, modern development at Rushbrooke, does not have pedestrian links to the town centre. There is need to ensure that any new development provides quality pedestrian and cycle links to the town centre, to schools and to recreational facilities and that opportunities to enhance or provide pedestrian links to existing developments are sought. In some areas retrospective provision of pedestrian links is currently required. The potential for improvement of pedestrian links such as the stairs from the Cathedral to the town, widening of narrow footpaths, and provision of facilities for mobility impaired also needs to be considered.

3.2.45 Cycling: The Local Area Plan should address the complete lack of cycle facilities in the town. It could also highlight the 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 Draft Cork Cycle Network Plan, 2015.

Public Transport

3.2.46 Rail Service: 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 24 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. Provision for a new station near the ferry at Ballynoe was proposed in the previous Local Area Plan and has been carried forward as a proposal in this plan.

3.2.47 Bus service: The absence of a bus service for the town effectively means that only those areas of the town close to the rail route have a public transport service. 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.

3.2.48 Ferry: 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 of Ringaskiddy as well as Carrigaline and Monkstown.

Water Supply

3.2.49 Generally, water supply is considered sufficient to meet the needs of the town. Water is 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 Glasaboy via the 750/900mm Little Island trunk main and the Ballard Hill pumphouse. The bulk of the town's water supply now comes from Glashaboy.

3.2.50 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 in the town.

Wastewater

3.2.51 Untreated effluent from Cobh Town currently discharges into Cork Harbour contributing to the problem of poor water quality in the harbour. The Cork Lower Harbour Sewerage Scheme is intended to upgrade 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. This scheme is currently under construction and is expected to be commissioned during the lifetime of this Plan.

3.2.52 The North Cobh Sewerage Scheme serves the northern part of the town and provides 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. When the Cork Lower Harbour Sewerage Scheme is complete the foul wastewater from the North Cobh area will be diverted to this scheme.

Surface Water

3.2.53 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 Section 11.5 of the County Development Plan 2014.

Flooding

3.2.54 Flood risk is not a significant issue for ~~Cobh the town. There are areas of flood risk associated with the harbour along the waterfront, parts of the towns centre and parts of Rushbrooke Dockyard.~~

Environment and Heritage

Water Quality

3.2.55 The water quality of the coastal waters of Cobh are designated as moderate quality and it is an objective of the South West River Basin District Management Plan to restore this water body to good status by 2021. The water of the outer harbour adjoining the south of Great Island have been assessed as failing good chemical status against established EU wide standards. Untreated wastewater currently discharges from Cobh Town (except for the northern parts of the town served by the temporary treatment plant) and the absence of an urban wastewater treatment plant is contributing to the only moderate water quality recorded in the Harbour.

3.2.56 The delivery of the Lower Harbour Sewerage Scheme is crucial to achieving improvements in water quality in the harbour. Completion of the scheme will provide high quality waste water treatment capacity for the population/industrial centres of Cobh, Carrigaline, Passage West, Monkstown, Glenbrook, Ringaskiddy, Shanbally and Coolmore.

Landscape

3.2.57 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 being 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.

Natural Heritage Sites

3.2.58 There are no nature conservation designations adjoining the boundary of the town, there are a number of pNHA's, SPA's and a candidate SAC within a 2km radius.

Scenic Routes

3.2.59 The regional road R624 is a designated scenic route, the 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.

Record of Protected Structures

3.2.60 There is an abundance of listed buildings and structures in the town of Cobh with over 370 entries on the Record of Protected Structures of the 2015 Cobh Town Development Plan.

Architectural Conservation Areas

3.2.61 There are five ACAs included in Cobh as follows;

- Town Centre
- Victorian villas adjacent to and in Middleton Park
- The Crescent
- Patrick's Square
- Athenian Terrace, Willmott Terrace and St. Maur's Terrace

Archaeology

3.2.62 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.

Planning Proposals

3.2.63 Over the lifetime of this plan it is envisaged that there will be significant growth in both housing and employment so as to make the town more self-sustaining. The strategy for Cobh, as set out in the Cork County Development Plan 2014 provides for the population of the town to grow to **14,543** up to 2022, representing growth of just over 2,196 people on Census 2011 figures (12,347). In order to accommodate this level of population growth, an additional 1,778 housing units will be required. A net housing land requirement of 71ha has been identified to cater for this level of housing provision.

3.2.64 There is currently provision for a residential supply of 129 ha in Cobh with the capacity to provide approximately 1,907 dwelling units. A large component of this supply is located to the north of the town at Ballynoe and proposals for this land along with a co-ordinated phasing programme are outlined in this chapter. In the medium term the land supply is limited to approximately 33ha zoned residential land which can deliver approximately 850 units.

3.2.65 In addition to zoned lands, there are various infill brownfield sites in the town suitable for mixed use development of rejuvenation of vacant property. Housing on these lands

could provide up to 10% additional units but it is difficult to provide certainty in relation to the timing of its delivery.

3.2.66 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 the environs be exploited, particularly for pedestrian and cyclist movements.

Development Boundary

3.2.67 The development boundary of Cobh has changed to include additional lands, in addition to ~~this Cobh Town Council area and the Cobh Environs area have now been combined therefore this plan relates to lands within this new functional area. The development boundary includes~~ the existing built up area and those areas that are the subject of specific zoning objectives. Development proposals on lands not covered by a specific zoning objective, will be considered in relation to the following:

- The objectives of the County Development Plan 2014;
- Any general or other relevant development objectives of this local area plan;
- The character of the surrounding area; and
- Other planning and sustainable development considerations considered relevant to the proposal or its surroundings

3.2.68 Outside the development boundary, the land forms part of the Metropolitan Green Belt which includes areas which are zoned as prominent and strategic metropolitan greenbelt areas. The objectives of the Cork County Development Plan 2014 seek to retain the open and rural character of lands in these areas and to reserve them generally for use as agriculture, open space and recreation.

Residential Development

3.2.69 In addition to the lands identified at Ballynoe there are a number of additional sites zoned for residential use in Cobh. While housing growth in Cobh Environs has been strong, some of the areas that were designated for housing in the 2011 Local Area Plan have not yet come forward for development and most of these sites have been retained in this plan. While the bulk of the new housing development envisaged in the CASP Update and the 2014 County Development Plan is to be accommodated on the masterplan site at Ballynoe.

Employment

3.2.70 Cobh has been identified as a principal location for employment in the Cork County Development Plan 2014. One of the key factors in attracting potential investment and employment to Cobh will be the availability of suitable land for development. Within the Town, the only industrial lands available are at the dockyard at Rushbrooke. This is a strategic, unique and specialised facility with deep water access, graving dock, and dry docks used for repairs and maintenance of local, national and international vessels. The dockyard also includes large scale manufacturing halls, workshops and marine engineering facilities. 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. Much of the site is currently underutilised and a range of small businesses are accommodated within the existing structures on site.

- 3.2.71 ~~As part of the wider strategy of promoting Cork Harbour as an international energy hub the site may have potential in relation to off shore / marine energy developments e.g. in the manufacture / repair of plant associated with such development. Cork Harbour is also being promoted for marine leisure activities and additional marinas which may in future generate more demand for the facilities on site from the pleasure boat sector.~~
- 3.2.72 Cobh is positioned to offer a unique integrated tourism product, by way of expansion of the established cruise liner industry and further enhancement of the town such that it can act as a tourism destination in itself as well as performing as a strategic tourism gateway to Cork and the wider South West Region.
- 3.2.73 The Port of Cork has taken a strategic decision to develop a second berth for cruise liners at Lynch's Quay to complement existing facilities and maximise benefits from the location-specific advantages evident in Cobh. This Plan recognises the potential benefits that would accrue from the delivery of an integrated tourism product in Cobh. In this regard, the Plan supports the further enhancement and development of the tourism offer including the provision of a second cruise liner terminal, Spike Island Ferry Terminal, retail services, cafe/restaurants and accommodation as well as the required parking and 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.
- 3.2.74 The Plan recognises that a traffic and transport assessment needs to be commissioned to manage increased transport demands, especially considering additional traffic, car and bus parking.
- 3.2.75 ~~The Plan also recognises the specialised and strategic nature of the facilities available at the Rushbrooke Dockyard and its national importance. It seeks to retain these facilities on site and promote the continued development of the site as a Dockyard and for complementary marine related/marine engineering industrial development which relies on the unique facilities available on site. It is considered reasonable that the site should primarily be used for industrial activities that need to utilise the specialised infrastructure available on site.~~
- 3.2.76 ~~The Dockyard is located directly opposite Rushbrooke train station and a considerable amount of on-street parking occurs along the regional road at this location due to rail commuting. This parking along the main access road into the town is undesirable and impacts visibility at the entrance to the Dockyard. There is scope within the dockyard site to provide a park and ride facility and the Council will explore options in this regard.~~
- 3.2.77 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 in the environs of the town. In this regard, land has been zoned for business use at Ticknock.

Infrastructure

- 3.2.78 Infrastructural deficits, in particular wastewater treatment and road access, are key considerations for future development proposals in the town. In the absence of an upgrade of the R624 along its entire length to Cobh and the replacement or upgrading of both Slatty and Belvelly Bridges, the existing road network will not be capable of supporting the level of traffic associated with the target growth for the town. While the North Cobh Sewerage Scheme has the capacity on site to expand to cater for an 8,000 PE, the long term growth targets for the town can only be catered for through the implementation of the Lower Harbour Sewerage Scheme which is due to be completed in 2019.

Town Centre

- 3.2.79 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 urban environment and in strengthening linkages between the town centre / Waterfront and the rest of the town. Residential uses also need to be encouraged, particularly within the Town Centre, to address population decline and to ensure vibrancy in the evening time.
- 3.2.80 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. 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.

Retail Development

- 3.2.81 Cobh Town Centre is focused around the seafront at Westbourne Place, Casement Square, Pearse Square and extending along West Beach and East Beach. Some retail activity also remains at the western end of Harbour Row. This area comprises the core shopping area and accommodates a number of small convenience shops serving local needs and a range of comparison outlets. The Core Shopping Area is identified on the Land Use Zoning Map. There is a further concentration of retail activity at Midleton Street.
- 3.2.82 The main area for convenience shopping is now within the environs of the town at Ticknock where there have been new developments in recent years to accommodate Supervalu, Aldi and Lidl Supermarkets. This development is considered to have addressed existing constraints within Cobh town centre for larger retail units. The area shall be retained as part of the Existing Built Up Area.
- 3.2.83 An additional area immediately adjoining the existing Ticknock development has been zoned as Special Policy Area to cater in the medium to long term for the population growth that is expected to occur on foot of the development of Ballynoe. This area may include scope for additional convenience retailing to provide for the planned residential expansion at Ballynoe, subject to a detailed Retail Impact Assessment and Sequential Approach as per the relevant Retail Planning Guidelines.
- 3.2.84 A centra supermarket remains on West Beach and there are other smaller local shopping facilities within the residential areas of the town, most notably at Newtown where there is a Londis supermarket on a site with a petrol station and some ancillary retail services. Other local facilities are available at Rushbrooke, Carrignafof, near Kirkwood Villas and at the corner of Lake Road / High Road but this shop premises is currently vacant. The retention of these smaller convenience shopping facilities is essential going forward to ensure that some local shops are available convenient to the town's population which can be accessed on foot and the Plan seeks to encourage the retention of these small local shops / services.

~~3.2.85 The Town Centre CH-TC-01 will form the primary focus and preferred location for new retail development within the town and will provide for a range of complementary uses including shops, food supermarkets, civic buildings and general offices, car parks, banks & other retail and financial services, professional practices, office-based industry, residential, guest houses, hotels, hostels, restaurants, entertainment, leisure, recreation and community uses. Residential uses within the town centre are particularly important in contributing to vibrant and safe evening environment and high quality residential development, particularly that aimed at owner occupiers will be encourage at appropriate locations. In order to protect the overall amenity, vitality and character of the town centre, the Planning Authority will impose controls as necessary on the mix of uses to be accommodated within the town centre, hours of operation of premises and on the management of litter and odour. In order to protect the vitality of the town centre the proliferation of certain uses which threaten the vibrancy and mixed use character of the town centre will be discouraged.~~

~~3.2.86 The availability of car parking is a significant issue for the town centre. This Plan makes provisions for the development of a multi-storey car park at West Beach / Rahilly Street. This site is located in a very sensitive location adjoining a number of protected structures, within an architectural conservation area and between St. Colman's Cathedral and the waterfront. Any proposal will need to respond appropriately to its sensitive location in terms of height, scale and massing. Any proposed linkages to the adjacent protected structures will need to be undertaken having regard to best practice conservation guidelines.~~

~~3.2.87 It is proposed to enhance connectivity between the town centre and peripheral residential and commercial areas and between different parts of the Waterfront.~~

Community Facilities

Open Space

3.2.88 The principal providers of sports open space in Cobh are the GAA, Soccer, Rugby and Golf Clubs, and the various secondary schools. 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. Existing active and passive areas of open space are retained within this Plan with specific objectives attached whereas existing passive areas of open space attached to residential developments are to be retained as part of the governing permissions attached to those developments.

Ballynoe Urban Expansion Area

3.2.89 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 Cork Area Strategic Plan context.

3.2.90 It is the 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. The previously zoned CH-X-01 masterplan special policy area has now been divided into a number of smaller residential zones (CH-R-10 to CH-R-22) in order to facilitate development in line with infrastructure provision. The designation of this area for a new residential neighbourhood will include 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.

Constraints

Transportation

3.2.91 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.

3.2.92 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.

3.2.93 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.

3.2.94 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 County Development 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

3.2.95 Water Services - Irish Water will be 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.

3.2.96 The Cork Lower Harbour Sewerage Scheme is intended to upgrade the existing wastewater infrastructure in the Lower Harbour and Environs, 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

3.2.97 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

3.2.98 The topography of the Ballynoe lands will also prove to be a challenge to future development particularly in phase 1. The northern portion of the area is relatively low lying but the land rises sharply (up to 40 metres) up to the Ballynoe Road.

Land Use Proposals

Residential Development

3.2.99 The quantum of houses envisaged for Ballynoe is 700 units, delivered over two phases in tandem with the facilities and amenities to serve the development. The average density across the entire site is 16 units per hectare. The pockets of existing one off houses necessitate a buffer of low 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 whilst also providing a generous quantity of useable and passive open space to ensure protection of residential amenity and a reduction the visual impact of the new development.

Residential Development				
Location /Phase	Area	Density	Density Type	No of Units
1	25.8	17.5	Medium B	450
2	18.1	14	Medium B	250
Total				
Grand Total Area	43.9			700

Transportation

3.2.100 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.

3.2.101 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.

Retail

3.2.102 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 planning population increase within the Ballynoe masterplan area, subject to detailed Retail Impact Assessment and Sequential Approach Tests, as appropriate.

Phasing and Implementation

3.2.103 It is the objective of the Local Area 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.

3.2.104 A total of 2 **indicative** development phases are identified ~~within the site~~. This Local Area 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.

As the ownership of this site 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 has established a Housing Infrastructure Implementation Team which is currently developing proposals that will secure the delivery of the relevant infrastructure on this site.

Because of the importance of the site 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 step in and 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 Local Area Plan. Once firm proposals are developed, the County Council will consult with landowners/developers and other stakeholders.

In the interim, development proposals that can provide the necessary infrastructure can be considered for permission.

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.

Phase 1

~~3.2.105 This phase of the development covers an area of approximately 41.2 hectares. It is located on the western side of the Ballynoe masterplan area, in closer proximity to the proposed new rail station. The developable area consists of 25.8 ha of residential land with 9.6 ha for the provision of open space, a 4.5 hectare site for business use and a primary school site of 1.3 ha. This phase will provide up to 450 residential units which will generally be of medium B density of development.~~

~~3.2.106 There are a number of significant infrastructure interventions that are required as part of the delivery of this phase of development. Improved pedestrian and cycle connectivity is required along the Ballynoe Road connecting phase 1 developments to the proposed rail station at Ballynoe. Improvements, provision of adequate pedestrian facilities are required along the Tay Road from the junction with the R624 road where a new rail station is planned, up to the junction with the Ash Grove Road. New link roads are required both from the Tay Road and the Ballynoe Road to serve proposed developments.~~

3.2.107 In term of Water Supply and wastewater treatment, the provision of the Cork Lower Harbour Main Drainage Scheme will ensure capacity for development of the lands. The treatment plant should be operational and capable of receiving and treating effluent prior to the commencement of development in Phase 1. Water supply is again the responsibility of Irish water.

Phase 2

3.2.108 This phase of the development covers an area of approximately 24.2 ha of which approximately 18.1ha is considered to be suitable for residential development. This will provide up to 250 residential units which will consist of a mix of Medium B development. The lands are located to the west of Ticknock.

3.2.109 As with phase 1, there are a number of infrastructure interventions required upgrades will be required along the eastern stretch of the Tay Road from the Ash Grove Road to the Hilltop Park Road. New link roads are required throughout the area to improve connectivity within the site but also improve connections between new developments and existing residential development to the south and new town centre development to the east on the T-03 site.

Table 3.2.3: Phased Development Programme for Ballynoe Urban Expansion Area:

Phase 1: Indicative Development Programme: Ballynoe Urban Expansion Area	
Phasing of Development	Strategic Infrastructure and Service Requirements*
<p>➤ Prior to Commencement of development</p>	<p>Transport /Road Infrastructure</p> <ul style="list-style-type: none"> Implement the Develop proposals for road upgrades /new road as necessary recommended in the above report to cater for initial phase of development. <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 and playing pitches on the CH-O-07 and the CH-O-08

<p>➤ Phase 1</p> <p>0 - 450 Dwelling Units</p>	<p>Water Services</p> <ul style="list-style-type: none"> • Provision of Water Supply Reservoir (<i>Irish Water</i>) • Provision of capacity for Waste Water Treatment and collection (as required). (<i>Irish Water</i>) • Implementation of SUDS Study Recommendations <p>Transport</p> <ul style="list-style-type: none"> • Upgrade pedestrian and cycle connections along western portion of Ballynoe Road to CH-C-01 (new rail station at Ballynoe) CH-U-01 • Upgrade of the Tay Road and in particular the junctions serving the masterplan site, adjacent to the CH-B-02 /CH-U-02, junction improvements identified with a star • Improvements to local roads (CH-U-03 and CH-U-04) • Provision of new link road (CH-U-05 and CH-U-06) • Creation of a new access road (CH-U-07) from the Ballynoe Road to serve the CH-R-13 and connect to new link road CH-U-06 <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.
<p>➤ Phase 2</p> <p>450- 700 Dwelling Units</p>	<p>Water Services</p> <ul style="list-style-type: none"> • Provision of Water Supply Reservoir (<i>Irish Water</i>) • Provision of capacity for Waste Water Treatment and collection (as required). (<i>Irish Water</i>) • Implementation of SUDS Study Recommendations <p>Transport</p> <ul style="list-style-type: none"> • Upgrade pedestrian and cycle connections along eastern part of Tay Road to junction with Hilltop Park road (CH-U-08) • Provision of new link Road (CH-U-09) connecting to existing development in CH-R-04 and linking with CH-U-11 • Provision of new link road (CH-U-10) • Provision of CH-U-11 to provide access to Hilltop Park road through the CH-T-03 <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.

Regeneration Sites

3.2.110 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 arising during the term of this plan.

Table 3.2.4: Regeneration Areas in Cobh

Map of Regeneration Areas	Number and Description
	<p>CH-RA-01: Marino Point</p> <p>This site comprises the redundant infrastructure of IFI but excludes the currently operating Dynea Ltd. industrial development (Seveso II 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>Any such development shall ensure that all existing infrastructure on the site which serves the adjoining Dynea Ltd. site shall be protected.</p>

General Objectives

3.2.111 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.	<u>General Objectives for Cobh</u>
CH-GO-01	<p>Taking account of development already completed or under construction, secure the development of 2,088 new dwellings in Cobh Environs over the lifetime of the plan in order to facilitate the sustainable growth of the town's population to 14,543 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>

	(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.
CH-GO-03	Cobh Town adjoins Cork Harbour and is adjacent to the Cork Harbour Special Protection Area. Development within Cobh will only be permitted where it is shown that it is compatible with the requirements of the Habitats Directive and the protection of Natura 2000 sites. Protection and enhancement of biodiversity recourses within the receiving environment of the town will be encouraged.
CH-GO-04	Secure the completion of a feasibility study on the proposed new passenger station at Ballynoe.
CH-GO-05	Seek to improve access from the N25 to Cobh, subject to ecological assessment. In the absence of significant progress on these road improvements, new development will be limited.
CH-GO-06	Secure the delivery of the key supporting infrastructure required under Table 3.2.3 to ensure the delivery of CH-R-01 to CH-R-20 , excluding CH-R-05, CH-R-06, CH-R-07 <u>and CH-R-08.</u>
CH-GO-07	Secure the completion of an integrated local transport plan for Cobh.
CH-GO-08	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. In achieving this objective, special attention will be paid to the layout of the development to ensure that appropriate measures are taken to establish a walking and cycling friendly environment.
CH-GO-09	To improve public realm spaces within the Town Centre and to allow greater connectivity between existing and proposed development areas.
CH-GO-10	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 ensure year round tree coverage protect the visual amenity of the area.
CH-GO-11	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. It is an objective of this plan that a network of designated walking and cycling routes shall be established to provide safe, convenient and pleasant routes between the town's main residential areas, schools, the town centres in accordance with the Metropolitan Cycling Strategy.
CH-GO-12	All proposals for employment related development shall be required to prepare and submit a mobility management plan that maximise the use of public transport options/ passenger rail services

CH-GO-13	Retain a substantial proportion of existing landscape features, including field banks, hedgerows, and treelines and masonry walls within zoned lands.
CH-GO-14	Design an integrated approach to surface water management which considers land use, water quality, amenity and habitat enhancements. Thereby, replicating the current Greenfield rate of surface water runoff post development to prevent flooding of lands and settlements downstream. A Sustainable Urban Drainage Strategy should be completed for the site prior to development.
CH-GO-15	To preserve and protect the archaeological and architectural heritage both formal and vernacular and heritage features which contributes to the character of Cobh including historic boundaries, walls, gate piers, street furniture.

Specific Objectives

Local Area Plan Objective		
Specific Development Objectives for Cobh		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
Residential		
CH-R-01	Medium B density residential development to include a mix of house types and sizes.	8.4
CH-R-02	Medium B density residential development to include a mix of house types and sizes.	5.9
CH-R-03	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 masterplan lands to the west.	7.1
CH-R-04	Medium A density residential development to include a mix of house types and sizes and to include the provision of a sports pitch. Any layout shall be designed to allow for connectivity with, and in particular pedestrian and cyclist movements between, the masterplan lands to the north.	10.4
CH-R-05	Medium A density residential development.	1.6
CH-R-06	Medium A density residential development to include a mix of house types and sizes with provision for a nursing home.	5.8
CH-R-07	Medium B density residential development to include a mix of house types and sizes, with 20 metre tree planted buffer along	4.4

Local Area Plan Objective		
Specific Development Objectives for Cobh		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
	the northern site boundary.	
<u>CH-R-08</u>	<u>Medium B Density residential development</u>	<u>2.0</u>
<u>CH-R-09</u>	<u>Medium B Density residential development</u>	<u>1.2</u>
Ballynoe Urban Expansion Area - Phase 1 (Refer to Table 3.2.3 and Text in Phase 1)		
CH-R-10	Medium B Density residential development	14.1
CH-R-11	Medium B Density residential development	4.0
CH-R-12	Medium B Density residential development	5.2
CH-R-13	Medium B Density residential development	5.7
CH-R-14	Medium B Density residential development	2.0
CH-R-15	Medium B Density residential development	4.0
CH-R-20	Medium B Density residential development	0.7
CH-R-22	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.	
Ballynoe Urban Expansion Area - Phase 2 (Refer to Table 3.2.3 and Text in Phase 2)		
CH-R-16	Medium B Density residential development INCREASE SIZE TO INCORPORATE CH-O-09	7.2
CH-R-17	Medium B Density residential development	4.8
CH-R-18	Medium B Density residential development	2.6
CH-R-19	Medium B Density residential development	3.5
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

Local Area Plan Objective		
Specific Development Objectives for Cobh		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
CH-B-03	Business development, to exclude all forms of retail development including retail warehousing.	3.9
Industry		
CH-I-01	<p>To retain and develop this site as a dockyard in view of the strategic and specialized nature of its infrastructure and to facilitate the development of complementary marine related industrial uses.</p> <p>Part of this site is also considered suitable for the provisions of a park and ride facility to serve Rushbrooke Train Station.</p> <p><u>*Δ</u></p>	<u>16.3</u>
Town Centre		
<u>CH-TC-01</u>	<u>Town Centre/Neighbourhood Centre*</u>	<u>4.5</u>
<u>CH-TC-02</u>	<u>Town Centre/Neighbourhood Centre</u>	<u>0.35</u>
Community		
CH-C-01	New railway station including provision of park and ride facilities on the seaward side of the road. *	0.8
CH-C-02	Extension to cemetery.	1.2
CH-C-03	Community/Utility Uses – Provision needs to be made for a primary school site of approximately 2.5ha.	1.9
CH-C-04	Community/Utility Uses	1.3
Open Space, Sports, Recreation and Amenity		
CH-O-01	Passive open space. 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	5.7

Local Area Plan Objective		
Specific Development Objectives for Cobh		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
	children's playground on the eastern part of the site	
CH-O-02	Passive open space.	7.4
CH-O-03	Active Open Space - Maintain existing playing pitches and sports facilities.	3.7
CH-O-04	Active Open Space - Maintain existing playing pitches and sports facilities.	3.3
CH-O-05	Active Open Space - Maintain existing playing pitch.	1.9
CH-O-06	Active Open Space - Maintain existing playing pitch and sports facilities.	2.4
CH-O-07	Active Open Space for provision of allotments.	4.3
CH-O-08	Active Open Space - Provision of playing pitches and sports facilities.	5.3
CH-O-09	Active Open Space	2.7
CH-O-10	Active Open Space	1.4
CH-O-11	Active Open Space - Maintain existing playing pitches and sports facilities.	1.5
CH-O-12	Passive Open Space – Maintain existing Memorial Gardens	0.6
CH-O-13	Active Open Space – Maintain existing Pitch & Putt Club	0.4
CH-O-14	Active Open Space – Maintain existing running track and pitch	2.4
CH-O-15	Active Open Space – Maintain existing sports facilities	0.3
CH-O-16	Passive Open Space – Maintain existing gardens and adjoining passive open space	0.9
CH-O-17	Passive Open Space – Maintain quayside park	0.4
CH-O-18	Passive Open Space	0.1
CH-O-19	Passive Open Space – maintain public park	0.2

Local Area Plan Objective		
Specific Development Objectives for Cobh		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
<u>CH-O-20</u>	<u>Passive Open Space</u>	<u>0.5</u>
<u>CH-O-21</u>	<u>Active Open Space – maintain existing football grounds and facilities</u>	<u>1.1</u>
<u>CH-O-22</u>	<u>Passive Open Space</u>	<u>0.3</u>
<u>CH-O-23</u>	<u>Active Open Space – maintain existing sports grounds and facilities</u>	<u>1.6</u>
<u>CH-O-24</u>	<u>Passive Open Space</u>	<u>1.8</u>
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 – pedestrian and cycle connectivity to proposed train station	-
CH-U-04	Provision of New Link Road – Roadline on map is indicative only	-
CH-U-05	Provision of New Link Road – Roadline on map is indicative only	-
CH-U-06	Provision of New Link Road – Roadline on map is indicative only	-
CH-U-07	Provision of New Link Road – Roadline on map is indicative only	-
CH-U-08	Provision of New Link Road – Roadline on map is indicative only	-
<u>CH-U-09</u>	<u>Waterfront amenity walkway/cycleway from the western shore of Whitepoint to the eastern end of the Mall at Bishop Roche Park *</u>	-
<u>CH-U-10</u>	<u>Multi Storey car park subject to high specification design</u>	<u>0.3</u>

Local Area Plan Objective		
Specific Development Objectives for Cobh		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
	approach appropriate to Architectural Conservation Area.	
CH-U-11	Provision of integrated tourism product including new cruise liner berth, ferry terminal, car park and associated accommodation and commercial services at Lynch's Quay. <u>Δ*</u>	0.15
CH-U-12	Upgrading of Ticknock to Cobh Road including pedestrian walkways and cycleways	
Special Policy Area		
CH-X-01	To 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. Λ	5.7
CH-X-02	CH-X-02: Medium B Density Residential development on 4.5ha at the eastern extent of the lands, in a woodland setting with pedestrian and vehicular access provision to the adjoining lands to the east. The remainder of the lands, west of the ridgeline, shall provide for open space and woodland with provision for pedestrian and cycling links and car parking to serve the future railway station. Development of these lands shall include landscaping and protection of the more vulnerable slopes and associated habitats, and, shall be accompanied and informed by a comprehensive Visual Impact Assessment Statement.	

Section 3.3: Glanmire

Vision

3.3.1 Glanmire is one of the key growth centres in Metropolitan Cork. The vision for **the** Metropolitan area, as set out in the Cork County Development Plan 2014, is to facilitate its development as the main engine of population and employment growth in the South West region. Glanmire will play a significant part in realizing the overall aims for Metropolitan Cork by delivering additional population growth in tandem with incremental retail growth, high quality social and community facilities and improved transport linkages while protecting its attractive woodland setting.

Context

3.3.2 In the overall strategy of this Local Area Plan, Glanmire is designated as a main town in Metropolitan Cork. While the town has seen significant growth in recent times, the aim of this plan is to manage the level of growth in line with the provision of supporting infrastructure, particularly roads infrastructure, where specific deficiencies have been identified. Addressing these deficiencies is critical to delivering development on zoned lands identified in this plan.

3.3.3 Glanmire is separated from the city suburbs by a short stretch of green belt, where it is an objective to preserve the largely undeveloped nature of these lands and to reserve lands generally for agriculture, open space or recreation use. Over the last 20 years, it has developed from a collection of small villages to an important suburb in close proximity to the major employment centre at Little Island.

3.3.4 Glanmire is defined by steeply sloping fringes, some of which are developed, and pockets of woodland. The Glashaboy River is a significant feature to the south of the village where it opens into the upper reaches of Cork Harbour at Dunkettle. The settlement lies in the steep sided, wooded valley of the River Glashaboy. To the east Glanmire is partially bounded by the N8 with only minimal industrial development east of this national route.

Planning Considerations

Population and Housing

3.3.5 In 2011, the census recorded a population of 8,924 people in Glanmire, an increase of 6.4% on 2011 population levels. Population targets for Glanmire as set out in the Cork County Development Plan 2014, suggest a target population of 10,585 for Glanmire in 2023, an increase of 1,661 on the 2011 population. This level of population growth will give rise to a growth of 1205 households with a requirement to provide an additional 1,320 dwelling units in the period up to 2023.

3.3.6 Data indicates that between 2010 and 2015, 45 dwelling units were constructed or are under construction on zoned land in Glanmire. There are planning permissions for a further 78 dwelling units outstanding on zoned lands in Glanmire.

3.3.7 Given the level of development that has occurred to date it is estimated that an additional 1197 housing units need to be provided. Land zoned in previous plans has capacity for circa 1321 of these units. **There is therefore no requirement for additional lands to be provided for residential development in Glanmire.**

	Housing Requirement					Housing Supply	
	Census 2011	Population Target	Total New Households 2011-2022	New housing Units Required	Net Housing Requirement (ha)	Net Residential Area Zoned in the LAP	Estimated Housing Yield (units)
Glanmire	8,924	10,585	1,205	1,386	53	57.7	1,321
Total MD	53,544	72,580	10,933	12,642	430	571.83	16025

Special Policy Areas – Ballinglanna – Dunkettle Urban Expansion Area

- 3.3.8 Development and Local Area Plans since 1996 identified Dunkettle and Ballinglanna as areas with potential to accommodate new residential development. Deficiencies in the existing road network and uncertainties surrounding improvements to the Dunkettle Interchange impeded the delivery of these lands during the lifetime of the previous plans. In response to the concern over these deficiencies, Cork County Council commissioned a Transport Assessment and Traffic Modeling Report examining the transportation options available for development lands at Dunkettle and Ballinglanna, in Glanmire.
- 3.3.9 The purpose of this study was to assess the impact of the development whilst considering the effect of various network and junction improvement measures. A key objective was to identify the extent to which development could take without significant impact on the existing Dunkettle Interchange. The recommendations from this study have informed the preparation of this Local Area Plan. A number of key infrastructural improvements were identified and are set out in Tables 3.3.2 and 3.3.3 below. The provision of these improvements is essential to facilitate the delivery of lands in the Dunkettle and Ballinglanna area of Glanmire as well as improving the general traffic circulation in the town as a whole.

Employment and Economic Activity

- 3.3.10 Analysis of 2011 POWCAR data (Place of Work Census of Anonymised Records) shows that there are 1,270 people working in the Glanmire / Riverstown area with 215 of these living and working in that area and 558 commuting from the city. Given a population of 8,924 and an average labour force participation rate of 40% (based on CSO figures 2016), there are approximately 3570 workers living in the Glanmire area, suggesting significant out migration of workers. The most likely destination of these workers is Little Island, Cork City and the Western suburbs.

Town Centre

- 3.3.11 Retail services in Glanmire are largely provided for by the Hazelwood neighbourhood centre with limited, fragmented retail elsewhere.
- 3.3.12 There is a need for additional retail provision in the town to support the targeted population growth. In the past, opportunities for significant retail development have been limited. If not addressed, it could facilitate piecemeal retail development at diverse locations in the town.
- 3.3.13 Existing retail within Glanmire is located primarily at the Hazelwood shopping centre as well as Riverstown, by way of the recently constructed Aldi and Lidl supermarkets.

These areas are central to existing and future residential development in Glanmire. The Hazelwood centre itself would benefit from some redevelopment to include enhanced provision for pedestrians.

Community Facilities

- 3.3.14 The Department of Education and Skills has indicated that two new 16 Classroom primary schools (1.6 hectares each) are needed for Glanmire. Permission has recently been granted for the permanent change of use of the old Ibis hotel site to a 16 class primary school. A site for the second school be set aside as part of the development of lands in Dunkettle and Ballinglanna.
- 3.3.15 Glanmire's wooded setting and riparian amenity provides a significant recreational asset for the community. The town benefits from the provision of an attractive riverside town park with a playground, and an estate demesne garden. Access to the park is good with the exception of access from the north of the town as there is no footpath on the bridge. There are several sporting facilities including a substantial GAA facility and soccer pitches in the centre of the town near the park.
- 3.3.16 While there is a public library in the town, a scout hall and a community centre, the supply of additional cultural facilities is relatively weak for a town of its size.

Infrastructure

Public Transport Connectivity

- 3.3.17 The CASP Update 2008 has acknowledged that there was a lack of appropriate public transport connectivity relative to the population of Glanmire. Significant improvements have been made and Glanmire now has two Bus services the No.221 bus route Glyntown to Cork City Bus Station and the No.245 Mitchelstown to Cork inter town service. The 221 service in general provides a 30 minute bus between Glanmire and Cork city during the morning and evening peak hours. **If future movement patterns are to be less reliant on the private car, then significant further improvements to public transport will be necessary. The development of the Ballinglanna/Dunkettle site will trigger the delivery of significant new road links and other road improvements that will facilitate further improvements to bus services. Consideration is being given to the better integration of the Glanmire services with the Cork City bus network which will help deliver a greater choice of routes and destinations.**

The Cork Master Plan Transport Assessment carried out by NTA/CCC has identified that in future, the Cork bus services should link the proposed development areas of Ballinglanna and Dunkettle to the existing Glanmire service. In addition, consideration should be given to connections from Glanmire to the Northern Orbital bus route through Blackpool and Ballyvolane/Mayfield as well as to the east to Little Island.

- 3.3.18 Pedestrian and cycling connectivity with Cork City is also limited, with no dedicated cycling connections available at present. Cork County Council, in association with Cork City Council, has prepared Cycle Network Plan 2015 that provides a clear strategy for the future development of the cycling network within the Metropolitan Area, including Glanmire. The aim is to encourage a greater use of cycling for trips to work, school, recreation and leisure. The interventions set out in the plan that relate to Glanmire will be incorporated into this Local Area plan.

Road Infrastructure

3.3.19 Currently the local road network is congested during peak hours, substandard in places and has poor connectivity within the town and with the national road network. These deficiencies, which have constrained development to the south of Glanmire at Dunkettle and Ballinglanna, will be addressed in this Local Area Plan by tying development to infrastructural provision, funded both by Cork County Council and intending developers.

Waste Water Infrastructure

3.3.20 The wastewater scheme serving Glanmire starts at Sarsfield Court and gravitates along the valley to a pumping station at Glanmire Bridge. The sewage is pumped to the top of the hill at Dunkettle and from there it gravitates to a pumping station at Little Island where it is connected to the treatment plant at Carrigrenan, Little Island. **Development proposals in this plan will require local upgrades to existing Irish Water infrastructure (e.g. pumping stations etc) and intending developers will need to enter agreements with Irish Water regarding the connection of new development to Irish Water infrastructure.**

Water Supply

3.3.21 There are two water supply schemes serving Glanmire; the Glanmire Regional Water Supply Scheme and the Glashaboy Water Supply Scheme. There is sufficient capacity at the Glashaboy scheme to accommodate the targeted population growth. **Intending developers will need to enter agreements with Irish Water regarding the connection of new development to Irish Water infrastructure.**

Environment and Heritage

Landscape and Visual Amenity

3.3.22 Glanmire is located within a landscape type of national importance described in the Draft Landscape Strategy as City Harbour and Estuary. A very high landscape value is attributed to it in the Draft Strategy (scenic landscapes with highest natural and cultural quality, areas with conservation interest and of national importance) and its sensitivity is described as very high (extra vulnerable landscapes – for example, seascape area with national importance – likely to be fragile and susceptible to change).

Scenic Landscapes and Scenic Routes

3.3.23 Parts of the town are designated scenic landscape. Much of this landscape is associated with Glashaboy River and also included, to the north of the town, is a steeply sloping area of land which makes a significant contribution to the setting of Riverstown. Scenic route S41 traverses the town to the south.

3.3.24 In relation to developments in Dunkettle, the steep slopes, overlooking Glanmire and forming the western part of the site will not be developed. Elsewhere, the existing hedgerows and mature trees will be retained to form the basis of the new development.

3.3.25 Specific regard will be given to the need to ensure that development proposals will not adversely affect the character and integrity of Dunkettle House and its setting.

Protected Structures

3.3.26 Throughout the town as a whole, there are 17 buildings or other structures entered in the Record of Protected Structures. These structures are identified in Volume 2 of the Cork County Development Plan 2014.

Proposed Natural Heritage Areas

3.3.27 Within Glanmire, there are a number of protected European sites including; Cork Harbour Special Protected Area (sitecode 004030), Glanmire Wood Proposed Natural Heritage Area (sitecode 001054) and Dunkettle Shore Proposed Natural Heritage Area (sitecode 001082).

Archaeological Heritage

3.3.28 The town contains a significant number of archaeological monuments which reflect the historic significance of the area. These are awarded protection under national legislation and policies contained in the County Development Plan 2014. There are approximately 14 archaeological sites within the development boundary. All Recorded Monuments are subject to statutory protection under section 12 of the National Monuments (Amendments) Act 1994. Any potential subsurface archaeology within the site and all archaeological sites and their setting shall be protected in line with the objectives for the protection of archaeological heritage listed in the Cork County Development Plan 2014. Any development proposals in the vicinity of such features will require an archaeological/architectural assessment.

Surface Water / Flooding

3.3.29 Parts of Glanmire have been identified as being at risk of flooding. The areas at risk follow the path of the Glashaboy River, that runs to the south of the town and are illustrated on the settlement map. Those areas most directly affected include the Meadowbrook estate, lands to the north west of the town and open space and town centre zonings. In 2012 and again in 2015, the town was seriously affected by flooding and as a result of these flood events, the OPW have prepared a Glashaboy flood relief scheme that needs to be implemented. The scheme is intended to be implemented within the lifetime of this Plan **and will be used to inform the implementation of protective works in the area.**

Planning Proposals

Overall Scale of Development

3.3.30 Over the lifetime of this plan, it is envisaged that population growth in Glanmire will occur in tandem with the provision of appropriate physical and social infrastructure that will target existing deficiencies.

3.3.31 Sufficient land will need to be provided to accommodate a target population of 10,585 people, an increase of 1,661 people on 2011 population levels. As outlined above, given the level of growth that has occurred since 2011 it is estimated that an additional 1197 dwelling units, including unimplemented planning permissions, will need to be provided to cater for this level of growth. There is capacity on the zoned residential land supply to provide for 1,321 dwelling units.

Development Boundary

3.3.32 The development boundary of Glanmire remains unchanged. To the east of Glanmire, the boundary follows the N8, to the west and south the boundary provides a clear separation from the City's North Environs and Little Island respectively.

- 3.3.33 The development boundary includes the existing built up area and those areas that are the subject of specific zoning objectives. Development proposals on lands not covered by a specific zoning objective, will be considered in relation to the following:
- The objectives of the County Development Plan 2014;
 - Any general or other relevant objectives of this local area plan;
 - The character of the surrounding area; and
 - Other planning and sustainable development considerations considered relevant to the proposal or its surroundings
- 3.3.34 Outside the development boundary, the land forms part of the Metropolitan Greenbelt. Here, the objectives of the Cork County Development Plan 2014 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.

Residential

- 3.3.35 In addition to the lands identified in Dunkettle and Ballinglanna, there are a number of additional sites zoned for residential use in Glanmire. The GM-R-01 and GM-R-02 zonings were previously zoned in the last Local Area Plan. The newly zoned GM-R-03 site was previously included as part of the existing built up area. In addition, the GM-R-06 has been included as part of Phase 2 of the Dunkettle development. This site was also part of the built up area in the previous Local Area Plan.

Employment

- 3.3.36 Glanmire is a Local Employment Centre providing employment needs for the town and hinterland. The primary focus of its economic activity is retail and service sectors. As outlined in the 2011 Local Area Plan, 2 sites were set aside for industry. Only one of these sites remains available. This site continues to represent appropriate locations for industry.

Town Centre Development

- 3.3.37 The Hazelwood centre has been identified as the focal point for retail provision in the town. While the centre performs an important function, its layout and design do little to create a pedestrian orientated urban environment. One of the principle aims of this plan is to enhance the quality of retail services offered in Glanmire by extending the town centre to include parts of Riverstown. Part of the town centre in Riverstown has been developed with two convenience supermarkets having been constructed in recent years. Part of the GM-T-02 site is still available for further development and there is scope for further small scale comparison retail offerings within this area.
- 3.3.38 A new town centre zoning (GM-T-03) has been included in Glanmire village on a former industrial site, now named "Glanmire Village Business Park", south of Glanmire Bridge, which currently accommodates a range of retail services type uses including a cafe, hairdressers, Monkey Maze play centre and a mix of other business uses, served by an off street car park. Visually the appearance of this former industrial park detracts from the amenities of the village centre. It is hoped that the zoning of these lands for town centre use will facilitate the regeneration of this important site at the entrance to Glanmire.

3.3.39 A key element of this retail strategy is the need to ensure appropriate pedestrian and cycling connectivity between those areas identified for town centre use, particularly the GM-T-01 and the GM-T-02 sites. This can be achieved by paying particular attention to public realm enhancements in Hazelwood and by improving the quality of the streetscape in Riverstown. In addition, the route for a possible pedestrian connection between the GM-T-01 and the GM-T-02 sites has been identified. This important access route would serve to enhance connectivity between the existing retail services in Hazelwood and the new facilities to be provided on the GM-T-02. The provision of this route and the completion of the GM-U-04 will improve circulation within this particularly congested part of Glanmire

3.3.40 In addition, any proposals for town centre development will need to be accompanied by a detailed transportation assessment which will need to address the following issues:

- Public transport accessibility,
- Pedestrian and cycling connectivity
- Car parking provision.

Community Facilities

3.3.41 While Glanmire is well served in terms of sporting facilities, there is a deficit in facilities to cater for the non sporting recreational needs of the residents of Glanmire. A site has been identified to the north of the Hazelwood Shopping centre to provide additional non sporting, community and recreational facilities.

Open Space/Agriculture

3.3.42 Glanmire derives considerable amenity value from its well-wooded setting and meandering riverbank, town park, estate demesne garden, sporting facilities and open spaces.

3.3.43 Lands significantly contributing to the town's setting are included within areas of zoned open space. Much of this land was zoned in previous Local Area Plans and while it is generally unusable it continues to provide the important function of protecting the setting of the town. There are two developed areas of open space providing sporting facilities. Areas of established open space facilitating passive and active recreation, including the park and riverside areas, are zoned as open space in this plan to protect their amenity value. It is an objective to protect those areas from development which does not enhance their recreational/amenity value.

Special Policy Area (X-01 Dunkettle House)

3.3.44 It is an aim of the Cobh Municipal District local Area Plan to facilitate the development of Dunkettle House to provide for a range of appropriate commercial uses including but not limited to a hotel, a corporate headquarters or a conference or leisure centre. Specific regard will be given to the need to ensure that development proposals will not adversely affect the character and integrity of Dunkettle House and its setting. In addition, the proposal in the Masterplan will respect the elevated and visually sensitive character of the lands, to protect views of special amenity value. Any proposal for development will also include a contribution to the conservation and management of Dunkettle House, its grounds and the existing trees, hedgerows, on-site features and field patterns and the provision of pedestrian walkways.

Funding and Contributions Scheme

- 3.3.45 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.
- 3.3.46 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
- 3.3.47 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.

Dunkettle/Ballinglanna Urban Expansion

- 3.3.48 ~~It is the objective of the Cobh Municipal District Local Area~~ **This plan provides to allow for an orderly development of the Dunkettle/Ballinglanna area of Glanmire and maximising the development quantum relative to investment in off-site infrastructure.** The previously zoned X-01 masterplan area has now been divided into a number of smaller residential zones (GM-R-04 to GM-R-07) in order to facilitate development in line with infrastructure provision. The GM-R-06 zoning was not originally included in the X-01 masterplan area **but the development of the site will share the same infrastructure and therefore its development needs to be coordinated with that of the other sites in this vicinity.**
- 3.3.49 Development within the area will be phased **according to the planned programme for infrastructure delivery. The first phase of infrastructure delivery will focus on Phase 1** ~~will be confined to the Ballinglanna area (GM-R-04).~~ **The critical consideration is to ensure that traffic generated by new housing makes no significant impact on the existing Dunkettle interchange in the years prior to its planned upgrade.**
- To avoid unsatisfactory impacts on the Dunkettle interchange, Phase 2 will deliver new housing following the upgrade of the interchange, focusing largely on the Dunkettle lands (GM-R-05 to GM-R-07).** ~~The timing of each~~ **Each** phase of development is directly linked to infrastructure requirements as set out in the Transport Assessment and Traffic Modeling Report, ~~with key infrastructure improvements required to service each phase,~~ as set out within Tables 3.3.2 and 3.3.63 below.
- The off-site infrastructure required to sustain development in phases 1 and 2 will also benefit the existing community in Glanmire and therefore it is proposed that the cost of this investment be shared between intending developers and the County Council. The County Council has sought funding to deliver the infrastructure for both phases of development and the design process is now underway. It is hoped that a start on site can be made during 2018. The aim will be to deliver the first phase infrastructure in tandem with the development of the first phase of new housing. The developer's contribution to this will be recouped through the provisions of section 47 or 48 of the Planning and Development Act 2000.**
- 3.3.50 Development within each phase should vary in terms of type, **tenure** and density in order to avoid uniformity in design **and to ensure that a broad spectrum of housing needs are addressed through the development.** In addition, having regard to the central importance of movement within the site, all development phases will be required to demonstrate the availability of permeability through the site to access critical pedestrian, cyclist, public transport and vehicle transport infrastructure.

3.3.51 Specific development guidance on required infrastructure provision for each development phase is outlined in the following sections.

Phase 1

3.3.52 This phase of the development covers a developable area of approximately 36.05 hectares and ~~will provide up to 400 residential units which~~ will consist of a mix of Medium A and Medium B density development. The lands are located to the north of the Dunkettle Road with access primarily through the Fernwood Estate further north **and Dunkettle Road in the south. A new configuration of the junction between the Dunkettle Road and the proposed development has been designed to provide an improved link with the town of Glanmire through a signalized tee junction with the Dunkettle Road. The early delivery of the road link to the Fernwood development to the north is considered critical to the integration of this site into the built fabric of the town of Glanmire. The Transport Assessment identified that approximately 400 houses can be constructed prior to the upgrading of the Dunkettle Interchange.** Phase 1 will also require the provision of a local centre and **land set aside for the provision of** a primary school.

Phase 2

3.3.53 This phase of the development covers an area of approximately 37.7 ha, the majority of which is considered to be suitable for residential development. This will provide up to 800 residential units which will consist of a mix of Medium A and Medium B density residential development. **The Transport Assessment stated that no residential development can be occupied in this phase until the completion of the Dunkettle Interchange but that development may proceed in planning, design and construction in tandem with the construction of the Interchange.**

3.3.54 Phase 2 will also include the development of Dunkettle House which will retain a special use (GM-X-01) zoning.

Implementation and Infrastructure Provision

3.3.55 An implementation programme will be applied to each phase of the development which will ensure that **construction** will proceed in an orderly and timely manner with the appropriate infrastructure in place at the right time to allow each phase to be developed.

3.3.56 Irish Water will be responsible for the funding and provision of water supply and waste water treatment capacity ~~and it is the intention of Irish Water to include funding of these projects as part of their next investment cycle. The design and layout of water services will require consultation with Irish Water.~~ **Intending developers will need to enter a new connection agreement with Irish Water.**

3.3.57 Future bus service provision and the potential for bus to meet the future public transport requirements for Glanmire and the masterplan lands 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.

3.3.58 The infrastructure trigger points for each phase of the development are summarised in the following tables and are expected to cost c.€10m;

Table 3.3.2: Dunkettle Ballinglanna Road Improvements
Road junction Improvements
Phase 1
Provide upgraded signalised junction including right hand turn lane on Glanmire Rd/ Church Road or other acceptable traffic design solutions. otherwise consider barring of right turn movement
Barring of right turn vehicle on Dunkettle Road at slip road junction to N8.
Improvement to the Riverstown X-roads junction including extending the right hand turn lanes.
Signalised junction at Hazelwood Link / Glanmire Road R639.
New signalised junction Glanmire Road / Glanmire Bridge
New signalised junction East Cliff Road/L3010
Additional Bridge on Riverstown Road L3010.
New Link Road Riverstown L3010 to Hazelwood Road
Partial upgrade to Dunkettle Road
New Link Road from Fernwood to Dunkettle Road including fully signalised junction.
Phase 2
Upgrade to remainder of Dunkettle Road.
Additional Bridge on Riverstown Road L3010.
Extended flaring to Tivoli Roundabout northern approach.
New Dunkettle Free flow Interchange required.
Road improvement to the County Road between Glashaboy Road and Dunkettle Road (Dark Road)

- 3.3.59 In addition to the roads and junction infrastructure improvements outlined above, a significant investment will be required in both pedestrian and cycle infrastructure in the Glanmire, Riverstown and Sallybrook area in order to facilitate development in Dunkettle and Ballinglanna. The two main centres, which will attract additional pedestrians and cyclists, are the Hazlewood Shopping Centre and the village centre in Glanmire. Both these centres will require investment in cycle and pedestrian facilities to promote a modal shift from the private car to public transport usage.
- 3.3.60 Table 3.3.3 below provides a summary of the key Cycle and Pedestrian Infrastructure Improvement works required to support improved access to the villages of Glanmire, Riverstown and Sallybrook.

Table 3.3.3: Dunkettle Ballinglanna - Cycle Pedestrian Improvements
Phase 1
Improvements to all inadequate footpaths in Glyntown Area.
Improvements to all inadequate footpaths along East Cliff Road extending from Dunkettle Road junction to L3010 junction in Riverstown Village.
Improvements to all inadequate footpaths along L3010 extending from Old Youghal Road/Glanmire Road junction to Brooklodge Grove / L3010 junction Riverstown Village.
Improvements to all inadequate footpaths along the Glanmire Road Extending from Dunkettle Roundabout to Sallybrook R639.
Controlled Pedestrian Crossing at East Cliff Road/Glyntown junction improved pedestrian facilities
Controlled Pedestrian Crossing at Hazelwood Link / Glanmire Road R639 junction improved pedestrian facilities
Controlled Pedestrian Crossing at Glanmire Road / Glanmire Bridge junction improved pedestrian facilities
Proposed Cycle lane Route CR02 from Hazlewood junction to Brooklodge Roundabout
Phase 2
New signalised junction East Cliff Road / L3010 with full pedestrian crossing facilities
Dunkettle Road Upgrade including 2.0m footpaths to improve pedestrian facilities
Proposed Cycle lane Route CR01 from Tivoli Roundabout to Sallybrook
Proposed Pedestrian / Cycle Greenway from Sallybrook to Glanmire Bridge along the Glashaboy River.
Proposed ped/cycle Bridge at Glanmire Village

Regeneration Sites

3.3.61 This plan recognises areas of Glanmire 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.

Table 3.3.4: Regeneration Areas in Glanmire

Map of Regeneration Areas	Number and Description
	<p>GM-RA-01: Former John Barleycorn Site</p> <p>This site covers the former John Barleycorn site within the T-02 zoning. The former hotel has been demolished and the overall appearance of this site is derelict and/or disused.</p> <p>The Planning Authority would support redevelopment of this site for town-centre-appropriate uses incorporating quality public realm spaces and improved connectivity to residential and other Town Centre locations within Glanmire.</p>

General Objectives

Local Area Plan General Objectives for Glanmire	
Objective No.	
GM-GO-01	It is an objective of this plan to secure the development of a minimum 1200 new dwellings in Glanmire up to 2023 in order to facilitate the sustainable growth of the town's population from 8,924 to 10,585 people over the same period.
GM-GO-02	The delivery of the GM-R-04, GM-R-05, GM-R-06 and GM-R-07 will be linked to the provision of key transport infrastructure as set out in Tables 3.3.2 and 3.3.3.
GM-GO-03	In order to secure the sustainable population growth and supporting development proposed in GM-GO-01, appropriate and sustainable water and waste water infrastructure that will secure the objectives of the relevant River Basin Management Plan and the 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 harbour does not fall below legally required levels.
GM-GO-04	Support the implementation of the flood relief works within the town in accordance with the Glashaboy Flood Relief Scheme. This scheme has been subject to Appropriate Assessment processes.
GM-GO-05	The boundary of Glanmire is adjacent to the Cork Harbour Special Protection Area. Development in the town will only be permitted where it is shown that it is compatible with the requirements of the Habitats Directive and the protection of this site. Protection and enhancement of biodiversity resources within the receiving environment of the town will be encouraged.
GM-GO-06	Provide a landscape framework plan as part of a landscape strategy for Ballinglanna/Dunkettle Urban Expansion Area. Provide for advanced mix planting of coniferous and broadleaf trees to ensure year round tree coverage protect the visual amenity of the area.
GM-GO-07	To improve public realm spaces within the Town Centre locations and to

Local Area Plan General Objectives for Glanmire	
Objective No.	
	allow greater connectivity between existing and proposed development areas.
GM-GO-08	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. It is an objective of this plan that a network of designated walking and cycling routes shall be established to provide safe, convenient and pleasant routes between the town's main residential areas, schools, the town centres in accordance with the Metropolitan Cycling Strategy.
GM-GO-09	All proposals for employment related development shall be required to prepare and submit a mobility management plan that maximise the use of public transport options/ passenger rail services.
GM-GO-10	Retain a substantial proportion of existing landscape features, including field banks, hedgerows and treelines within zoned lands as well as species of biodiversity interest. The area of woodland along the Glashaboy and Butlerstown Rivers function as ecological corridors. Any development within these areas will need to be informed by ecological assessment that ensures the protection of the area and its associated habitats.
GM-GO-11	Design an integrated approach to surface water management which considers land use, water quality, amenity and habitat enhancements. Thereby, replicating the current Greenfield rate of surface water runoff post development to prevent flooding of lands and settlements downstream. A Sustainable Urban Drainage Strategy should be completed for the site prior to development.

Specific Objectives

3.3.62 The specific zoning objectives for Glanmire are set out in the following table.

Local Area Plan Objective		
Specific Development Objectives for Glanmire		
* Flood Risk Obj. IN-01 of Section 1 applies	^ TIA and RSA Required.	
Objective No.		Approx. Area (Ha)
Residential		
GM-R-01	Medium B density residential development, with advanced strategic planting, to be retained in the long-term, on the northern and western edges of the site to act as a definite limit to any further development in this area. Development of these lands should include landscaping and protection of the more vulnerable slopes. ^	8.4
GM-R-02	Medium B density residential development	0.9

Local Area Plan Objective		
Specific Development Objectives for Glanmire		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
GM-R-03	Medium B density residential development	5.8
GM-R-08	<p>Medium B density residential development, subject to:</p> <ul style="list-style-type: none"> – no development (roads, dwellings or structures) within 50m of the existing northern site boundary; – a natural planted corridor to be provided at 50m from the existing northern site boundary; – a comprehensive landscaping scheme including the retention of existing natural growth on the existing site boundaries; – provision of a 25m deep landscaped corridor along the eastern site boundary, and; – access provided via the adjoining residential development under construction to the northwest, the access road shall initially follow the lower site contours and shall minimise its encroachment into the 50m buffer to be provided. 	
GM-R-09	<p>GM-R-09: Medium B Density Residential development of individual serviced sites. Development of these lands shall include landscaping proposals and protection of the more vulnerable slopes. Proposals shall be accompanied and informed by a comprehensive Visual Impact Assessment Statement, including the provision of advanced strategic planting to be retained on the northern and western edges of the site, to act as a definite limit to any further development in this area. Existing woodland on the eastern portion of the site is not suitable for development and must be protected.</p> <p>*</p>	
Residential Development in Dunkettle and Ballinglanna		
Phase 1 (Refer to Table and Text Phase 1)		
GM-R-04	<p>Development in this area will be a mix of Medium A and Medium B density residential development. Development on this site is to limited to 400 units be linked to the provision of the infrastructure requirements as set out in Tables 3.3.2 and 3.3.3. Land should be set aside for also be made within the site for a new 16 classroom primary school and a local shopping centre should be provided with a range of appropriate convenience retail services in tandem with the development of these lands.</p>	36.0
Phase 2		

Local Area Plan Objective		
Specific Development Objectives for Glanmire		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
(Refer to Table and Text Phase 2)		
GM-R-05	Medium A density residential development.	17.4
GM-R-06	Medium B density residential development.	3.3
GM-R-07	Medium B density residential development.	17.0
Industry		
GM-I-01	Industrial estate development suitable for small to medium sized industrial units. *	4.6
Town Centre		
GM-T-01	It is an objective to consolidate the Hazelwood Shopping Centre and provide connectivity, both pedestrian and cycling, to the new Riverstown Town centre and town park. Particular attention to be given to public realm enhancements. * ^	4.8
GM-T-02	It is an objective to facilitate the expansion of Glanmire town centre by encouraging retail and office development where services are provided to visiting members of the public. Any proposals for development within this area should: comply with the overall uses acceptable in town centre areas, make provision for a new public car park, the exact location and size of which to be agreed with the Council, provide for new town centre streets and include proposals for public realm improvements. *^	5.0
GM-T-03	Encourage the redevelopment of this area for town centre uses. Any proposals for development within this area should: <ul style="list-style-type: none"> • comply with the overall uses acceptable in town centre areas, • make provision for a new public car park, and include proposals for public realm improvements. *^	1.1
Community		
GM-C-01	Provision for community facilities and uses to support residential amenity and associated uses, with appropriate linkages to the Hazelwood Shopping centre. *	1.8
Utilities		

Local Area Plan Objective		
Specific Development Objectives for Glanmire		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
GM-U-01	Complete and maintain pedestrian walk through scenic area and open space to Glanmire Community College.	-
GM-U-02	Develop and maintain pedestrian walk through existing open space and extend through proposed open space (GM-O-04) along river bank.	-
GM-U-03	Develop and maintain pedestrian walk through residential areas.	-
GM-U-04	Develop Link Road	-
GM-U-05	Develop Pedestrian connection between Hazelwood and Riverstown (GM-T-01 and GM-T-02)	-
GM-U-06	Develop link road serving GM-R-04	-
GM-U-07	Develop link road serving GM-R-05, GM-R-06 and GM-R-07	-
GM-U-08	Upgrade of Dunkettle Road (L2999) from the junction with East Cliff Road as far as the slip-road to the Dunkettle Interchange.	-
Open Space, Sports, Recreation and Amenity		
GM-O-01	Open Space. This prominent slope makes a significant contribution to the setting of Glanmire. There is a presumption against development on these lands because of the importance of the hillside to the setting of the area.	49.0
GM-O-02	Open space, to include the provision of playing pitches and amenity walk. *	3.8
GM-O-03	Open space with provision for amenity walk and protection of existing playing fields.	4.0
GM-O-04	Open space for informal recreation including the provision of an amenity walk. This open space contains the Town Park, an important community amenity.	16.3
GM-O-05	Riverstown House estate demesne garden, cottages and ornamental lake. *	3.6
GM-O-06	Open space. This site contains a substantial sporting facility. *	2.8
GM-O-07	Open space where existing land uses will remain largely unchanged.	33.8

Local Area Plan Objective		
Specific Development Objectives for Glanmire		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
GM-O-08	Passive open space. This important hillside makes a significant contribution to the rural character of Glanmire and is a visually attractive entrance to the city. This entire area is sensitive due to its proximity to Glanmire Wood and Dunkettle shore which are both proposed Natural Heritage Areas, as well as the Cork Harbour Special Protection Area. The existing land uses will remain largely unchanged and there is a presumption against development.	19.7
GM-O-09	Open Space – Active open space	10.5
Special Policy Area		
GM-X-01	It is an objective to facilitate the conservation and management of Dunkettle House, its grounds and the existing trees, hedgerows, on-site features and field patterns and provision of pedestrian walkways. Consideration may be given to the sensitive conversion of the house itself and the adjoining outbuildings to a range of appropriate commercial uses including but not limited to: a hotel, a corporate headquarters or a conference or leisure centre.	3.3

Section 3.4: Cork City North Environs

3.4 Cork City North Environs

Vision

- 3.4.1 The vision for Cork City North Environs to 2020 is to re-invigorate the northern suburbs of the city, within the County area, as a significant location for future residential development. This will require a planned major mixed use development at Ballyvolane coordinated with substantial infrastructure investment, the provision of enhanced community and recreational facilities and public transport accessibility, with the aim of rebalancing the provision of services more equitably throughout the city. The major expansion of Ballyvolane is dealt with as a separate subsection at the end of the North Environs.

Strategic Context

- 3.4.2 In the overall strategy for the Local Area Plan, the Cork City North Environs consists of a suburban area that adjoins the administrative area of Cork City within the metropolitan area. In terms of future growth, The CASP Update 2008 seeks to prioritise those areas close to the city and located along the suburban rail corridor. It is crucial that the approach to accommodating the targeted population increase in the North environs is cognisant of CASP proposals and the need to create a critical mass to promote public transport options and support a new district centre. The CASP Update specifically identifies Ballyvolane as having the most potential for future population growth, in particular private sector housing development as it is located adjacent to the strategic employment centre at Kilbarry. The retail strategy for Cork County, as set out in the Cork County Development Plan 2014, has also identified Ballyvolane as a potential district centre serving the north east of the city.
- 3.4.3 The objectives of the County Development Plan 2014 seek to prioritise the sustainable development of the main towns and other urban areas in the County to achieve their target populations and enhance their capacity to attract new investment in employment, services and public transport for the benefit of their own populations and that of their rural hinterlands. It is an objective of the County Development Plan 2014 for the Northern City Environs to play a major role in rebalancing the City in terms of future population and employment growth. It is also an objective of the County Development Plan to recognise the important role that the North Environs will play in rebalancing the city socially and economically and relieving excess development pressure from the City South Environs.

Local Context

- 3.4.4 Cork City – North Environs refers to the northern suburbs of Cork City, which lie outside the area administered by the City Council. The City Council is a separate planning authority and prepares its own development plan. The latest plan for the Cork City Council administrative area was adopted in 2015.
- 3.4.5 Cork City- North Environs includes areas such as Lota, Ballyvolane, Dublin Hill, Kilbarry and parts of Knocknaheeny and Hollyhill. These areas have a distinctive green belt setting on the edge of the city and parts of them are located close to the city centre. The northern periphery of the city is located in a hilly area incised by often steeply sloping valley sides.

Planning Considerations

Population and Housing

3.4.6 In 2011, the estimated population of Cork City North Environs was 6,692 people, an increase of 29% on the levels recorded in 2006. Population targets set out in both the CASP Update and the Cork County Development Plan 2014 provides for the population of the area to grow to 10,719 persons, representing growth of 4,027 persons on the 2011 population. This level of population growth will give rise to a growth of 2057 households. The table below highlights the growth anticipated in the North Environs to 2023.

	Housing Requirement				Housing Supply		
	Census 2011	Population Target	Total New Households 2011-2022	New housing Units Required	Net Housing Requirement (ha)	Net Residential Area Zoned in the LAP	Estimated Housing Yield (units)
Northern Environs	6,692	10,719	2,057	2,281	91	157	3371
Total MD	53,544	72,580	10,933	12,642	430	571.83	16025

3.4.7 Following growth proposals in the CASP Update the Outline Strategy, prepared at the preliminary stage of the Local Area Plan preparation process, identified a need to provide an additional 2,281 dwelling units in the period 2006 to 2023 to meet planned future population growth.

3.4.8 There have been a very limited number of permissions granted in the period since the 2011 Local Area Plan on zoned land within the Northern Environs. Accounting for dwellings already built since 2011, vacant units and outstanding planning permissions, the planning proposals of this plan must therefore make provision for a further 2057 dwellings to meet the population target for the town for the period 2017-2023.

3.4.9 Of the residential zoned land in the 2011 Local Area Plan there has been limited development within the Northern Environs. It is envisaged that the majority of this growth will occur in Ballyvolane. The economic downturn combined with the lack of investment in infrastructure were contributing factors for the lack of progress in Ballyvolane

3.4.10 Detailed consideration of the growth capacity of the villages in this Electoral Area, set out in later sections, indicates that the capacity of many of the smaller settlements to accommodate growth is limited. Accordingly, while the plan makes the best use of the infrastructure that exists and is planned in many villages, provision for housing in Ballyvolane has been made in order to offset the shortfall in capacity in many villages.

Special Policy Areas – Ballyvolane Urban Expansion Area

3.4.11 The Northern Environs was identified in the CASP update (2008) as a significant growth location, with Ballyvolane identified as the primary location to accommodate additional growth. The 2011 Blarney Local Area Plan required the preparation of a masterplan to guide development using a brief prepared by Cork County Council. A special policy area objective was identified which provided for a minimum of 2,337 and up to 3,600 dwellings through a phased programme of development. This Local Area Plan provides a framework for the development of the Ballyvolane urban expansion area addressing a number of the particular issues relevant to its future development.

3.4.12 ~~As such, an integrated transport strategy will need to be prepared in conjunction with Cork City Council.~~ This plan will need to identify proposals ~~for~~ **to facilitate** enhanced public transport between the site and the city centre and improved road connectivity in the area. It will also need to include provision for improved pedestrian and cycling connectivity within the site and with the city centre. Other localised issues that are dealt with at the end of this section include; the sloping topography and visual prominence, the need for additional water and waste water infrastructure and the number of transmission lines which form part of the ESB network. Concentration of development in one strategic area will facilitate a coordinated, phased approach to development and infrastructure provision.

Funding and Contributions Scheme

- 3.4.13 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.
- 3.4.14 To overcome these difficulties the County Council is proposing to co-ordinate development and infrastructure provision between the various agencies and landowners through the **powers available** ~~use of agreements~~ under Sections 47, 48 and 49 of the Planning and Development Acts. ~~as described in Section 1~~
- 3.4.15 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.

Employment and Economic Activity

- 3.4.16 Currently there is a significant amount of established industrial land in Cork City North Environs. These lands cater for a wide spectrum of employment generating uses including IT, car servicing, tool making and some retail warehousing.
- 3.4.17 These industries are located in a number of industrial estates, many of which are in need of renovation and have poor connectivity with the City and national road network. A total of total of 72 ha are zoned for industrial and business uses in two sites across the North Environs. The existing zoning which comprise the Kilbarry lands have only seen piecemeal development of this large parcel of land to date with extensions to existing industry on the Southern half of the zoning. .
- 3.4.18 The CASP Update 2008 suggests that the North Environs, specifically Kilbarry and Ballyvolane, should be an important location for major employment led development. The Update has set out a 2020 jobs target of 5660 for the area, an increase of 2,258 on 2006 employment levels. The Cork County Development Plan 2014 reflected the importance of the North Environs, as an employment generating area by designating Kilbarry as a Strategic Employment Centre. The proposed Northern Ring Road and junction North of Kilbarry will improve access arrangements to the strategic road network which is needed to act as a catalyst to development. Furthermore the future development of this area must be underpinned by the provision of high quality public transport with direct connections to the Ballyvolane Urban Expansion Area.
- 3.4.19 The CASP Update suggested that a total of 290,784m² business & technology floorspace is required to 2020, equating to a land requirement of approximately 58ha (144 acres) in a number of key locations across metropolitan Cork including Kilbarry. The report also recommends that the principal land uses to be accommodated in these locations include business and technology distribution and limited offices. It is important to ensure that the development of this site complements the wider

development framework for the Blackpool area as set out in the North Blackpool Local Area Plan 2011.

- 3.4.20 The zoning of the lands adjacent to one of the principal employment centres in the North Environs, the Kilbarry Strategic Employment Centre has been amended in this plan to provide for an industrial and enterprise zoning. This broad ranging zoning is potentially more suited to the nature of economic and industrial activity within the Northern Environs. The office type zoning has been omitted. The lands located within the City Council area which adjoining the Kilbarry lands are zoned for business and technology. The proposed rail station at Blackpool is located in close proximity to these lands.
- 3.4.21 Integral to the development of these lands is the need to improve both vehicular and pedestrian accessibility to the site. Significant improvements to the local road network will be required to accommodate the traffic generated from the proposed development. Part of these improvements will require the provision of appropriate pedestrian and cycling infrastructure.
- 3.4.22 The proximity of the proposed train station in time will provide improve the modal split for persons travelling to work. The POWSCAR data which analyses commuting patterns based on the most recent 2011 census is a useful baseline information. The percentage of employee's usual means of travel to work for the Northern Environs and across the 4 DEDES in this study area indicates that 1.1% of employees use the train with 1.3% utilizing the bus. The improvement of public transport is discussed in a later section.

Business Development

- 3.4.23** ~~The number of business zonings has reduced in this plan.~~ The operations at the Apple in Holyhill have expanded since the 2011 Local Area Plan including the car parking facilities and realignment of the road that surrounds the site. Permission has been granted within the City Council for further development of the complex at Apple. ~~The remaining undeveloped lands are quite small.~~ **Additional lands to the north of their existing operations have been zoned for business development to provide Apple flexibility into the future.**

There is a new business zoning on the edge of the Ballyvolane Urban Expansion Area which will be located adjacent to the proposed housing and very close to the industrial lands of Kilbarry. The development of the business lands are linked to Phase two in the overall development of lands at Ballyvolane.

Town Centre Development

- 3.4.24 The Joint Retail Strategy prepared as part of the review of the Cork County Development Plan 2014 provided for the provision of additional district centres on the northside of Cork City in order to deliver a more equitable distribution of retail floorspace across the city suburbs. Given the population growth targeted for the North Environs, as set out above, Ballyvolane has been identified as a new district retail centre for the area.
- 3.4.25 Owing to flooding and transport issues, a previous planning application on zoned land south of the Fox and Hounds has been refused by An Bord Pleanála. There is an opportunity to develop a new retail centre on land adjacent to the Lidl complex, north of the Fox and Hounds retail outlet. This is discussed in more detail in the section relating to Ballyvolane. Consideration shall be given to the construction of a community facility on this site also, to serve existing and future residents of the area.

Education, Community & Cultural Facilities

- 3.4.26 The Department of Education and Skills identified a requirement for a new primary school in Cork City North Environs based on the 2020 forecast population of 4,581 set out in the 2004 Regional Planning Guidelines. The revised population target of 10,719 will give rise to an additional requirement for educational facilities. The new requirements are approximately 21 additional classrooms for primary school age and 365 post-primary school places. Therefore, it is likely that a new 16 or 24 classroom school will be required in the north environs.
- 3.4.27 The Department guidelines state that generally, the Department will not build a post primary school with greater than 1,000 places therefore the additional 482 places required at post primary level to accommodate the revised population targets are likely to be accommodated by an increase in the size of existing post primary schools in the area. However, if the North Environs is to accommodate some of the population shortfall arising from the capacity deficit in the smaller settlements, the need for additional post primary education facilities might become more acute. A post primary school is proposed in the Ballyvolane urban expansion area, together with two primary schools.
- 3.4.28 Generally, the North Environs is very well served by sporting facilities. There are a number of GAA clubs, (Na Piarasigh, St Vincent's Delaneys and Mayfield), soccer clubs (Castleview A.F.C, Temple United AFC and O' Neill Grattan Park, Mayfield United) and other leisure facilities (Riverview fitness & leisure club), which cater for the sporting needs of the population.
- 3.4.29 In terms of open space provision, the majority of lands zoned open space are undeveloped or are of no practical use to the public, as they are made up mainly of farmland or vacant grassland with a significant portion of the land steeply sloping. The exception is the Nash's Boreen amenity walk which extends from Nash's Boreen up to Hollyhill approximately 2 kms in length emerging just across from Apple's operations.
- 3.4.30 The amenity walk was a collective project involving the community association and many stakeholders with views over the Glenamought River Valley to the North. The Ballyvolane urban expansion area will provide passive and active open space which will help provide much needed recreational facilities in the North East of the City. The provision of the urban park will be linked to the phasing programme. Cork City's Development Plan 2015 identified a location for a district park of 15-30 hectares. A masterplan for the North West of Cork City namely the Knocknaheeny area was adopted in 2011. It contains an implementation strategy for the regeneration of housing in the area together with improvements to facilities and the public realm. There has been limited implementation of the masterplan to date. The park in Blackpool adjacent to the district centre located within the administrative area of the City also provides passive recreational and amenity facilities.
- 3.4.31 In relation to cultural facilities, the North Environs relies heavily on services provided by Cork City Council. Libraries are provided in Blackpool, Mayfield with a new library which opened Hollyhill/knocknaheeny in 2015.

Infrastructure

Public Transport

- 3.4.32 At present, public transport in the North environs is restricted to bus services only. The development of a proposed rail station at Kilbarry, which lies within the City Council Administrative Boundary, will enhance public transport permeability within the

western portion of the area and will form an important component of enhanced transport options in the North Environs. The Ballyvolane area is not served by the Cork Suburban Rail network. There is an existing bus route serving Gurrabrathar and parts of Ballyvolane however enhanced bus priority infrastructure, would represent the most appropriate solution to the transport needs of the area. **Cork County Council will support proposals to enhance public transport connections to the Holyhill and Apple Campus particularly public bus infrastructure and through improvements to the local road connection.**

- 3.4.33 Pedestrian and cycling facilities within the Northern Environs is very inadequate, the road width and topography are limiting factors. The Cork Cycle Network Plan is a joint venture between City and County Councils being prepared at present, it identifies the strategic cycle network existing and proposed within the metropolitan area. Public consultations commenced in September on the network plan. The recommended routes for the Northside will be incorporated into this Local Area Plan.

Road Connectivity

- 3.4.34 Connectivity in the North Environs is weak as the local road network is difficult to navigate, substandard in places and has poor connectivity with the national road network.
- 3.4.35 The Northern Ring Road is seen as an important strategic infrastructural requirement to complete the existing road network around the city. The Northern Ring Road Scheme has been divided into a Northern Section; linking the N20 Cork to Mallow Road with the N8 Glanmire Bypass, and a Western Section; linking the Ballincollig Bypass with the N20. A preferred route was identified a number of years ago. The issue of access to the proposed Northern Ring Road was addressed through a Transport Assessment of Cork Northern Environs, carried out by Systra Transport Consultants. A suitable location for a single junction to serve the proposed town at Monard and the IDA Estate at Kilbarry was identified at Ballincroig. The Council met with the NRA and other stakeholders, to maximise agreement on the location selected and connections to it. The Northern Ring Road project was suspended in 2011 due to the economic downturn. However the project once restored will provide a catalyst to economic development across the Northern side.
- 3.4.36 There is also a need to address existing congestion at the Ballyvolane crossroads. The construction of the proposed link road connecting Mayfield to Killbarry is a critical piece of road infrastructure to alleviate the congestion at the Fox and Hounds and the intersection of the Ballyhooley Road and the existing Northern Relief Road. The regional transport model which is currently being prepared by the NTA will inform the timing of the delivery of this road proposal. Further design including the exact alignment of the route, the design of bridges, overpasses etc needs to be completed first.

Water Supply and Waste Water Infrastructure

- 3.4.37 The city's North Environs are served by drinking water from the Cork Harbour and City Water Supply Scheme. Major new investment in water infrastructure is required to facilitate the level of development plan for the North Environs. The provision of additional water and wastewater capacity will need to be linked to the significant planned development at Monard, Stoneview and Ballyvolane. Irish Water have responsibility for the provision of water supply, investment in reservoirs will be required with an extension to the network. A detailed assessment in relation to the provision of water supply for the Northern Environs is needed.

3.4.38 Waste Water Infrastructure to cater for future demand is inadequate as the North Environs is connected to the Waste Water Treatment Plant at Carrigrennan, Little Island. However to facilitate the level of development planned for the North Environs major new investment is required to provide infrastructure to connect Ballyvolane (linking with Blarney and Monard) to Carrigrennan Waste Water Treatment Plant. Irish Water have responsibility for the provision of waste water infrastructure. Irish Water have taken a strategic view in relation to waste water collection and treatment. A detailed assessment into the provision of an adequate waste water disposal system including the necessary infrastructure is being prepared at present.

Flooding and Surface Water Management

3.4.39 Parts of Cork City North Environs have been identified as being at risk of flooding. The areas at risk follow the path of the Glen, Bride and Kiln Rivers that run through the area and are illustrated on the settlement map. Those areas most directly affected include the T-01 site in Ballyvolane. 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.

3.4.40 The control and management of surface water through the use of Sustainable Urban Drainage scheme will be necessitated on all zoned lands in line with the policy of the County Development Plan. An assessment of the control and management of surface water will be required. A detailed design or strategy will ensure a sustainable approach to surface water management from all development within the Northern Environs in particular the steeply sloping lands in Ballyvolane, ensuring adequate land is available to accommodate its requirements.

In the development of the River Bride (Blackpool) Certified Drainage Scheme a number of potential flood storage areas were identified. It was considered that these were not suitable for use as part of the preferred option for the scheme which is currently to be implemented by the OPW. However, it is considered that these areas may well be of use in terms of enabling the adaption of the scheme to the Climate Change scenario in the future. These areas represent potential future flood storage areas and future development in these areas can only proceed if it is determined that such development will not negatively impact on the future required flood storage capacity as may be required. A flood storage area lies within the development boundary of the North Environs and this has been indicated on the zoning map for the settlement.

Environment and Heritage

Landscape and Visual Amenity

3.4.41 The North Environs is located within a landscape type of national importance described in the Draft Landscape Strategy as City Harbour and Estuary. A very high landscape value is attributed to it in the Draft Strategy (scenic landscapes with highest natural and cultural quality, areas with conservation interest and of national importance) and its sensitivity is described as very high (extra vulnerable landscapes – for example, seascape area with national importance – likely to be fragile and susceptible to change).

Protected Structures/Built Heritage

3.4.42 There are two structures in the North Environs entered on the Record of Protected Structures: Flower Hill at Ballincolly; and Anname Bridge to the north of Dublin Pike.

Natural Heritage

3.4.43 There are no Natural Heritage Areas or sites which are designated under the Wildlife (Amendment) Act 2000 or any Natura 2000 sites designated under the European Habitats Directive ~~2000~~ **1992** within the Northern Environs. However ~~the Eastern half of the site is located within the Natura 2000 screening zone for the purpose of assessing planning applications having regard to the proximity of Cork Harbour's natural heritage designations.~~ **The eastern half of the site lies within the catchment of Cork Harbour within which there lie two Natura 2000 sites – The Great Island Channel SAC and Cork Harbour SPA.** The designations include two Natura 2000 sites namely Cork Harbour Special Protection Area (SPA) site code 004030 and the Great Island Channel Special Area of Conservation (SAC) site code 001058. It is also designated a Ramsar site for wetland protection. There are also a number of pNHA sites within Cork harbour which overlap with some of the boundaries of the Natura 2000 designated sites. The Cobh Local Area Plan will be subject to the Habitats Directive Assessment process similar to that conducted for the 2011 Local Area Plan process.

Planning Proposals

Overall Scale of Development

- 3.4.44 Over the lifetime of this plan, it is envisaged that there will be substantial population growth in the North Environs as it represents one of the most sustainable development locations in the metropolitan area, given its proximity to the city centre. The growth of this area however is dependent upon the provision of appropriate public transport and wastewater infrastructure.
- 3.4.45 The planning strategy for the Northern Environs proposed to accommodate a target population of 10,719 people, an increase of 4,027 people on 2011 population levels. It is estimated that an additional 2,281 dwelling units will need to be provided to cater for this level of growth. Given the number of units completed since 2006 and the capacity on the existing residential land supply, which provides for 398 dwelling units and the shortfall in the growth capacity of many of the smaller villages, there is a requirement to zone land to accommodate approximately 2337 units in Cork City North Environs.
- 3.4.46 While the zoning provisions in Cork City North Environs is greater than the population target requirements of the town, this additional land may have a role to play in addressing the uncertainty on the numbers that can be delivered in the villages should different circumstances prevail.
- 3.4.47 The Council's Housing Strategy states that on zoned lands, it will be a requirement that 10% of all land zoned for residential uses (or for a mix of residential and other uses) be reserved for the purpose of social and affordable housing.

Development Boundary

3.4.48 The development boundary for the North Environs of the city reflects the existing built up urban area and additional lands required to accommodate future development. The Eastern boundary of the Ballyvolane Urban Expansion Area has changed but not significantly, additional lands have been included. However, the boundary is drawn to ensure a clear separation of the neighbouring settlements, particularly Blarney to the north and Glanmire to the east. To the south and east, it is formed by the boundary with the City Council. Generally, provision has been made to retain the undeveloped existing zoned areas.

3.4.49 The development boundary for the North Environs includes all the areas that are the subject of specific zoning objectives. Development proposals on lands not covered by a specific zoning objective, will be considered in relation to the following:

- The objectives of the County Development Plan 2014;
- Any general or other relevant objectives of this local area plan;
- The character of the surrounding area; and
- Other planning and sustainable development considerations considered relevant to the proposal or its surroundings

3.4.50 Outside the development boundary the land forms part of the City Council administrative area to the south and elsewhere the land forms part of the Metropolitan Greenbelt. Within the greenbelt, the objectives of the Cork County Development Plan 2014 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.

Employment and Economic Activity

3.4.51 As highlighted earlier, the CASP Update 2008 has identified Kilbarry as a principle centre of employment based development in the northern suburbs of the city. The future development of this area must be underpinned by the provision of high quality public transport and road infrastructure.

3.4.52 In order to maximise the employment potential of the Kilbarry Strategic Employment Centre, it is proposed to include a general industrial and enterprise zoning rather than the special policy area that splits the zoning between business and office. The dockland areas in the City Centre are proving to be a more popular environment for offices, with good access to public transport with an attractive waterfront setting.

Town Centre Development

3.4.53 The Joint Retail Strategy prepared as part of the review of the Cork County Development Plan 2014 provided for the provision of additional district centres on the northside of Cork City in order to deliver a more equitable distribution of retail floorspace across the city suburbs. Blackpool is the only existing district centre serving the North Environs. Given the population growth targeted for the North Environs, as set out above, Ballyvolane has been identified as a new district retail centre for the area.

3.4.54 The lands south of the “Fox and Hounds” are at risk of flooding, there is also a refusal by An Bord Pleanála for retail development for a number of reasons. Lands to the North of Banduff Road adjacent to the Lidl discount store within the Ballyvolane Urban Expansion area will form part of the district centre in conjunction with existing retail development around the Ballyvolane cross roads. The district centre is discussed in more detail in section 3.4.104 on Ballyvolane. The lands south of the Fox and Hounds remain within the district centre zoning subject to the resolution of a number of issues as outlined in the development objective.

Business and Industrial Development

- 3.4.55 The employment zonings have changed since the previous local area plan 2011. Integral to the development of these lands is the need to improve both vehicular and pedestrian accessibility to the site. Significant improvements to the local road network will be required to accommodate the traffic generated from the proposed development. Part of these improvements will require the provision of appropriate pedestrian and cycling infrastructure.
- 3.4.56 A new business zoning has been introduced as part of the Ballyvolane Urban Expansion plan. A portion of the land west and adjacent to the Ballyhooley Road could be suitable for development as a business zone for uses such as light industry, wholesale and non-retail trading uses, car showrooms and small/medium scale manufacturing, repairs, warehousing and distribution.

Open Space

- 3.4.57 While the quantity of Open Space provision in the North Environs appears adequate, the space is currently unusable. The 2015 City Development Plan proposes a North West District Park in Knocknaheeny on this parcel of land zoned open space. This park would provide a broad range of facilities and contribute to an improvement in the range of recreational facilities available to a wide area of Metropolitan Cork. Part of the area concerned is sensitive to longer distance views toward the city from the rural area to the north. This area not only includes a significant area that is generally level and suitable for playing pitches but also includes an extensive steeply sloping area more suited to informal recreation. This land has been zoned for open space since 2005, but no funding or implementation plan has emerged in the intervening years. Accordingly the zoning objectives to facilitate this are retained in this plan.
- 3.4.58 There are also three smaller open space zonings to the east of the north environs that were zoned in the 2005 Local Area Plan. These are for open space and remain undeveloped.
- 3.4.59 In compliance with the County Development Plan objective to protect and improve existing areas of public or private open space these areas of open space are being retained in this plan. These areas adjoin the city, are suited to open space use and available, suitable replacement open space of higher quality has not been identified.
- 3.4.60 Additional Open Space will be provided for within the Ballyvolane Urban Expansion Area. This will serve the North Eastern suburbs of the City. The development of Ballyvolane is to have regard to the high standards of accessibility that are essential to active open space uses.

Green Infrastructure and Biodiversity

- 3.4.61 Habitat mapping was conducted by Atkins consultants for the electoral areas as an action of the Heritage Plan. The primary habitats identified were semi natural grassland, scrub woodland and swamp area. These features should be incorporated into future layouts.

Traffic and Transportation

- 3.4.62 As part of the traffic and transportation assessment for Monard SDZ planning scheme, Cork County Council undertook a traffic and transport assessment of the Northern Environs, specifically looking at the Ballyvolane urban expansion area. The proposals contained in this assessment are contained in the separate report for Ballyvolane.
- 3.4.63 In addition, the NTA have recently completed the preparation of a Regional Transport Model and are using it to assess the impact of the County Development Plan policies

and development proposals for the Metropolitan Area. The model will assess the impacts of the likely build out of all urban expansion areas and identify major road, public transport, walking and cycling interventions that are necessary to enable existing and new residents to access their places of employment, education facilities and all commercial and recreational activities. The contents of their report will affect the transport proposals for this plan and will be included in this section, when available.

Ballyvolane Urban Expansion Area

Policy Background

3.4.64 The CASP update (2008) proposed the expansion of Cork's Northern suburbs. Cork County Development Plan 2014 provides for the population of the area to grow to 10,719 persons, representing growth of 4,027 persons on the 2011 population. Most of this growth will occur in the Ballyvolane Urban Expansion area. The 2011 Local Area Plan required the preparation of a masterplan to guide development using a brief prepared by Cork County Council. ~~The masterplan was not completed~~, It is now intended that the Draft Local Area Plan will put forward a framework for the development of this urban expansion area. ~~A scoping report was also produced following the masterplan which dealt with issues in more detail.~~

3.4.65 The **Special Policy Area (X-01)** objective as contained in the 2011 LAP identified the land use requirements on the site as follows:

- To facilitate the development of a minimum of 2,337 and up to 3,600 dwellings through a phased programme of development.
- Provision for new housing within a clearly defined network of 'character areas' so that each area can develop its own sense of place with a wide range of house types.
- Provision of appropriate convenience and complementary comparison shopping facilities;
- Provision of appropriate employment opportunities and improved linkages to the Strategic Employment Centre at Kilbarry
- Promote permeability within the area and relationship to and linkages with the wider area
- Proposals for the creation and treatment of public realm and open space within the area having regard to the topography of the area, in particular the visually prominent ridgeline to the north.
- Proposals for the timing and provision of the necessary wastewater infrastructure to connect with infrastructure serving Stoneview in Blarney and Monard
- Proposal for enhanced public transport between the site and the city centre. This will require the preparation of a detailed transportation strategy in conjunction with Cork City Council and other key stakeholders
- Proposals for the timing and provision of road infrastructure. This is to include provision for safe pedestrian and cycle links to the neighbourhood centre; public transport nodes and wider area;

- Proposals for the provision and construction of a two primary schools and a secondary school to meet the educational requirements.
- Provision of an urban park of approximately 20 hectares. This is to be provided in addition to the normal open space requirements provided as part of new housing developments;
- Demonstrate how the protection and enhancement of biodiversity will be successfully achieved
- Proposals for a detailed landscaping strategy that will outline boundary treatments in sensitive locations within the masterplan area
- Proposals for renewable and sustainable energy options on site;
- Provision of an appropriate range of health care facilities.

Planning Considerations & Site Context

- 3.4.66 Ballyvolane is an existing largely residential area adjoining the northeast of Cork City. Its population is primarily located within Cork City Council's administrative area. As a suburban growth area on the edge of Cork City, Ballyvolane has the potential to create the critical mass to support improved public transport and services provision, set within the wider Cork Area Strategic Plan context.
- 3.4.67 The area of the entire site is approximately 260 hectares with approximately 50 existing individual houses on the perimeter and within the area. The site ownership is quite fragmented at the moment, with approximately 20 -25 landowners involved. The proposed Kilbarry Strategic Employment Centre is located West of the site. ~~The satellite~~ **Metropolitan** town of Glanmire is located approximately 2kms to the East of the site.
- 3.4.68 There is an existing small retail core adjacent to the site. The core is located at the Ballyvolane Crossroads and comprises Dunnes Stores, the Fox and Hounds and the Lidl Discount Store. The retail strategy has identified Ballyvolane as a proposed district centre. The framework plan should facilitate the district centre including the existing facilities.

Topography and Landscape

- 3.4.69 The site rises from levels of approximately 60 meters in the South West to the plateau of 130 meters along the Northern boundary. There are a number of ridge lines within the site. Firstly there is a central ridge between the Banduff and Rathcooney Road. There is an existing housing development located just below this ridge. The South West and Western slopes are also quite prominent. The Ballyvolane site is located within the City Harbour and Estuary Landscape type as defined by the Draft Landscape Strategy which is considered very high in terms of sensitivity and value. The avoidance of development on the steep Westerly slopes, part of the South Westerly Slopes and on the Southern ridge behind the existing pocket of development will help to reduce the overall impact on landscape. Mitigation measures in the form of extensive planting as part of a landscaping strategy will be required to reduce magnitude of the impact.
- 3.4.70 There are a number of small watercourses as shown on the constraints map, a riparian buffer should be maintained on either side. These watercourses will become an important feature for the Sustainable Urban Drainage System which will be required to control and manage surface water run off. Ground water monitoring will be necessitated for the SUDs strategy.

Constraints to Development

Road Infrastructure

- 3.4.71 There are a number of existing roads which traverse the site. The local road which forms the Northern boundary is substandard and unsuitable for extra vehicular movements. Access from lands along this road would need a separate service road having regard to the number of one off houses on the narrow road. The Ballyhooley road is a critical route into the City, the creation of additional access points onto the Ballyhooley road would result in additional congestion. The results of the Regional Transport Model currently being prepared by the NTA will be critical to quantifying the exact number of units that are capable of being built prior to substantial road improvements. The condition of the Rathcooney Road is satisfactory at present and has a footpath. However an upgrade will be required given the extra traffic volumes. The Banduff Road is reasonable. The connection and access to the City Centre is also a constraint. The routes into the City are narrow with limited with capacity issues at junctions.
- 3.4.72 Ballyvolane Crossroads is very congested with ~~no~~ **limited** space for junction re alignment. In summary the main constraint to development in the area is the road infrastructure in the vicinity of Ballyvolane, the routes into the City and limited capacity at junctions. The recent refusal by An Bord Pleanala regarding the retail development at the Fox and Hounds site was based on a number of reasons including the existing traffic congestion and the lack of the proposed Northern Ring Road.

Water Services Infrastructure

- 3.4.73 The city's Northern Environs are served by drinking water from the Cork Harbour and City Water Supply Scheme. Investment in water infrastructure is required to facilitate the level of development planned for Ballyvolane. The provision of additional water supply will require additional infrastructure including reservoirs. Irish Water are responsible for the provision of water supply.

The waste water infrastructure for the Northern Environs is discharged and treated to the Waste Water Treatment Plant in Carrigrennan, Little Island. However to facilitate the level of development planned for the North Environs major new investment is required to provide infrastructure to connect Ballyvolane (linking with Blarney and Monard) to Carrigrennan Waste Water Treatment Plant. Irish Water are responsible for the provision of waste water infrastructure. An assessment of the waste water infrastructure required to facilitate development across the Northside is being completed at present.

Flooding

- 3.4.74 The most recent flood sources do not identify the site itself as being at risk of flooding. The lands to the south of the site adjacent to the Fox and Hounds site have been identified as a flood risk. The entire site drains into the Glenamought catchment which flows into Blackpool and ultimately the River Lee. A stage 2 Strategic Flood Risk Assessment will be carried out in accordance with "The Planning System and Flood Risk Management Guidelines" issued by the DoEHLG and the Office of Public Works in November 2009 for the Cobh LAP.
- 3.4.75 The issue of surface water disposal is a significant issue having regard to the steep topography and the capacity issues within the Glenamought catchment. Sufficient level land would be required to attenuate flows before reaching the River. The proposed Blackpool flood relief scheme is sensitive to any increase in flows. The OPW have

proposed two separate flood relief schemes; the Lower Lee and the Blackpool to progress the implementation of flood risk management measures for Cork City and Blackpool. The recommendation is that all future developments should attenuate for a 1 in 100 year flood event.

- 3.4.76 A new system for the disposal of surface water will need to be constructed to serve the new settlement. The philosophy of SUDS is to replicate as closely as possible, the natural drainage from the lands prior to development thereby minimising the impact of the development on water quality in the receiving waters and quantity of runoff in the downstream of the site. All future planning applications should demonstrate compliance with an overarching SUDs strategy.

Archaeological Sites

- 3.4.77** There are 7 archaeological sites located within the site. These include ; 1 Fulacht Fia , 2 Burnt Mounds, 1 16th /17th Century House, plus two Ringforts and one redundant monument. The constraints map identifies the location of such features. **These archaeological sites are awarded protection under national monuments legislation and policies in the County Development Plan 2014 and site should be zoned out or designated a Greenfield area and preserved in situ with an appropriate buffer zone. In addition the concentration of sites indicates significant human activity in prehistoric and Early Christian period in the wider area and it is recommended that the Archaeological Assessment in advance of development includes a geophysical survey and testing.**

Transmission Lines

- 3.4.78 There are a number of ESB transmission lines crossing the site. The voltage varies from 110 kv to 38Kv. There are two 110 Kv lines, namely the Kilbarry to Knockraha no 1 line and no 2 line. The cost of undergrounding these lines back to the facility in Kilbarry is most likely to be prohibitive. A maximum 40 meter wayleave between buildings is required along the route of the 110kv line. There are a couple of 38Kv lines one of which runs parallel to the Kilbarry to Knockraha no 1 line which can be undergrounded in sections at a relatively low expense. The line running from East to West crosses a steep area which has been reserved for open space. The wooden poles are less visually obtrusive than the steel structures which are necessitated if the line changes direction. There is a small pocket of steel structures adjacent to the Ballyhooley Road.

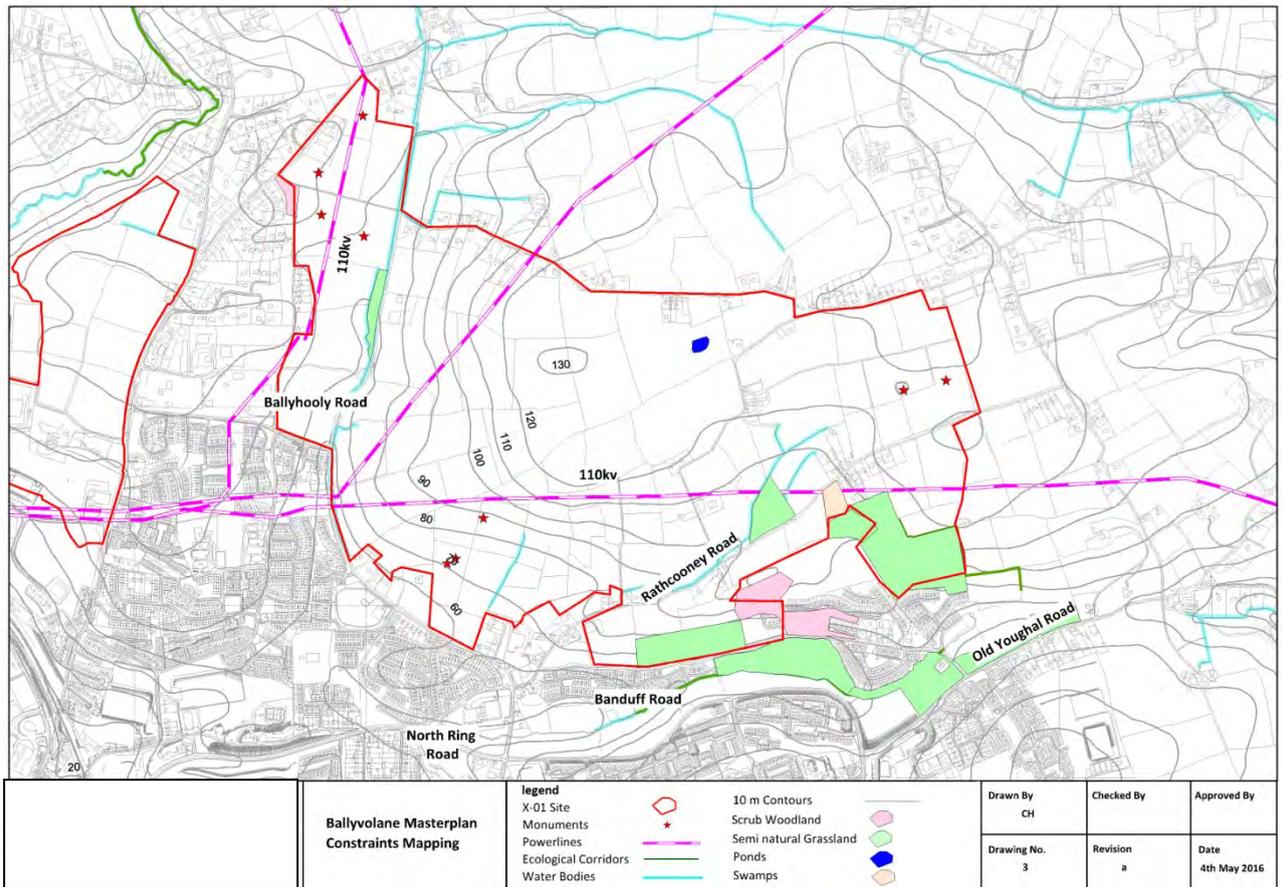


Fig 3.4.1: Environmental Constraints Map

Overall Design Principles

3.4.79 The overall design has been guided by a number of factors, these include the constraints identified within the site, the brief produced for the masterplan process and the guidelines both National and those produced by Cork County Council. The site constraints relating to design and layout include: the topography, existing road infrastructure, the location of archaeological and heritage features, transmission lines and the necessary way leaves. The DOE guidelines on Sustainable Residential Development in Urban Areas recommendation's relating to density and public transport are particularly important for this site as it an expansion of the City suburbs.

3.4.80 The key principles in considering sustainable development on the site are as follows:-

- Ensure that the proposed development provides **effective connectivity** (walking and cycling) to the town centre, educational and employment centres for the future residents
- Support the achievement of **high levels of modal shift** by collaborating with other agencies to improve public transport services and influence patterns of employment development to support use of sustainable modes and travel by public transport.
- Ensure the provision of an **appropriate housing mix**, considering the changing demographic (needs of older people) and the housing market requirements for Metropolitan Cork and the requirement of the Social Housing as per the County Development Plan 2015.

- Make provision for **housing density** that encourages more efficient land use and infrastructure investment patterns and particularly creates conditions more favourable to the increased use of public transport.
- To achieve development areas with a distinctive character that ensures a **unique, innovative and distinctive design** of houses with high quality finishes and materials. They should include positive characteristics such as reference to topographical and historical features and the inclusion of individual focal points and a priority for the provision of high quality public realm.

Land Use Proposals

3.4.81 The land use proposals for this site have utilized the design principles identified and focuses on the provision of a mixed use neighbourhood incorporating residential, community, open space and recreation, retail, traffic and transport, water services and other infrastructure. The proposals are contained in a zoning map with land use categories, land areas and specific objectives.

Residential Development

3.4.82 The quantum of houses envisaged for Ballyvolane was between 2337 and 3,600 units. The number proposed in this plan is **approximately** 3000. A total of 3 phases are recommended for the phased delivery of housing in tandem with **the key infrastructure**, facilities and amenities to serve a development. ~~The average density across the entire site is 23 units per hectare. The highest density is 35 the lowest is 18, however there is scope to reduce densities on sloping sites. The overall number of units proposed in this report is 3,000.~~

3.4.83 The pockets of existing one off houses will necessitate a buffer of low density housing to protect their residential amenity. The areas concerned are along the existing roads. The higher densities should be concentrated on the Western and Southern sections of the site with the lower densities to the East and medium density to the North 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 whilst also providing a generous quantity of useable and passive open space to ensure protection of residential amenity and a reduction in the overall visual impact of the new development.

3.4.84 The Council's Housing Strategy states that on zoned lands, it will be a requirement that 10% of all land zoned for residential uses (or for a mix of residential and other uses) be reserved for the purpose of social housing. This housing should be scattered through the development. ~~The following table outlines the phases, type and likely housing yield from the proposed development zones within the area:~~

Table 3.4.2: Phasing, Type and Housing Yield

Phase	Zone	Gross Area	Net Area (ha)	Density Type	No of Units
1	NE-R-03	7.9	5.9	Medium-B	107
	NE-R-04	13.4	10.0	High and Med A	350
	NE-R-05	13.0	9.8	Medium A	216
	NE-R-10	17.8	13.3	Medium-B	241
	NE-R-11	19.1	14.3	Medium-B	259
2	NE-R-07	23.7	17.7	Medium-A	391
	NE-R-08	12.3	9.2	Medium-A	203
	NE-R-09	20.2	15.1	Medium-A	333
	NE-R-13	16.5	12.3	Medium-B	223
3	NE-R-12	27.3	20.4	Medium-B	369
	NE-R-05	22.3	16.7	Medium-B	301
Total		193.5	144.7		2995

Urban Design and Layout

3.4.85 The layout and design of the neighbourhoods within each phase or character area should take account of the Guidelines on Sustainable Residential Development in Urban Areas and accompanying Urban Design Manual. The orientation of the slopes is generally in a southerly, south westerly and westerly direction, this should be advantageous for solar gain. However the predominant winds are south westerlies, planting will also play a role in providing shelter for new housing as well as reducing the overall visual impact over time. The lands west of the Ballyhooley road face an easterly direction. The County Council's Design Guide for Residential Estate Development should be used as a basis for the design of future schemes with a design statement for any large applications.

3.4.86 The general road system, as well as dedicated pedestrian and cycle routes, should promote a sense of security by utilising passive surveillance to encourage use of the green routes. Development should conform to Cork County Council's residential estate

design guide 'Making Places' (2011), which aims at control of vehicle speeds in housing areas, and a safe environment around the home.

- 3.4.87 All future applications will have to comply with Part V of the Planning and Development Act 2000 and the subsequent amendment. A 10% social housing provision will be required. A statement of housing mix both in terms of size and design should be provided with all applications for multi – unit residential development to demonstrate consistency with Development Plan and Housing Strategy.

Transportation and Public Transport

- 3.4.88 The existing road infrastructure consists of the Ballyhooley Road, Rathcooney Road, Banduff Road Arderrow Road and the local road along the Northern site boundary. The delivery of the Northern Ring Road will be important to remove national traffic from the area. The proposed NRR includes provision for a dedicated junction to serve Monard, Kilbarry and Ballyvolane. The non national road network will also need to be upgraded.

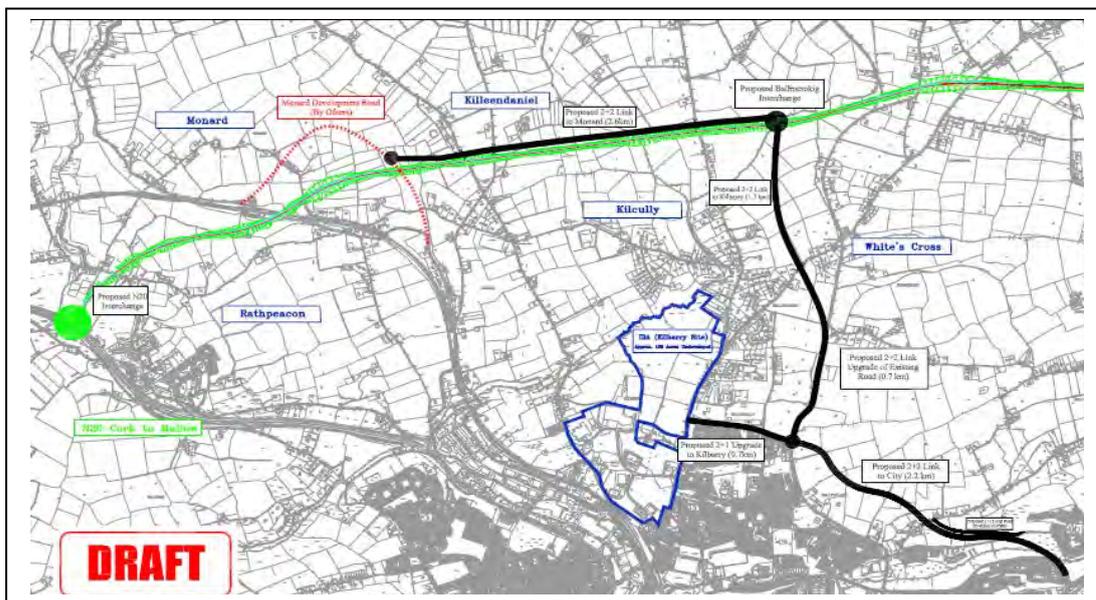


Fig.3.4.2: Strategic Road Infrastructure in the North Environs

- 3.4.89 A frequent bus service will be the primary mode of public transport to serve the expanding area. There is a need also for a high quality public transport corridor connecting Kilbarry to Ballyvolane to provide access to employment locations. There is an existing bus route along part of the Ballyhooley road, the Eastern half of Ballyvolane is presently remote from public transport. The potential for a bus loop has been identified in the zoning map. The proposed internal road network should provide for the bus and stops within the site, preferably in a loop. Provision for bus priority is particularly desirable on sections of road with a high likelihood of a frequent bus service on them e.g. Ballyhooley and Rathcooney road. The Regional Transport Assessment which is currently being prepared by the NTA will examine future traffic flows and land use plans based on the principle of modelling. The timing of the new road proposals will be informed by this assessment.
- 3.4.90 The link road proposed in the Cork Northern Environs Transport Assessment produced by Systra will be accommodated in the layout. The proposed road traverses the North Western corner and South Western section of the site, the length of which is approximately 2.2 km. The exact alignment including the bridges etc required to cross the existing roads is needed. The construction of this link road connecting Mayfield to

Killbarry is a critical piece of road infrastructure to alleviate the congestion at the Fox and Hounds and the intersection of Ballyhooley Road and the Northern Relief Road i.e. Ballyvolane Cross Roads. The upgrade of road infrastructure should be linked to phasing to avoid significant congestion and increase capacity on routes into the City centre.

- 3.4.91 The expansion of this area straddles the administrative boundary with Cork City Council. Therefore the preparation of an integrated transport strategy is critical to delivering improved transport infrastructure. There are a number of constraints within the local road infrastructure, this is largely due to the historical streetscape and narrow road network. The City Council, funded by the NTA are currently preparing the Northern Strategic Corridor Study. The study is due to be finalised soon. The aim of the study is to examine the existing network with a view to identifying problems and prioritise investment in these specific areas. The implementation of these measures identified will need to be carried out prior to the development of lands at Ballyvolane. The existing Northern Relief Road (R635) is an important corridor for movements between the N20 in the North to the N8 in the East and is located a short distance from the site.
- 3.4.92 The route is also used to access the City centre via Blackpool. The capacity of the road particularly at the junctions e.g. Ballyvolane Cross would need to be upgraded to provide a high quality Northern Orbital Route. The upgrade of the entire route to facilitate bus priority would provide a direct access to the City via an express bus. Employment locations west of the City could be accessed once in the City Centre. In the Eastern direction a bus corridor to employment locations such as Little Island could be provided once the constraints at Mayfield in terms of bus priority are overcome. The outcome of the NTA's Regional Transport Assessment and the City's Study of the Northside due at the end of October will inform the transport strategy going forward.
- 3.4.93 The upgrade of the road network to provide for pedestrian and cycle routes ~~are being~~ is also required in the vicinity of the site particularly on the Ballyhooley Road, Rathcooney Road, Banduff Road. The route of the principal cycle-way ~~shall~~ links up with the Cork Cycle Network Plan **and** is a joint venture between City and County Councils as part of a Cycling Strategy for Metropolitan Cork.
- 3.4.94 The internal site movements will cater for pedestrian and cycleways from the outset to ensure attractive routes are provided in tandem with the development of housing to promote the slower modes of transport particularly for shorter trips.

Surface water, Green Infrastructure and Biodiversity

- 3.4.95 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 public transport, pedestrian routes and cycle ways in a manner that allows for direct and attractive routes. The Ballyhooley Road should be upgraded to provide both pedestrian and cycle access.
- 3.4.96 The Cork Cycle Network Plan is a joint venture between City and County Councils is being prepared at present, it identifies the strategic cycle network existing and proposed within the metropolitan area. Public consultations commenced in September on the network plan. The plan proposes primary cycle routes through the site, the route of which may change particularly due to the difficult gradient in some parts.

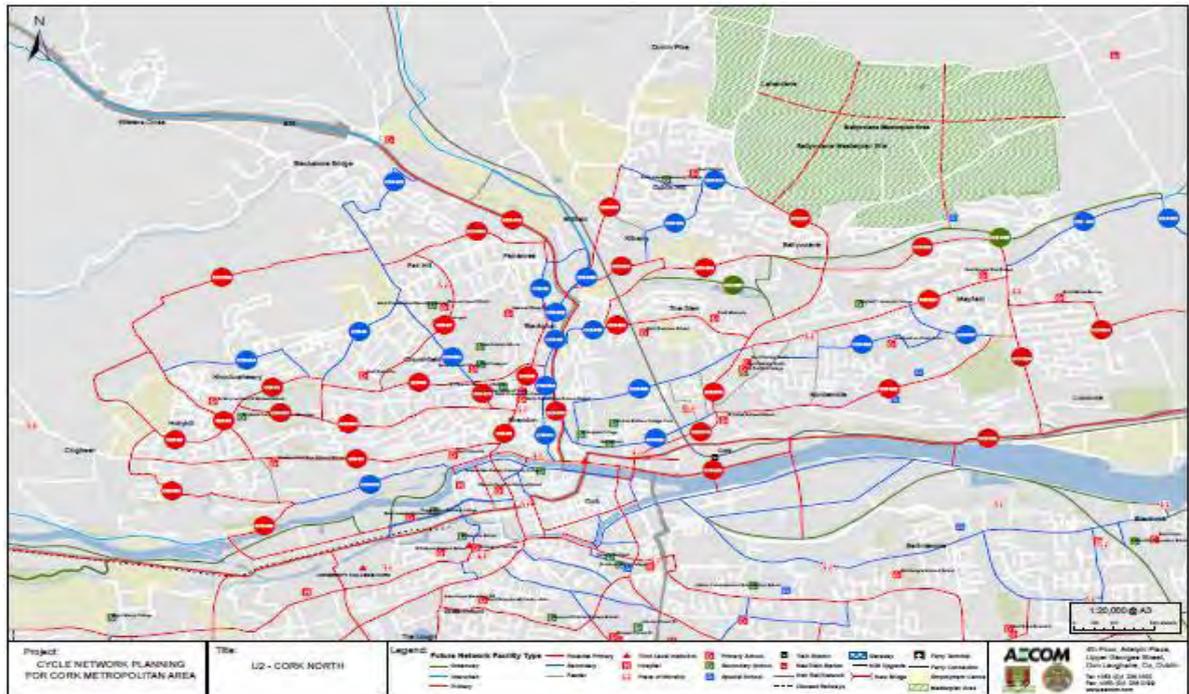


Fig 3.4.3: Cycling Strategy for Metropolitan Cork

- 3.4.97 There is a need to address the topographical constraints of the site and the overall visual impact, this can be achieved in a number of ways. Firstly, the avoidance of development on very steep and prominent slopes particularly when viewed from a distance is the primary measure. Secondly, the creation of a landscape strategy which proposes planting of trees in strategic locations to reduce the overall impact, both on the landscape and the visual impact. The landscape strategy should be completed prior to development, planting should take place in combination with construction.
- 3.4.98 The control and management of surface water through the use of Sustainable Urban Drainage will necessitate the reservation of land for SUDs features particularly in the South Western corner of the site. The attenuation measures should ensure that the rate at which run-off enters local water courses does not exceed the corresponding rate prior to the commencement of the new development (year storm events of up to 1-in-100 year frequency). Given the size and topography of the site a large area will be required for attenuation measures e.g. a number of hectares.
- 3.4.99 The SUDs features will be incorporated in every development proposal. It will be necessary for applications to clearly outline the specific measures, their design capacity and location of such measures. The existing greenfield run off rates and volumes should not be exceeded. Provision should be made for swales /filtration drains, detention basins/ponds along the new SW link road, to ensure no adverse impact on current peak flows in the rivers and streams downstream of the site. The County Development Plan requires all new developments to incorporate SUDs as per Section 11.5 of CDP 2014. A SUDs study of the site will be required prior to development to establish the number, location and range of features to adequately control the run off. The terms of reference shall be determined.
- 3.4.100 Habitat mapping was conducted by Atkins consultants for the electoral areas as an action of the Heritage Plan. The results of the mapping identified the primary habitats as; semi natural grassland, scrub woodland and swamp area. These features should be incorporated into future layouts. There is a large permanently wet area located centrally in a field to the North East of the site which should be accommodated in the layout as a water feature.

3.4.101 On a broad scale, sustainable residential development involves settlement patterns that help minimise transport-related energy consumption and encourage energy-efficient housing layouts. The expansion of the Northern Suburbs will be a sustainable development location close to the City Centre with improved public transport connections into the City and employment locations. The scale and density of the expanded urban area provides an opportunity for the provision of energy efficiency and conservation measures within the new neighbourhoods. These measures should include specific water conservation measures, use of recycled cement, the use of renewable energy sources and energy efficiency in the layout and in individual houses. The compliance with building regulations should be of a standard that exceeds the basic standards to promote a positive environmental effect in the medium to long term on the surrounding.

Public Realm and Community Facilities

3.4.102 The existing landscape is a significant consideration in creation of useable open space. A 20 ha urban park will provide passive recreational facilities for the area as a whole. The provision of the urban park will be linked to the phasing as there is a shortage of informal recreational areas within the Northern suburbs. There is approximately 60 ha of land reserved for open space in total, a generous open space provision. A large central park will be at the pinnacle of the open space hierarchy with smaller areas of open space peppered throughout the layout. In terms of provision of childcare facilities, the recent extension of the ECCE scheme from 1 to 2 years should be provided for in terms of numbers of pre-school childcare places. A site for a health centre should be provided adjacent to the retail facilities to cater for existing and future populations as per the objective of the Blarney Local Area Plan 2011.

3.4.103 The recreation and amenity strategy remains part of the CDP, therefore applications should comply with the Council's recreation and amenity policy. A community building is also required in the area to serve the existing community and the new population. A community building was proposed in the recently refused mixed use application adjacent to the Fox and Hounds site.

Retail

3.4.104 Ballyvolane contains an existing neighbourhood centre comprising Dunnes Stores, Fox and Hounds site and the Lidl Discount Store. There is potential to expand to fulfill a District Centre role and bring balance in this regard to the north side of Cork City. It is an objective of Cork City for these centres to develop into mixed use urban centres with good public transport access and high quality urban design. In April of this year, the expansion of retail services at the Fox and Hounds due South of the site was refused permission. The framework plan will provide for convenience and comparison retail development to the rear of the existing Lidl site. Together with the Dunnes Stores and the Fox and Hounds at Ballyvolane Crossroads this nucleus of units will serve as a district centre to serve the existing and future population. The total gross floor area which was granted by the Council but refused by the Bord was 10,077 including a community building.

3.4.105 The future retail development on the site should comprise a total of 10,000m², including Dunnes, Lidl and Fox and Hounds floor areas. In addition, 100 sq meters shall be provided for a community building. The car parking to serve the retail /commercial centre should include multi storey car parking.

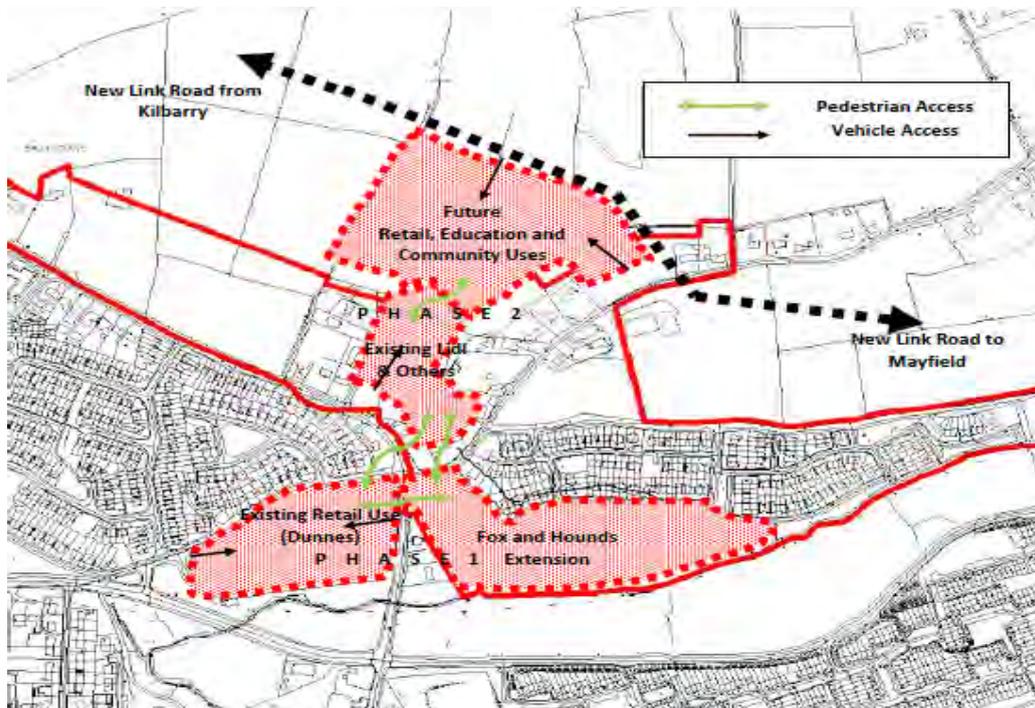


Fig. 3.4.4: Proposed District Centre at Ballyvolane

Employment

3.4.106 This new expansion area will rely on adjacent lands in Kilbarry to provide local and accessible employment. The dedicated junction proposed for the Northern Ring Road should help stimulate employment growth in Kilbarry, with direct access by road with good pedestrian and cycling facilities from Ballyvolane. A dedicated bus lane with a frequent service will provide locals with access to employment locations in the City centre. The improved transport connections into the City will facilitate access to employment locations to the South West and South East of the City. There is a need for additional business land to accommodate small/medium scale manufacturing on the site. A good location for this type of land use will be at the junction of the Ballyhooley road and the Kilbarry link road. Approximately 13.5 hectares have been site aside for these purposes.

3.4.107 The IDA lands will be zoned for industry and enterprise in the Draft Plan, rather than business /enterprise this will be a broader ranging zoning objective to encourage development and economic activity. The commercial and retail centre will also provide local employment within walking distance of residential areas.

Phasing and Implementation of Ballyvolane Urban Expansion Area

A total of 3 indicative development phases are identified ~~within the site~~. This Local Area 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.

As the ownership of this site 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 has established a Housing Infrastructure Implementation Team which is currently developing proposals that will secure the delivery of the relevant infrastructure on this

site.

Because of the importance of the site to the overall delivery of new housing in Metropolitan Cork and because of its strategic location adjoining Cork City itself, the County Council is giving consideration to the potential for it to step in and 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 Local Area Plan. Once firm proposals are developed, the County Council will consult with landowners/developers and other stakeholders.

Where capacity in existing infrastructure exists, lands benefitting from this should be developed first. In the interim, development proposals that can provide the necessary infrastructure can be considered for permission.

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.

The core on-site infrastructure, necessary for housing development to commence, for the site will be delivered in three phased bundles as follows:

3.4.108 It is the objective of the Framework 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 will commence in a sequential order once appropriate and necessary infrastructure is available to serve the proposed development.

3.4.109 A total of 3 development phases are identified within the site. This framework plan specifies for each phase; the number of residential units, retail and or commercial uses, educational facilities, social facilities, amenities, physical infrastructure and the access strategy required, thereby setting out the enabling works that are required to allow development to commence. There is also a list of strategic studies and infrastructural investment required prior to the commencement of development. These service requirements are set out in the following table, the subsequent tables outline the requirements in each phase.

The purpose of the Urban Expansion Area is to ensure the orderly and phased development of lands. However, it is recognized that the development of the lands is reliant on the timely delivery of infrastructure. In this context and in order to secure the timely and orderly development of this strategic Urban Expansion Area, the Planning Authority will consider alternative delivery focused phasing programmes which would not compromise the overall strategy.

Phasing of Development	Strategic Infrastructure and Service Requirements
➤ Prior to Commencement of development	<p>Transport /Road Infrastructure</p> <ul style="list-style-type: none"> • Complete the Regional Transport Assessment • Commence Complete the detailed design process for the relevant road upgrades and new roads recommended in

	<p>the above report to cater for initial phase of development.</p> <ul style="list-style-type: none"> • Identify package of measures to upgrade existing Northern Relief Road R635 and bus corridors into the City Centre in conjunction with City Council and NTA. <p>Water Services Infrastructure</p> <ul style="list-style-type: none"> • Irish Water to commence the review and planning for the provision of the water supply infrastructure, including reservoirs etc in line with assessment of Water Needs for future residential development currently being prepared. • Irish Water to commence the review and planning for the provision of the waste water infrastructure to ensure capacity for development of the lands in line with assessment of Water Needs for future residential development currently being prepared. <p>Surface Water Management</p> <ul style="list-style-type: none"> • Undertake SUDS Study which include lands take for retention /detention pond to serve the entire lands. <p>Open Space</p> <ul style="list-style-type: none"> • Complete a Landscape Strategy
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Phase 1

- 3.4.110 This first phase of the development covers an overall area of approximately 71 hectares of residential lands with an approximate net area of 53 hectares. This could provide up to 1175 residential units consisting of Medium A and high density residential in the South Western section adjacent to the district centre. The elevated lands adjacent to existing development to the East of the urban expansion area will be at much lower density to reflect the difficult topography and distance from facilities. (NE-R-03, NE-R-04, NE-R-05, NE-R-10, NE-R-11) In addition there are a number of other land use requirements. This phase will deliver the much needed town centre or district centre which will include retail and commercial facilities together with a primary school. Also a section of the urban park which forms part of a much larger area of strategic open space (approximately 15ha) will be provided. These lands are elevated and visually very prominent. The urban park should include walkways and seating as part of a passive amenity area. The higher densities should be provided immediately west of Lidl with Medium A on the lands to the rear. These lands are located East of the Ballyhooley Road adjacent and to the rear of the Lidl discount store. It is important that the facilities linked to this phase are provided in tandem with the housing particularly given the lead times involved.
- 3.4.111 This phase has direct access onto the Ballyhooley Road, Rathcooney Road and the Banduff Road. The upgrade of these roads will be required to cater for the additional development as discussed earlier in the plan. The provision of crèche facilities both full time and sessional will be required. At least one childcare facility should be located adjacent to the primary school to reduce the number of local trips. The proposed health centre and community building included in this phase are located within the district centre site also.
- 3.4.112 The lands south of the Rathcooney Road form part of the southern ridge. The steep nature of the lands and the buffer required to existing residences may reduce the overall density of development in this area. In the parcel NE-R-03, the ridge line is generally unsuitable for development and should be retained as open space with long term strategic planting. Similarly the lands on the very Eastern edge are very elevated and prominent. Development should be avoided on steeper slopes, a contour survey will be required for any future development. These lands will be required to provide a comprehensive landscape framework plan including provision for advanced mix planting of coniferous and broadleaf trees to ensure year round tree coverage and also create a sheltered microclimate on exposed lands. House designs and layouts should be responsive to the topography, with the avoidance of conventional house design with substantial use of retaining walls on sloping contours. Building heights will also be restricted in this area. The house type in this area should be largely single storey and include a greater mix of detached and four bedroom houses to cater for larger family homes, with a much lower density to allow for the transition to the rural environment.
- 3.4.113 There is a small pocket of linear housing on the Rathcooney road, densities in the vicinity of these houses should decrease and the house design should reflect the single storey nature or otherwise of these houses. Any infill development would be subject to the same requirements as the rest of the site in terms of appropriate infrastructure provision.
- 3.4.114 The parcel of lands to the South West are located at the base of the steep topography. Land should be reserved for a large SUDS feature in the South West corner at the lowest point of the site. There is an existing stream which travels down the slope adjacent to a mature hedgerow the feature should be located adjacent to this water body as run off from development on the elevated lands will most likely be conveyed

along this route. The overall SUDS study will inform the location of future features on the macro scale and within individual developments. The requirements of the landscape framework plan will also be required in terms of advance planting to reduce the overall visual impact of the sloping lands.

3.4.115 One of the 110kv transmission lines forms part of the Northern boundary of the site and also traverses part of the lands to the East. A group of lattice structures connected with 110Kv power lines at the North West corner within the lands are zoned open space. There is a mature hedgerow which delineates a townland boundary, this hedgerow should be incorporated into future housing layouts.

3.4.116 Development of these lands is subject to adequate capacity of water and waste water being available from the City's system, an issue to be dealt with by Irish Water. The construction of the link road connecting Mayfield to Killbarry is a critical piece of road infrastructure to alleviate the congestion at the Fox and Hounds and the intersection of Ballyhooley Road and the Northern Relief Road. The exact alignment of the Kilbarry to Mayfield link road will need to be determined prior to this phase as it traverses the lands between the Rathcooney and Banduff Road. The lands to the East of the urban expansion area will require access to public transport the proposed road through parcels NE-R-10 and NE-R-11 could provide a route for a bus loop.

3.4.117 There are three archaeological monuments in this first phase, two of which are adjacent to one another within the residential lands, the final one is located in the lands reserved for passive open space. The monuments are all burnt mounds. The habitat mapping has indicated pockets of the site contain the habitat semi natural grassland which should be incorporated into future layouts.

Phasing of Development	Strategic Infrastructure and Service Requirements
Prior to Granting of Planning Permission for Phase 1	<ul style="list-style-type: none"> Put in place package of measures to upgrade existing Northern Relief Road and bus corridors into the City Centre in conjunction with City Council and NTA. Construction of Link Road from Mayfield to Kilbarry
➤ 0-1175	<p>Water Services</p> <ul style="list-style-type: none"> Provision of Water Supply Reservoir (<i>Irish Water</i>) Provision of capacity for Waste Water Treatment and collection (as required). (<i>Irish Water</i>) Implementation of SUDS Study Recommendations which may include site specific arrangements <p>Transport</p> <ul style="list-style-type: none"> Identify and commence planning of measures to upgrade existing Northern Relief Road R635 and bus corridors into the City Centre in conjunction with City Council and NTA. Identify and commence planning of the upgrading of Upgrade the Ballyhooley road, to provide for pedestrian and cyclists Plan and provide for the construction of 2.2km Link Road from Mayfield to Kilbarry Plan and provide for the implementation of Cycling and Walking Network within the site phase and on the Ballyhooley road. <p>Open Space</p> <ul style="list-style-type: none"> Partial provision of the 20 hectare public park.

	<ul style="list-style-type: none"> • Completion of Planning and Design for the internal open space • Planting of the passive open space as part of overall landscaping strategy. <p>Retail</p> <ul style="list-style-type: none"> • Plan and provide for 10,000 sq meters of retail/commercial floor space and associated car parking (which may include multi-storey) as a district centre to serve the development on a phased basis. <p>Education</p> <ul style="list-style-type: none"> • Plan and make provision of a primary school (<i>Dept of Education</i>) on the lands reserved for a 16 classroom primary school adjacent to the proposed town centre and on the Rathcooney road and adjacent to the large open space. The site should be procured by the Dept of Education. <p>Community Facilities</p> <ul style="list-style-type: none"> • Childcare facilities , full time and sessional • Provision of a health centre • Provision of a community building • Fulfill the requirements of the recreational and amenity strategy
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Phase 2

3.4.118 This second phase of the development covers an area of approximately 73 hectares of residential lands with an approximate net area of 54 hectares. This could provide up to 1150 residential units which will consist of primarily Medium B residential development. The lands are located to the East and West of the Ballyhooley Road (NE-R-07, NE-R-08, NE-R-09, NE-R-13). In addition there are a number of other land use requirements. This phase also contains business lands (NE-B-01) on the Eastern side of the Ballyhooley Road. There is a ridge running North to South on this parcel of land. The majority of the units should gain access from the Ballyhooley Road.

3.4.119 In addition there is approximately 30 ha zoned passive open space to the West of the Ballyhooley Road on the steep slopes which is required in this phase. There is a 110 kv transmission line on the southern boundary of this phase which will traverse open space. The extent of the open space requirement provision is outlined in the phasing map. There is a 110Kv pylon running from NE to SW along the Western slopes to the West of the Ballyhooley road the wooden poles are less obtrusive visually. The alignment and gradient of any future internal road network should reflect the elevated and sloping topography. The design of units and the layout will be important to reduce the level of cut and fill and scarring on the landscape. The advanced planting as per the landscape framework for this section of development will be important to mitigate the visual impact from long distances particularly when viewed from the West.

3.4.120 The North Western corner of the site (west of the Ballyhooley Road) close to Whites Cross contains a number of constraints to the future development of the lands. There are four recorded monuments including two standing stones, a souterrain and a ringfort. There is also a 110 kv transmission line running through this parcel of development and part of the proposed link road from Mayfield to Kilbarry cuts through the North East corner site. There is a small pocket of linear housing to the rear of the lands, densities in the vicinity of these houses will be decreased and the house design should reflect the single storey nature or otherwise of these houses. Any infill

development would be subject to the same requirements as the rest of the site in terms of appropriate infrastructure provision.

3.4.121 A section of this phase is located on the top of the hill on the level plateau (NE R-08 and NE R-09). There is a large area of wet ground, which doesn't appear to be seasonal. This small water body should be incorporated into the layout as a water feature. The local road along the northern boundary is very narrow and serves a long row of one off houses. There is a small pocket of linear housing on this road, densities in the vicinity of these houses will be decreased and the house design should reflect the single storey nature or otherwise of these houses. Any infill development would be subject to the same requirements as the rest of the site in terms of appropriate infrastructure provision.

3.4.122 In addition there are number of educational and sporting requirements in this phase including a second primary school and a post primary school with playing pitches adjacent to the campus. The provision of a crèche facilities will be required also at least one of the childcare facilities for this phase should be located adjacent to the primary school with appropriate provision for drop off and pick as per the Department of Education's guidelines. The location of the educational facilities overlooking the open space /urban park should provide the option for students to access the school campus on foot through the paths located within the urban park to promote permeability and sustainable modes of transport within the development.

Table 3.4.5: Phase 2: Indicative Development Programme: Ballyvolane	
Phasing of Development	Strategic Infrastructure and Service Requirements
Prior to Granting of Planning Permission for Phase 2	
➤ 1175-2325	<p>Transport</p> <ul style="list-style-type: none"> • Continue implementation of Put in place package of measures to upgrade existing Northern Relief Road R635 and bus corridors into the City Centre in conjunction with City Council and NTA. • Continue implementation of upgrading of the Ballyhooley Road • Continue completion of the 2.2km Link road from Mayfield to Kilbarry. <p>Water Services</p> <ul style="list-style-type: none"> • Provision of Water Supply Reservoir (<i>Irish Water</i>) • Provision of capacity for Waste Water Treatment and collection (as required). (<i>Irish Water</i>) • Implementation of SUDS Study Recommendations which may include site specific arrangements <p>Open Space</p> <ul style="list-style-type: none"> • Completion of Planning and Design for the internal open space • Planting of the passive open space on the Western slopes as part of overall landscaping strategy. • Provision of paths though the open space to ensure connectivity with lands developed in phase 1.

	<p>Community Facilities</p> <ul style="list-style-type: none"> • Childcare facilities , full time and sessional • Provision of a primary school • Provision of a secondary school • Provision of playing pitches adjacent to the school campus • Fullfill the requirements of the recreational and amenity strategy <p>Employment</p> <ul style="list-style-type: none"> • Commencement of development on business lands (NE-B-01)
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Phase 3

3.4.123 This final phase of development consists of the lands North of Rathcooney Road and the North Eastern corner of the expansion area. This phase of the development covers an area of approximately of 50ha of residential lands with an approximate net area of 37 hectares and could provide up to 670 residential units which will consist primarily of Medium B density residential development. The North Eastern corner is peripheral in relation to the district centre and public transport.

3.4.124 The lands North of the Rathcooney Road are adjacent to an extensive area of passive open space which should be used as part of the urban park to provide a much needed amenity area for new and existing residents.

3.4.125 There are two archaeological monuments, a ringfort and a 16th /17th century house which should be accommodated within the layout. The lands are generally flat. These lands should include a greater mix of detached and four bedroom houses to cater for larger family homes, given the distance to public transport. The lower density will provide for the transition to the adjacent rural environs.

Table 3.4.6: Phase 3: Indicative Development Programme: Ballyvolane	
Phasing of Development	Strategic Infrastructure and Service Requirements
Prior to Granting of Planning Permission for Phase 3	
➤ 2325-2995	<p>Transport</p> <ul style="list-style-type: none"> • Continue Put in place package of measures to upgrade existing Northern Relief Road (R365) and bus corridors into the City Centre in conjunction with Cork City Council and NTA. <p>Water Services</p> <ul style="list-style-type: none"> • Provision of Water Supply Reservoir (<i>Irish Water</i>) • Provision of capacity for Waste Water Treatment and collection (as required). (<i>Irish Water</i>) • Implementation of SUDS Study Recommendations which may include site specific arrangements <p>Open Space</p> <ul style="list-style-type: none"> • Completion of Planning and Design for the internal open space. • Implementation of the landscape plan

	<p>Community Facilities</p> <ul style="list-style-type: none"> • Childcare facilities , full time and sessional.
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3.4.126 **Strategic Flood Risk Assessment** – The areas drains naturally South West to the Glen River at Ballyvolane Cross via a number of streams and from there via Blackpool to the River Lee. The full implementation and maintenance of the SUDS scheme will ensure no flooding of downstream settlements, this would ensure compliance with the floods directive. Integration of the sustainable urban drainage features into the landscaping structure and amenity areas to ensure SUDS features can be facilitated within useable areas of open which will also enhance the potential for biodiversity.

Local Area Plan Objective	
General Development Objectives for Ballyvolane Urban Expansion Area Cork City North Environs	
* Flood Risk Obj. IN-01 of Section 1 applies	^ TIA and RSA Required.
Objective No.	
Residential	
NE-GO-01	<p>It is the aim of the urban expansion area to achieve a high quality housing development consisting of a wide mix of house types and design to provide a choice of housing suitable to all age groups and persons at different stages of the housing cycle.</p> <p>It is envisaged that up 3000 units can be accommodated on the site, however having regard to the steep topography in parts of the site the number of units maybe less.</p> <p>Higher densities will be promoted closer to the Ballyvolane Crossroads, and the City boundary to avail of a more frequent and high quality bus service in line with the Sustainable Development Guidelines on Urban Areas.</p> <p>A total of 10% of new housing development is reserved for the purpose of 'Part V' social housing and/or specialised housing needs.</p>
NE-GO-02	<p>In order to secure the sustainable population growth and supporting development proposed in NE-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 harbour does not fall below legally required levels.</p>

Local Area Plan Objective	
General Development Objectives for Ballyvolane Urban Expansion Area Cork City North Environs	
* Flood Risk Obj. IN-01 of Section 1 applies	^ TIA and RSA Required.
Objective No.	
NE-GO-03	<p>The design of residential development should be fine grained with houses of a particular type clustered in quite small groups avoiding continuous rows of development. House designs and layouts should be responsive to localised variations in their environment – including topography, orientation, retained features and recreational infrastructure.</p> <p>Avoid use of conventional house design with substantial use of retaining walls on sloping contours, house design should utilize the level difference within the site to an advantage.</p>
NE-GO-04	<p>Construct a permeable built form with green routes to facilitate cycling and pedestrian movements within the site, with dedicated routes in locations with a shallower gradient. Routes should be created within the urban park to link phases of development and provide direct access to the educational facilities and improve permeability through the site.</p> <p>The route of the principal cycle-way shall link up with the Cork Cycle Network Plan is a joint venture between City and County Councils as part of a Cycling Strategy for Metropolitan Cork.</p>
NE-GO-05	<p>Retain a substantial proportion of existing landscape features including field banks, hedgerows, and tree lines and masonry walls. Provide a landscape framework plan for each of the six phases of development as part of a landscape strategy. Provide for advanced mix planting of coniferous and broadleaf trees to ensure year round tree coverage protect the visual amenity of the area.</p>
NE-GO-06	<p>Design an integrated approach to surface water management which considers land use, water quality, amenity and habitat enhancements. Thereby, replicating the current greenfield rate of surface water runoff post development to prevent flooding of lands and settlements downstream. A Sustainable Urban Drainage Strategy should be completed for the site prior to development.</p>
NE- GO-07	<p>Create an ecological network by linking green areas to 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. Open space for public recreation including the provision of playing pitches, amenity walks, children’s playground, open parkland, subject to appropriate scaling and siting.</p>

Local Area Plan Objective		
Specific Development Objectives for Ballyvolane Urban Expansion Area Cork City North Environs		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		
Residential		
NE-R-01	Medium A density residential development.	5.1
NE-R-02	Medium A density residential development.	3.6
NE-R-14	Medium B density residential development. Significant improvements will be required to the local road network to facilitate improved vehicular, cyclist and pedestrian access prior to any development. A detailed Transport Impact Assessment will be required to accompany any future planning applications. ^	8.7
Ballyvolane Urban Expansion Area –Phase 1 (Refer to Table 3.4.4 and Text in Phase 1)		
NE-R-03	Medium B residential development	7.9
NE-R-04	High and Medium A density residential development. The site contains three archaeological monument CO0074-172; CO074-131; CO074-131 Archaeological sites are awarded protection under national monuments legislation and policies in the County Development Plan 2014. These archaeological sites should be zoned out or designated a Greenfield area and preserved in situ with an appropriate buffer zone protecting the setting of the monuments. In addition the Zone of Archaeological Potential (ZAP) associated with these sites can be quite extensive. Any development at the will require a detailed Archaeological Assessment in advance of development includes a geophysical survey and testing.	13.4
NE-R-05	Medium B residential development	13.0
NE-R-06	Medium B residential development	23.0
NE-R-07	Medium B residential development	23.7
NE-R-08	Medium B residential development	21.3
NE-R-09	Medium B residential development	20.2
NE-R-10	Medium B residential development	17.8

Local Area Plan Objective		
Specific Development Objectives for Ballyvolane Urban Expansion Area Cork City North Environs		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		
NE-R-11	Medium B residential development	19.1
NE-R-18	<p>NE-R-18: Medium A Density Residential development. Development of the site shall make provision for NE-U-06 and the alignment of this route shall be agreed before any development shall commence. Woodland and scrub habitat on this site shall be protected and integrated into landscape schemes, where possible.</p> <p>*</p>	
<p>Ballyvolane Urban Expansion Area – Phase 2</p> <p>(Refer to Table 3.4.5 and Text in Phase 2)</p>		
NE-R-12	<p>Medium B residential development. The site contains two archaeological monument CO075-113 and CO074-022 which are awarded protection under national monuments legislation and policies in the County Development Plan 2014. The archaeological site should be zoned out or designated a Greenfield area and preserved in situ with an appropriate buffer zone protecting the setting of the monuments. In addition the Zone of Archaeological Potential (ZAP) associated with these sites can be quite extensive. Any development at the will require a detailed Archaeological Assessment in advance of development includes a geophysical survey and testing.</p>	27.3
NE-R-13	<p>Medium B residential development Development of the northern part of this site will depend on the actual alignment of the proposed link road to the Northern Ring Road (NE-U-11).</p> <p>The site contains three archaeological monument CO063-114 & CO063-115 and CO063-072. Archaeological sites are awarded protection under national monuments legislation and policies in the County Development Plan 2014. This archaeological site should be zoned out or designated a Greenfield area and preserved in situ with an appropriate buffer zone protecting the setting of the monuments. In addition the Zone of Archaeological Potential (ZAP) associated with these sites can be quite extensive. Any development at the will require a detailed Archaeological Assessment in advance of development includes a geophysical survey and testing.</p>	16.5
NE-R-15	Medium B residential development	
NE-R-17	Medium B residential development	

Local Area Plan Objective		
Specific Development Objectives for Ballyvolane Urban Expansion Area Cork City North Environs		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		
NE-R-19	NE-R-19: Medium B Residential Development	
Ballyvolane Urban Expansion Area – Phase 3 (Refer to Table 3.4.6 and Text in Phase 3)		
NE-R-16	Medium A residential development	
Industrial		
NE-I-01	Industrial development at Kilbarry to serve the Northern Suburbs. Any development should include appropriate pedestrian and cycling connectivity with the proposed train station and wider Blackpool area. Retail warehousing will not be permitted within the site.	58.5
Employment		
NE-B-01	Business development at Ballyvolane. -The majority of the units should gain access from the Ballyhooley Road. Smaller units maybe gain access off the local road above the ridge line however capacity on this road is very limited. Connectivity between Ballyvolane and Kilbarry and the major concentrations of employment existing and proposed should be prioritized. In particular the proposed Northern Ring Road and access to the National Road Network will improve connectivity.	13.5
District Centre /Retail		
NE-TC-01	Provide a district centre with provision for an appropriate range and scale of retail and commercial facilities to support the new population and taking into consideration the existing retail developments at Fox and Hounds, Dunnes Store and Lidl. The site should also allow for the development of a health centre and community hall/facility for the new residents. The site contains three archaeological monument CO074-131; CO074-172 and CO074-132 which are awarded protection under national monuments legislation and policies in the County Development Plan 2014. This archaeological site should be zoned out or designated a Greenfield area and preserved in situ with an appropriate buffer zone protecting the setting of the monuments. In addition the Zone of Archaeological Potential (ZAP) associated with these sites can be quite extensive. Any development at the will require a detailed Archaeological	11.1

Local Area Plan Objective		
Specific Development Objectives for Ballyvolane Urban Expansion Area Cork City North Environs		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		
	<p>Assessment in advance of development includes a geophysical survey and testing.</p> <p>The existing neighbourhood centre at the Fox and Hounds will form part of the district retail Centre subject to the resolution of a number of issues:</p> <p>a) Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management'.</p> <p>b) Provision should be made on site, for improved recreational facilities, including informal public recreation with the provision of a pedestrian walk along the Glen River. Any proposals should protect the Glen River Valley, an area considered to be of high landscape value.</p> <p>^*</p>	
Open Space, Sports, Recreation and Amenity		
NE-O-01	Open space for public recreation including the provision of playing pitches, amenity walks, pitch and putt course, children's playground, open parkland, areas of urban forestry and built leisure facilities, subject to appropriate scaling and siting.	111
NE- O-02	Open space including the provision of playing pitches. The open space contains three archaeological sites which awarded protection under national monuments legislation and policies in the County Development Plan 2014. Any development of amenities shall preserve and protect these monuments and their setting and will require an Archaeological Assessment.	15.3.
NE-O-03	Open Space for public recreation. This site includes a number of playing pitches which are an important amenity for the area. It is important to retain this site for open space uses. The remainder of the site serves to protect the visual amenity.	22.9
NE-O-04	Open Space and recreation corridor for potential access to the link road between the Northern Ring Road and Ballyhooley Road.	2.3

Local Area Plan Objective		
Specific Development Objectives for Ballyvolane Urban Expansion Area Cork City North Environs		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		
NE-O-05 NE-O-04	Open Space for public recreation as an Urban Park. The amenity parkland should provide passive amenity for residents of the North Eastern suburbs and the site. It should also contain the necessary walkways and cycle-ways for accessibility between residential, business, retail and community uses. NEW AREA	40.0
NE-O-06 NE-O-05	Open space Linear parkland suitable for recreation but principally to provide accessibility between the development site and the Northern Ring Road in Mayfield for a future link road.	10.0
NE-O-07 NE-O-06	Open Space for public recreation. This site includes a playing pitch that is an important amenity for the area. The remainder of the site serves to protect the visual amenity of the area. It is important to retain this site for open space uses.	
NE-O-08 NE-O-07	Open space that fulfils an important function in providing a strategic gap between the City boundary and Glanmire and an open landscaped setting to the buildings within it and to the entrance to the city. Subject to normal proper planning considerations, it is not the intention of this objective to unreasonably restrict the continued operation, intensification or expansion of established institutional or commercial uses. Consideration will be given to the development of an additional dwelling on the western portion of these lands to facilitate existing family needs.	22.4
Transport Infrastructure		
NE-U-01	Service road within the Ballyvolane Urban Expansion Area	
NE-U-02	Service road within the Ballyvolane Urban Expansion Area	
NE-U-03	Service road within the Ballyvolane Urban Expansion Area	
NE-U-04	Service road within the Ballyvolane Urban Expansion Area	
NE-U-05	Upgrade of the Ballyhooley road in tandem with the development of the Ballyvolane Urban Expansion Area	
NE-U-06	Proposed Link Road between Ballyhooley Road and Northern Relief Road in Mayfield	
NE-U-07	Upgrade of the Rathcooney Road in tandem with the development of the Ballyvolane Urban Expansion Area.	
NE-U-08	Link Road through Kilbarry employment area, linking the Ballyhooley Road to the Kilcully road.	

Local Area Plan Objective		
Specific Development Objectives for Ballyvolane Urban Expansion Area Cork City North Environs		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		
NE-U-09	Completion of pedestrian walk with access through proposed North Western Regional Park and connection to Glenamought River Valley.	
NE-U-10	Service road within the Ballyvolane Urban Expansion Area to provide for potential bus loop.	
NE-U-11	Proposed link road between Northern Ring Road and Ballyvolane	
NE-U-12	Proposed upgrade of Old Youghal Road (R615)	
Community Facilities		
NE-C-01	Proposed primary and secondary school campus with playing pitches.	8.1
NE-C-02	Proposed primary school	2.0

Section 3.6: Carrigtwohill

Vision

- 3.6.1 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 and accessible town centre that provides for the needs of the expanding community, while retaining the unique character and community spirit of the town.

Strategic Context

- 3.6.2 Carrigtwohill is a Metropolitan Town within the County Metropolitan Strategic Planning Area and while 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.
- 3.6.3 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. Census 2011 recorded a higher than average proportion within the 25-44 age bracket with nearly half the population of the town falling within that category. Conversely only 16% of the population of Carrigtwohill falls within the 45+ age bracket compared to 35% nationally. This has implications for the range of services the community needs, which will be considered by the new LAP.
- 3.6.4 The Cork County Development Plan 2014 envisages 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 are 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.
- 3.6.5 As well as functioning as a main town, Carrigtwohill, designated as a Strategic Employment Area in the 2014 County Development Plan, is one of the primary locations for industrial development and an important location for high technology manufacturing.
- 3.6.6 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 waste water infrastructure are currently being addressed. As a consequence of the provision of this infrastructure, Carrigtwohill is well placed to facilitate rapid yet sustainable growth and development.

Local Context

- 3.6.7 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 recently re-opened 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.

- 3.6.8 The location of the settlement in the heart of the Metropolitan Green Belt and adjacent to the upper reaches of Cork Harbour and a designated scenic landscape, provides an excellent opportunity to create a high quality living environment.
- 3.6.9 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 is particularly important for a rapidly expanding settlement like Carrigtwohill, 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.
- 3.6.10 The Carrigtwohill North Framework Master Plan study was completed in 2015 and comprises a set of land use proposals for the development of the previously zoned X-01 site in Carrigtwohill. The findings and recommendations from this report have been included in this new Local Area Plan.

Planning Considerations

Population and Housing

- 3.6.11 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 1769 persons to 4,551. .
- 3.6.12 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 1980 in 2015, reflecting growth strategies laid down in CASP and successive County Development Plans.
- 3.6.13 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. A number of developments are awaiting completion and this detracts from the visual amenities of the settlement. The completion of these developments will improve the legibility of the town although 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.
- 3.6.14 Carrigtwohill’s target population for 2022 is 11,618 which is an increase of 7,076 people over the 2011 population. This population target will give rise to an additional 3,195 households in Carrigtwohill. As a result of these growth targets, this plan must therefore make provision for a further 3,656 dwellings up to 2022. According to the County Development Plan 2014, there is sufficient land zoned in Carrigtwohill to meet this demand.

Table 3.6.1: Carrigtwohill Population Growth and Housing Requirements

	Housing Requirement					Housing Supply	
	Census	Population Target	Total New Househol	New housing	Net Housing	Net Residenti	Estimate d

	2011		ds 2011-2022	Units Required	Requirement (ha)	al Area Zoned in the LAP	Housing Yield (units)
Carrigtwohill	4,551	11,618	3,195	3,675	146	127.8	3,656
Total MD	53,544	72,580	10,933	12,642	430	571.83	16025

Carrigtwohill Framework Master Plan

- 3.6.15 Carrigtwohill North was first identified in the 2005 Special Local Area Plan for Carrigtwohill and again in the 2011 Midleton Electoral Area Local Area Plan as an area capable of delivering significant residential development in tandem with the reopening of the suburban railway line.
- 3.6.16 Since 2010, a number of studies/surveys of the town have been undertaken in order to frame how development should proceed in Carrigtwohill North. These include:-
- 3.6.17 A detailed Flood Risk Assessment of Carrigtwohill was has which resulted in changes to the flood map for the town. The new map showing areas of flood risk is shown on Map1.
- 3.6.18 The Cork Metropolitan Cycle Strategy Study was prepared for the Cork County Council and it has made recommendations for the improvement of accessibility to cycle users and pedestrians.
- 3.6.19 A Transport Assessment of the master plan site ~~in its context of the town as a whole. The assessment,~~ utilising up-to-date traffic counts and modeling techniques, examined a number of alternative approaches to the phasing of development and the delivery of road infrastructure and transportation improvements with the aim of identifying a strategy for the development that would make a significant contribution to achieving the Governments targets for modal shift and, at the same time, provide the greatest protection to the carrying capacity of existing and planned road infrastructure.
- 3.6.20 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 November2014.
- 3.6.21 A framework masterplan study was prepared for the development of the lands at Carrigtwohill North. This study was a non statutory document which informed the preparation of an amendment to the Midleton Electoral Area Local Area Plan in November 2015. The specific zoning proposals for the former masterplan area, the infrastructural requirement and the phasing of development in the area are set out below and will be carried forward into the new Cobh Municipal District Local Area Plan.

Employment and Economic Activity

- 3.6.22 Carrigtwohill has long been an important economic location within Metropolitan Cork and is designated as a Strategic Employment Area in the County Development Plan. The re-opening of the Cork-Midleton Suburban Rail Line has further enhanced the potential attractiveness of the town as an employment location.
- 3.6.23 Analysis of the Census 2011 POWCAR data shows that of the total population of Carrigtwohill, nearly 66% (3002) were at work in 2011, with 31% working in the city and a further 43% working in the wider County Metropolitan Area.

- 3.6.24 Further analysis of the POWSCAR data shows 3,280 jobs within Carrigtwohill¹. 12% of these jobs are held by people living in the area, while 59% are held by persons living within the wider County Metropolitan Area. A further 13% of the workers live within the City and a further 20% within the Greater Cork Ring Area. 73% of these employees travel to work in Carrigtwohill by driving a car/ van or other vehicle, while 10% travel on foot and 3.5 % arrive by train or bus. 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. In this regard, significant improvements are required to the urban structure, services and amenities of the town.
- 3.6.25 In recognition of its importance as an employment centre, Carrigtwohill has also some capacity for enterprise related developments within appropriate locations. 'Enterprise' developments included activities such as software development, IT, university and commercial research and development, data processing and telemarketing.

Town Centre

- 3.6.26 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 County Development Plan and the Local Area Plan has resulted in significant population and employment growth in the town since 2002. While new retail facilities (Aldi) 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 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.
- 3.6.27 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 for the future therefore, is to develop 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.

Community Facilities

- ~~3.6.28~~ Carrigtwohill has a range of public services and community facilities including two primary schools, a girl's only secondary school, 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, drama and meetings. Immediately south of the community centre is a relatively new community playground and further south trees have been planted in parts, ~~however there is no public lighting and the grasslands have been poorly maintained. This site has the~~

¹ The DEDs contains 3002 employees residing in the area, 3407 total 'Places of Work' (a place of work within the census data represents a place of work for one individual - or a job), or 3280 'Places of Work' not including mobile workers, and 127 home workers.

~~potential to be a key asset to the town and its completion to an appropriate standard is desirable.~~

- 3.6.29 A survey of the town has identified a deficit in sports facilities for a town of this size. Notwithstanding this, there are a wide variety of sports clubs operating in the town including badminton, basketball, athletics, children's tennis in the summer and an extensive programme of 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. At the beginning of 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.
- 3.6.30 With the exception of the walkway provided west from Castle Lake (under 2005 SLAP objective O-01), all other sites that were zoned for open space remain undeveloped and unusable and this is contributing to the deficit of sports facilities in the town.
- 3.6.31 The existing primary and post-primary schools in the town are clustered in the area of the Main Street and east of Station Road, and while centrally located, they cause serious problems with traffic congestion in the town centre at peak drop-off and collection times. More importantly, the lack of a boy's secondary school in the town is a serious deficiency. New school facilities to serve the Carrigtwohill North will be provided in tandem with development in that area.

Infrastructure

Roads

- 3.6.32** 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. The Midleton and Carrigtwohill Transportation Study, published in August 2010 made recommendations to address these issues and, where appropriate, these recommendations have been reflected in the planning proposals of 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 pedestrian underpass has also been installed the railway linking lands south of the rail line and the masterplan site. **During the lifetime of the plan, growth in background traffic levels, new development in the area and the need to provide additional capacity for future growth are likely to necessitate the following road network improvements:**

- a) **Cobh/Carrigtwohill Junction and Roundabouts;**
- b) **Upgrades to the road network within Carrigtwohill itself; and**
- c) **Upgrade to the N25 between Carrigtwohill and Midleton**

Walking/Cycling

- 3.6.33 There are limited segregated cycle routes in the town, generally limited to those newer residential developments, although there is potential for increased levels of cycling due to the largely flat terrain.
- 3.6.34 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. As with cycle routes, footpath

provision in new residential estates is good however, there is an issue with poor pedestrian connectivity between these developments and the town centre.

- 3.6.35 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 the local area plan ensure 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.
- 3.6.36 One of the principle improvements will be to Station Road, connecting the train station with the town centre and future development in Carrigtwohill North. ~~Currently footpaths are only provided on one side of Station Road and they vary in quality.~~ There is no dedicated cycle path connecting the station with the town centre. Going north, there are currently no pedestrian facilities connecting houses to the north of the rail line with the station.
- 3.6.37 In addition, improvements to pedestrian and cycle facilities connecting existing residential facilities along Carrigane Road and with the recent developments at Castl lake area required Councils objective to develop these routes on a phased basis once funding is made available.

Public Transport

- 3.6.38 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 Middleton, Cloyne, Whitegate and Youghal. In addition to the scheduled services, other bus operations that take place include school services, particularly to the girl's secondary school. The opening of the rail service is likely to result in a reduction in the frequency and demand for bus services in the longer term.
- 3.6.39 The rail line to Carrigtwohill re-opened on 30th July 2009 and now 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 may resolve some of the traffic issues experienced on the N25, but it also offers a cost effective, sustainable alternative to a car based commute. CASP Update recommended the development of an additional station at Carrigtwohill West and in November 2009 permission was granted for a new station at Fota Retail and Business Park, including the provision of a park and ride facility accommodating 94 no. car parking spaces.

Water Supply

- 3.6.40 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.

Waste Water

- 3.6.41 An upgrade to the existing Carrigtwohill Waste Water Treatment plant has been completed and is now operational. This plant has sufficient capacity to cater for the existing and projected future growth of Carrigtwohill.

Surface Water

- 3.6.42 Surface water from the town discharges to Slatty Pond, a proposed Natural Heritage Area. This freshwater pond was once part of the tidal area of Cork Harbour but it has been separated from this by a system of privately owned sluice gates. These sluice gates are now redundant due to the installation in recent years of a pumping station at

Slatty Bridge due to concerns that the failure of the sluice gates could result in localised tidal flooding. Recent development proposals have included provision for the on-site attenuation of surface water-flows to reduce flood risks. However, additional works, including an outfall, may be required to cater for the future development of Carrigtwohill as a whole.

Flooding

- 3.6.43 The Lee CFRAMS report identified areas at risk of flooding in the south of the town and had recommended that there was a need for a more detailed flood risk assessment study for the whole town, including the master plan site.
- 3.6.44 As a result of this a more detailed flood risk assessment has been carried out by Cork County Council which identified a number of areas within the Carrigtwohill area which are considered at risk of flooding and are reflected in the zoning maps attached.

It is important to note that the flood risks shown in this document refer to fluvial (river) and tidal flooding only. Some areas may also be at risk of groundwater flooding or pluvial flooding (intense periods of rainfall) but these are not shown on the flood zone maps included in this Plan. However, such risks still need to be assessed when planning a development.

Environment and Heritage

- 3.6.45 There are no significant rivers or large watercourses that drain surface water from the Carrigtwohill area, only a number of smaller streams, which in turn drain to the Barryscourt River and Slatty Pond. Barryscourt River is designated as poor ecological status and as a Protected Area. The Carrigtwohill WWTP discharges to the tidal area of the upper harbour known as Slatty Waters, which are identified as potentially eutrophic. Water quality in this part of the Upper Harbour is identified as of moderate ecological status. The Carrigtwohill WWTP is currently being upgraded and will help improve water quality in the Upper Harbour area.
- 3.6.46 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 the CDP 2014 to maintain the conservation value of all Natural Heritage Areas proposed for designation. There is one candidate special area of conservation (cSAC-1058) in the Carrigtwohill area. This cSAC is also called 'Great Island Channel' and covers the same area as the proposed natural heritage area outlined above.
- 3.6.47 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.
- 3.6.48 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 RC Church.
- 3.6.49 There are a number of structures in the Carrigtwohill area listed in the Record of Protected Structures contained in the CDP 2014. It is an objective of the County Development Plan 2014 "to ensure the protection of all structures (or parts of structures) contained in the Record of Protected Structures."

There are five archaeological sites within the Town development boundary. These

are awarded protection under national monuments legislation and policies in the County Development Plan 2014. Any development close to these sites will require an Archaeological Assessment.

Planning Proposals

Development Boundary

- 3.6.50 Over the lifetime of this plan, it is envisaged that there will be significant housing and employment growth in Carrigtwohill consistent with the objectives for the settlement set out in the County Development Plan, CASP and CASP Update. The town's 2022 target population is 11,618, requiring the provision of an additional 3,656 dwellings.
- 3.6.51 Having examined the likely yield from lands already zoned and the provisions set out in the Framework Masterplan for Carrigtwohill North, it is considered that there is no requirement for the zoning of new lands outside the established development boundary for residential use. Minor modifications to the boundary have been made to correspond with established field or property boundaries or to reflect a grant of planning permission.
- 3.6.52 The publication of the Midleton and Carrigtwohill Transportation Study has significant implications, direct and indirect on all lands contained within the development boundary of the town. Implementation of a number of the recommendations of that study 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.
- 3.6.53 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.
- 3.6.54 This can be achieved through the establishment of a network of designated routes linking the main residential areas with the railway station and other important destinations within the town.
- 3.6.55 Outside the development boundary, the land forms part of the Metropolitan Green Belt. Here, the objectives of the CDP 2014 seek to retain the open and rural character of lands between and adjacent to urban areas, maintaining 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 settlements which are zoned for development and provide for appropriate land uses that protect the physical and visual amenity of the area.

Residential

- 3.6.56 A significant amount of residential development has taken place in the town. However, some of the areas that were designated for housing in previous plans, did not come forward for development as a result of the requirement to prepare a masterplan for such land. It is anticipated that the inclusion of the main provisions of the Carrigtwohill North Framework Masterplan Plan into the Cobh Municipal District Local Area Plan will facilitate the delivery of a significant quantum of residential development to the north of Carrigtwohill.

- 3.6.57 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 R-01 site where providing appropriate connectivity with lands in Carrigtwohill North is essential.
- 3.6.58 As part of the Strategic Flood Risk Assessment undertaken as part of the preparation of this Local Area Plan, parts of the R-01 site zoned in the 2011 Local Area Plan were identified as being at risk of flooding. As per the principles set out in the Guidelines on the Planning System and Flood Risk Management, part of this site has now been zoned for community and open space use. It is intended that this zoning will provide for an education campus plus additional recreational and amenity facilities associated with the development of the site.
- 3.6.59 Additional land has been identified for residential development to the east of Carrigtwohill. The land was formerly zoned as Industry but a positive case has been made for the early development of land for housing in association with CT-R-02 on the adjoining lands.

Employment

- 3.6.60 In order to ensure the continued growth of the employment sector in the town, it is imperative that a shortfall in suitably zoned lands does not arise. The augmentation of the business offering could take the form of more job intensive uses on existing zoned lands or the modest addition of new greenfield sites, and the strategy being pursued in this plan involves both options.

Enterprise

- 3.6.61 While there are no specific Enterprise zonings identified within this Local Area Plan, it is recognised that there is some scope for enterprise development, of an appropriate scale, within the CT-X-01 site alongside Carrigtwohill Railway Station. Any such development should form part of the overall development of the site and should be visually appropriate to the development as a whole.

Industry

- 3.6.62 One of the key development priorities for the Cork Gateway identified in the National Development Plan 2007-2013 is the development of lands in Carrigtwohill by IDA Ireland as part of its Strategic Sites Initiative and the IDA landbank has been protected in this plan.
- 3.6.63 The site proposed for industry at Ballyadam (CT-I-04), has been identified for this use as far back as the 1996 County Development Plan and remains an important asset to the town. While previously zoned for standalone uses only, it is now the intention of Cork County Council to allow for a wider range of industrial uses on site.
- 3.6.64 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; and

- 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 rail, cycling and walking will also be required.

3.6.65 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.

3.6.66 In relation to the development of other lands zoned for industrial use, the following issues should be considered as part of any development proposals,

3.6.67 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.

3.6.68 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 Business and Retail Park.

Business

3.6.69 Survey work on the town has noted the lack of opportunities for small scale business units. In order to address this, several sites are identified for business uses, with a number of sites previously zoned for enterprise use now zoned for business use. One of the key business opportunities in Carrigtwohill is at the Station Quarter (CT-B-08). 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 first floor level and above.

3.6.70 In the 2011 Local Area Plan, 4 sites were identified for Enterprise related development. These sites have remained undeveloped. One site, to the west of the town, has been dezoned because it is at risk of flooding. Given the proximity to existing business uses and the location of these sites next to a major intersection on the N25, it was considered appropriate to rezone the remaining sites for more general business uses with the new CT-B-04 and CT-B-05 suited to distribution related business uses.

Town Centre/Neighbourhood Centre

3.6.71 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.

- 3.6.72 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. More recent town centre development (CT-T-02) has been provided to support the newer residential areas at Castle Lake and its environs. Future development planned for Carrigtwohill North will support additional retail areas.
- 3.6.73 The CT-T-01 site denotes the established footprint of the town centre and includes a significant area to allow for the 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.
- 3.6.74 Any proposals for development within this core CT-T-01 area should comply with the overall uses acceptable in town centre areas and make provision for a new public car park at a location west of the all-weather pitch, with the exact location and size of which to be agreed with the Council. 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.
- 3.6.75 The CT-T-02 and the CT-T-03 are located on the western and northern edge of Carrigtwohill town centre. Planning permission has been granted on the CT-T-02 site for a mixed use retail scheme that includes the 120 bed hotel and 4 retail units. 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.
- 3.6.76 Development within all Town Centre areas, in conjunction with Table 3.6.2 (below), 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 Road.
- 3.6.77 Traffic congestion and lack of parking have long detracted from the town centre and a number of measures have been set out in the Transportation Study to deal with these issues. The study identifies a location for a new public car park and indicates a possible road network providing access to the lands to the rear of Main Street and re-development proposals for the town centre will need to make provision for these requirements. 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.

Public Realm, Open Space and Community Facilities

- 3.6.78 Two new primary schools and one new post-primary school have been included in proposals for Carrigtwohill North. This will be sufficient to cater for the demand for new school places arising from the population targets for the town. Proposed school sites shall be subject to a review if the requirement for schools in Carrigtwohill changes during the lifetime of the plan.
- 3.6.79 However, given the long term nature of the Carrigtwohill North project and the need to address the lack of a post primary boy's school in the town in the shorter term, consideration will be given to the development of a post-primary school on other suitable lands, including zoned lands, in the town, subject to proper planning and sustainable development considerations. As pressure is likely to increase on the

existing schools in the short term in line with population growth, the need for a new school site will become increasingly important. A temporary planning permission has issued at Fota Business Park to allow for use of existing offices as a post primary school in the short term.

- 3.6.80 The Department of Education and Skills has made arrangements for the acquisition of lands in the centre of Carrigtwohill for the development of a post primary school and primary school provision in a campus together with appropriate open space (playing fields). A community zone (CT-C-01 comprising 10.4ha) will be set aside for this education campus to provide for this education campus. The land is subject to flood risk and the development will need to comply with Chapter 5 of the Ministerial Guidelines “The Planning System and Flood Risk Management”. The site is central to the existing development of Carrigtwohill and when developed will ensure adequate permeability between existing adjacent residential areas and the proposed schools. Flood risk mitigation will be essential on the site.
- 3.6.81 The Community Council have invested significantly in the provision of facilities on their site, south of Main Street, including a children’s playground and a new 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.
- 3.6.82 The distributor road to be provided as part of the development of the masterplan site 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 Castlake to Station Road that would ultimately connect up with the existing link road from Station Road to the Carrigane Road.
- 3.6.83 Provision is also made in the proposals of this plan for a number of new town centre streets, to the south of Main Street which are key to unlocking access to these backlands and are identified in the recommendations of the Midleton and Carrigtwohill Transportation Study August 2010.
- 3.6.84 The sports and education campus in Carrigtwohill North 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.
- 3.6.85 Additional open space will be provided in Carrigtwohill in line with provisions set out in the Framework masterplan. Provision will be made in the CT-O-05 and the CT-O-06 for a Small Park with provision made for a linear park on the CT-O-07 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.

Special Policy Areas

- 3.6.86 One of the key development opportunities 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-08 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 the highest densities in the town, 50+ units per hectare, are considered appropriate. In addition this site lends itself to enterprise-related developments.

Carrigtwohill North Urban Expansion Area

~~3.6.87~~ It remains the aim of Cork County Council to **Future growth in Carrigtwohill is to be in the form of** provide for a new residential neighbourhood located to the north of the rail line in Carrigtwohill that will enable the town to expand to meet the growth targets of the Cork County Development Plan 2014. A framework masterplan for the area was **prepared in** adopted in 2015 by Cork County Council and identified the most sustainable development strategy for this substantial land bank. ~~Intending developers in Carrigtwohill North will have regard to the provisions set out in the Framework Masterplan adopted in 2015, particularly in relation to the phasing of development, the provision of infrastructure, greenways and open space.~~

Funding and Contributions Scheme

~~3.6.88~~ 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.

~~3.6.89~~ 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.

~~3.6.90~~ 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.

Phasing and Implementation of Carrigtwohill North

To facilitate the delivery of housing across the area as a whole, 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 absence of single or controlling landowner it is considered unlikely that any individual landowner or developer will be able to fund and deliver the infrastructure required.

To overcome this difficulty, and facilitate the accelerated delivery of new housing where it is needed, the County Council is proposing to fund and construct (in two main phases) the necessary on and off-site infrastructure to facilitate the commencement of development largely within individual land ownerships. The County Council's infrastructure proposals will include the construction of on-site spine roads (including the provision of water, waste water and surface water infrastructure), off-site road and transportation infrastructure and pumping stations and connecting sewers to link the site to the appropriate Irish Water infrastructure. The County Council has recourse to its statutory powers to assist in the process of land acquisition, if necessary. The County Council will recoup this investment from individual developers through the provisions of section 47, 48 and 49 of the Planning & Development Acts 2000 as the overall development progresses.

The County Council's Housing Infrastructure Implementation Team will be commencing discussions with landowners and developers shortly. Funding sources have been identified and the design process in relation to specific infrastructure projects will be commenced and the aim is to achieve a start on site in 2018/9.

Where a development objective requires a developer to provide particular infrastructure or amenities in addition to the items referred to in Table 3.6.2 below, then an appropriate off-set will be considered in relation to the contributions payable

The core on-site infrastructure, necessary for housing development to commence, for the site will be delivered in three phased bundles as follows:

Table 3.6.2: Carrigtwohill North Major Urban Extension Proposed On-Site Infrastructure Programme Delivery Agency: Developer/Cork County Council			
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 Delivery of Bundle 'A' will facilitate development on the following zones: CT-R-04 CT-R-05 CT-R-06 CT-R-07 CT-R-09 CT-R-10 CT-C-03 CT-B-08
	Completion of 'Underpass' (CT-U-11) providing vehicular, pedestrian and cycle links to the land south of the railway		
	Waste Water pumping station and rising main to existing Irish Water Infrastructure		
	Drinking water connection to IW infrastructure		
	Delivery of phase 1 of surface water management system		
B	Eastern Spine Link Road B* (Leamlara Road to Ballyadam Bridge)	To include water and waste water networks and surface water disposal network	Delivery of this infrastructure bundle is not proposed to commence until after the delivery of Bundle 'A' Delivery of Bundle 'B' will facilitate
	Waste Water pumping station and rising main to existing Irish Water Infrastructure		

	Drinking water connection to IW infrastructure		development on the following zones:
	Delivery of phase 2 of surface water management system		
	Development of Open Space Areas (East & West)		
			CT-R-08 CT-R-11 CT-R-12 CT-R13 CT-R-14 CT-R15** CT-R16** CT-R-17 CT-C-04
*Access to serve individual dwellings will not be permitted. New access will be to estate roads only			

In order to promote the accelerated delivery of housing through the development of the Carrigtwohill North site, the phasing arrangements proposed are flexible, depending only on the delivery of the relevant supporting infrastructure. The County Council's On-Site Infrastructure Programme (described above) will regulate the timing of the commencement of development on particular parcels of zoned land. In addition there is also a need to regulate the overall delivery of housing on the site to the delivery of particular off-site infrastructure and this is proposed as follows:

Table 3.6.3. : Carrigtwohill North Major Urban Extension Proposed Off-Site Infrastructure Programme Delivery Agency: Cork County Council		
Development Phase	No of Housing Units	Off-Site Infrastructure Project
Phase 1	Up to 1,250	Reconstruction of relevant road/rail bridge (x1)
		Installation of temporary traffic management measures on Station Road bridge
		Walking/Cycling Network
		Junction, upgrade and traffic management measures from Transport Assessment
		Phase 1 of Surface Water Management System
Phase 2	1,250 – 2,500	Reconstruction of relevant road/rail bridge (x1)
		Junction, upgrade and traffic management measures from the Transport Assessment
		Phase 2 of Surface Water Management System
		Upgrading feeder road (CT-U05)

One of the critical infrastructure components, without which development at Carrigtwohill North cannot begin, concerns the replacement/modification of the three bridges which carry existing roads over the Cork – Midleton railway line. The existing bridges (Wyse's 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.

Preliminary proposals from Irish Water suggest the site as whole can best be provided with drinking water by constructing a new main from the existing storage facility at Spring Hill Upper to the western end of the Carrigtwohill North site, near Wyse's Bridge. This suggests that the western part of the site (between Wyse's Bridge and Station Road Bridge) is likely to be the first area to be developed and Infrastructure Bundle 'A', in the table above, is likely to be the first of the two Infrastructure Bundles to be delivered.

It therefore follows, that Wyse's Bridge is likely to be the first of the three road-over-railway bridges to be reconstructed to provide full cycle and pedestrian facilities in addition to a modern standard vehicular carriageway.

The early phases of development are also likely to require the modification of Station Road Bridge to provide for cyclists and pedestrians. It may be possible to achieve this without the full reconstruction of the bridge by the application of traffic management measures, linked to the provision of a pedestrian/cycle path. In the long term, when both Wyse's and Ballyadam bridges have been reconstructed and the underpass provided, it would be possible to convert the existing Station Road Bridge to a pedestrian/cycle only facility.

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) will be required at the outset.

- 3.6.91 The phasing program set out in this Local Area plan relates to the development of Carrigtwohill North and the residential zonings within the area (CT-R-04 to CT-R-19). A total of two development phases (1 and 2) are identified.
- 3.6.92 Phase 1 covers a developable area of approximately 39 ha and will provide up to 1,060 residential units and covers the CT-R-04 to CT-R-11 residential zonings. It represents the lands closest to the railway station and also the lands which can currently be accessed more readily by motor vehicles. This phase is also closest to existing and proposed residential areas of the town.
- 3.6.93 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.
- 3.6.94 Developments in phase 1 will need to incorporate the delivery of a number of key pieces of road infrastructure. Where specified in the Framework Masterplan, developers will need to provide link roads, which will need to be constructed in accordance with the specifications and approval of the Roads Section of Cork County Council. These roads will need to be built up to the boundaries of the site so that it can link to adjacent landowners and developments.

- 3.6.95 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 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 the Framework Master plan has specified upgrades to the local road network to accommodate Pedestrians and Cyclists, such works should be constructed in accordance with the specifications and approval of the Roads Section of Cork County Council.
- 3.6.96 Within this phase the Station Quarter is envisaged to be a vibrant, high density, mixed use local centre given its strategic position within the Framework Masterplan site adjoining the railway station.
- 3.6.97 Phase 1 will also require the reservation of land for a 16 classroom primary school and the completion of a neighbourhood park and commencement of a greenway at the western end of the site.
- 3.6.98 Phase 2 covers an area of approximately 83 ha and will provide up to 1,474 residential units on the lands zoned CT-R-12 to CT-R-19. Prior to the development of Phase 2, there is a requirement for the current transport assessment to be reviewed, to identify road and transport infrastructure and the required timing for delivery. Phase 2 will also require the provision of 2 parks, Local Park and a Linear Park, the completion of the Greenway commenced in Phase 1 and the reservation of land for a 16 classroom primary school and a secondary school.
- 3.6.99 As with residential developments in Phase 1, proposed residential developments in phase 2 will include a mix of house types and a graduation in the density commensurate with the railway 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.
- 3.6.100 In relation to the provision of new roads, improvements to local roads and the completion of the proposed greenways, the delivery of this infrastructure will be the responsibility of intending developers, who will have to have regard to the framework masterplan. Any new roads will need to be built up to the boundaries of the site so that it can link to adjacent landowners and developments. All roads will need to be constructed in accordance with the specifications of the Roads Section of Cork County Council.

Table 3.6.2: Carrigtwohill North Infrastructure Requirements	
Phase 1: Prior to commencement of development	Cycle and pedestrian bridge study.
	Sustainable Urban Drainage Scheme (SUDS) Study
	Junction and traffic management measures from Traffic Assessment
Phase 1	Carrigtwohill Cycling and Walking Network
	Construction of SUDS measures
	Construction of pedestrian cycle bridges (Wyse's and Station)
	Construction of local park
Phase 2 Prior to commencement of development	Transport Assessment for N25 Upgrade

Table 3.6.2: Carrigtwohill North Infrastructure Requirements	
Phase 2	Junction and traffic management measures from the Transport Model & Transport Assessment Report for Carrigtwohill (August 2014)
	Construction of pedestrian and cycle bridge
	Construction of SUDs measures
	Construction of Linear Park and local park
	Carrigtwohill Cycling and Walking Network

Station Quarter (CT-B-08)

3.6.101 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 an appropriate scale; residential uses that can be accommodated at ground floor level as well as over ground floor business space.

3.6.102 The development of the CT-B-08 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.

3.6.103 When approaching the development of the CT-B-08 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 L 6306 (CT-U-04) and L6303 (CT-U-05) which will need to be upgraded to accommodate increased pedestrian and cycle activity.

Transport Assessment

3.6.104 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.

3.6.105 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 of 5% in modal shift is anticipated additional works will be required and these include

- Signalisation Main Street/Carrigane Road Junction
- Signalisation Main Street/Wyses Road
- Junction Upgrade of cross roads junction Maple Lane/ Oakbrook to a roundabout.

3.6.106 The Transport Assessment also acknowledges, based on an assumption of high rates of modal shift that the full upgrade of the N25 Interchange between Midleton to Carrigtwohill N25 route or additional road improvements may not be required to

achieve the target number of dwellings if a range of transport measures are delivered to help secure higher levels of modal shift.

3.6.107 The development of such a large site in close proximity to the suburban rail network offers a major opportunity to achieve high modal shift therefore providing new homes at this location, where residents can gain easy access to high quality rail from the outset, is a priority for Cork County Council.

3.6.108 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.

Green Infrastructure

3.6.109 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 masterplan 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.

3.6.110 In accordance with the objective contained in the Carrigtwohill Section of the Midleton Local Area Plan for this site, 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.

General Objectives

Local Area Plan General Objectives for Carrigtwohill	
Objective No.	
CT-GO-01	<p>Taking account of development already completed or under construction, to secure the development of 3,656 new dwellings in Carrigtwohill over the lifetime of the plan in order to facilitate the sustainable growth of the town's population to 12,012 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>
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 boundary of Carrigtwohill is adjacent to the Cork Harbour Special</p>

Local Area Plan General Objectives for Carrigtwohill	
Objective No.	
	Protection Area and the Great Island Channel Special Area of Conservation. Development in the town will only be permitted where it is shown that it is compatible with the requirements of the Habitats Directive and the protection of these sites. Protection and enhancement of biodiversity resources within the receiving environment of the town will be encouraged.
CT-GO-04	To improve public realm spaces within the Town Centre and to allow greater connectivity between existing and proposed development areas.
CT-GO-05	To broadly support the principles of the Midleton and Carrigtwohill Transportation Study published in August 2010 as they apply to Carrigtwohill, in a sustainable manner.
CT-GO-06	<p>To reserve land on either side of the railway route to facilitate the possible future upgrading of the route to double track standard. This objective applies to all land within 5m of the perimeter fence on either side of the railway. Within this area the following categories of development will be resisted:</p> <ul style="list-style-type: none"> • 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. • New bridge crossings constructed will be required to provide sufficient clearance to permit double track operation. <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-07	<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.</p> <p>The network of designated walking and cycling routes proposed will include the following residential areas within the town:</p> <ul style="list-style-type: none"> • Bog Road; • Fota Rock; • Gortnamucky; • Rocklands; • Terry's Land (North & South); and • Tullagreen.
CT-GO-08	<p>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. 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 ensure that appropriate measures are taken to establish a walking and cycling friendly environment.</p>

Local Area Plan General Objectives for Carrigtwohill	
Objective No.	
CT-GO-09	To support the implementation of important safety improvements to the national road network generally in accordance with the N25 improvement proposals developed by the National Roads Authority and outlined in the Midleton and Carrigtwohill Transportation Study August 2010.
CT-GO-10	It is an objective of this plan To secure significant road safety and traffic management improvements to Station Road so that it can provide a safe, pleasant and effective route between the station and the town centre.
CT-GO-11	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.
CT-GO-12	To support the implementation of the Carrigtwohill North Framework Masterplan Study.
CT-GO-13	Provide a landscape framework plan for each phase of development of Carrigtwohill North as part of a landscape strategy. Provide for advanced mix planting of coniferous and broadleaf trees to ensure year round tree coverage protect the visual amenity of the area.
CT-GO-14	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. 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 Metropolitan Cycling Strategy.
CT-GO-15	Retain a substantial proportion of existing landscape features, including field banks, hedgerows and treelines within zoned lands.
CT-GO-16	Design an integrated approach to surface water management which considers land use, water quality, amenity and habitat enhancements. Thereby, replicating the current Greenfield rate of surface water runoff post development to prevent flooding of lands and settlements downstream. A Sustainable Urban Drainage Strategy should be completed for the site prior to development.

Specific Objectives

Local Area Plan Objective Specific Development Objectives for Carrigtwohill		
* Flood Risk Obj. IN-01 of Section 1 applies	^ TIA and RSA Required.	
Objective No.		Approx. Area (Ha)
Residential		

Local Area Plan Objective		
Specific Development Objectives for Carrigtwohill		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
CT-R-01	Medium density (A & B) residential development.*	13.6
CT-R-02	Medium density B residential development. Proposals should include a 20 metre tree planted buffer to the eastern and southern boundary of the site and screening to protect views from the N25.	9.6
CT-R-03	Medium density B residential development of high architectural standard on this gateway site at the entrance to the town centre. Structural landscaping shall be an integral part of any layout.	2.8
CT-R-20	Medium density B residential development. Proposals shall provide for the retention, expansion or relocation of the existing playing pitches and club house.*	32.2
Carrigtwohill North Residential Zonings - Phase 1 (Refer to Infrastructure Requirements Table 3.6.2 and Text in Phase 1)		
CT-R-04	Medium density B residential development. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.6.2 and 3.6.3 *	1.8
CT-R-05	Medium density B residential development . Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.6.2 and 3.6.3	4.4
CT-R-06	Medium density A residential development . Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.6.2 and 3.6.3	6.2
CT-R-07	Medium density A residential development . Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.6.2 and 3.6.3	4.0
CT-R-08	Medium density B residential development . Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.6.2 and 3.6.3	2.6
CT-R-09	High density residential development . Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.6.2 and 3.6.3	3.8
CT-R-10	High density residential development . Development on this site requires provision to be made for the delivery of the	3.7

Local Area Plan Objective		
Specific Development Objectives for Carrigtwohill		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
	infrastructure described in tables 3.6.2 and 3.6.3	
CT-R-11	High density residential development . Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.6.2 and 3.6.3	7.3
Carrigtwohill North Residential Zonings - Phase 2 (Refer to Infrastructure Requirements Table 3.6.2 and Text in Phase 2)		
CT-R-12	Medium density A residential development. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.6.2 and 3.6.3 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. *	12.4
CT-R-13	Medium density A residential development. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.6.2 and 3.6.3 *	7.7
CT-R-14	Medium density A residential development. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.6.2 and 3.6.3 *	4.7
CT-R-15	Medium density B residential development. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.6.2 and 3.6.3 *	12.9
CT-R-16	Medium density B residential development. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.6.2 and 3.6.3 *	7.4
CT-R-17	Medium density B residential development. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.6.2 and 3.6.3 *	2.5

Local Area Plan Objective		
Specific Development Objectives for Carrigtwohill		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
CT-R-18	Medium density B residential development *	2.4
CT-R-19	Medium density A residential development with public open space. *	1.5
Industry		
CT-I-01	Industrial type activities including warehousing and distribution. *^	24.6
CT-I-02	It is an objective to develop this site for industrial type activities giving priority to high quality manufacturing. *^	35.6
CT-I-03	Industrial development	56.0
CT-I-04	Maintain existing industrial uses. *	39.7
CT-I-05	Maintain existing industrial uses *	13.0
Business		
CT-B-01	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. that will ensure that any buildings or other structures erected have minimal visual impact in longer distance views. Vehicular access to the site will be from the adjoining industrial area to the south only. ^	19.8
CT-B-02	Business development. Proposals shall optimize connectivity with the proposed rail passenger station at Fota Business and Retail Park, particularly for pedestrians and cyclists. A significant landscaped buffer shall be provided along the western and southern boundaries to safeguard the Great Island Channel Special Area of Conservation. *^	8.0
CT-B-03	Business development. Proposals should include a 20 metre tree planted buffer and screening to protect views from the N25. *^	4.3
CT-B-04	Business development. *^	2.8

Local Area Plan Objective		
Specific Development Objectives for Carrigtwohill		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
CT-B-05	Business development. *^	6.6
CT-B-06	Business development. ^	2.3
CT-B-07	Business development excluding non-retail general offices and car showrooms. ^	3.8
CT-B-08	Station Quarter including convenience retailing, professional services and Leisure Facilities. Residential development can be accommodated at first floor level and above. ^	1.4
CT-B-09	Business development, subject to an ecological assessment. *^	6.1
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. ^	9.8
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. *^	4.4
CT-T-03	Town Centre development *^	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.	3.4
CT-C-03	Provision of a primary school. *	2.1
CT-C-04	Provision of a primary and secondary school multi campus.	6.5

Local Area Plan Objective		
Specific Development Objectives for Carrigtwohill		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
	*	
Utilities		
CT-U-01	Provision of a new link road connecting Castle Lake to Station Road with underpass and CT-U-02. Road line on map is indicative only.	-
CT-U-02	Provision of new link roads to access development lands. Road lines on map are indicative only.	-
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 development and linked to other parts of the greenway on adjacent properties.	2.8
CT-U-04	Upgrading of Feeder Road (CT-U-04) to accommodate Pedestrian and Cycling facilities.	-
CT-U-05	Upgrading of Feeder Road (CT-U-05) to accommodate Pedestrian and Cycling facilities	-
CT-U-06	Upgrading of Station Bridge to accommodate Pedestrian and Cycling facilities	-
CT-U-07	Upgrading of Wyse's Bridge to accommodate Pedestrian and Cycling facilities	-
CT-U-08	Upgrading of Ballyadam Bridge to accommodate Pedestrian and Cycling facilities	-
CT-U-09	Construction of Pedestrian/Cycling Bridge linking CT-R-12, CT-R-18 and Educational Campus CT-C-04.	-
CT-U-10	Construction of Pedestrian/Cycling Bridge linking Open Spaces	-
CT-U-11	Provision of a new link road connecting with underpass and U-02. Road line on map is indicative only.	-
CT-U-12	Provision of new link Road to access backlands. Road line on map is indicative only.	-
CT-U-13	Upgrade of Station Road	-
CT-U-14	Upgrade of Main Street	-
Open Space, Sports, Recreation and Amenity		
CT-O-01	Open Space - Maintain active open space. *	7.8
CT-O-02	Active open space to include the provision of playing pitches, ancillary facilities and parking. *	5.0
CT-O-03	Open Space - Maintain active open space.	1.9
CT-O-04	Open Space - Provision of a Small Park	3.0

Local Area Plan Objective		
Specific Development Objectives for Carrigtwohill		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
	<u>*</u>	
CT-O-05	Open Space - Provision of a Small Park *	4.5
CT-O-06	Open Space - Provision of a Linear Park <u>*</u>	1.8
CT-O-07	Open Space *	7.6
CT-O-08	Open Space amend area	4.3
CT-O-09	Open Space	7.6
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

Section 4 – Strategic Land Reserve – CB.01.01.07

Delete Paragraph 1.6.33 – 1.6.45 and replace with text outlined in Bold

Strategic Land Reserve

The 'Core Strategy' chapter of the County Development Plan 2014 indicates that the supply of land for housing development in Metropolitan Cork identified in the 2011 Local Area Plans is sufficient to provide housing for the population growth targets for the area. Just over 27,000 new housing units are required to provide for the population to grow by over 42,000 people. However, the 'strategic reserve' included within the 2011 LAP supply of housing land was estimated in 2013 to be only 14% (when calculated by land area) or 20% (when calculated by housing units).

The County Development Plan 2014 states that the supply of land suitable for housing development in Metropolitan Cork should be increased in order to offset the risk of a major parcel of zoned land failing to commence development or to accommodate additional development pressures if low levels of development activity continue in the City Docklands or elsewhere and it is the County Councils intention to give effect to this provision of the County Development Plan by providing additional zoned land in this local area plan.

In this section, information is provided on the overall quantity of additional land that may need to be zoned to ensure that an adequate element of strategic reserve is included in the overall supply of land for housing and the main locations that could contribute to meeting this requirement for additional zoned land are identified and described. As part of the public consultation process for these local area plans, the County Council will consider submissions from the public and others on this issue generally and in relation to the specific sites or locations identified before making its decision on which of the proposed sites should be included in the Local Area Plan at the amendment stage of the plan making process.

The County Council's Planning and Development Strategic Policy Committee has given consideration to the overall approach which could be taken to the identification of additional land for housing development in Metropolitan Cork and there was broad agreement amongst the membership of the Committee that the element of 'Strategic Reserve' included in the supply of land for housing should be at least

- 1/3 of the overall requirement for new housing (calculated by housing units) as set out in the County Development Plan 2014 Core Strategy; and
- Equivalent to 12 years house building at the projected construction rate (i.e. two Local Area Plan cycles)

The County Development Plan 2014 Core Strategy calculates the overall requirement for new housing necessary to accommodate the planned population target in Metropolitan Cork to be 27,235 units. If a 'Strategic Reserve' of 1/3 of the overall requirement for new housing is to be provided then the total land supply for new housing needs to be at least sufficient for the building of 36,313 units.

The County Council's Planning and Development Strategic Policy Committee has also given consideration to the projected annual building rate for Cork County as a whole and the Metropolitan Cork area. At the peak of housing output in the last decade, County wide output reached over 8,000 dwellings per year although the CASP Plan of 2001 considered that a long term sustainable rate for the County was close to about 4,500 units. 'Construction 2020' suggests that, nationally, about 25,000 housing units need to be built annually. This would indicate that, in Cork, a house building target of 2,825 units per annum would be consistent with the

national objective. The Housing Agency (2014) suggested an annual building rate of 1,287 units for the period to 2018 for Metropolitan Cork.

Taking all these factors into account, the Strategic Policy Committee has expressed the view that the County should plan for a house building rate of around 3,500 units per annum. More recently the Committee acknowledged the suggestion that, in Metropolitan Cork, an appropriate projected building rate would be in the region of 3,000 units per annum. On this basis a 12 year supply of land suitable for new housing would need to provide for the building of 36,000 units

This Draft Local Area Plan, together with the 3 other Draft Municipal District Local Area Plans that together make up Metropolitan Cork, include a supply of zoned suitable for housing (in the County Metropolitan SPA) of 1,208 ha (gross) or 966.4 ha (net). It is estimated that this is sufficient for the building of 27,059 new housing units. In addition, 5,000 units will be provided through the development of the Monard SDZ, and the total housing land supply in the draft LAP's for Metropolitan Cork is therefore sufficient for 32,059 units.

Therefore, to achieve the objectives to provide a 'Strategic Reserve' of 1/3 of the overall requirement for new housing or a land supply equivalent to 12 years building at projected rates additional zoned land with capacity to accommodate approximately 9,019 units needs to be identified.

From the submissions received in response to the preliminary public consultation in relation to the current Local Area Plan review (held in December 2015/January 2016) and from other research undertaken, a number of options have been identified which could meet the requirement to identify additional land for housing. These options are describe in more detail in the following pages but can be summarised as follows:

Active Land Management

In response to an identified deficit in the supply of housing units and arising from ongoing research and analysis in the period since the adoption of the CDP 2014 (including with the Planning & Development SPC, public consultations associated with the this LAP process and stakeholder engagement), Cork County Council has given further consideration to the most appropriate process of identifying the additional quantum of housing land supply required to drive growth in the Cork Region.

Section 2 (Planning & Economic Recovery) of the Planning Policy Statement 2015 (DECLG) identifies active land management by Planning Authorities as critical in the implementation phase of development plans:

Preparation of development plans is only an initial step. Plan implementation is key and the actions in Construction 2020 will be progressed to enable planning authorities to more dynamically lead and manage the development process in their areas, ensuring that land zoned for development actually comes into use as anticipated in development plans and in tandem with supporting infrastructure.

The enhanced role of planning authorities in managing the development and use of land in their areas will compliment their expanded role in economic development set out in Putting People First, providing the tools for local authorities to strongly support local economic development which facilitates overall national economic recovery.

Active land management is multi-faceted and may be said to include managing the delivery of zoned lands to ensure those lands come into active use; ensuring that social,

environmental and economic considerations are appropriately integrated into land identification and delivery; and, ensuring an adequate volume of appropriate lands are identified to ensure the availability of an appropriate supply of serviced/serviceable zoned lands to serve existing and future housing demand.

In this context Cork County Council proposes to initiate a process of Active Land Management to include for the ongoing monitoring and evaluation of the following:

- Actual and projected housing demand in the Cork Region, including household sizes and required household types, appropriate density, vibrancy of the employment market and employment delivery targets
- The planning consent process (planning permissions granted/refused for multiple house schemes), commencement notifications, housing completion rates
- The roll-out and delivery of essential infrastructure by state agencies, including opportunities to leverage maximum returns from investment by the state
- Opportunities to promote modal shift and sustainable transport patterns where appropriate, including along existing, planned and potential future transport corridors
- Opportunities to maximise use of existing hard and soft infrastructure, including supporting the vitality and viability of Metropolitan Cork, towns, villages and settlements throughout Cork

It is intended the process of Active Land Management will help ensure the strategic planning policy process is well-positioned to respond in a dynamic manner to the changing nature of the housing market, and in-so-doing help ensure the right type of housing units are being provided at the most appropriate locations, in a timely manner.

A central component of this approach will be the process of seeking to ensure that when statutory land use plans identify lands that are most suitable for the delivery of the required housing units, housing units are delivered on the lands within the lifetime of the Plan or as soon as may be reasonably expected.

During the lifetime of this Plan, and in addition to the provisions of the Urban Regeneration & Housing Act 2015, Cork County Council will:

1. Monitor the degree to which serviced/serviceable zoned lands are delivering the required housing units such that during the next LAP making cycle, informed consideration may be given as to the likelihood of such lands contributing the number and type of units required and/or whether it is appropriate to continue to zone such lands for residential purposes.
2. Provide dedicated resources (the Housing and Infrastructure Implementation Team) to collaborate with land owners, developers and state agencies to prepare and initiate implementation strategies for key strategic sites, including the designated Urban Expansion Areas and the Monard SDZ, on a prioritised basis.
3. Monitor the delivery of housing units in Key Villages, Villages and Village Nuclei, having regard to the stated *Scale of Development* and *Normal Recommended Scale of any Individual Scheme* requirements set out in this Plan.

This process will be undertaken in each Municipal District to help distinguish between locations with the capacity, infrastructure and market demand to deliver housing units sustainably and other similarly designated locations in the MD that are not delivering the required supply of housing units. This process will help ensure the planning policy framework is sufficiently dynamic to respond positively in locations that can sustainably deliver the required units, while ensuring the overall Scale of Development (per Key Village, Village or Village Nuclei) is not exceeded at the MD Level.

4. Advance the process of identifying a Strategic Land Reserve of approx 400ha in County Metropolitan Cork – a strategic initiative first introduced in the CDP 2014, and which has been the subject of ongoing consideration and analysis in the intervening period, including during the Pre-Draft Consultation process and Public Consultation Phase of the statutory LAP-making process.

Strategic Land Reserve

Section 2.2.15 of the Cork County Development Plan 2014 provides a context for the evidence based analysis that points to the requirement to provide a Strategic Land Reserve in County Metropolitan Cork, including the fact Paragraph 4.2.11 of the SWRPGs gives support for provision of the following: “an additional allowance for headroom, to allow for choice, sequencing and other local factors. This headroom should be calculated in line with the Development Plan Guidelines 2007”.

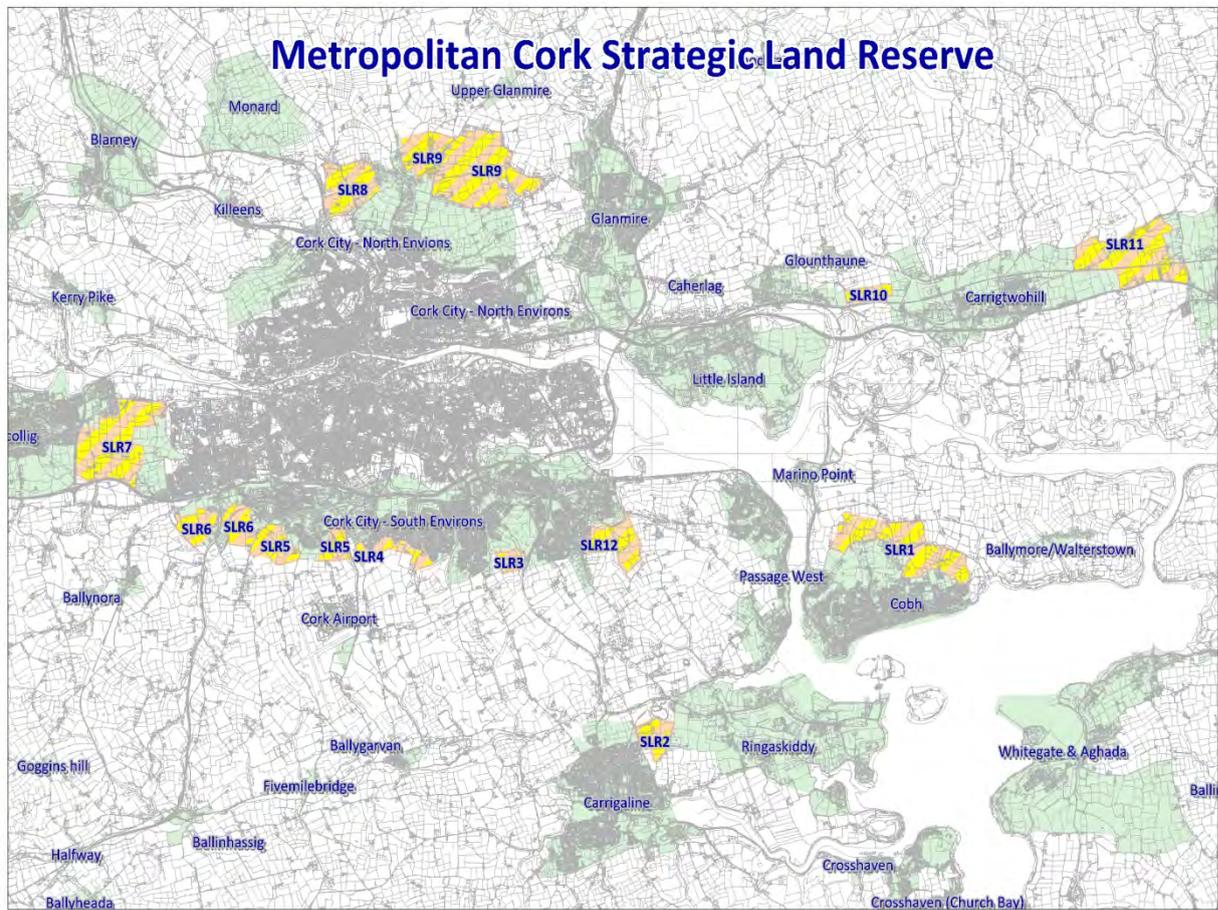
When preparing the Draft Local Area Plan Cork County Council again identified the need for additional strategic land reserves (in the order of 300ha - 400ha), to take account of the requirements set out in the CDP 2014 but also in the context of anticipated economic and population growth in the State over the coming decades and which is likely to be concentrated at locations like Metropolitan Cork which are best positioned to drive increased economic activity.

A total of 17 SLR sites were considered - 12 identified in the Draft LAPs and an additional 5 no. proposed new sites during the consultation process (additional submissions requested some already identified SLR locations to be extended)

Ref	Site Name	Gross Area (Ha)
SLR1	Cobh North Extension	185.0
SLR2	Carrigaline East	47.0
SLR3	Castletreasure	21.4
SLR4	Frankfield /Grange	44.9
SLR5	Togher/Doughcloyne	93.6
SLR6	Ardrostig	100.3
SLR7	Ballincollig East-Carrigrohane	223.9
SLR8	Kilbarry/Carhoo/Kilcully	105.1
SLR9	Ballyvolane-Whites Cross	336.2
SLR10	Carrigtwohill West Extension	32.4
SLR11	Carrigtwohill East	220.7

SLR 12	Oldcourt	78.7
		1489.2

Figure 3: Locations of Strategic Land Reserve Options



The SLR sites have been subject to a High Level Appraisal based on the following:

1. **Sequential Approach:** Selecting sites based on the principle that potential green-belt development should, where deemed appropriate, be located in the immediate environs of Cork City in the first instance.
2. **Infrastructural Investment:** Where sites offer opportunities to leverage maximum returns from infrastructural development but which would not prejudice the delivery of, or necessitate upfront investment which may be considered, regional or national in scale.
3. **Multi-modal Transport Opportunities:** Located so as to offer potential multi-modal opportunities for accessing local trip generating services, existing/proposed public transport services and strategic employment areas.

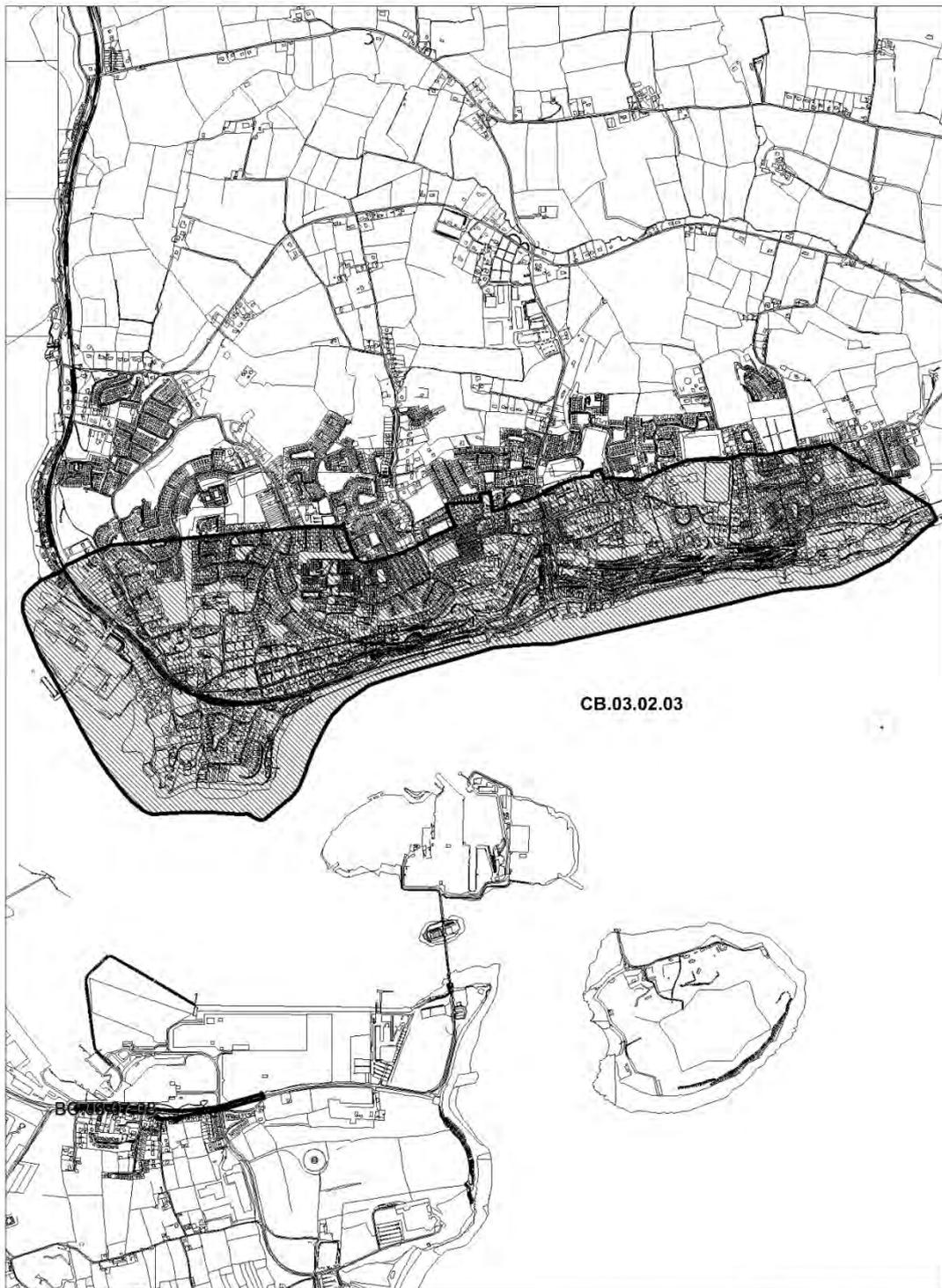
The High Level Appraisal has resulted in the emergence of 6 no. SLR sites at this stage (SLR3 Castletreasure, SLR4 Frankfield/Grange, SLR5 Togher/Doughcloyne, SLR6 Ardrostitig, SLR7 Ballincollig East-Carrigrohane, SLR12 Oldcourt) as potentially having greater capacity to deliver. However, as all sites have matters to be considered in detail, it is recognised that

detailed assessment is required, including consultation with landowners and state agencies. On this basis it is proposed to retain all the original 12 no. SLR sites for further detailed assessment, before preparation of site appraisals and development briefs for consideration by Development Committee. The assessment will include Habitats Directive Assessment and Strategic Environmental Assessment so that full account is taken of environmental and ecological issues.

Section 5 Proposed Maps Changes

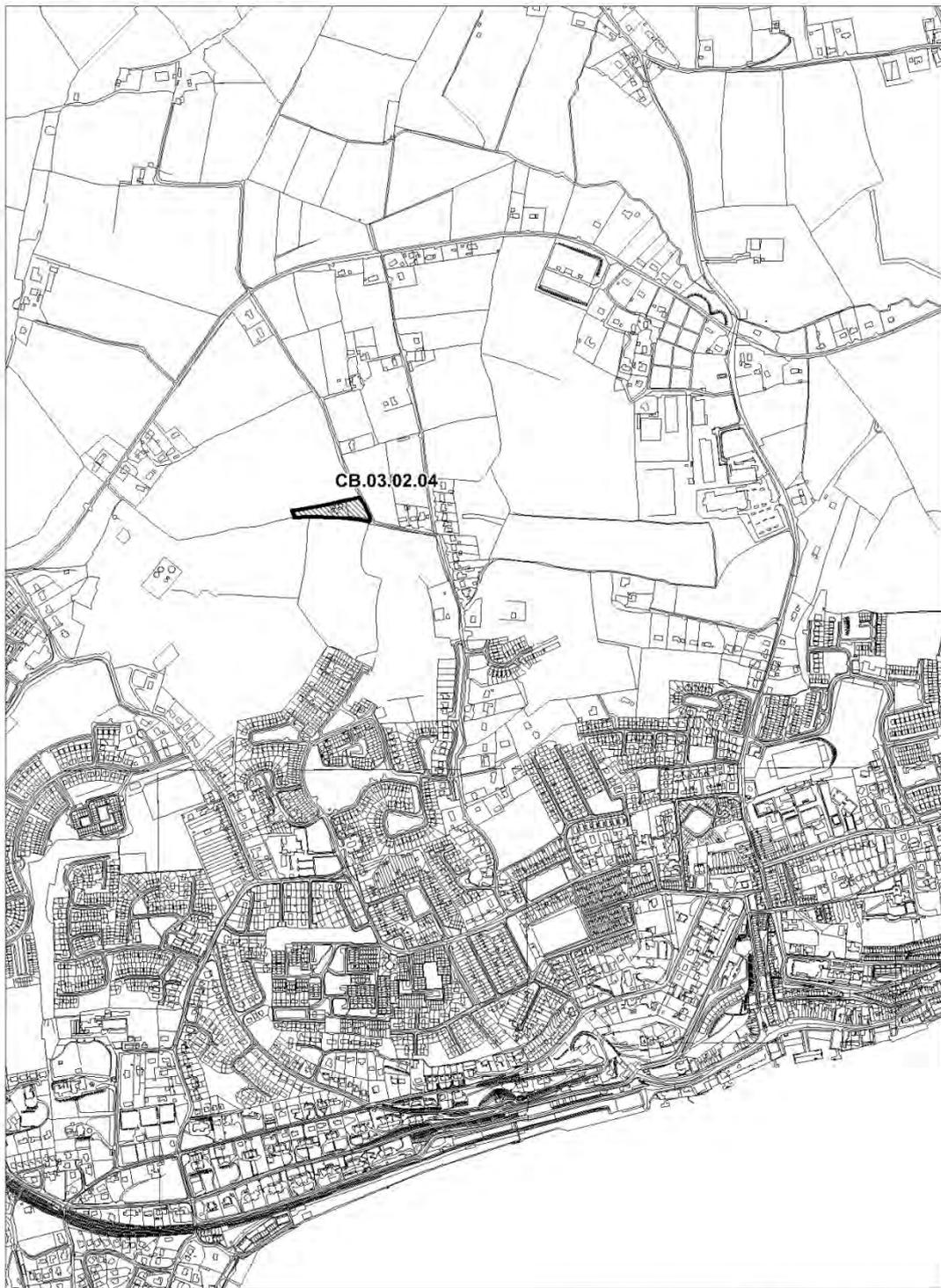
3.1.1 This Section sets out all the map amendments referenced in Section 2. The mapped amendments are laid out in the following order Introduction, Local Area Strategy, Main Towns, Key Villages, Village Nuclei and Other Locations where appropriate.

3.1.2 All the mapped amendments including zonings/boundary extensions and any proposed roads/walkways are also shown on the Map Browser. The aim of the Map Browser is to give the public access to large scale detailed local area plan policy map versions of all the small scale land use zoning maps contained in the Local Area Plan. This allows the public to be better informed about the proposed mapped amendment to the Draft Plan.

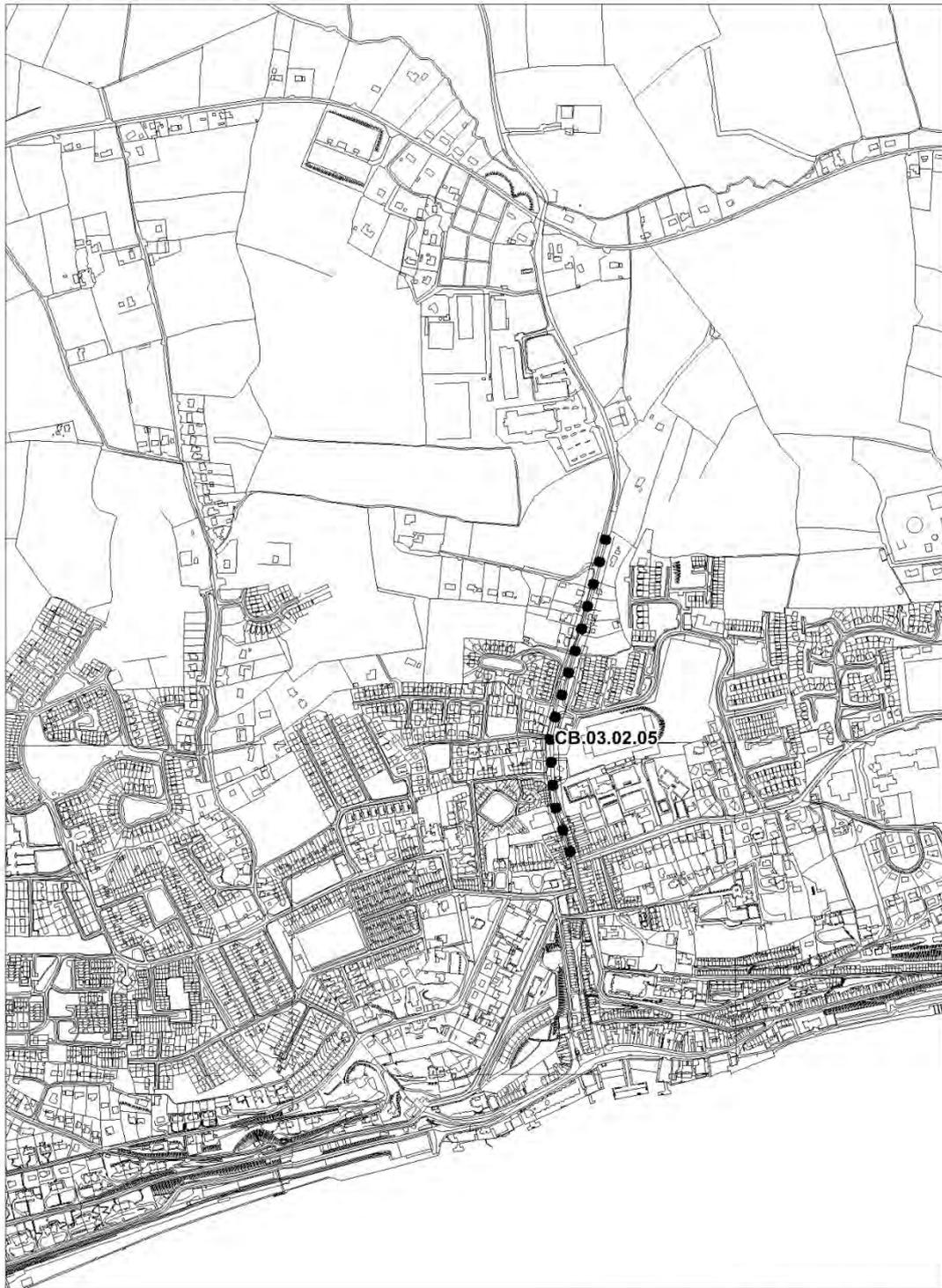


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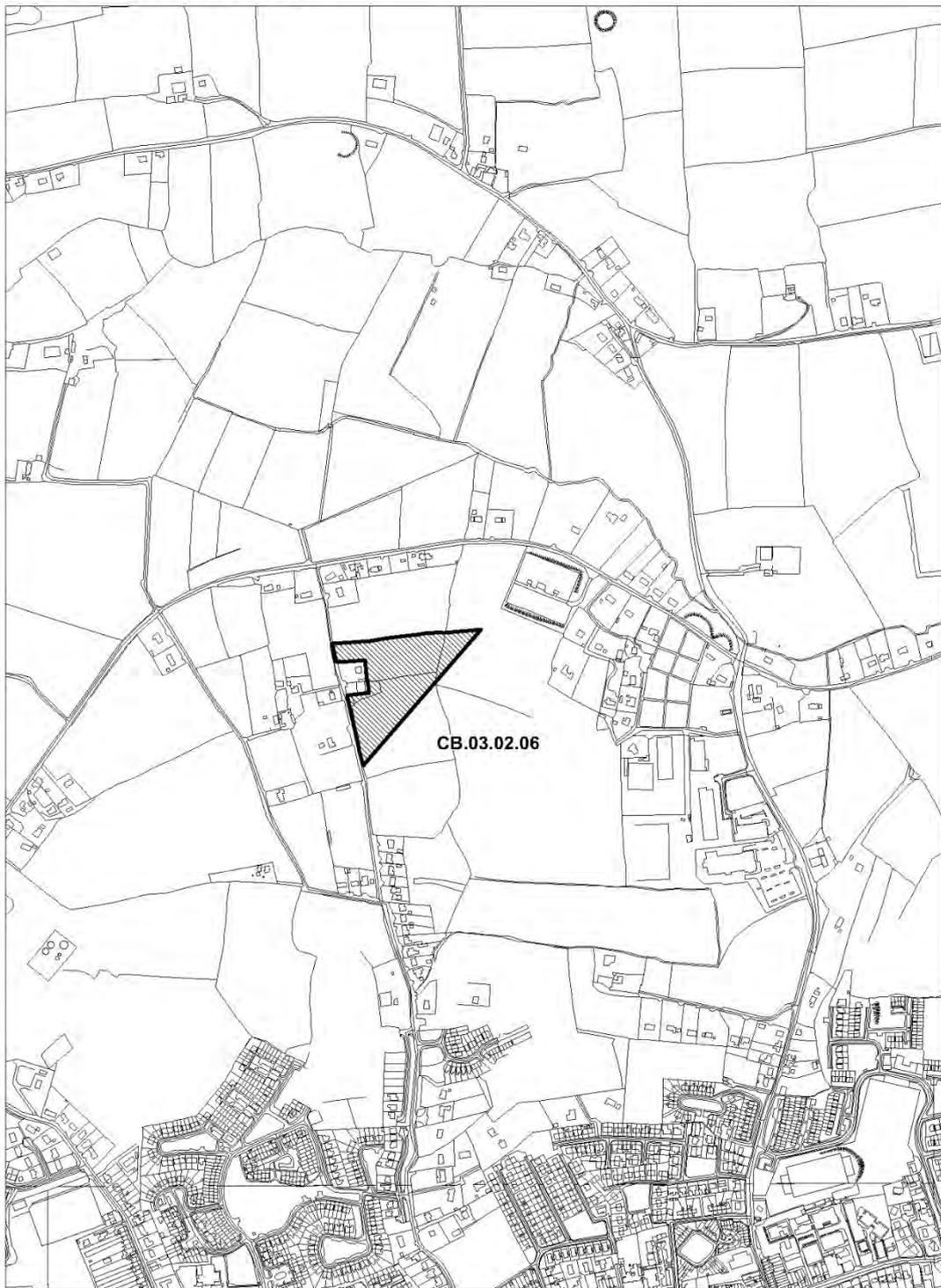
Amendment Ref:CB.03.02.03



Amendment Ref:CB.03.02.04



Amendment Ref:CB.03.02.05



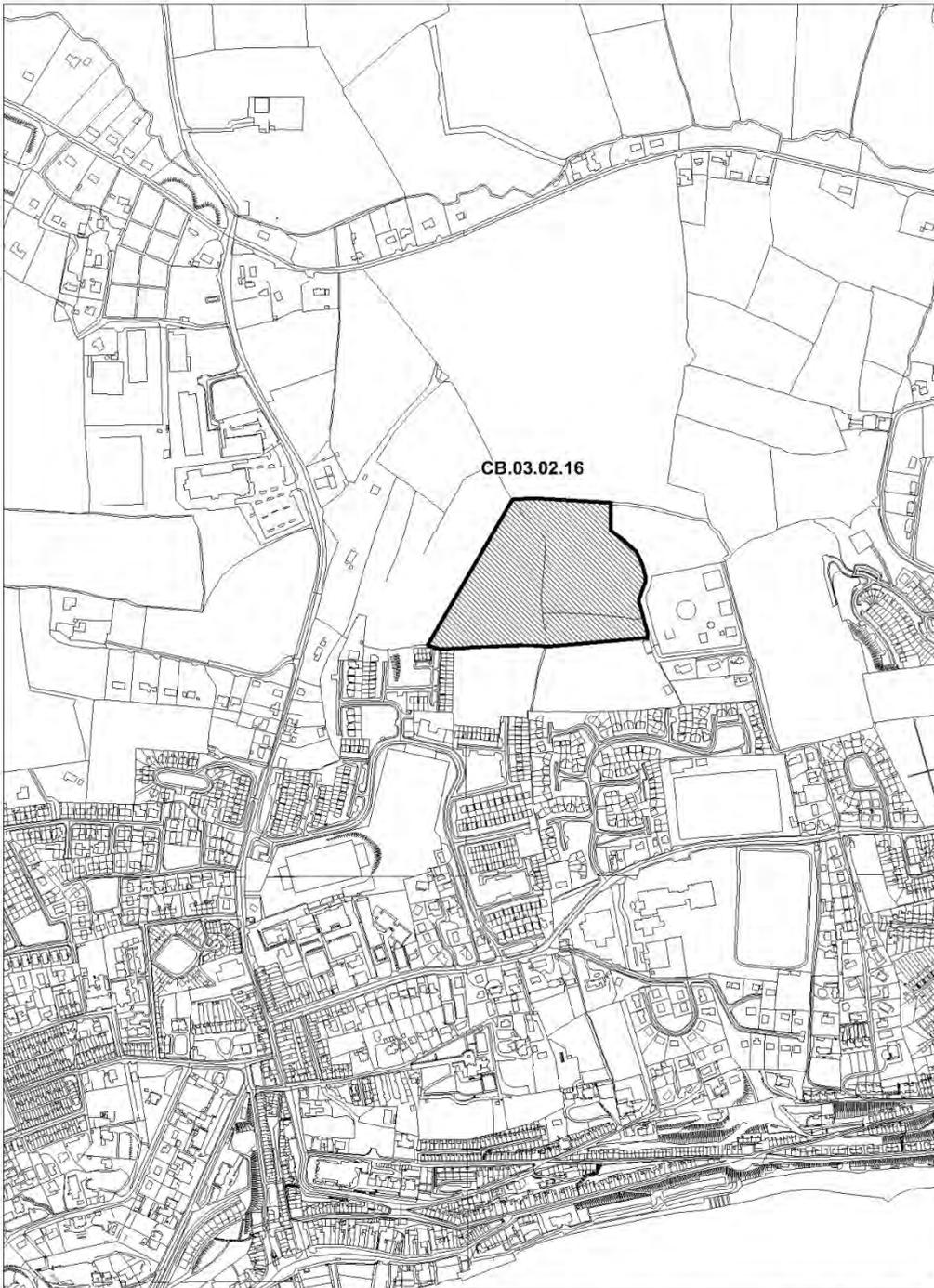
Amendment Ref:CB.03.02.06



Amendment Ref:CB.03.02.14



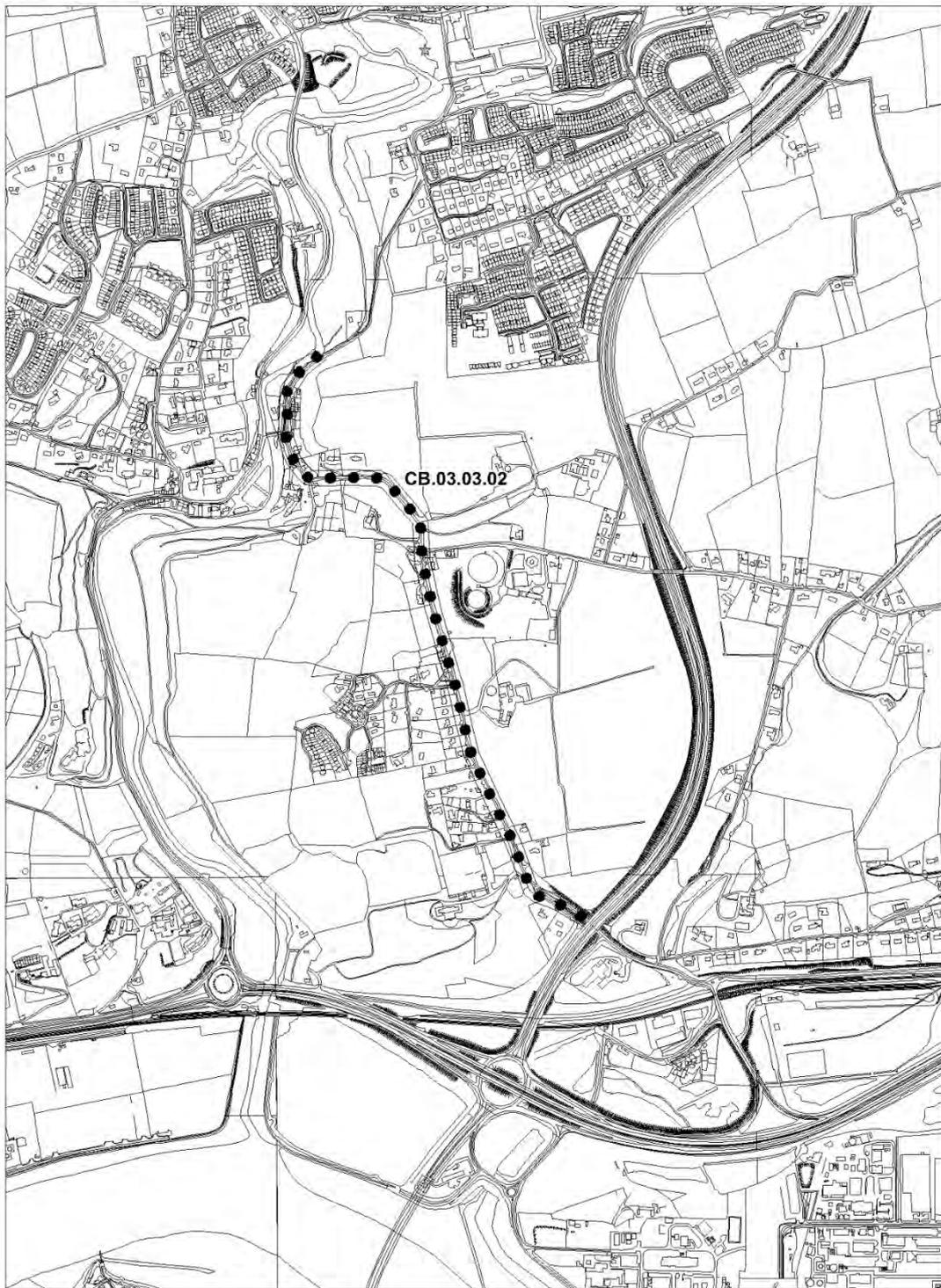
Amendment Ref:CB.03.02.15



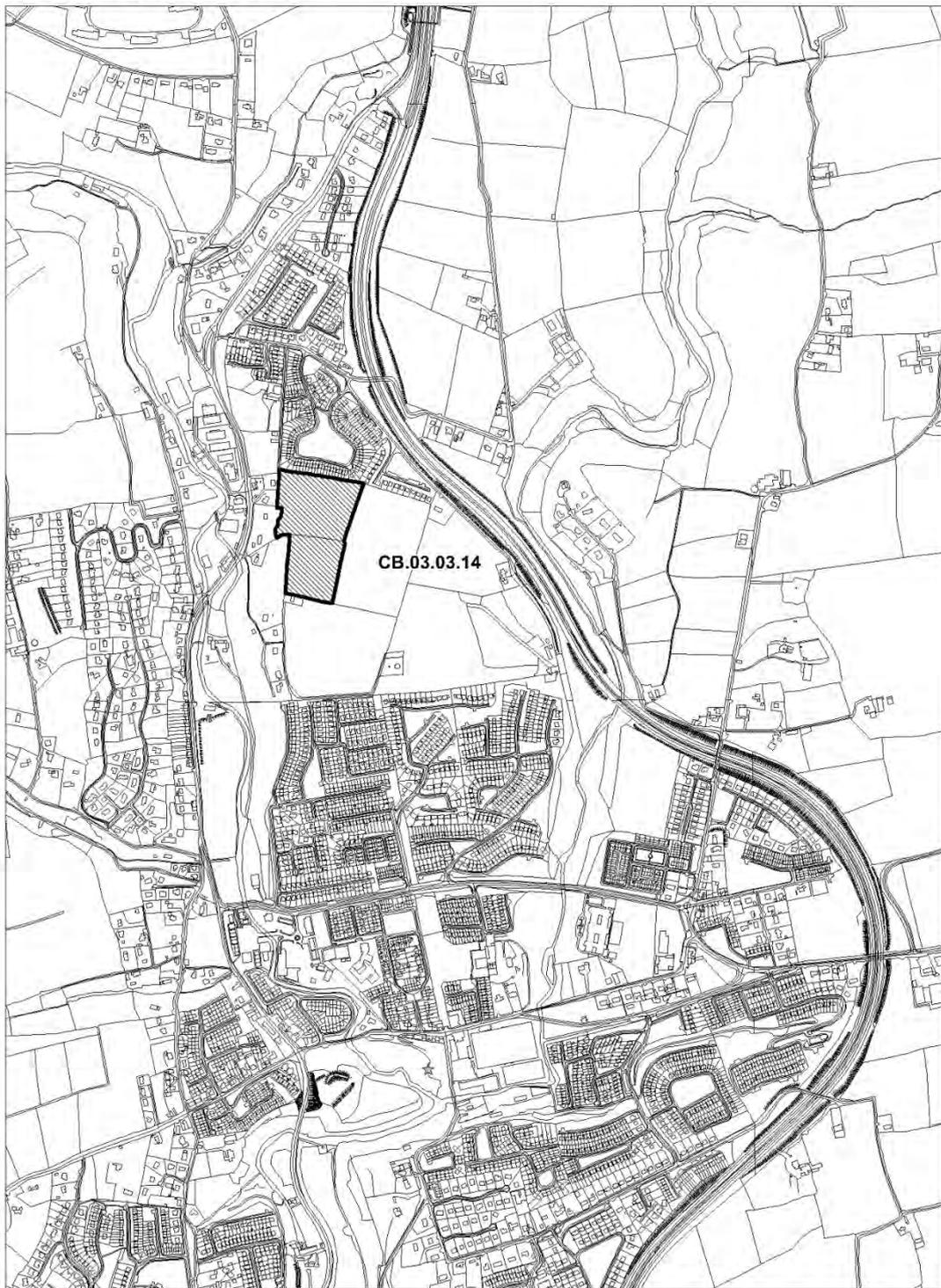
Amendment Ref:CB.03.02.16



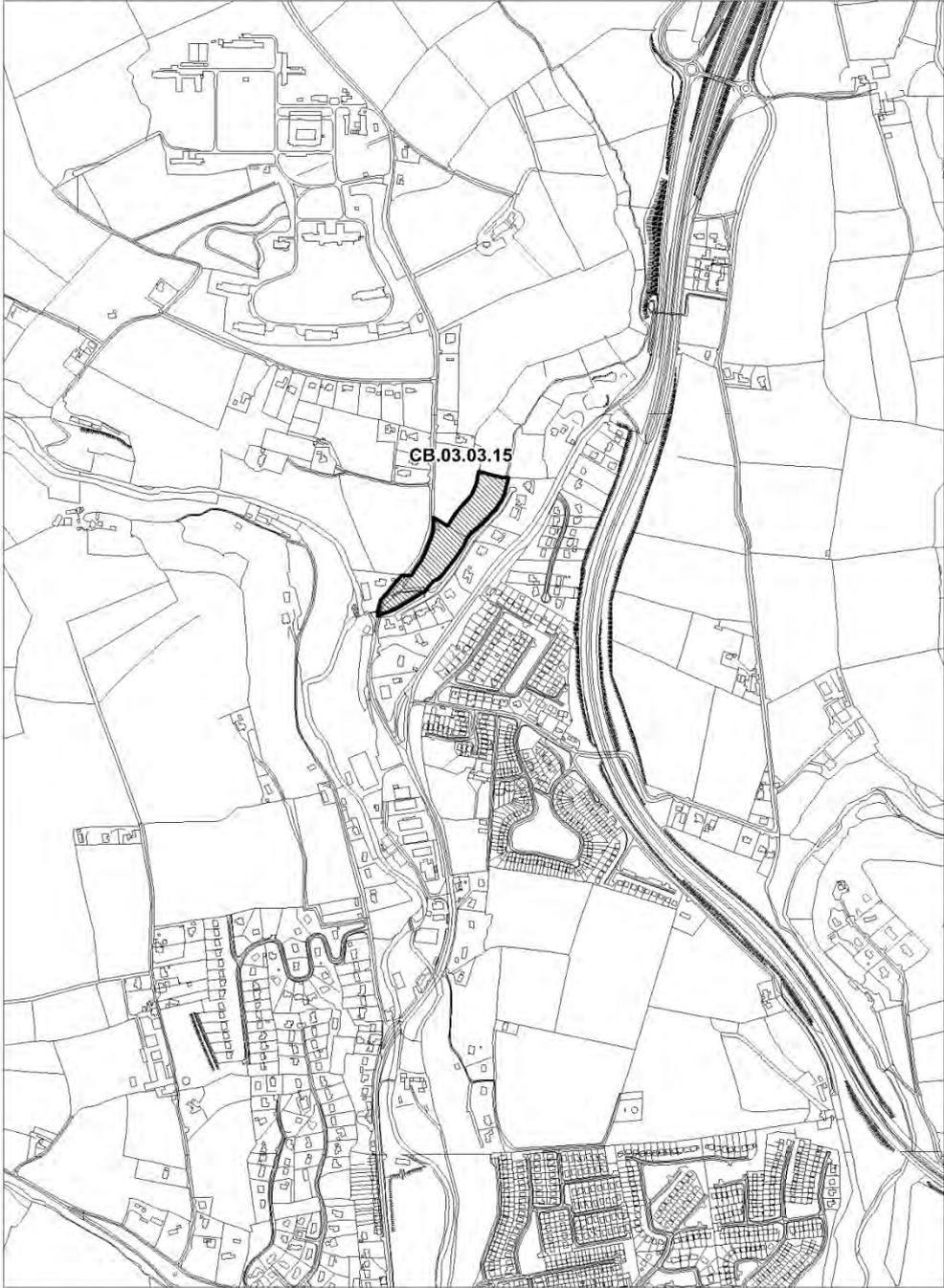
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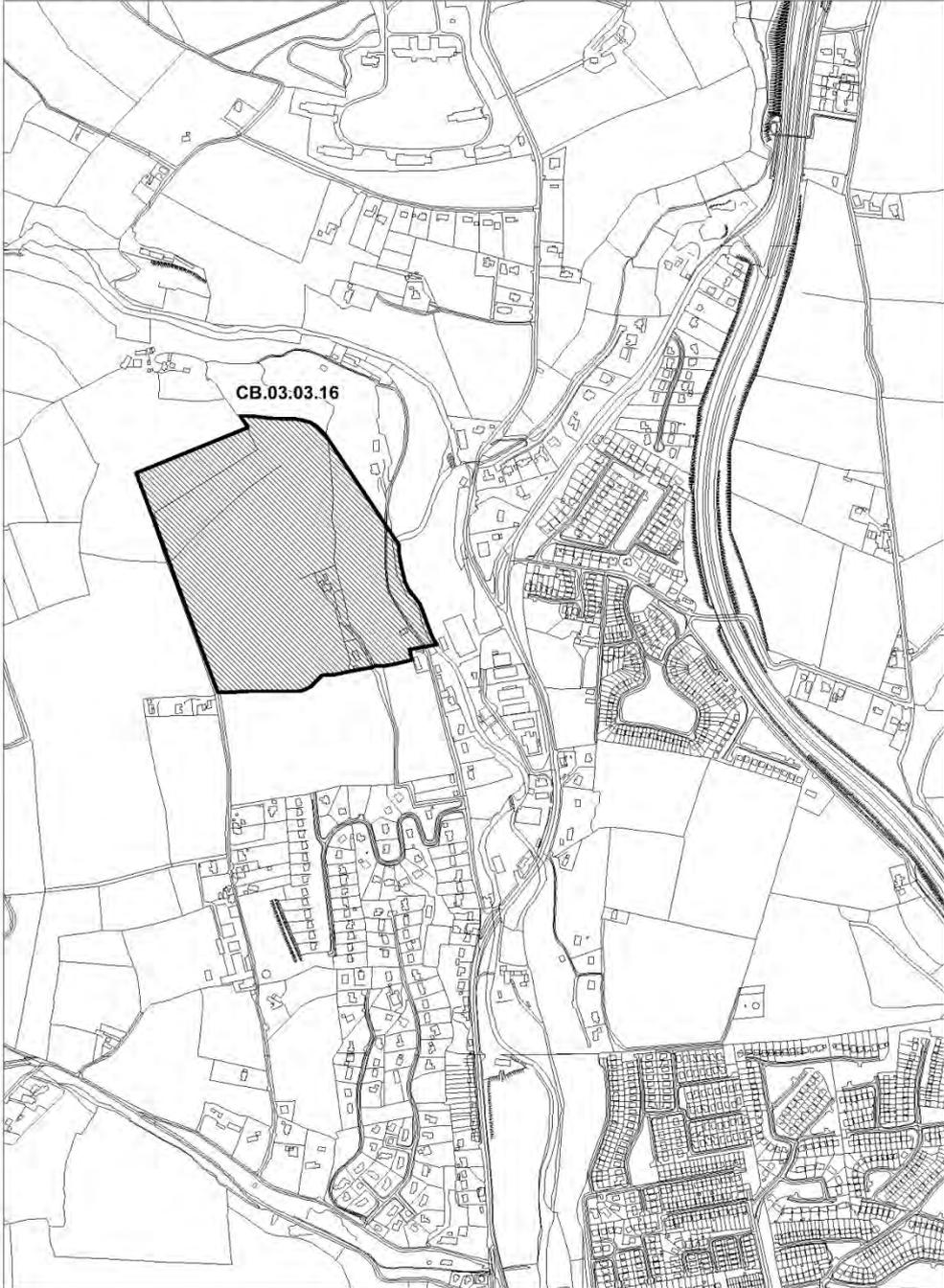
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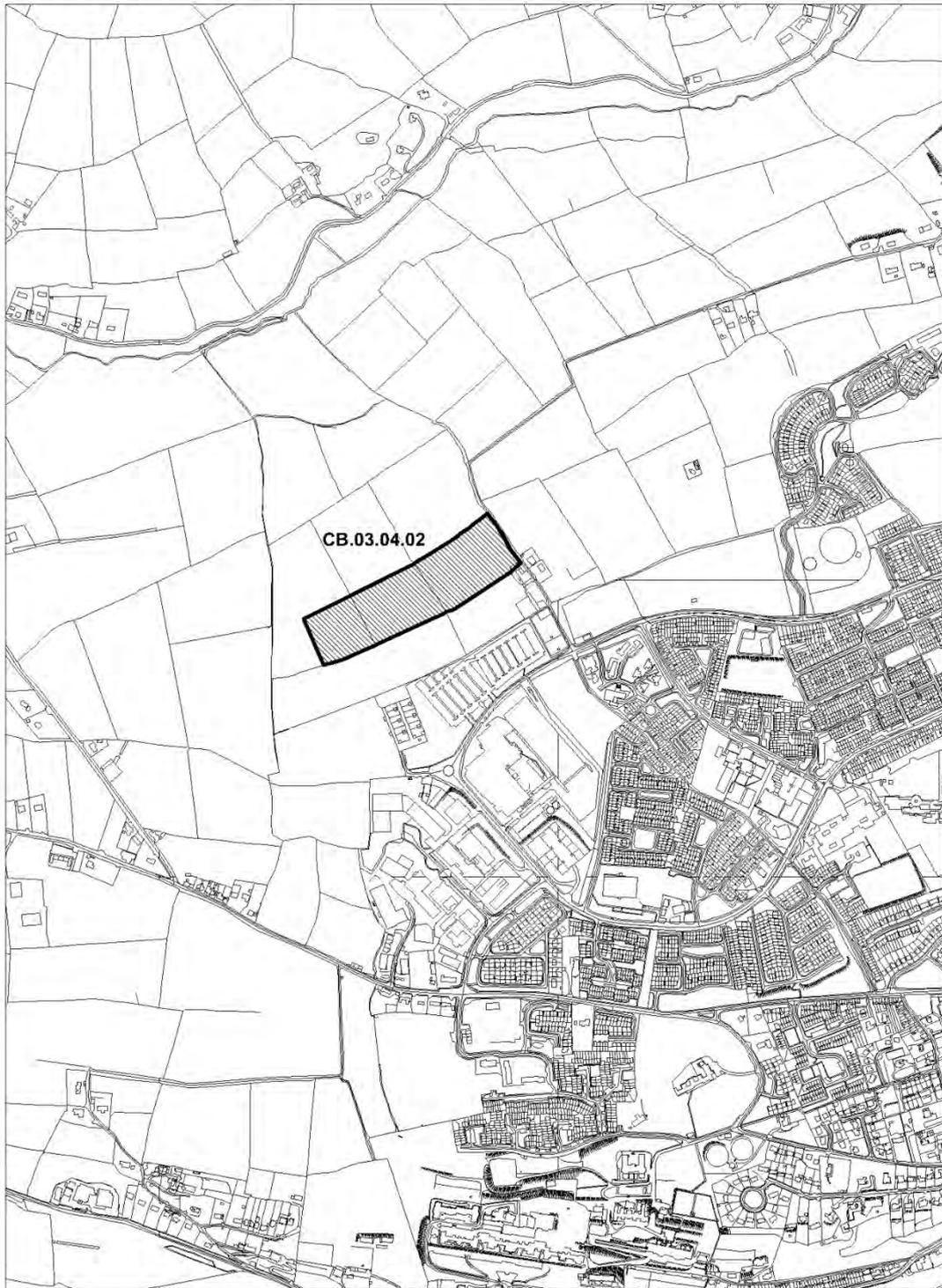
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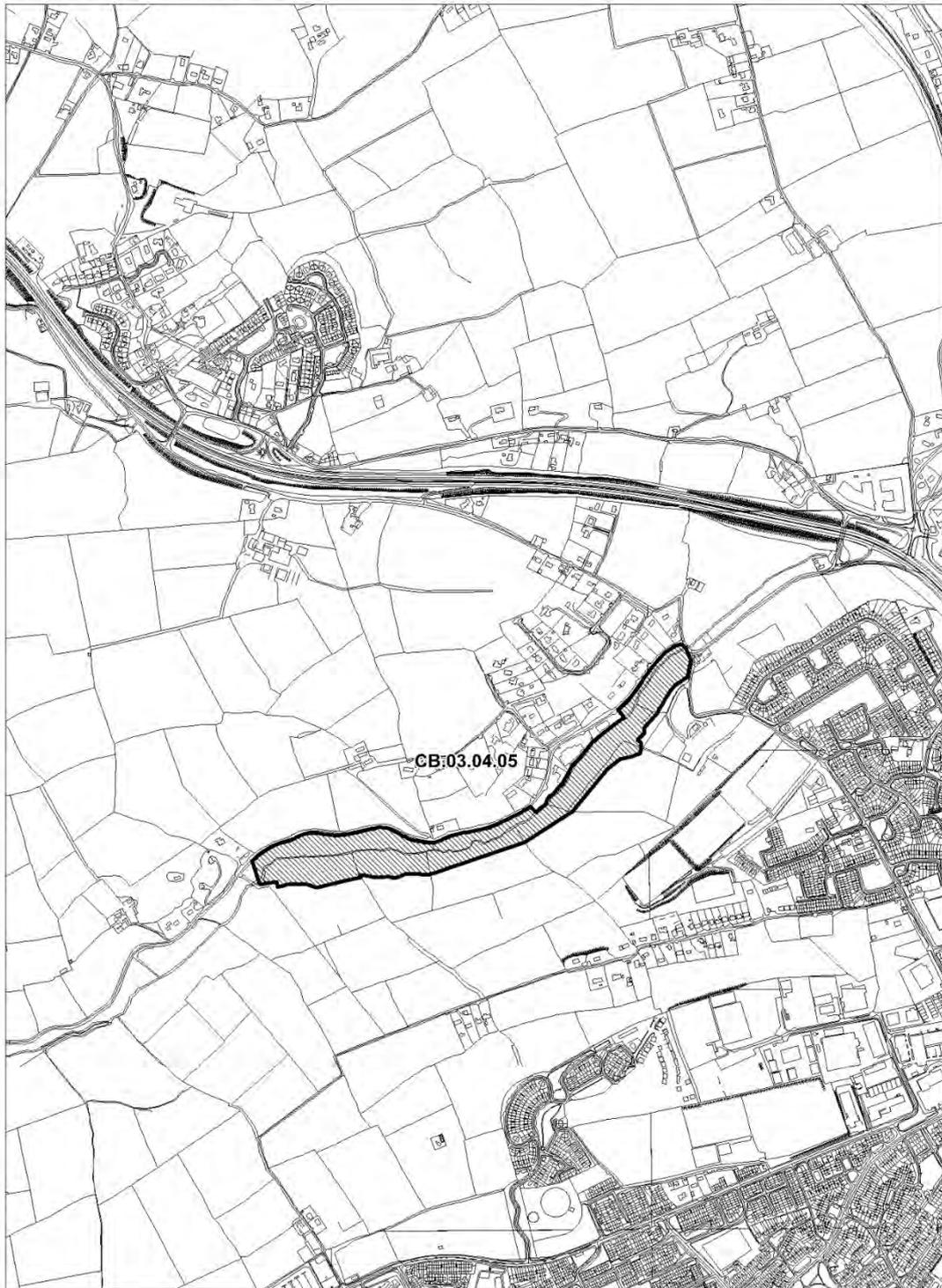
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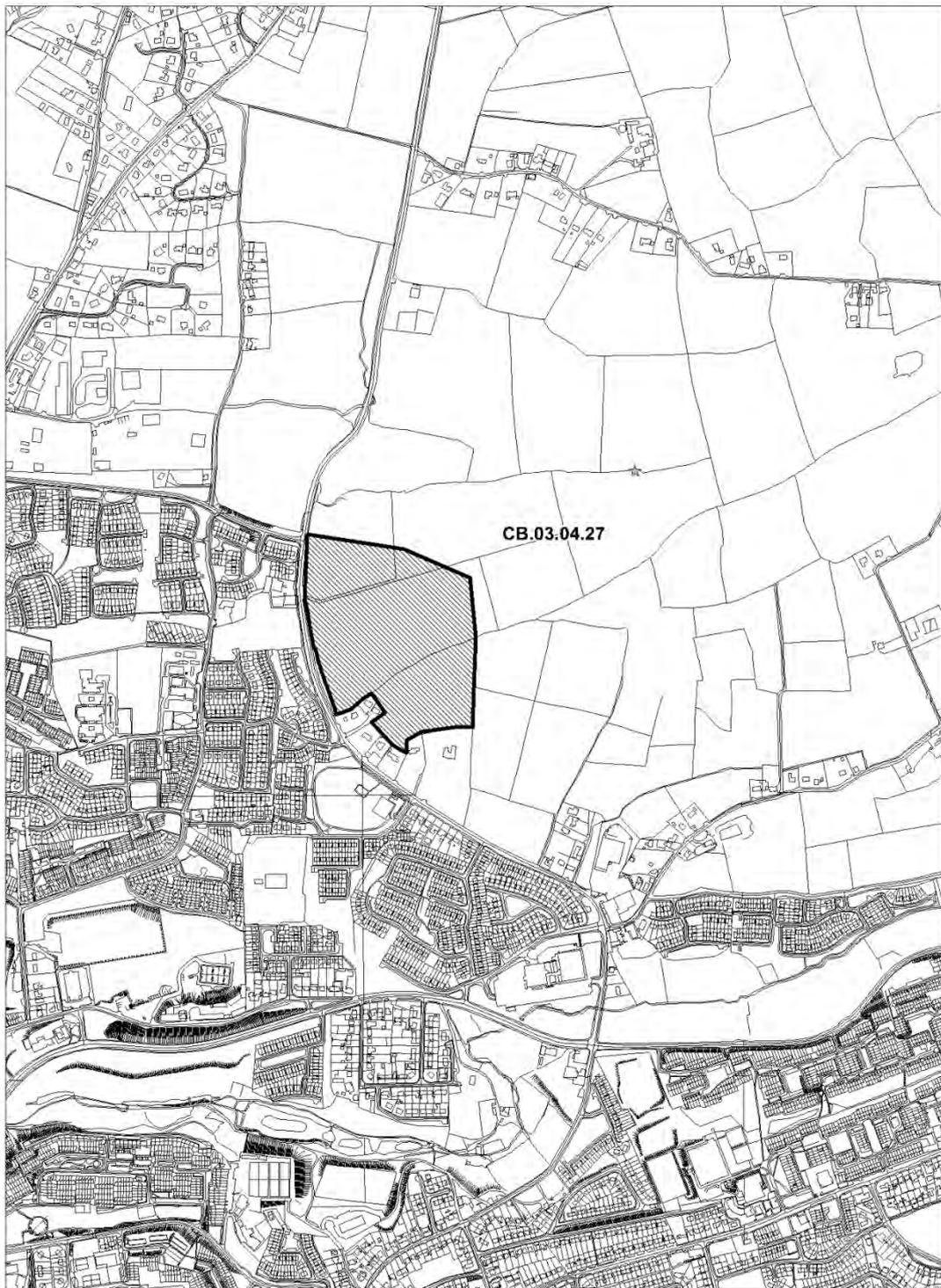
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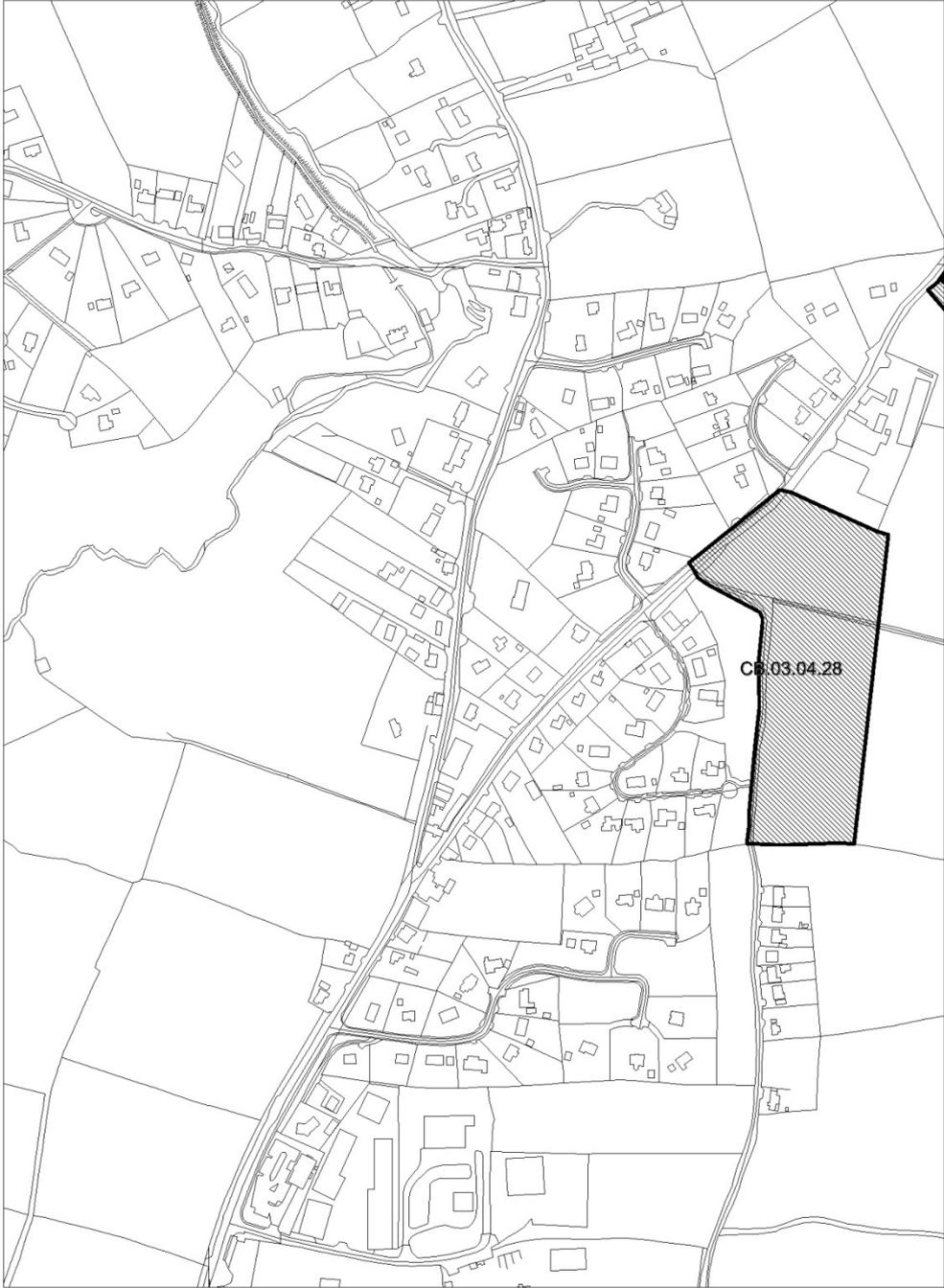
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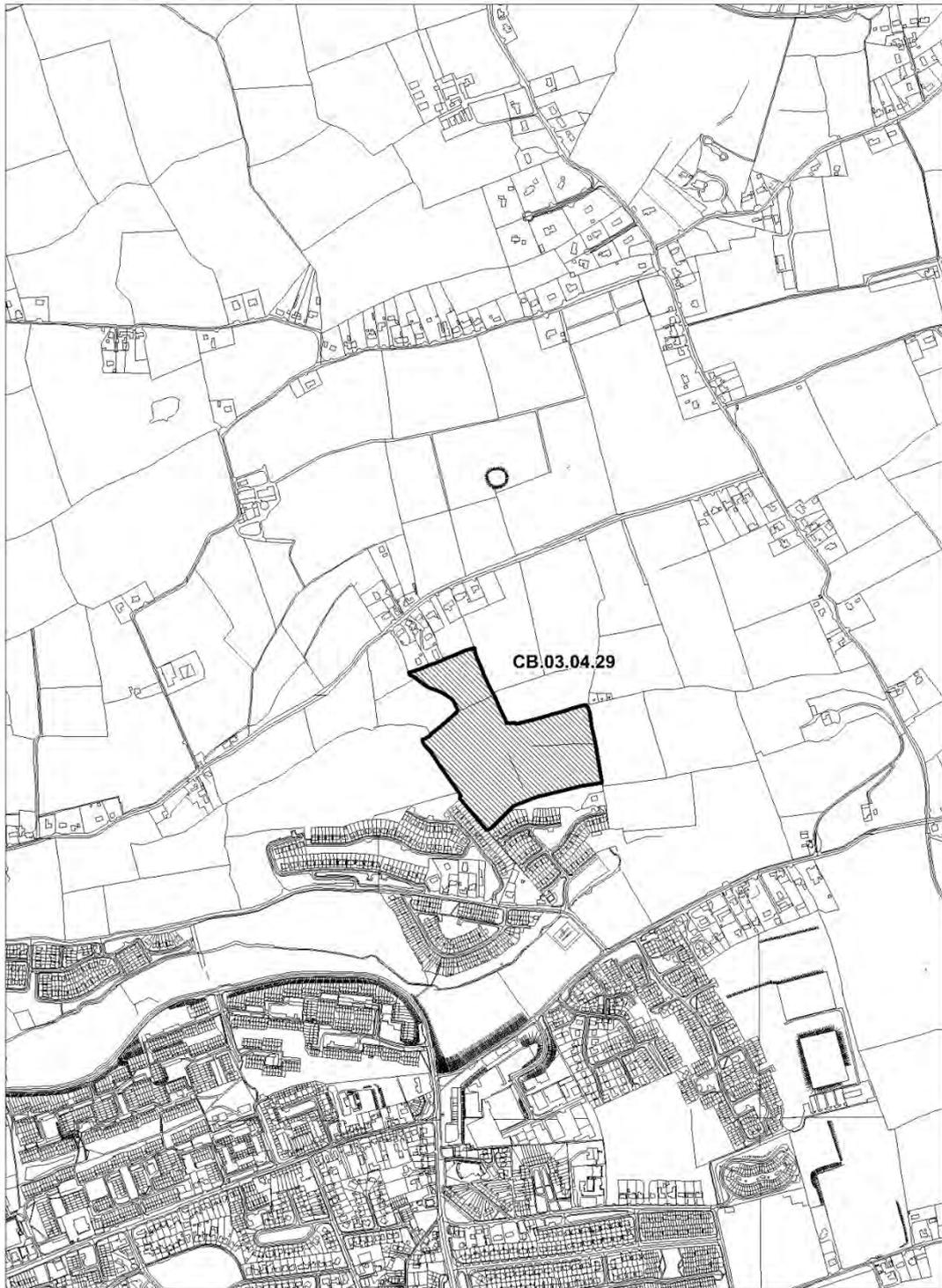
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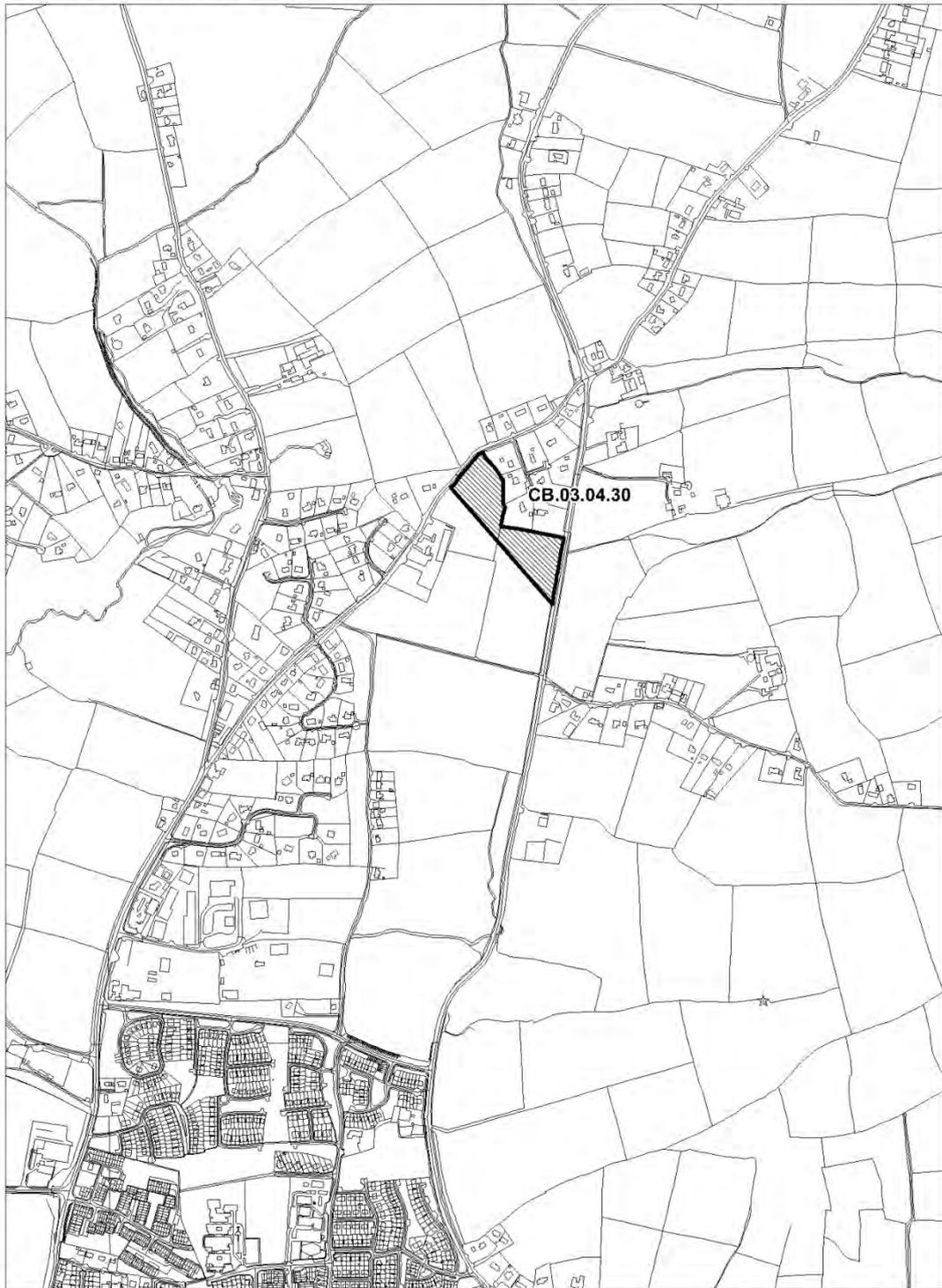
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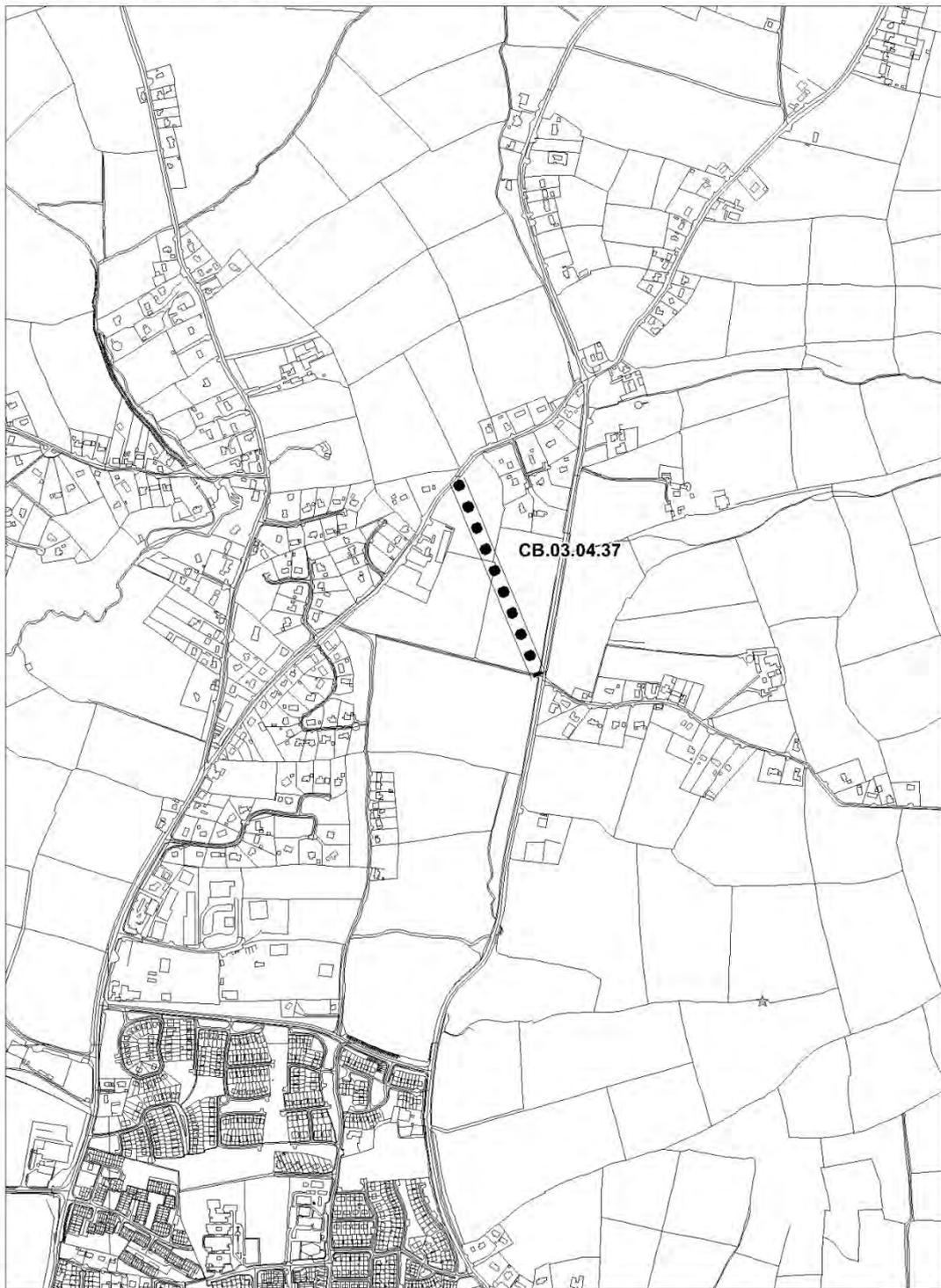
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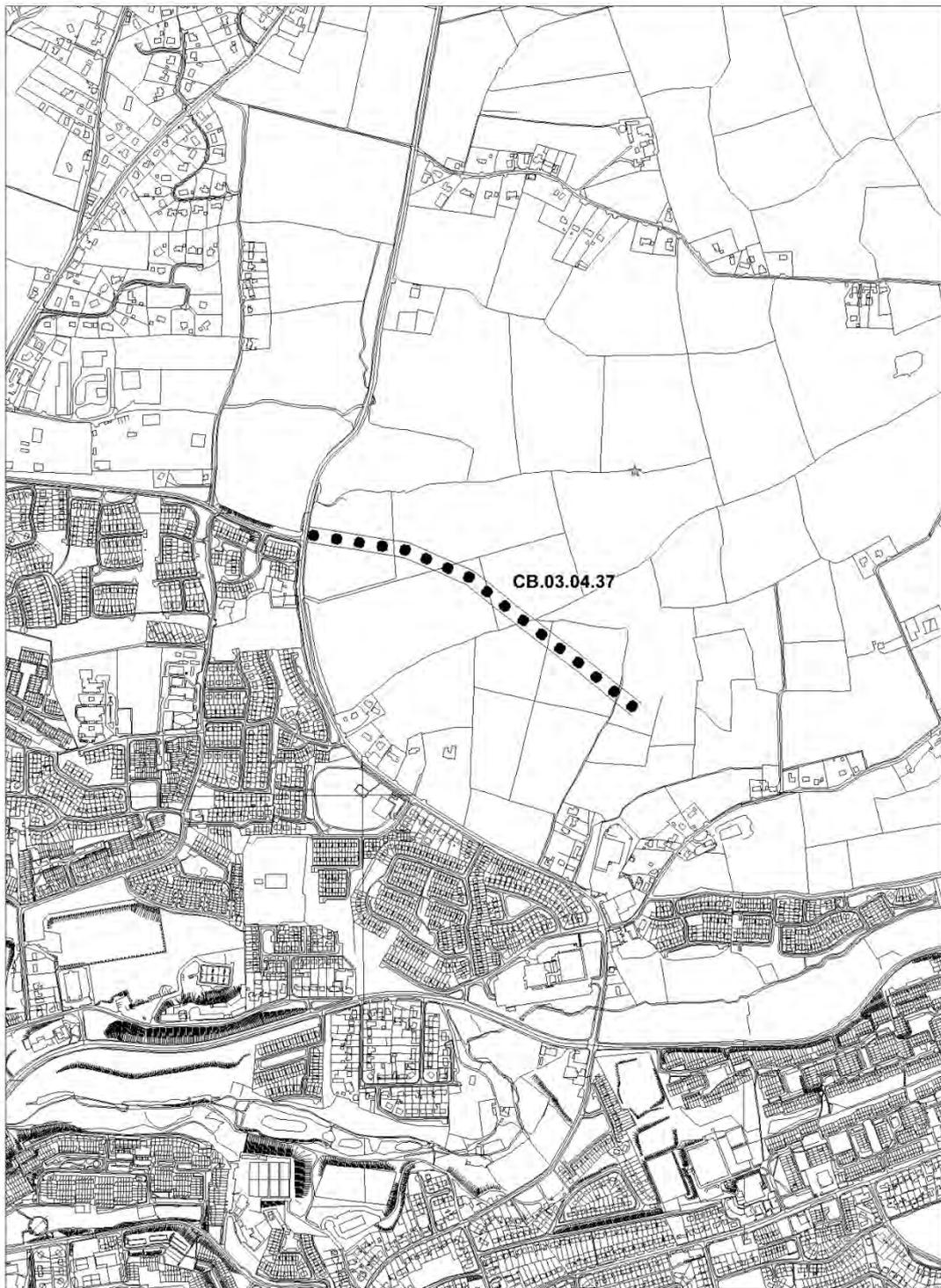
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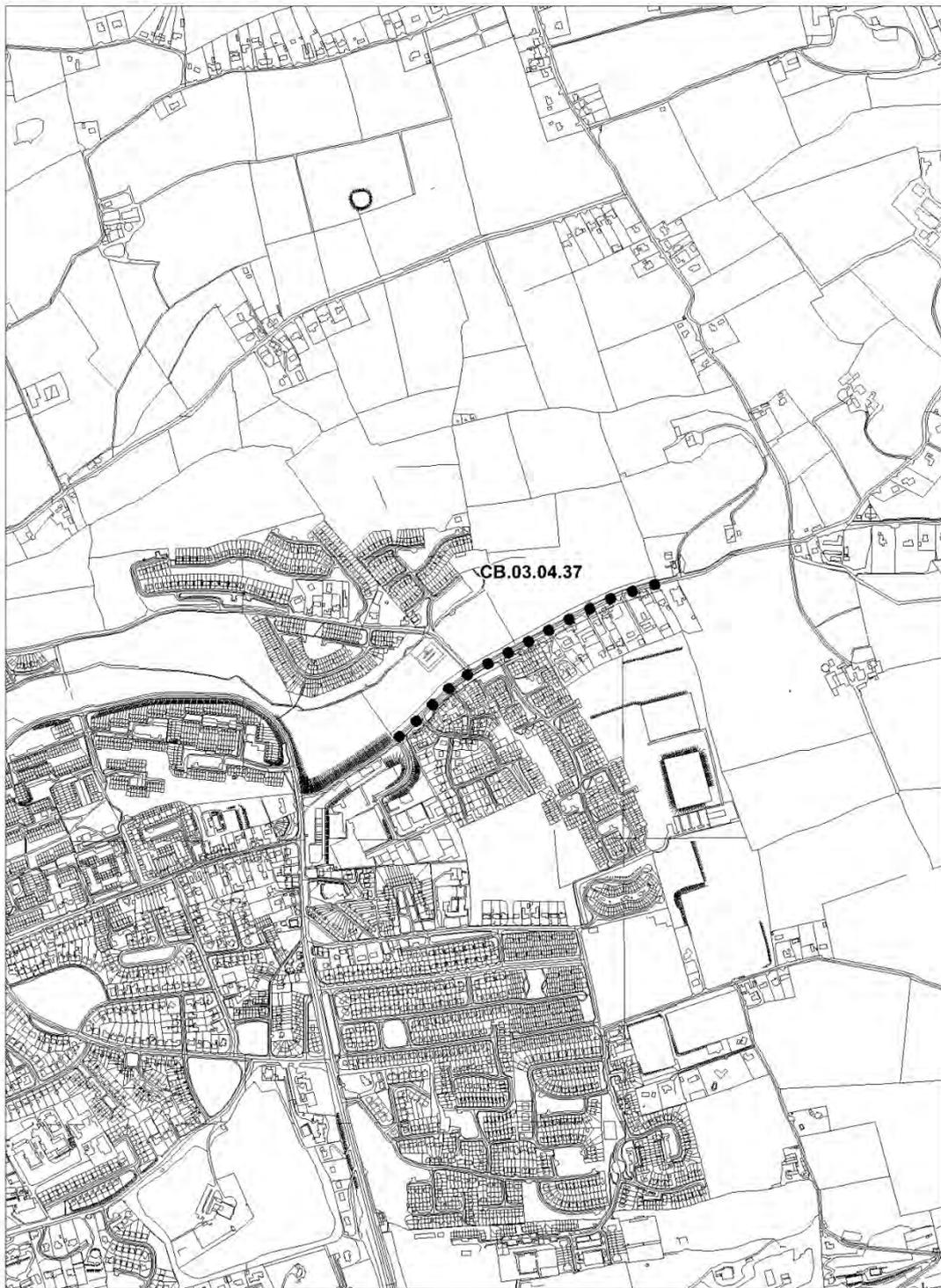
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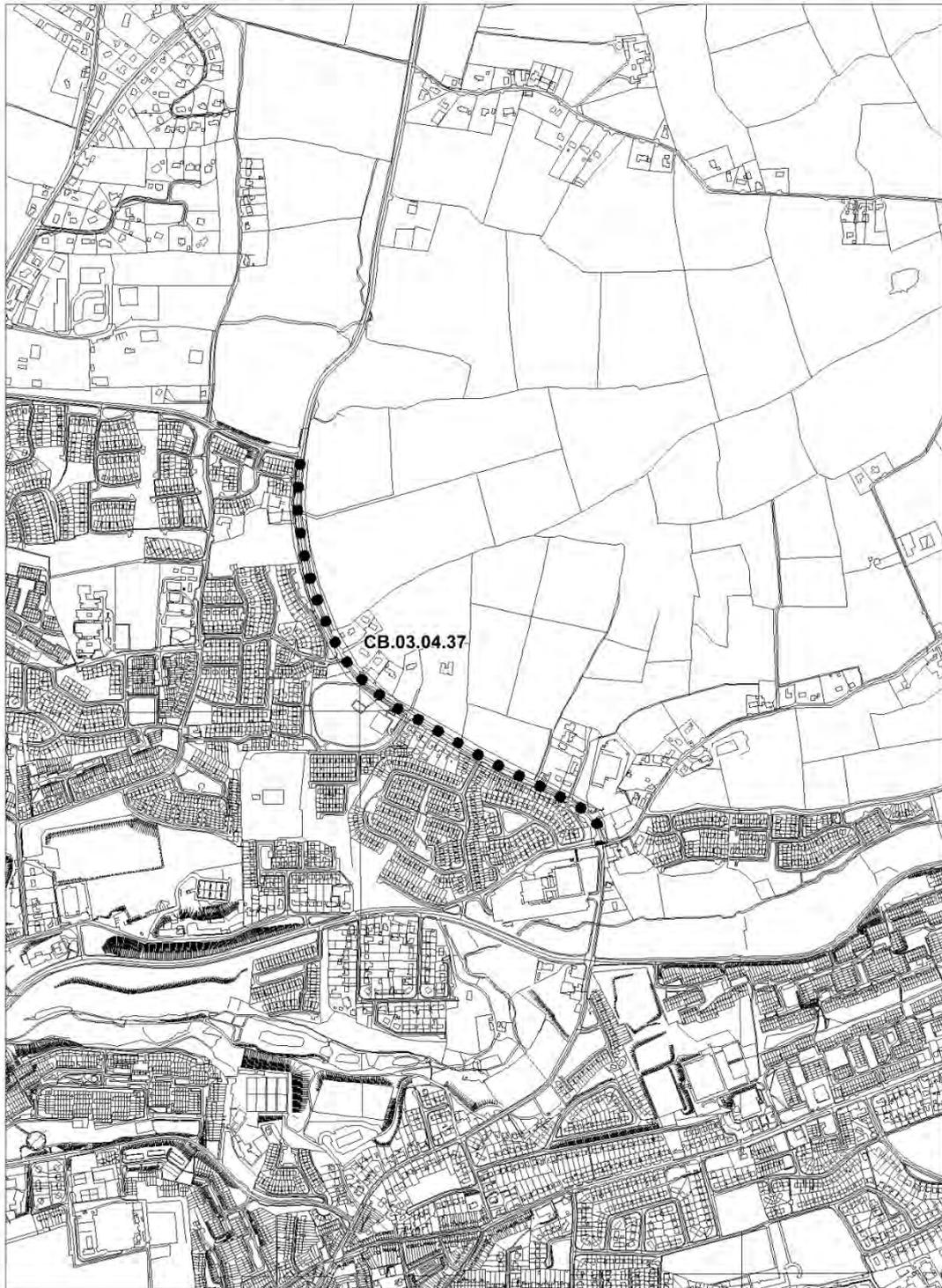
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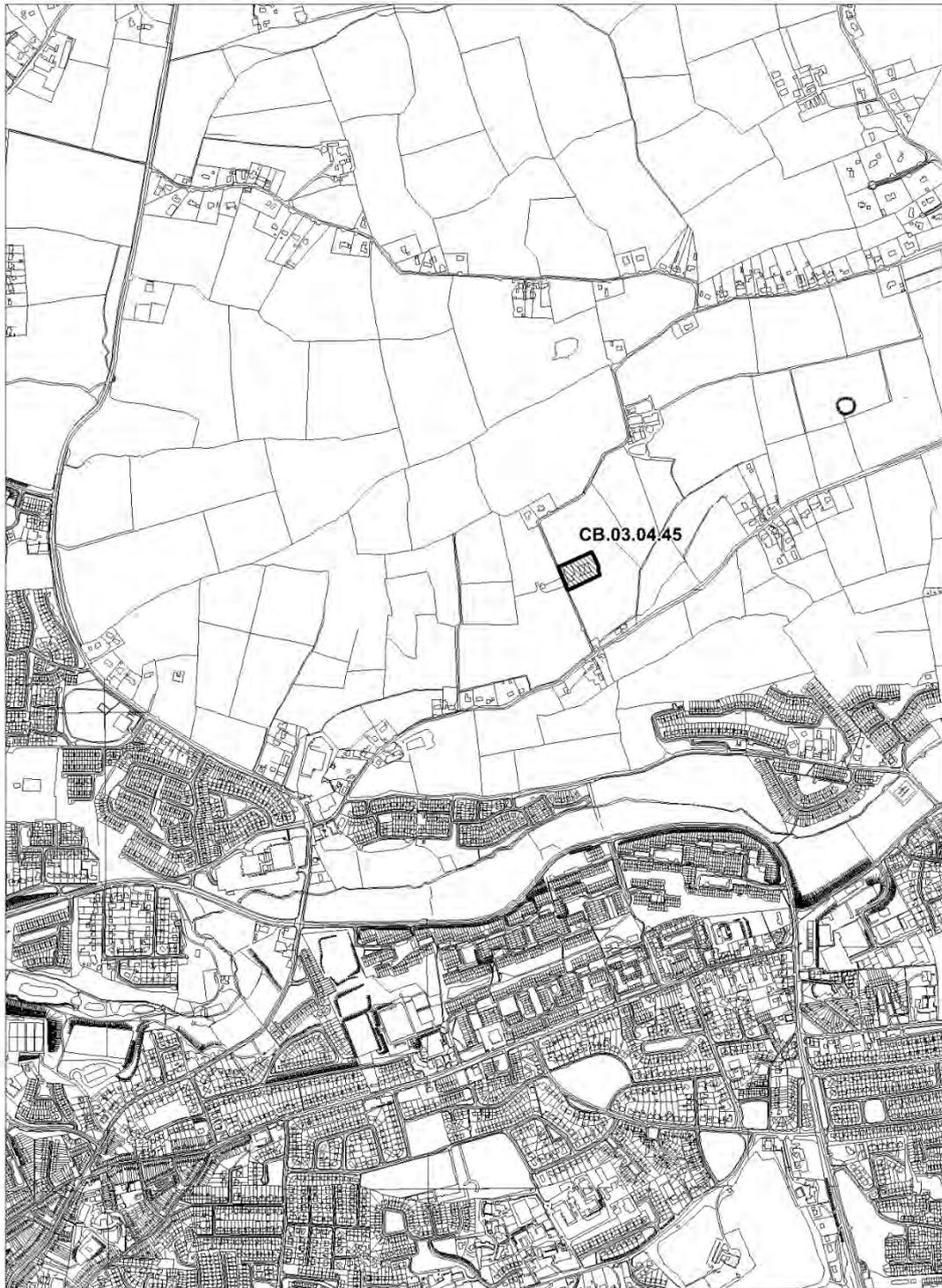
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Amendment Ref:CB.03.04.37



Amendment Ref:CB.03.04.37



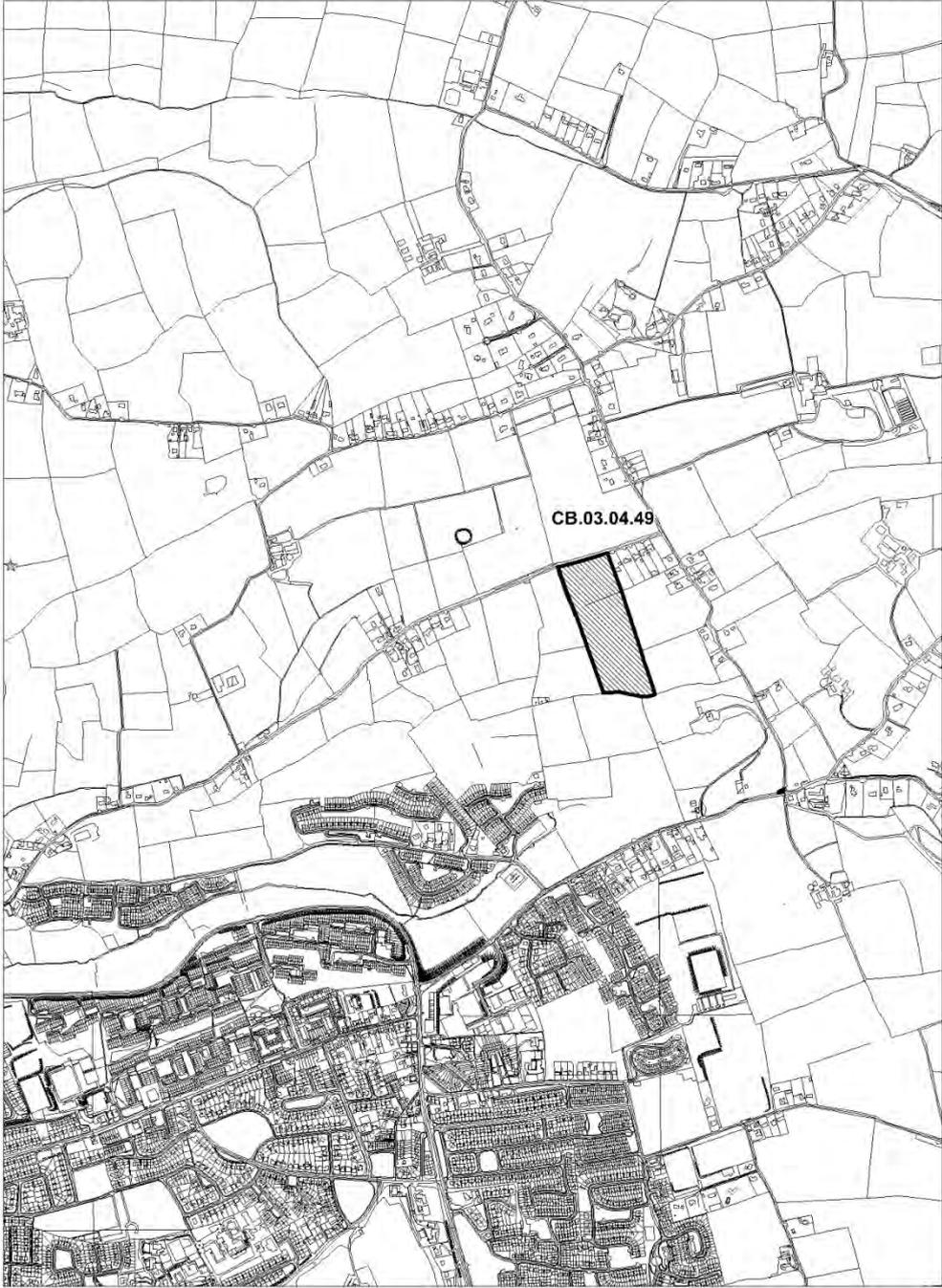
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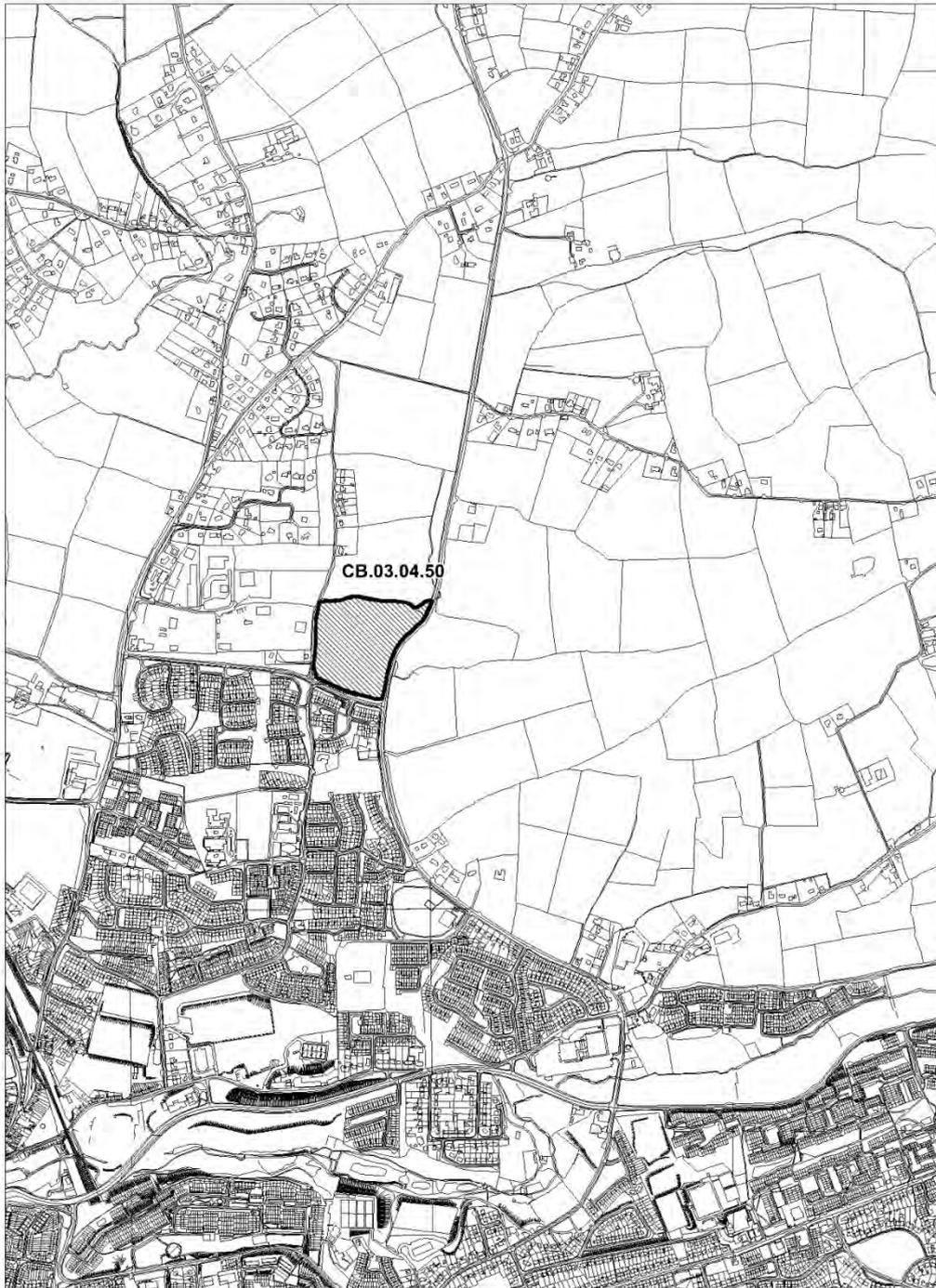
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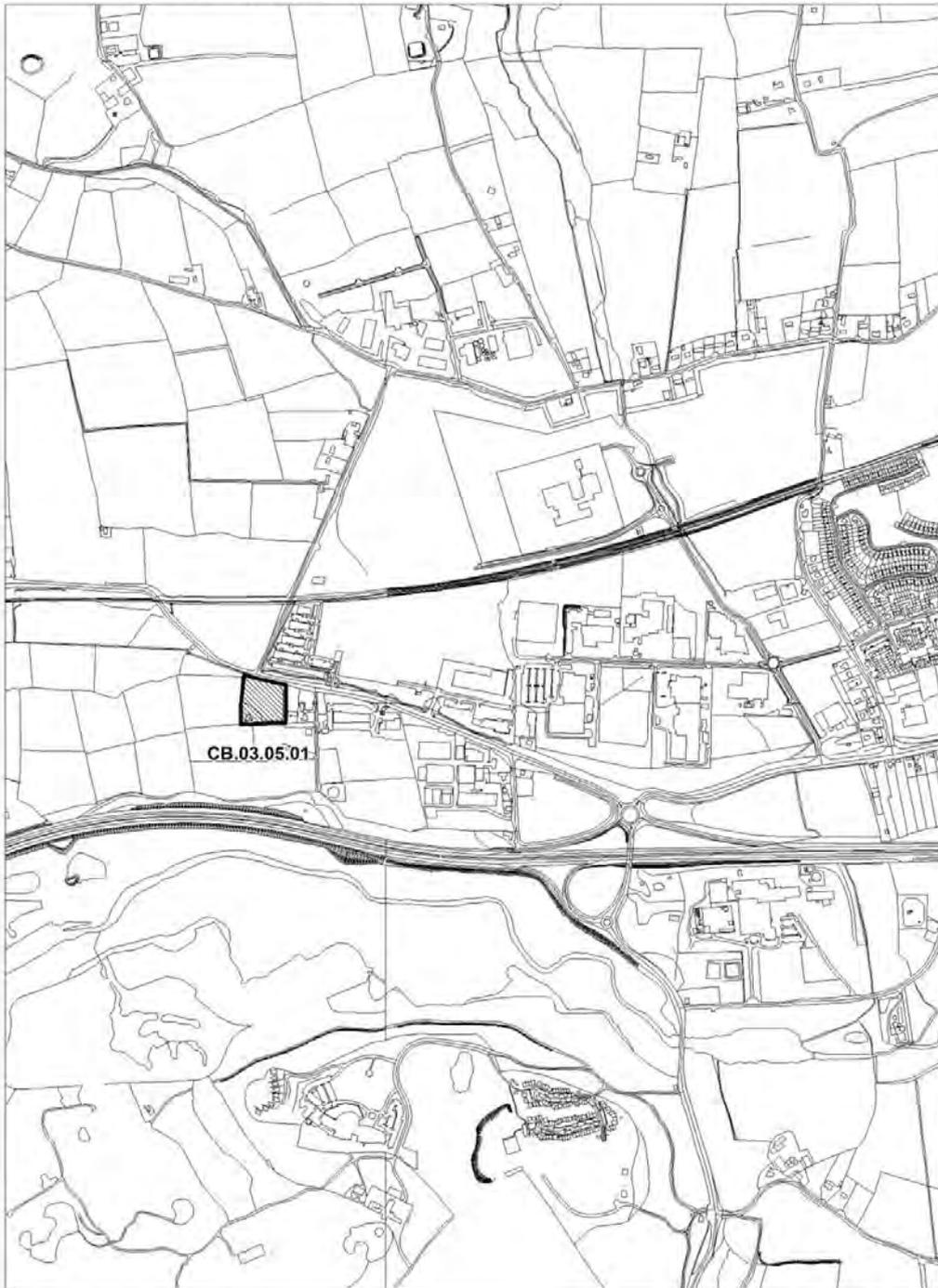
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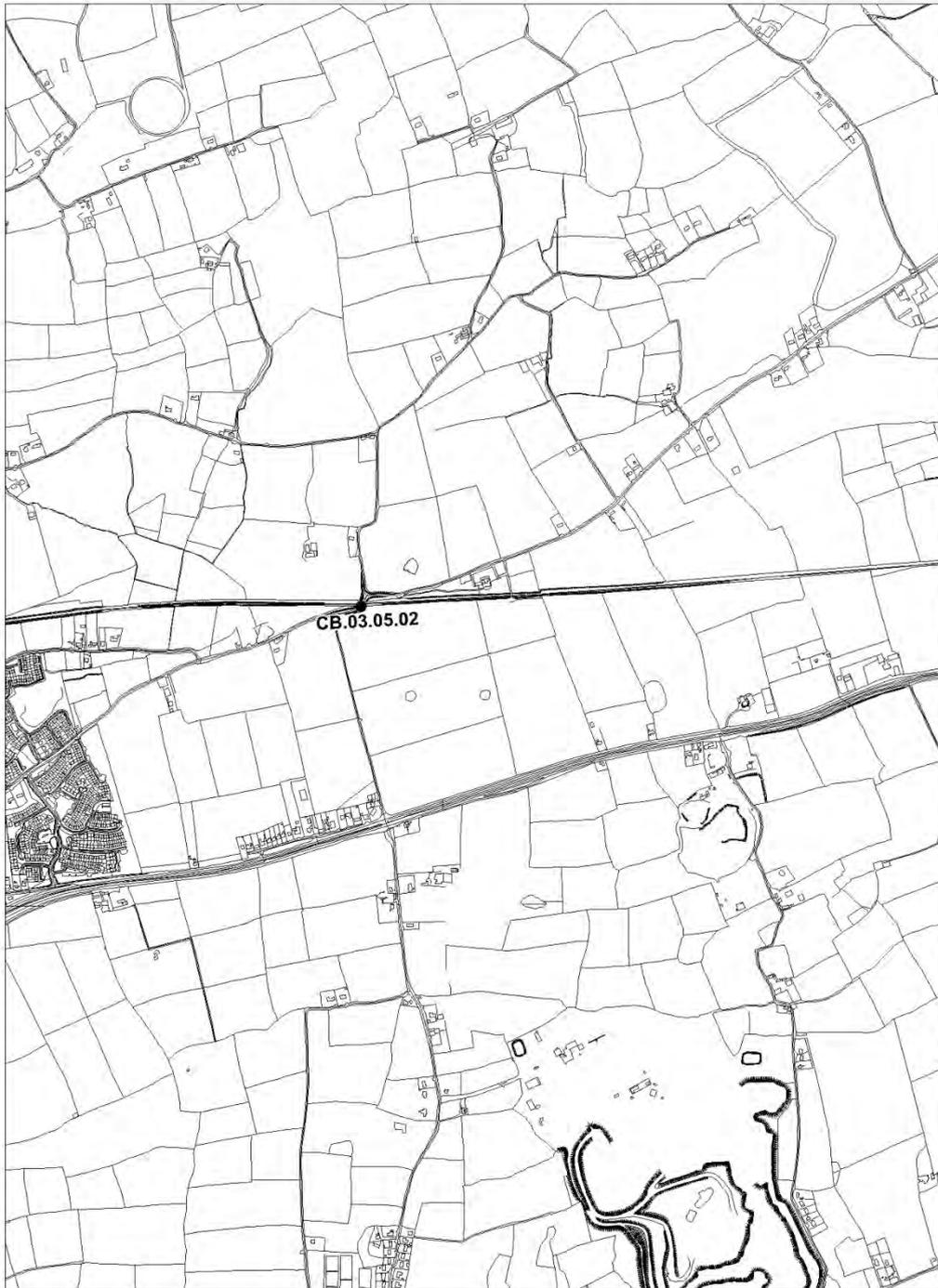
Amendment Ref:CB.03.04.49



Amendment Ref:CB.03.04.50



Amendment Ref:CB.03.05.01



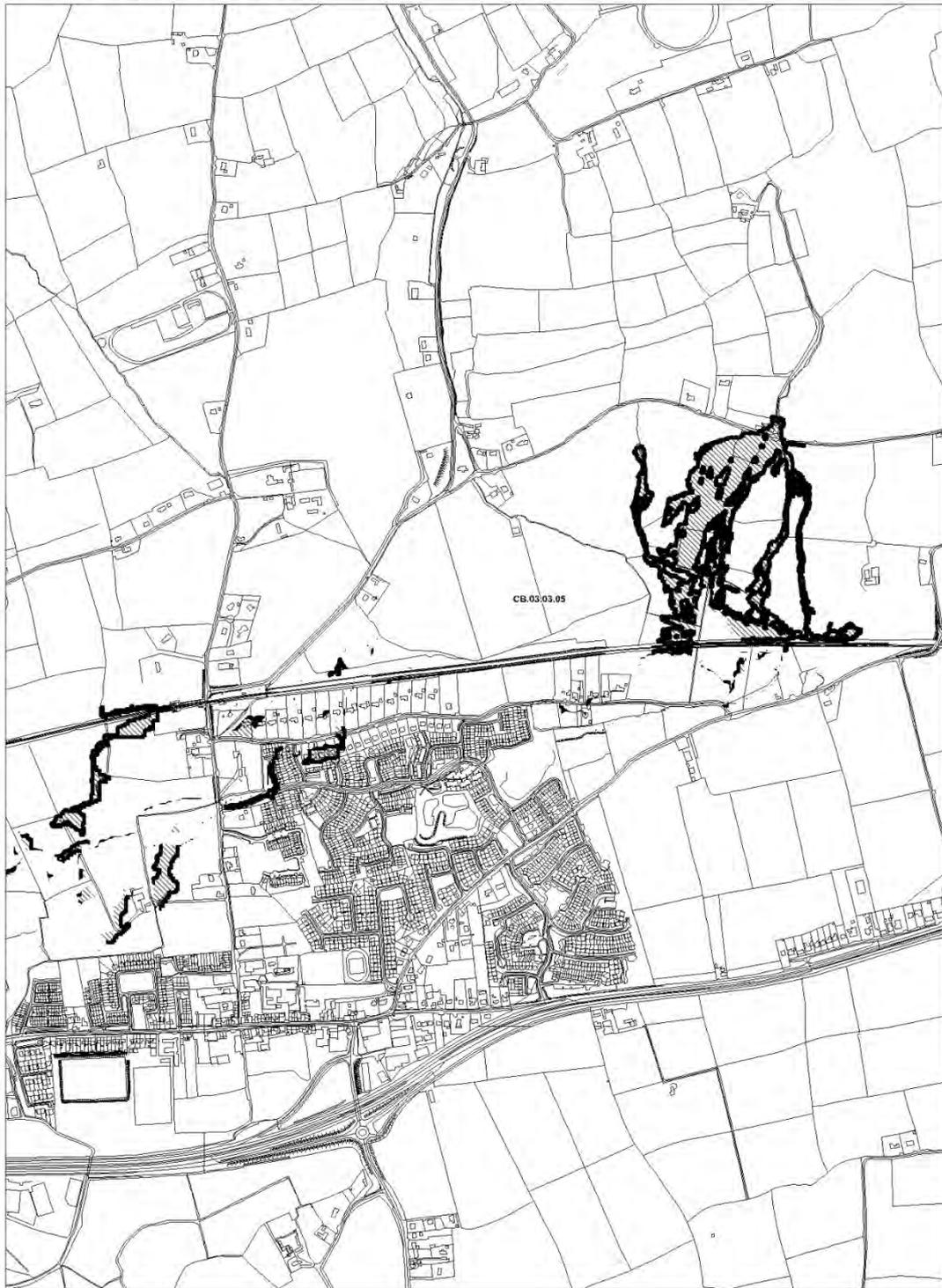
Amendment Ref:CB.03.05.02



Amendment Ref:CB.03.05.03



Amendment Ref:CB.03.05.04



Amendment Ref:CB.03.05.05



Amendment Ref:CB.03.05.18



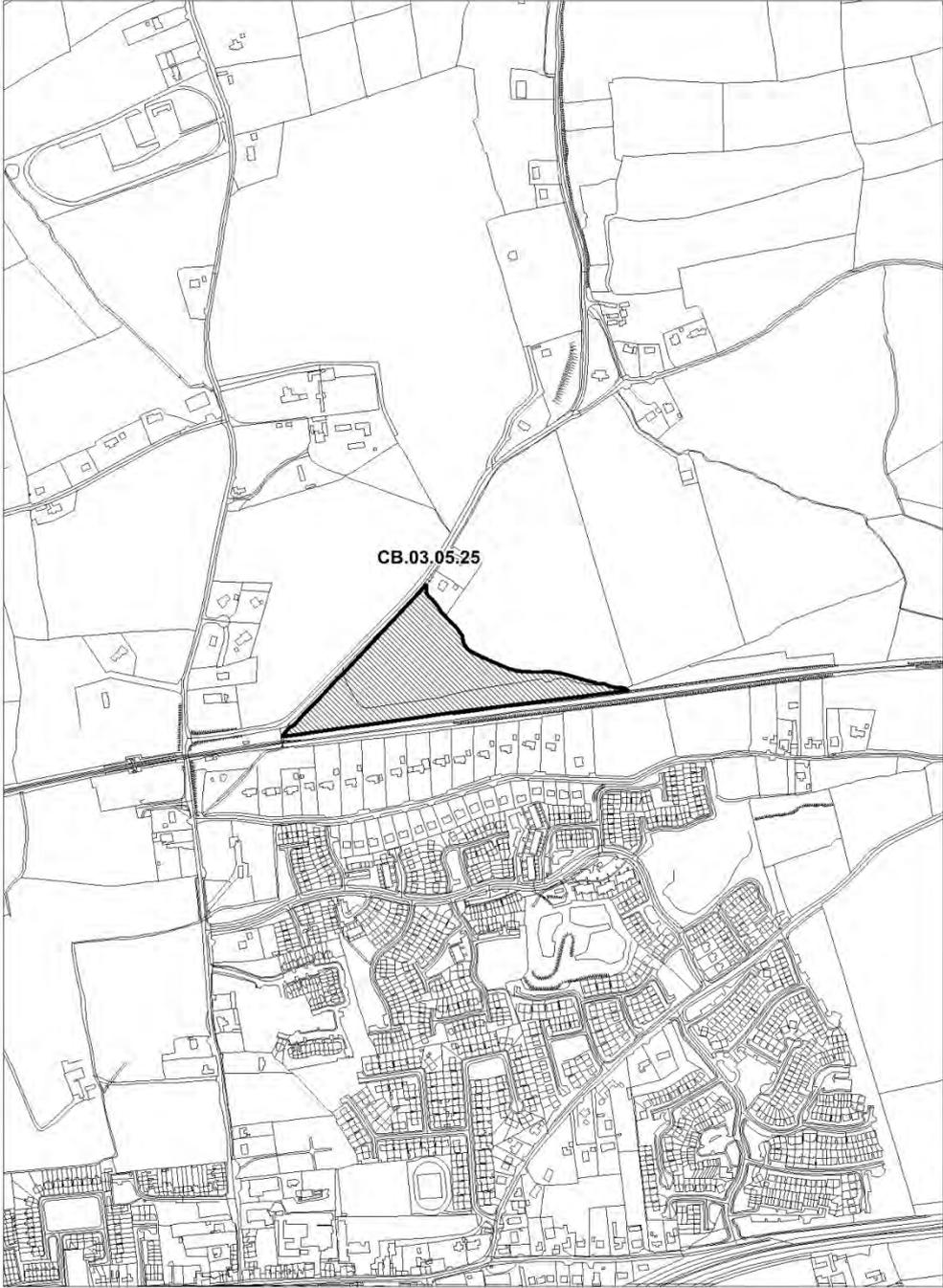
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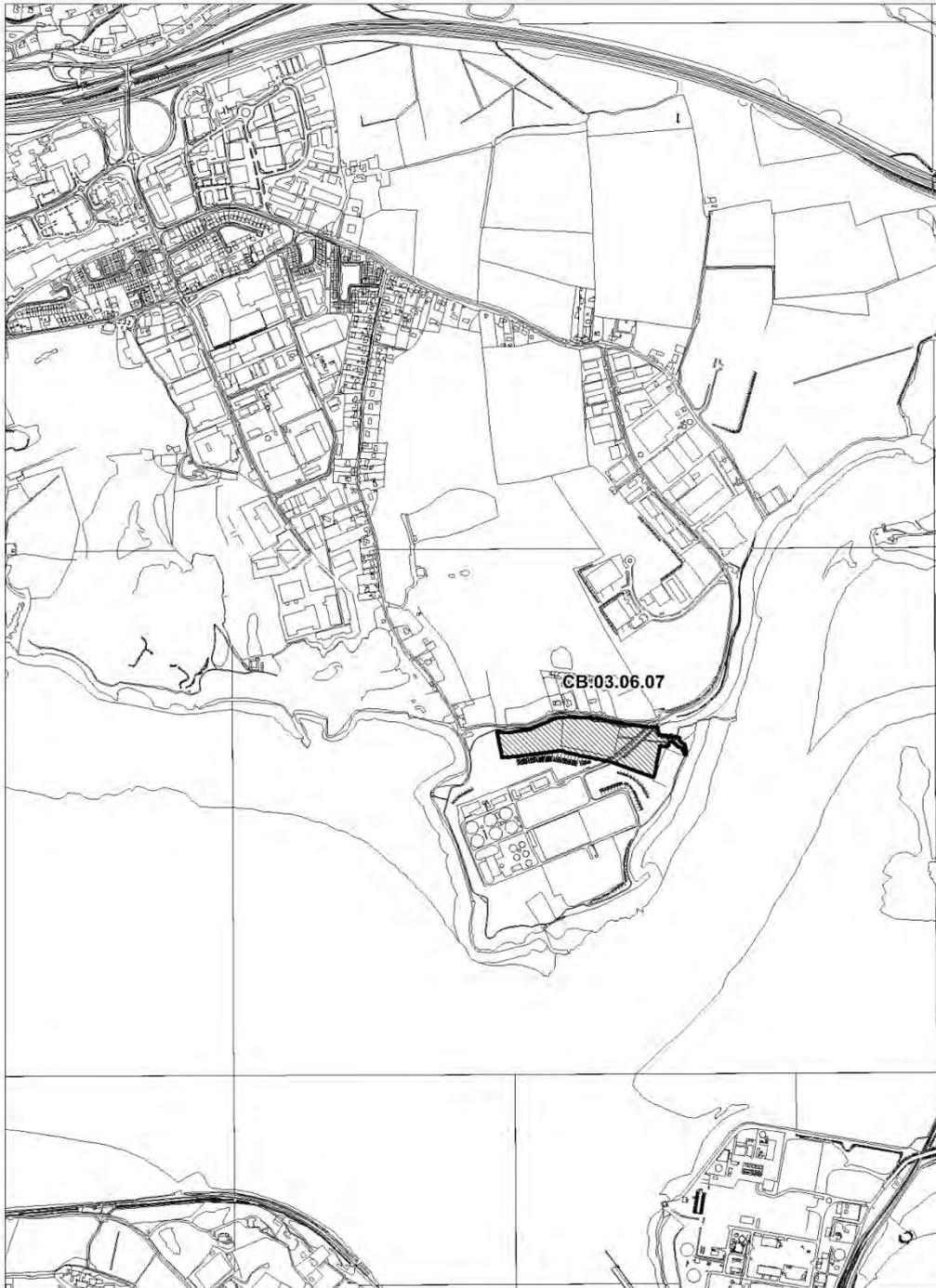
Amendment Ref:CB.03.05.23



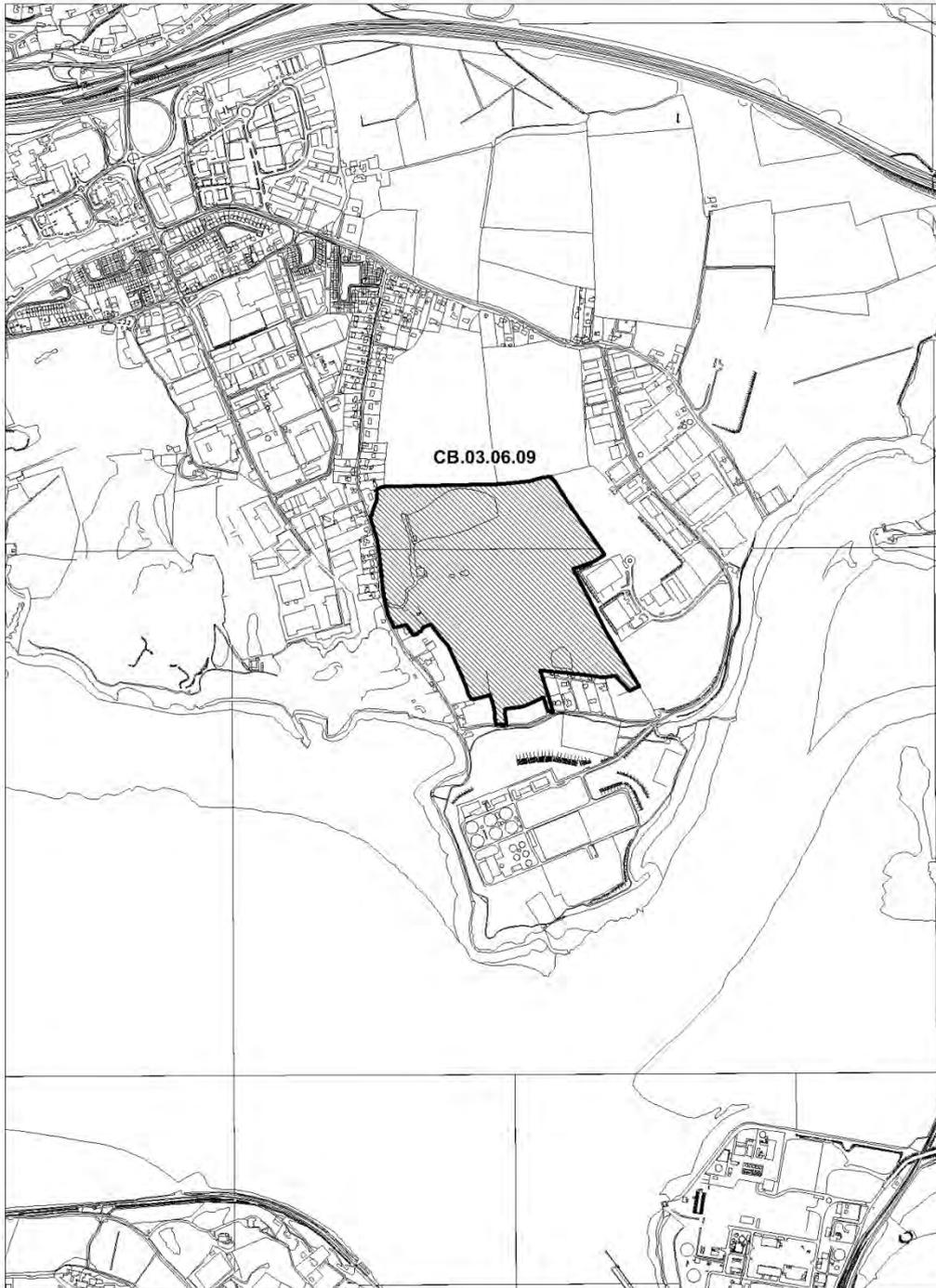
Amendment Ref:CB.03.05.24



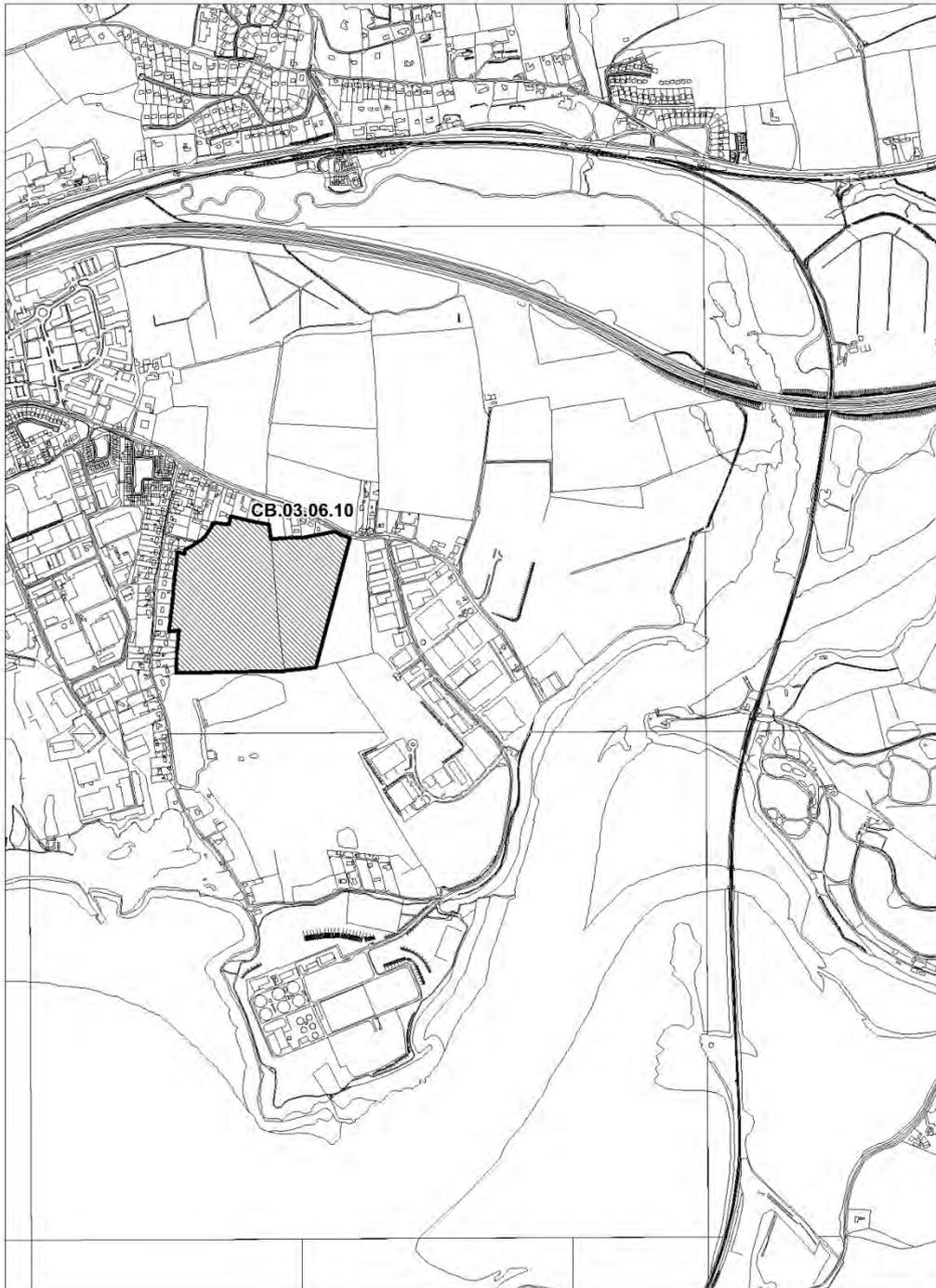
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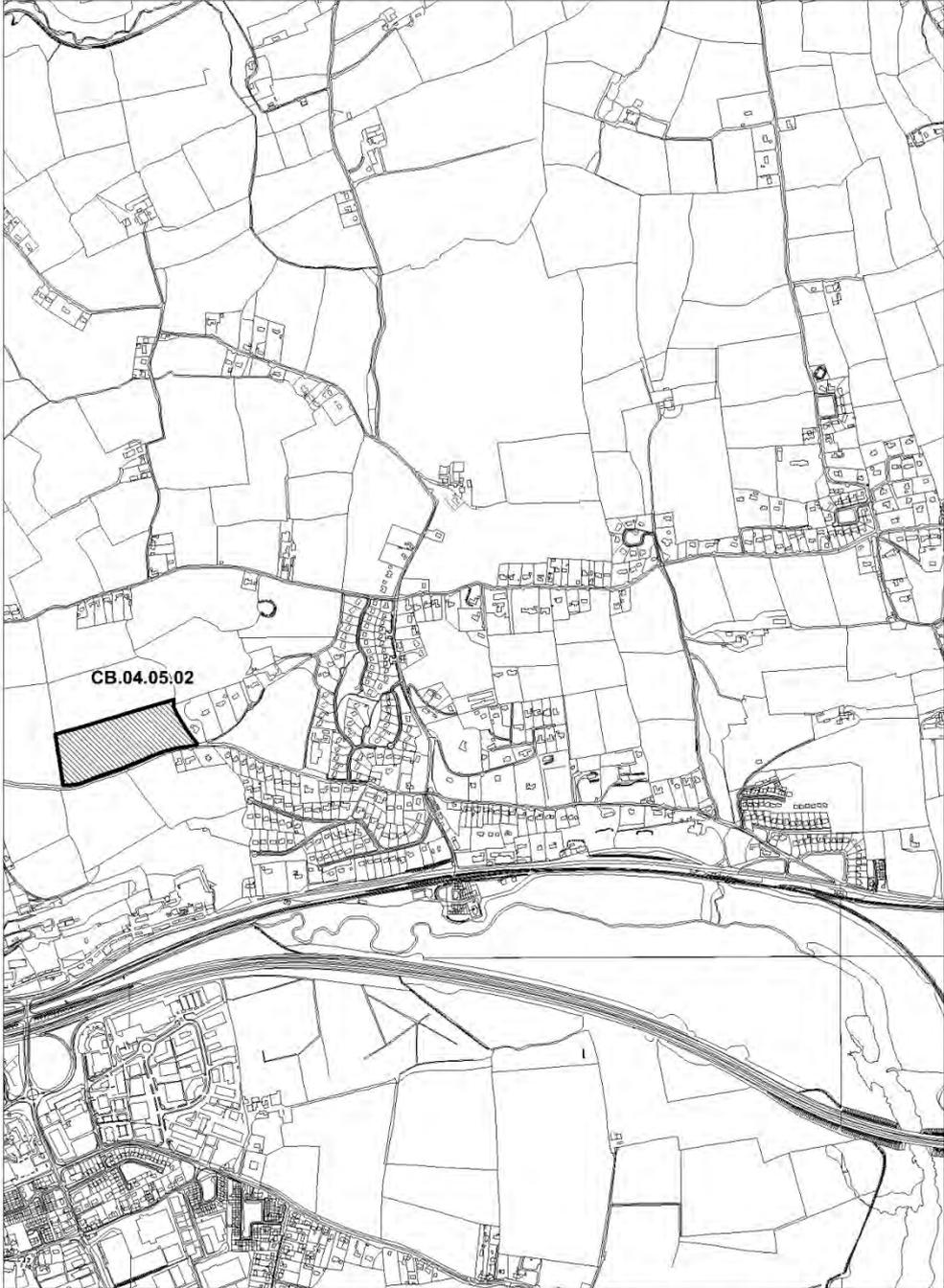
Amendment Ref:CB.03.06.07



Amendment Ref:CB.03.06.09



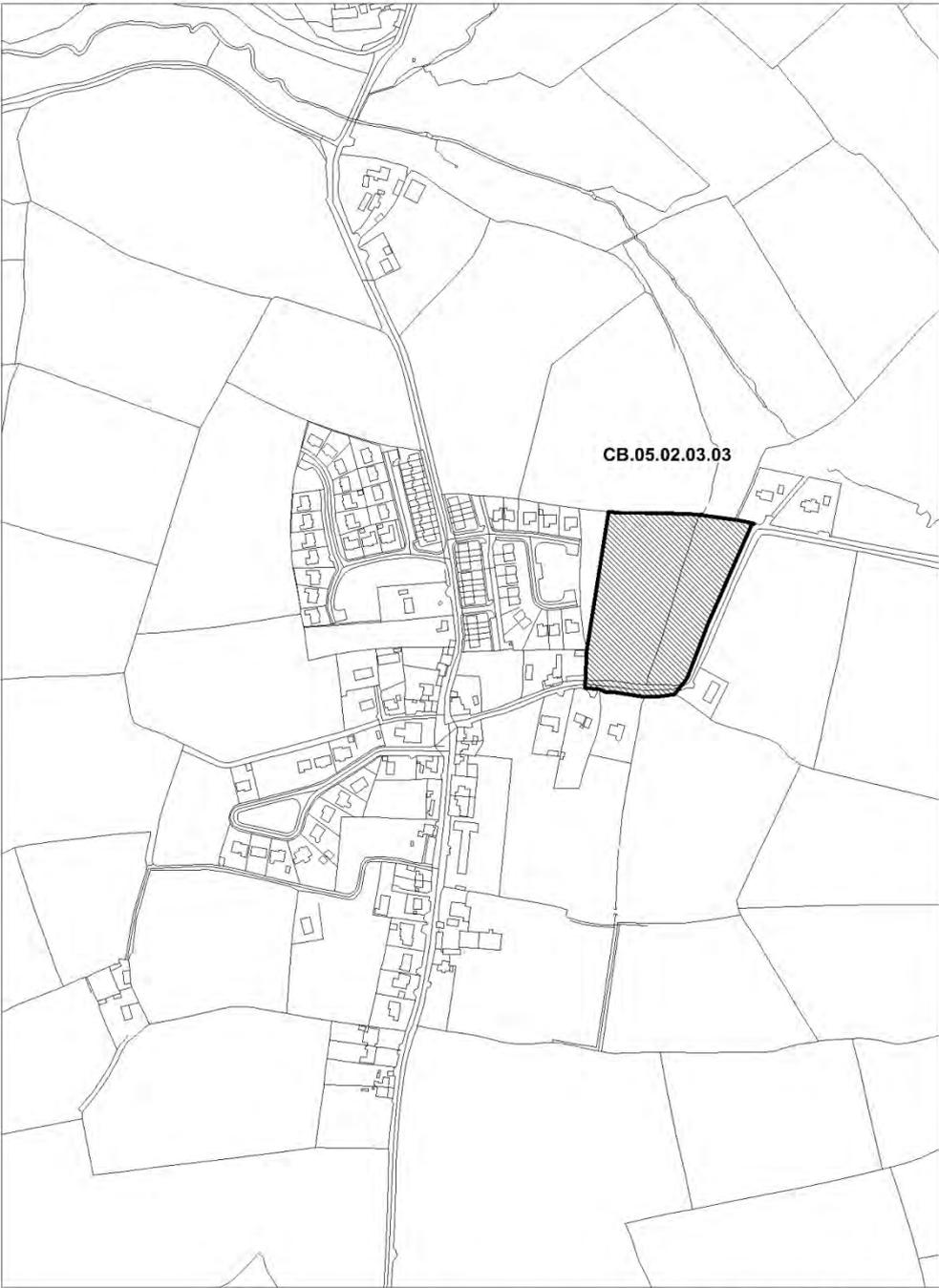
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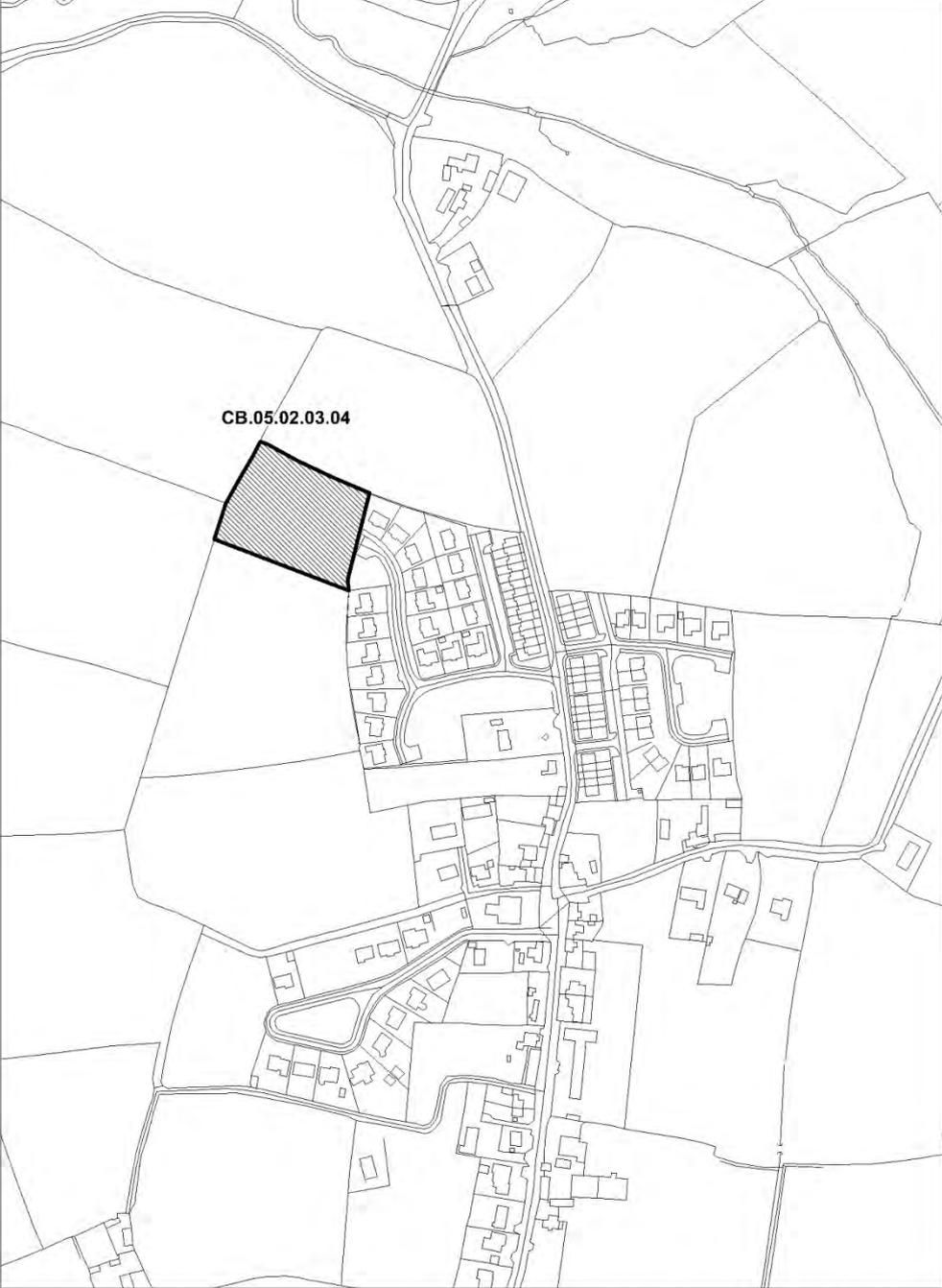
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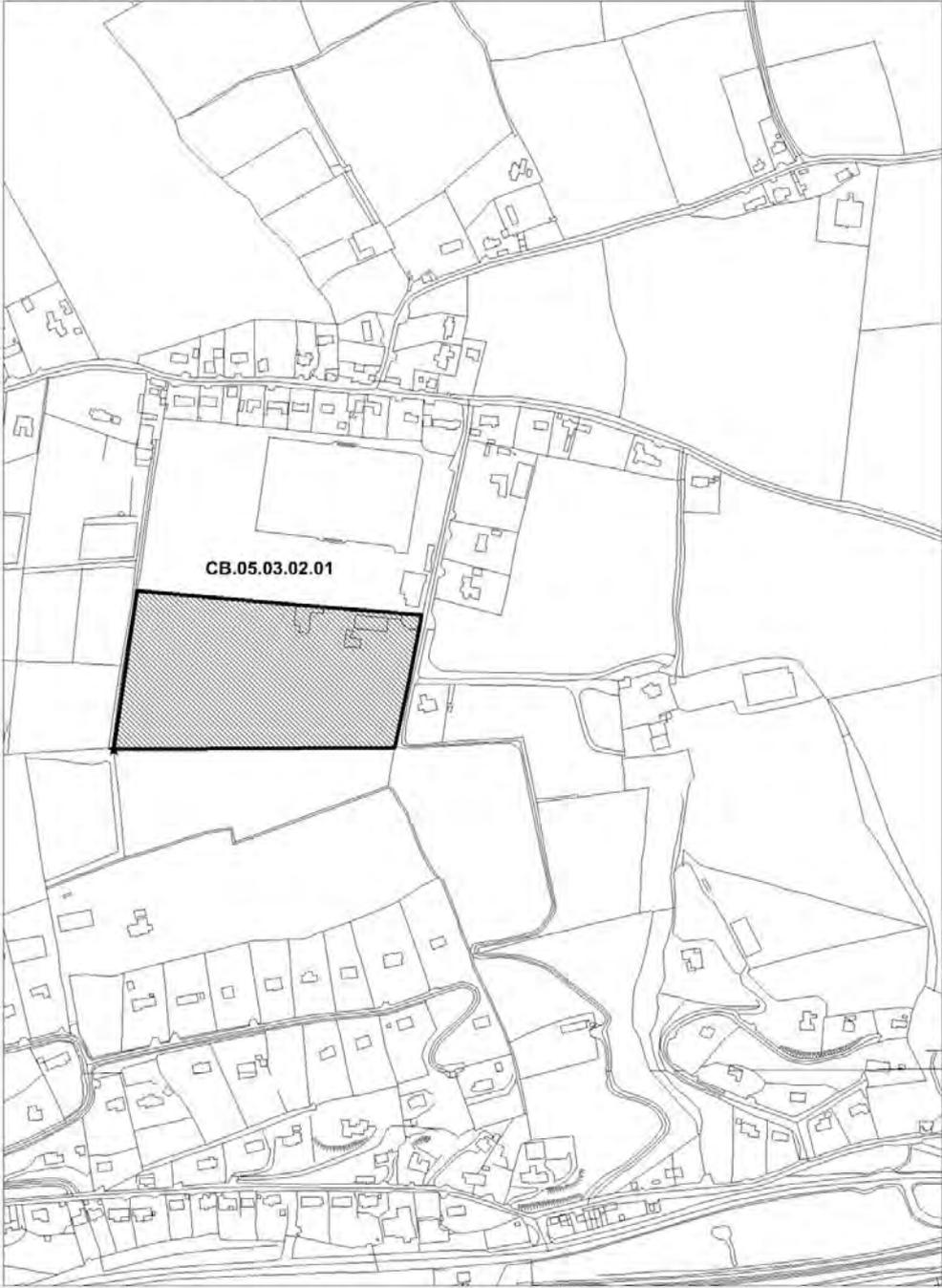
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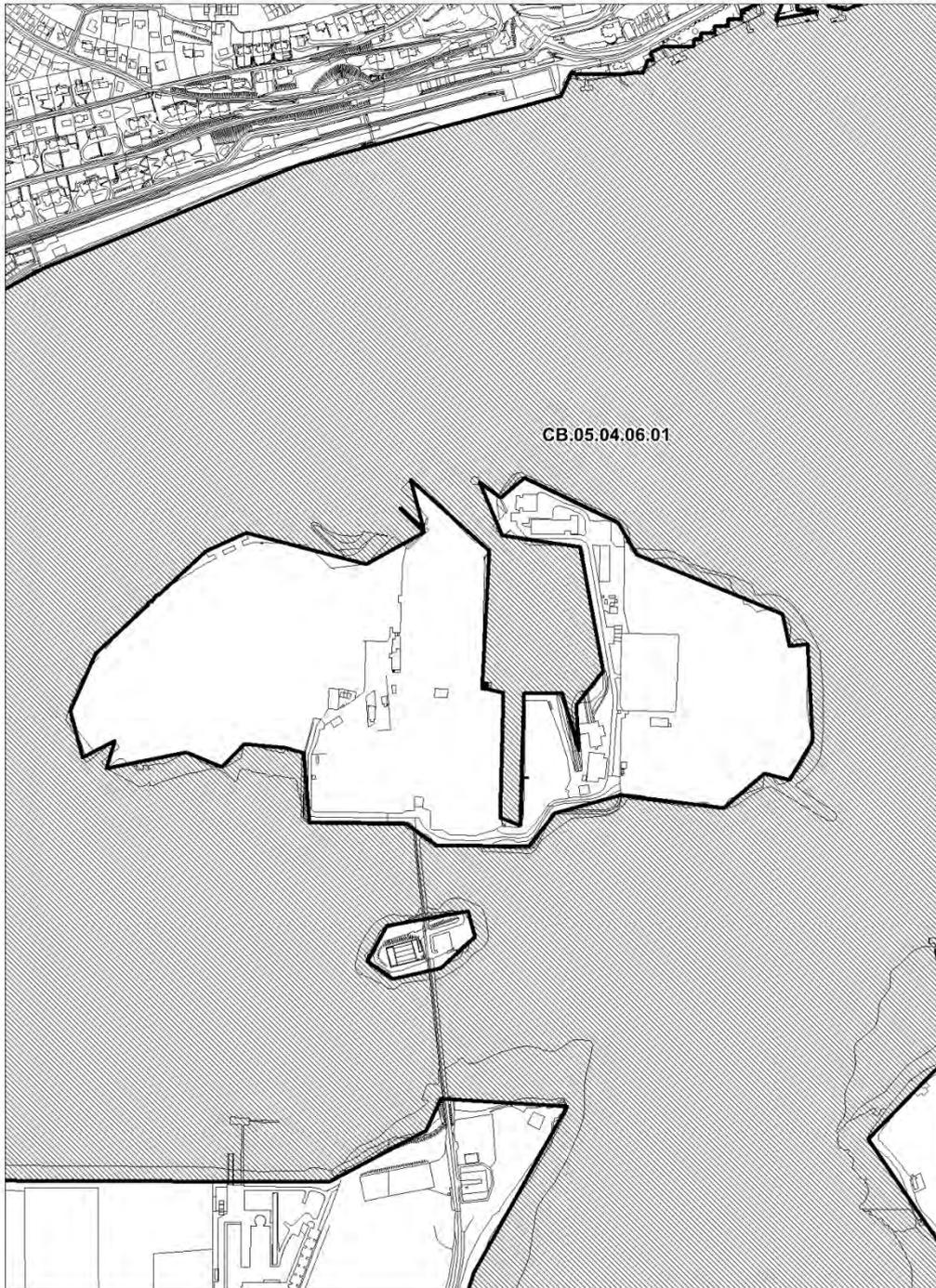
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Amendment Ref:CB.05.02.03.04



Amendment Ref:CB.05.03.02.01



Amendment Ref:CB.05.04.06.01

