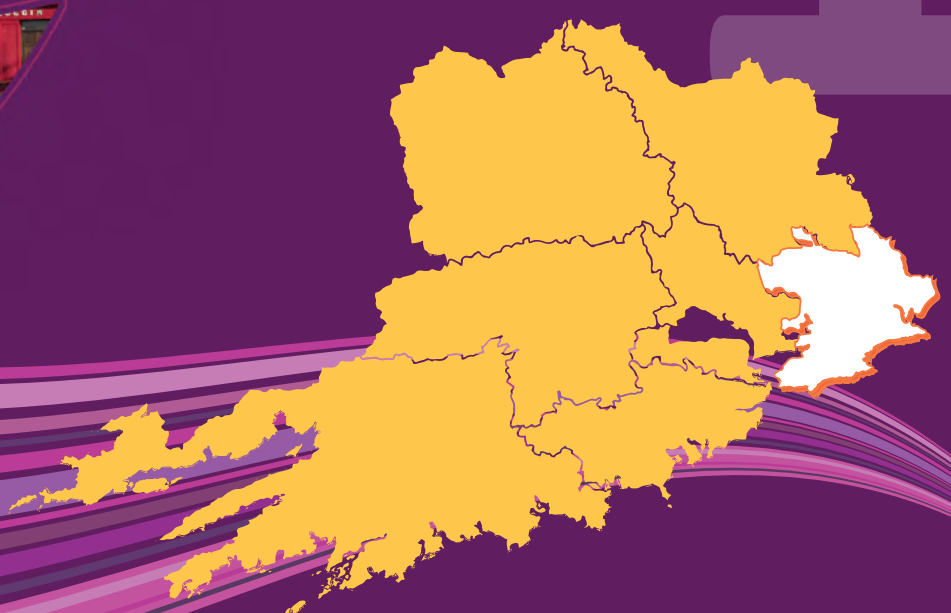
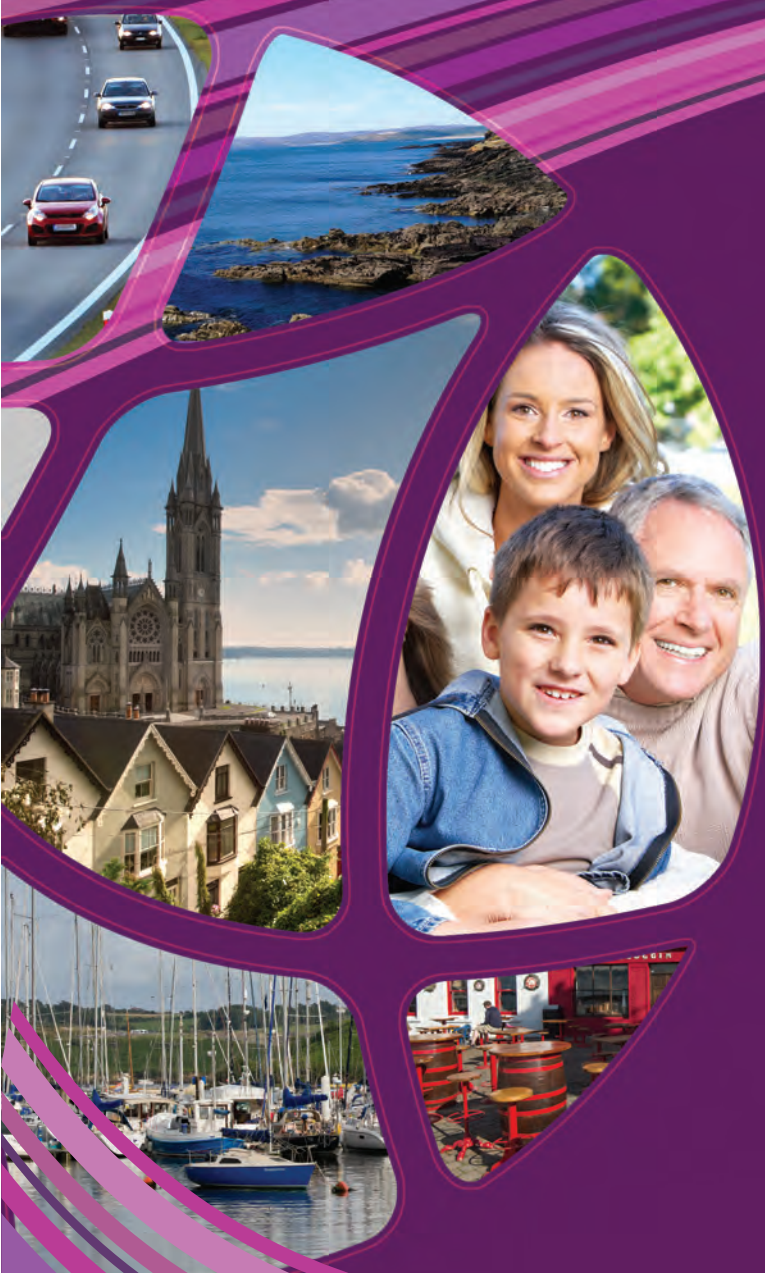




Cork
County Council
Comhairle Contae Chorcaí

Draft East Cork Municipal District Local Area Plan

Proposed Amendments to the Draft Local Area Plan



2nd May 2017

VOLUME ONE
Proposed Amendments

1



Draft East Cork Municipal District Local Area Plan

Proposed Amendments to the Draft Local Area Plan

Volume 1 – Proposed Amendments

2nd May 2017

NOTE: This document should be read in conjunction with the Draft East Cork Municipal District Local Area Plan, November 2016.

Document Verification

Page 1 of 1

Job Title:						
Document Title: East Cork Municipal District Area Local Area Plan, Public Consultation Draft, Proposed Amendments to the Draft Plan, May 2017						
Document Ref: Amendment to East Cork MD LA Plan [May 2017]						
Revision	Date	Filename:				
		Description: This report sets out the proposed Amendments to the East Cork Municipal District Local Area Plan, Public Consultation Draft 2016 for public consultation commencing on 2 nd of May, 2017				
			Prepared by	Drawn by	Checked by	Approved by
		<i>Name</i>				
1.0	21.04.17		MC	AF	PG	ML

How to make a Submission

The Proposed Amendments to the Draft East Cork 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 East Cork 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 East Cork 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

Introduction

- 3.1.1** In November 2016 the Council published the East Cork 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.
- 3.1.2** 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.
- 3.1.3** 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

- 3.1.4** The Draft East Cork 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. 80 submissions were received during the public consultation period on the Draft East Cork Municipal District Area Local Area Plan.
- 3.1.5** 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.
- 3.1.6** 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.
- 3.1.7** In total, 108 amendments are proposed to the Draft East Cork 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.
- 3.1.8** 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.

- 3.1.9** 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.
- 3.1.10** 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.

Form and Content of the Proposed Amendments Document

- 3.1.11** This document consists of a Three Volumes. **Volume One “Proposed Amendments to the Draft Local Area Plan”** includes both the amendment text and where relevant the mapping amendments. Volume One comprises four parts as follows:

- **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.
- **Section 3: 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.
- **Section 4: Consolidated text for Amendments EC.03.03.01 Midleton Environs and EC.03.04.01 Youghal Environs:** This text is a consolidated version of the new Midleton and Youghal Environs chapter with text relating to the town council now struck out. This consolidated text also includes all of the amendments set out in this document which relate to that section of the plan.

- 3.1.12** **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.

- 3.1.13** **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 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.

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

- 3.1.15** 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**.
- 3.1.16** 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.
- 3.1.17** 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 CD, and online at www.corkcoco.ie at all times. Submissions and observations are also invited in relation to these documents.

How to make a Submission

- 3.1.18** The Proposed Amendments to the Draft East Cork 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.
- 3.1.19** 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.
- 3.1.20** Submissions or observations regarding the Proposed Amendments to the Draft East Cork 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**
- 3.1.21** 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.

- 3.1.22** 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 East Cork 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.

Section 2 Proposed Amendments to the Draft East Cork MD LAP 2016

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**.

Please Note: The change numbers used in the table below are the same as those used in the Managers Report February 2011 and Supplementary Managers Report March 2011. Where a change proposed in these documents was rejected by Members, the associated change number has been retired and so the numbers below may not always appear sequential.

Where a change has been amended by Members, the original number has been retained.

Change No.	Proposed Change				Page No.
	Section One: Introduction				
EC 01.01.01	Delete Table 1.1 Municipal Districts in County Cork and replace with new Table 1.1 which includes list of Town Council Development Plans. Note: This change refers to the text of the draft plan only.				6
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	

Change No.		Proposed Change			Page No.	
7	Kanturk-Mallow	47,305	Buttevant, Kanturk, Mallow (Mallow Town Development Plan, 2009) Millstreet, Newmarket		46	
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
EC.01.07.01		<p>Approach to Town Council Development Plans</p> <p>Delete Paragraph 1.7.6 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>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>Note: This change refers to the text of the draft plan only.</p>			17	
EC.01.07.02		<p>Housing Density</p> <p>Insert new Heading “Housing Density” and text after “Green Infrastructure” as follows;</p>			28	

Change No.	Proposed Change	Page No.
	<p>The approach to housing density used in this Plan is explained 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> <p>Note: This change refers to the text of the draft plan only.</p>	
EC.01.07.03	<p>Amend paragraph 1.7.25 to read ‘regeneration sites have been identified in all some towns.</p> <p>Note: This change refers to the text of the draft plan only.</p>	17
EC.01.07.04	<p>It is proposed to include the following paragraph after 1.7.25</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.</p> <p>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.</p> <p>This will be achieved through a focussed application of the levy, facilitating sustainable urban development and bring such vacant sites and buildings in urban areas into beneficial use.’</p> <p>Note: This change refers to the text of the draft plan only.</p>	17
EC.01.07.05	<p>Insert the following new paragraph in the section on the City Gateway’s Initiative:</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>Note: This change refers to the text of the draft plan only.</p>	18
EC.01.07.06	<p>It is proposed to include the following text before the section on Strategic Land Reserve (Paragraph 1.7.33)</p>	19

Change No.	Proposed Change	Page No.
	<p>Active Land Management</p> <p>In response to an indentified 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.</p> <p>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:</p> <p><i>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.</i></p> <p><i>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.</i></p> <p>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.</p> <p>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:</p>	

Change No.	Proposed Change	Page No.
	<ul style="list-style-type: none"> • 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 <p>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.</p> <p>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.</p> <p>During the lifetime of this Plan, and in addition to the provisions of the Urban Regeneration & Housing Act 2015, Cork County Council will:</p> <ol style="list-style-type: none"> 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 	

Change No.	Proposed Change	Page No.
	<p>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.</p> <p>3. Monitor the delivery of housing units in Key Villages, Villages and Village Nuclei, having regard to the stated <i>Scale of Development</i> and <i>Normal Recommended Scale of any Individual Scheme</i> requirements set out in this Plan.</p> <p>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.</p> <p>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.</p> <p>Note: This change refers to the text of the draft plan only.</p>	
EC.01.07.07	<p>It is proposed to delete the paragraphs 1.7.33 – 1.8.46 and all related maps, table 1.3, figure 2 and the description of each SLR and replace with the following:</p> <p>Strategic Land Reserve</p> <p>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”.</p> <p>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</p>	19

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	<p>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.</p> <p>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).</p>	
<p>Table 1.3 List of possible sites for consideration as Strategic Land Reserve options</p>		
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



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	<p>The SLR sites have been subject to a High Level Appraisal based on the following:</p> <ol style="list-style-type: none"> 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 <p>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 Ardrostig, 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.</p> <p>The assessment will include Habitats Directive Assessment and Strategic Environmental Assessment so that full account is taken of environmental and ecological issues.</p> <p>Note: This change refers to the text of the draft plan only.</p>	
<p>EC.01.08.01</p>	<p>Include the following text in Section 1.8</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>Note: This change refers to the text of the draft plan only.</p>	<p>27</p>

Change No.	Proposed Change	Page No.					
	Section Two: Overall Strategy						
EC.02.02.01	<p>Insert additional text heading and paragraph after paragraph 2.2.3 in section 2;</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>Note: This change refers to the text of the draft plan only.</p>	35					
EC.02.04.01	<p>Delete table 2.2 in Section 2 and replace with the following table.</p> <p>Note: This change refers to the text of the draft plan only.</p>	38					
Table 2.2 East Cork Municipal District Housing Requirements and Supply							
	Housing Requirement			Housing Supply			
	Census 2011	Population Target	New Units Required	Net Estimated Requirement (ha)	Est. Residential zoned (ha)	Net area	Estimated Housing Yield
Midleton	12,001	21,576	5,243	210	185*		5,255
Youghal	7,794	9,115	1,037	52	104**		1,983 1,993
Main Towns	19,795	30,691	6,280	262	289		7,238 7,248
Villages	9,566	11,067	1,121	--	--		1,214
Rural	13,038	12,038	389	--	--		--
Total Villages and Rural	22,604	23,105	1,510	--	--		1,214
Total for District	42,399	53,796	7,790	262	289		8,452 8,462

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	<p>*Includes 0.85 ha of residentially zoned land from the Midleton Town Development Plan, 2013.</p> <p>**Includes 66.3ha of residentially zoned land from the Youghal Town Development Plan, 2009, AND 25.5 ha of land with a residential restriction option NOTE these ‘residential restriction’ lands, although not conventionally ‘zoned’ in the Town Plan provide an important part of the residential land supply in Youghal and are therefore included in the net residential area zoned in Youghal.</p>	
	<p>The Core Strategy in the Cork County Development Plan 2014, outlines an estimated net residential area zoned in Midleton of 190.11 Ha. The figure published in this plan, 185 Ha is about 5 Ha lower, as a result of the amendment adopted by the County Council to the Midleton Electoral Area Local Area Plan (2011) to provide greater detail for the Waterrock Urban Expansion Area (January, 2016). In addition to this change, the draft plan proposed a new residential zoning in Broomfield, MD-R-03. Aside from a minor change to the MD-R-01 to reflect the fact that the school was now built, there were no other changes to the residentially zoned development lands in Midleton Environs.</p> <p>In relation to Youghal, the Core Strategy in the Cork County Development Plan 2014, outlines an estimated net residential area zoned in Youghal of 78.6 Ha. This figure includes the 66.3 ha in the former Youghal Town Council area. However, the Estimated Net Residential Area zoned in Youghal as published in this plan includes 25.5 ha of land with a residential restriction option. It is important to note that these ‘residential restriction’ lands, although not conventionally ‘zoned’ in the Town Plan provide an important part of the residential land supply in Youghal and are therefore included in the net residential area zoned in Youghal.</p> <p>There were no other changes to the residentially zoned development lands in Youghal Environs.</p> <p>Note: This change refers to the text of the draft plan only.</p>	
EC.02.05.01	<p>Large Scale Retail Warehousing</p> <p>Delete Paragraph 2.7.2 and replace with revised text as follows;</p> <p>2.7.2 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</p>	41

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	<p>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> <ul style="list-style-type: none"> 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; 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 assumptions for such roads, taking account of the opportunities for encouraging a modal shift towards more sustainable travel modes; 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</p>	

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	<p>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>Note: This change refers to the text of the draft plan only.</p>	
<p>EC.02.05.02</p>	<p>Amend Section 2.5 by including the following after the sub section on Large Scale Retail Warehousing.</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 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</p>	<p>41</p>

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	<p>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>Note: This change refers to the text of the draft plan only.</p>	
EC.02.05.03	<p>It is proposed to amend the Employment Land Supply Table (2.4) to remove the areas covered under the Town Council Development Plans.</p> <p>Note: This change refers to the text of the draft plan only.</p>	41

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Table 2.4 Employment Land Supply				
Town	Business	Industrial	Enterprise	
Midleton	27	46.0	46.2	
Youghal	35.7 28.2	38.5	0	
Total	62.7 55.2	86 84.5	46.2	
EC.02.06.01	<p>Local Area Plan Objective LAS-01</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>			43

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	<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 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 County Development Plan 2014).</p> <p>Note: This change refers to the text of the draft plan only.</p>					
EC.02.06.02	<p>Transport Strategy for Metropolitan Area</p> <p>Insert additional paragraph after 1.7.45 as follows;</p> <p>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 prioritisation. Will provide analytical basis for integration of land use and transport planning – social, economic and environmental indicators. Strategy will be able to inform sustainable land use policy formulation.</p> <p>Note: This change refers to the text of the draft plan only.</p>	43				
	Section Three: Main Towns					
EC.03.02.01	Delete Table 3.1 and replace with the following: (Note this change will result in consequential changes to tables 3.2 and 3.3)	47				
Table 3.1 East Cork Municipal District Housing Requirements and Supply						
	Housing Requirement			Housing Supply		
	Census 2011	Population Target	New Units Required	Net Estimated Requirement	Est. Residential	Net area Estimated Housing

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				(ha)	zoned (ha)	Yield
Midleton	12,001	21,576	5,243	210	185*	5,255
Youghal	7,794	9,115	1,037	52	104**	1,993
Main Towns	19,795	30,691	6,280	262	289	7,248
<p>*Includes 0.85 ha of residentially zoned land from the Midleton Town Development Plan, 2013.</p> <p>**Includes 66.3ha of residentially zoned land from the Youghal Town Development Plan, 2009, AND 25.5 ha of land with a residential restriction option NOTE these 'residential restriction' lands, although not conventionally 'zoned' in the Town Plan provide an important part of the residential land supply in Youghal and are therefore included in the net residential area zoned in Youghal</p>						
	Midleton					
EC.03.03.01	<p>Amend Section 3.1, 3.2 and 3.3 to remove references to the lands that are covered by the provisions of the Midleton Town Development Plan (2013). Please refer to Section 4 for the text in full (<u>underlined and in bold</u>).</p> <p>Also, please note that this revised section 3 [Section 4 of this document] also includes all of the proposed changes set out in this section which relate to Midleton town. These changes are outlined in bold only.</p> <p>Note: This change refers to the text of the draft plan and to the zoning map for the settlement.</p>					46-105
EC.03.03.02	<p>Zone undeveloped land adjacent to SAC identified as existing built up area in Midleton (Ballinacurra) as 'Open Space not suitable for development.' The wording of the MD-O-0X specific objective will read as follows:</p> <p>MD-O-0X: Open Space not suitable for development.</p> <p>Note: This change refers to the text of the draft plan and to the zoning map for the settlement</p>					81
EC.03.03.03	<p>Change the land use on the eastern part of MD-O-04 from Open Space to Business Uses.</p> <p>The wording of the MD-B-02 specific objective will read as follows:</p> <p>MD-B-02: Business uses. Access to the site from the Northern Relief Road shall be provided to the south of the site in consultation with the Non National Roads Design Office (CCC). The layout of the proposed development shall also make provision for access to the</p>					78

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	<p>lands to the east of the site.</p> <p>Note: This change refers to the text of the draft plan and to the zoning map for the settlement</p>	
EC.03.03.04	<p>Remove the existing residential properties from the eastern boundary of the MD-I-05 Industrial Zoning to the east of Midleton and include as built up area within the development boundary. There is no specific objective relating to this change:</p> <p>Note: This change refers to the zoning map for the settlement</p>	83
EC.03.03.05	<p>Amend the paragraph relating to Ballinacurra, to provide an update on the requirement for community facilities.</p> <p>Include the following text after paragraph 3.3.8:</p> <p>Additional community facilities are required in Ballinacurra in order to cater for the growing population there, including, potentially, a primary school to be provided in consultation with the Department of Education and Skills and a playground. These facilities should be given priority during the lifetime of this plan.</p> <p>Note: This change refers to the text of the draft plan only.</p>	49
EC.03.03.06	<p>Amend zoning objective MD-R-01 as follows:</p> <p>Medium A Density Residential Development. Full development of this site is dependent on revised / improved access arrangements being available to the N25. In submitting proposals for the development of this land, the developer will be required to demonstrate, to the satisfaction of the planning authority, that the proposals for this land can, in future, be satisfactorily integrated with other land in the Baneshane area and linked to the town centre, it's railway station and the site identified in this plan as a possible second station to serve the town at Water Rock; No new houses shall be commenced until the community and recreational facilities needed to serve the development are commenced by the developer. Development proposals shall be accompanied by a Traffic Impact Assessment and Road Safety Audit which will guide development proposals pending the necessary improvements to the N25. and the development of new houses shall be limited to 400 in number until such time as the New Grade Separated Junction with the N25 is completed by either Cork County Council or by way of Public Private Partnership with the developer.</p> <p>* Flood risk on site * ^</p>	73

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	Note: This change refers to the text of the draft plan only.	
EC.03.03.07	<p>Amend zoning objective MD-R-05 to change the density from High to Medium A which is considered a more appropriate in this setting.</p> <p>Delete the existing MD-R-05 and replace with the following:</p> <p>Medium A Density Residential Development. Proposals should take cognisance of the period property in the near vicinity and should include detailed landscaping proposals for the site. The development proposal shall also include a detailed Traffic and Transport Assessment and road safety audit. *</p> <p>Note: This change refers to the text of the draft plan</p>	74
EC.03.03.08	<p>Amend zoning objective MD-R-06 to change the density from High to Medium A which is considered a more appropriate in this setting.</p> <p>Delete the existing MD-R-06 and replace with the following:</p> <p>Medium A Density residential development. The development proposal shall also include a detailed Traffic and Transport Assessment and road safety audit.</p> <p>Note: This change refers to the text of the draft plan</p>	74
EC.03.03.09	<p>Amend the text of Section 3 to reflect updated position regarding the phasing and implementation of Waterrock including the deletion of Figure 1: Phasing of the Waterrock Masterplan:</p> <p>Infrastructure</p> <p>Roads</p> <p>The N25 runs through the south of Midleton and while a portion of the town lies to the south of the road, it functions as a by-pass. Improvements and upgrades to both the N25 Carrigtwohill - Midleton and N25 Midleton – Youghal sections of the corridor are planned but are currently suspended pending the availability of funding. It is considered likely that this project will need to be advanced during the lifetime of this plan and upgraded National Road infrastructure delivered in tandem with the delivery of the development proposed for the town as a whole. The N25 upgrade project will help address the following issues:</p> <ul style="list-style-type: none"> • Existing poor quality intersections/junctions; • Growth in background traffic levels since the current road was constructed; • Capacity to accommodate planned development; and • Headroom capacity to accommodate future growth (beyond this plan) 	66-83

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	<p>The Northern Relief road will act as a distributor road bypassing the town centre to the north. Phase 1 has been completed, however Phases 2 and 3 are dependent on the availability of finance. Traffic congestion and parking is a significant issue in the town, particularly on the main street and around the numerous schools in the town. Two potential routes are shown on the Midleton zoning map for the southern portion of Phase 3 of the route, running to the east, and west, of MD-I-04. These lines are indicative. The critical requirement for this route is that it joins the Old Youghal Road (R907) at a point sufficiently west of the junction between the R907 and the N25, to avoid negative impacts on the operation of the N25. The Council will consider other route alignment options that satisfy this requirement, and otherwise comply with road design and safety standards.</p> <p>The Midleton and Carrigtwohill Transportation Study which was published in August 2010 proposes a number of measures to alleviate this situation. The distributor road for the Water-Rock development and a grade separated junction on the N25 are also crucial elements of roads infrastructure that need to be provided in order to advance the development proposals for the town. There are also proposals to close the Lakeview Roundabout and provide a distributor road from the Whitegate Road south of Ballinacurra eastwards to join the N25. This would free up congestion at the roundabout and ensure easier access to the N25 from the Whitegate/Aghada area as well as resulting in significant improvements to the environment of Ballinacurra Village.</p> <p>Walking/Cycling</p> <p>Facilitating a modal shift to walking and cycling for local journeys within the town would help ease congestion. New cycle routes have been provided in the newer estates at Broomfield and around the Northern Relief Road. There is significant potential for cycle routes in the town given the relatively level terrain and proximity of most residential areas to the centre. In terms of achieving modal shift in the next plan period, significant weight must be given to encouraging increased levels of walking and cycling in the town, mainly through design in new development areas. The Midleton and Carrigtwohill Transportation Study 2010 outlines proposals in detail to improve walking and cycling routes throughout the town as well as parking and public transport measures which will significantly enhance the attractiveness of the town as a place to live and to visit.</p> <p>In 2014 Cork County Council commissioned a cycle network study prepared for the Cork Metropolitan Area, the objective of this study was to provide a clear plan for the future development of cycling networks throughout Metropolitan Cork. The main network plan</p>	

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	<p>proposals for Middleton include one main north-south primary route and one primary route serving the Owenacurra Business Park and the Nordic Business Park area to the north west of the town. Due to the constrained nature of Middleton Town Centre, the north-south primary route which will consist of a variety of measures and infrastructure types that respond to the specific nature of each road section. A number of secondary routes are proposed to serve established schools, residential areas and employment centres as well as a future Master Plan site to the south east of the town on the south side of the N25.</p> <p>While the Council has a long-term strategic objective to reopen the rail route linking Cork and Middleton to Youghal, there is an opportunity to yield a use from the disused railway line in the interim. The development of the disused railway line as a greenway would have the advantage of protecting the integrity of the route for the future while creating jobs and opportunities locally for the benefit of local towns, villages and communities in terms of amenities and tourism. The development of a greenway would safeguard the route for its potential future reopening as an operational railway and allow the local community to harness this resource asset both as an amenity and for tourism development. It is therefore an objective to assess and, as appropriate, develop a greenway on the disused railway line.</p> <p>Public Transport Rail</p> <p>Transport modelling studies carried out by the County Council and the NTA indicate that the land use strategy adopted in this and other Local Area Plans will lead to a reduction in the proportion of journeys being made by car in future years. In Middleton, issues arising from congestion on the N25 route are, in part, off-set by the availability of good quality suburban rail and bus services to Carrigtwohill, Little Island and Cork City. The potential to off-set or mitigate future road congestion could be enhanced by future investment to:</p> <ul style="list-style-type: none"> • Extend the suburban rail service to planned stations north of Cork City Centre; • Improve interchange/connectivity between rail services and employment locations in Little Island and Mahon; • Improve rail service frequency/quality; and • Focus future employment in the City Centre and suburbs in locations well served by rail. <p>In Middleton, the investment made by Government and the Local Authorities in securing the reopening of the Suburban Rail route from Cork delivers the potential to provide new housing and other development in locations close by with easy access to rail services.</p>	

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	<p>In order to deliver a return on this investment, the County Council are prioritising the development of these locations. Funding generated from the development itself will result in the provision of an additional rail station to encourage use of train services.</p> <p>In addition proposals for new bus services to be delivered during the life time of the development, that will compliment rail services, are in the course of preparation with the NTA.</p> <p>On completion of a new rail policy to address the future role of rail transport in Ireland, as required under DTTaS' Strategic Investment Framework for Land Transport (SIFLT) Action 6, a study of the Cork Metropolitan Area's future suburban rail network requirements should be considered. This could include consideration of additional stations (including the 2nd station at Middleton) rail service patterns and interchange with other modes. In advance of this study, it is considered prudent to reserve land on either side of the railway route to facilitate the possible future upgrading of the route to double track standard.</p> <p>Parking</p> <p>Traffic congestion and parking is a significant issue in the town, particularly on Main Street and around the numerous schools in the town and a more effective traffic and parking management strategy is required to support the economic development of the town. An appropriate level of short and long term car parking is needed to serve the needs of commercial, retail and employment generators.</p> <p>In Middleton there are approximately 500 on street parking spaces in the Town Centre of which approximately 120 are located on Main Street. Within the Town Centre, parking on Main Street, Broderick Street, Church Lane and Connolly Street is subject to a 2 hour limit. No further parking duration limits apply outside of these streets. The Middleton and Carrigtwohill Transportation Study identifies that there is a total of 300 off street public car parking spaces provided within 3 conveniently located town centre car parks while there are 6 privately owned commercial car parks with a combined parking provision of 814 parking spaces.</p> <p>The Transportation Study also concluded that most long term parking was taking place in the centrally located public car parking areas with the subsequent effect of making it harder for short term and specifically retail related parking to take place. Correspondingly the private car parking facilities are underused. The study recommended that a parking management system be put in place that favoured short term parking in the public areas given that longer term parking is available in the private car parks. Such a system would facilitate those making trips into town</p>	

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	<p>connected with retail activities.</p> <p>The standards for car parking in Midleton town are set out in the 2014 County Development Plan.</p> <p>Water & Wastewater</p> <p>In Midleton the existing drinking water supply is nearing close to near its limit. There is limited spare capacity in the Whitegate Regional Water Scheme and a new reservoir is required.</p> <p>Discussions with Irish Water indicate that the most advantageous solution to this problem will involve the extension of a trunk water main from Carrigtwohill to connect with a new reservoir and the town’s existing supply network. A new supply network to serve Ballinacurra will also be required.</p> <p>Irish Water will need to commit to this investment before significant elements of the development proposed in this plan can proceed. Intending developers will need to secure a connection agreement with Irish Water before new development can proceed.</p> <p>There are some local options to upgrade the water supply but given the scale of growth proposed and the strategic location of the town on the Cork Suburban Rail Network, the most effective option would be to extend the trunk main from Carrigtwohill to Midleton. Construction on this main could commence in 2017. Given the importance of Midleton to the delivery of growth targets in Metropolitan Cork, it is critical that this constraint on future development is overcome. Investment is therefore needed by Irish Water to upgrade the Water Supply for the town. A total of four watermain connections have been installed under the re-instated railway line to facilitate future development. As Irish Water is now the relevant body dealing with water services issues it will be necessary for a developer to obtain a connection agreement from Irish Water for waste water disposal and treatment.</p> <p>The Midleton Wastewater Treatment Plant which is located at Garryduff south of the N25, has a current capacity of 15,000p.e. Further remedial works in relation to infiltration issues are required in order to increase this capacity. Whilst there is some capacity to accommodate part flows arising from part of the development proposed in this plan, upgrading of the capacity of the Midleton WWTP by Irish Water is required to accommodate the development proposed at Water Rock in this plan. and also the proposed target population for Midleton contained in the County Development Plan. This upgrade needs to be provided by Irish Water.</p> <p>The Council is committed to the preparation and implementation</p>	

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	<p>of a Wastewater Management Strategy for the Cork Harbour Area (as per the County Development Plan 2014).</p> <p>Investment by Irish Water in the new water and waste water infrastructure will:</p> <ul style="list-style-type: none"> • Improve water supply to the existing population; • Help address current water quality issues in receiving waters; • Facilitate planned development in the town generally; and • Provide additional capacity (or headroom) in water supply and waste water treatment to provide for future growth beyond the development proposed in this plan. <p>Urban Expansion Area: Water-Rock</p> <p>The priority growth area for Midleton in the future is the Water-Rock site which is located on north of the rail line to the west of the town and comprises 160ha. The current Local Area Plan for the area, as amended, makes Here, provision is made for the development of a range of uses on the lands including approximately 2,500 residential units, school sites, a neighbourhood centre, parks, greenway, a railway station and business uses over three separate phases.</p> <p>This site was chosen to form the basis of a major urban expansion of the town of Midleton because of its proximity to the Cork – Midleton rail line. At the time the site was first identified for housing, the Midleton railway line was derelict but following a major investment by the state and the local authorities it was re-opened in 2009. The potential for housing development here, where future residents will enjoy immediate access to a high quality suburban rail service, was a key factor in the Government’s decision to fund the re-opening of the railway. The downturn in the housing market since the line was re-opened has prevented the commencement of the planned housing development, but the recent recovery of the market offers the opportunity to continue with the original vision for major housing development well integrated with high quality public transport at the outset.</p> <p>There are a number of other relevant plans and reports which have been prepared since the lands were first identified for development in the 2005 Special Local Area Plan 2010, these include; the Water-Rock Transport Assessment (2014), a Preliminary Ecological Appraisal for Water-Rock (2015), a Framework Masterplan Study for Water-Rock (2015). The findings and recommendations outlined in these reports were included in an amendment to the previous Midleton Electoral Area Local Area Plan</p>	

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	<p>2011 for the Water-Rock Masterplan area which was adopted by the members of Cork County Council on the 25th of November, 2015. Those policies and objectives have been carried forward in this plan.</p> <p>Delivering Roads and Services</p> <p>The Water-Rock site is made up of 14 principal land ownerships and the assembly of the entire site into a single ownership would be a daunting challenge for any housing developer. Also, this pattern of land ownership adds to the complexity of funding and delivering the roads, water services and other infrastructure necessary at the outset of development.</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 adjoining the Midleton railway line, the County Council is proposing to step in and deliver three ‘bundles’ of 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. The proposal is to deliver ‘Bundle A’ first. Once complete, Bundles ‘B’ or ‘C’ will be delivered in a sequence which best reflects the opportunities to meet the requirements of the local house building market. 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>Where a development objective requires a developer to provide particular infrastructure or amenities in addition to the items referred to in Table 3.3 below, then an appropriate off-set will be considered in relation to the contributions payable.</p> <p>Sources of funding have been identified and discussions are underway with individual landowners. The County Council has commenced the design process for the relevant infrastructure and it is hoped that work on site will commence in 2018. If necessary, the County Council intends to use its statutory powers to assist the process of land acquisition.</p> <p>The core on-site infrastructure, necessary for housing development to commence, for the site will be delivered in three phased bundles as follows:</p>	

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	Table 3.3 Midleton (Water-Rock) Major Urban Extension Proposed On-Site Infrastructure Programme Delivery Agency: Cork County Council			
	On-Site Infrastru cture Bundle	Key projects	Notes	Delivery Programme
	A	Link Road A* (Northern Relief Road to Water-Rock Road	To include water and waste water networks and surface water disposal network	Proposed initial infrastructu re bundle Delivery of Bundle 'A' will facilitate developme nt on the following zones: MD-R-09 MD-R-10 MD-R-11 MD-R-12 MD-R-13 MD-R-21 MD-R-23 MD-R-24 MD-R-25 MD-C-01
	Waste Water pumping station and rising main to Midleton WWTP			
	Drinking water connection to IW infrastructure			
	Trunk surface water sewer to appropriate disposal point**			
	B	Loop Road B* (North of Link Road 'A')	To include water and waste water networks and surface water disposal network	Delivery of this infrastructu re bundle is not proposed to commence until after the delivery of Bundle 'A' Delivery of Bundle 'B' will facilitate
	Small Park (1)			
	Linear Park Phase 1			

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				developme nt on the following zones: MD-R-14 MD-R- 15*** MN-R-17 MD-C-02 MD-C-03 MD-O-08 MD-O-10	
	C	Water-Rock Road Upgrade*	To include water and waste water networks and surface water disposal network	Delivery of this infrastru cture bundle is not proposed to commence until after the delivery of Bundle 'A' Delivery of Bundle 'C' will facilitate developme nt on the following zones: MD-R-16 MD-R-18 MD-R-19 MD-R-20 MD-R-22 MD-C-02 MD-C-03 MD-O-09 MD-O-11	
		Small Park (2)			
		Linear park (Phase 2)			

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	<p>*Access to serve individual dwellings will not be permitted. New access will be to estate roads only</p> <p>**Individual developers will be required to provide attenuation on site</p> <p>***Development of zones linked to Infrastructure Bundles ‘B’ & ‘C’ may commence in parallel with the delivery of infrastructure bundle ‘A’ if the following can be secured:</p> <ul style="list-style-type: none"> • Appropriate connections to water services infrastructure and surface management systems; and • Relevant on/off site road infrastructure. <p>****Provision must be made for appropriate vehicular and pedestrian access to Tir Cluain Housing Estate which is located beyond the north eastern corner of the site</p> <p>Phasing of Water-Rock Development</p> <p>The phasing scheme for the development of the Water-Rock site is set out below. This 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. A total of three development phases (1, 2 and 3) are identified. The framework plan specifies, for each phase, the number of residential units, commercial uses, educational facilities, social facilities, amenities, physical infrastructure and access strategy required, thereby setting out the enabling works that are required to allow development to commence.</p> <p>3.1.23 Phase 1 of the development covers a developable area of approximately 56 ha and will provide up to 1,000 residential units which will consist of a mix of medium A and high density development. The lands are located to the north of the railway line and the Northern Relief Road.</p> <p>3.1.24 In order to promote the accelerated delivery of housing through the development of the Water-Rock 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:</p>	

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	Table 3.4 Midleton (Water-Rock) 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 1,000	Closure of Water-Rock Road/N25 Junction*	
			Knockgriffin Junction Improvements	
			Water-Rock Railway Station	
	Phase 2	1,000 – 1,800	Town Centre Gyratory Upgrade	
			N25 Slip Road Mitigation Measures	
Phase 3	1,800 – 2,460	Railway over-bridge and southern link road to Northern Relief Road/new N25 Interchange		
*To be completed prior to the occupation of any dwellings				
<p>Phase 1 (1,000 units) necessitates the closure of the existing junction between Water-Rock Road and the N25 and will secure the delivery of improvements to the Knockgriffin junction at the southern end of the Northern Relief Road. Link Road ‘A’ has direct access onto the Midleton Northern Relief Road via the roundabout at the former Dawn Meats premises and will provide a new route to/from water-Rock road to facilitate existing traffic when the junction with N25 is closed. On-site infrastructure ‘Bundle A’ must be delivered during the construction of this phase.</p> <p>This existing employment area contains the former Dawn Meats Factory and a number of small industrial and commercial premises which are still operating. A mix of high quality office based business developments that provide for high intensity employment uses will be encouraged at this location due to its close proximity to the proposed second railway station. Phase 1 will also facilitate the commencement of the development of require the provision of a neighbourhood centre, the reservation of land for a 16 classroom primary school and the completion of a linear park and greenway.</p> <p>The MD-R-08 lands adjoining the Mill Road have the potential to</p>				

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	<p>be developed independently of the infrastructure requirements for Phase 1 subject to the availability of adequate capacity of water, waste water and roads infrastructure.</p> <p>Phase 2 of the development covers an area of approximately 57 ha of which approximately 30 ha is considered to be suitable for residential development providing a further This will provide up to 800 residential units which will consist of a mix of Medium A and Medium B density residential development. Phase 2 will secure the delivery of improvements to the town centre Gyrotory and a package of measures designed to ease congestion on the N25 slip roads, if appropriate. Phase 2 lands are located to the north of Phase 1 adjoining Water Rock Golf Course. The lands cover a significant portion of the entire site and prior to the development of Phase 2 there will be a requirement for a transport assessment to identify road and transport infrastructure and required timing for delivery. Phase 2 will also require the provision of a small park and the reservation of land for a 16 classroom primary school and a secondary school. On-site infrastructure 'Bundle A' must be completed prior to the commencement of development in this phase. As appropriate, on-site infrastructure 'Bundle B or C' must be delivered during the construction of this phase.</p> <p>Phase 2 of the development consists of 13.5ha of existing built up areas consisting mainly of residential development including the Tir Cluain Housing Estate which is located in the north eastern corner of the site. There may be potential for some infill development on existing plots of one off residential development which are scattered throughout Phase 2. Any infill development would be subject to the same requirements as the rest of the site in terms of appropriate infrastructure provision.</p> <p>Phase 3 of the development lies to the west of the Water Rock Road and covers an area of approximately 35 ha and will provide provides up to 660 residential units. During the development of this phase a new railway over-bridge and southern link road to provide an additional connection to the Northern Relief Road/new N25 Interchange will be provided. Prior to the development of Phase 3 there will be a requirement for a transport assessment to identify road and transport infrastructure and required timing for delivery. The development of Phase 3 will require the delivery of the overall transport infrastructure and prior to its development there will be a requirement for a transport assessment to identify road and transport infrastructure and required timing for delivery. As appropriate, on-site infrastructure 'Bundle B or C' must be delivered during the construction of this phase.</p> <p>As the development progresses it may be considered appropriate to proceed with development on lands to the west of the Water</p>	

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	<p>Rock Road (MD R 23 and MD R 24) at an earlier stage. This is provided all required road works are complete and the railway crossing is closed so there is no possibility of access from the Water Rock Road onto the N 25. In addition all other necessary infrastructure including required water services and rail infrastructure i.e. the 2nd railway station must be in place.</p> <p>Phase 3 of the development consists of 6.6 ha of existing built up areas consisting mainly of residential development. There may be potential for some infill development on existing plots of one off residential development which are scattered throughout Phase 3. Any infill development would be subject to the same requirements as the rest of the site in terms of appropriate infrastructure provision.</p> <p>Transportation and Road Network</p> <p>A Traffic and Transport Assessment of the site was carried out in 2014 which concluded there is limited capacity on both the local road network and the N25 and its interchange serving Midleton to accommodate future planned population growth.</p> <p>The assessment identified a number of minor road network improvements which will be necessary to create the network capacity to accommodate up to 350 new dwellings. The road network may be unable to accommodate any further development unless a significant programme of road infrastructure improvements are implemented including a full upgrade of the N25 Interchange between Midleton and Carrigtwohill and an upgrade to the ‘Midleton Gyratory’.</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 Midleton and Carrigtwohill may not be required until later in the Water Rock development programme (approx. 1,250 units) if a range of transport measures are delivered to help secure higher levels of modal shift including;</p> <ul style="list-style-type: none"> ▲ Increased train frequency on the Midleton-Cork railway line, ▲ Commissioning of a new railway station at Water Rock, ▲ Construction of a second road access (U-04/Link Street C) to Water Rock, ** ▲ *Upgrade to the Midleton Gyratory. <p>**Following on from the conclusions of the Transport Assessment, Cork County Council are examining the possibility of constructing a 3 lane access road up to the boundary of Council owned lands at the south eastern corner of the</p>	

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	<p>Masterplan site and the remainder of Link Street U-02 to Water Rock Road (approximately 1.01km). This access road (U-02/Link Street A1) would also allow for emergency access and would therefore negate the need to construct the second road access (U-04/Link Street C) until later in the development (circa 1,000 residential units). The construction of the remainder of U-02 beyond the boundary of Cork County Council lands, will be the responsibility of the developers of those adjoining lands.</p> <p>Implementation and Infrastructure Provision</p> <p>An implementation programme will be applied to each phase of the development which will ensure that the development of the site 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. The Framework Masterplan sets out the construction responsibility and funding source for the required infrastructure. The principle infrastructure requirements of the masterplan are Water, Waste Water and Roads.</p> <p>Water, Waste Water and Roads</p> <p>Water – 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. Cork County Council will also be responsible for the preparation of a Sustainable Urban Drainage Scheme Study which will be implemented by the developers.</p> <p>Roads – Cork County Council will be responsible for the funding and construction of Link Street MD-U-02 of approximately 1.01km to Water Rock Road. If this road is not built by the County Council, the responsibility of its construction will revert to the landowners/developers. All other required road infrastructure improvements will be the responsibility of the developers. As part of the Sustainable Urban Drainage programme, a storm water pipe will need to be installed from the Water Rock site to the Owenacurra Estuary as development takes place.</p> <p>Rail – On completion of a new rail policy to address the future role of rail transport in Ireland, as required under the Department of Transport, Tourism and Sports’ Strategic Investment Framework for Land Transport (SIFLT) Action 6, a study of the Cork Metropolitan Area’s future suburban rail network requirements should be considered. This could include consideration of additional stations (including the 2nd station at Middleton) rail</p>	

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	<p>service patterns and interchange with other modes. Discussions will be held with Irish Rail about the delivery of the Link Road and railway bridge (MD U-04).</p> <p>Bus – Future bus service provision and the potential for bus to meet the future public transport requirements for Midleton 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.</p> <p>Section 6 of this plan sets out more detailed guidance on the implementation of this plan and in particular the infrastructure necessary to progress the Water Rock Urban Expansion Area.</p> <p>Traffic and Public Transport</p> <p>The Framework Masterplan makes provision for the following new transport infrastructure;</p> <ul style="list-style-type: none"> ▲ A network of link roads to provide circulation (MD-U-02, MD-U-03 and MD-U-04). ▲ A new feeder road (MD-U-08) to link Phase 2 of the development with the Water Rock Road. ▲ Upgrading of the Water Rock Road to Feeder Road standard (MD-U-07) ▲ A new greenway (MD-U-06) linking the Water Rock Road with the proposed linear park. ▲ A new railway station and ancillary services (MD-U-05). ▲ All road alignments and proposed locations are indicative and subject to detailed design. <p>Provision has been made in an objective for the protection of the line of the Northern Relief Road in the town. Phase 1 of the scheme has been completed and proposals for phase 2 of the scheme, which runs between the Dungourney road and the Old Youghal road east of Midleton Distillery, are advancing.</p> <p>Note: This change refers to the text of the draft plan only.</p>	
EC.03.03.10	<p>Amend MD-R-09 as follows:</p> <p>High Medium A density residential development to include a mix of house types. The layout shall allow for permeability between adjoining housing areas for pedestrians and cyclists. Development on this site requires provision to be made for the delivery of the</p>	75

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	<p>infrastructure described in tables 3.3 and 3.4</p> <p>Part of the site is adjacent to link street (MD-U-02). The road shall be constructed up to the boundaries of the site so that it can provide access to adjacent land parcels and developments.*</p> <p>Note: This change refers to the text of the draft plan.</p>	
EC.03.03.11	<p>Amend MD-R-10 as follows:</p> <p>High Density residential development to include a mix of house types. The layout shall allow for permeability between adjoining housing areas and in particular, direct, safe and convenient access to the proposed railway station at Water-Rock by pedestrians and cyclists. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4</p> <p>Part of the site is adjacent to feeder street MD-U-07.</p> <p>The roads shall be constructed up to the boundaries of the site so that they can provide access to adjacent land parcels and developments</p> <p>Note: This change refers to the text of the draft plan.</p>	75
EC.03.03.12	<p>Amend MD-R-11 as follows:</p> <p>Medium A density residential development to include a mix of house types and the provision of a greenway (MD-U-06) to comprise a cycleway and pedestrian pathway. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4</p> <p>Part of the site is also adjacent to Feeder Street MD-U-07 Link Streets MD-U-02 and Link Street MD-U-03. The roads shall be constructed up to the boundaries of the site so that they can provide access to adjacent land parcels and developments.</p> <p>This site is divided between 3 separate landholdings which can be developed independently if necessary however there will be a requirement to provide connectivity and permeability through the sites for both cyclists and pedestrians.</p> <p>Note: This change refers to the text of the draft plan.</p>	75
EC.03.03.13	<p>Amend MD-R-12 as follows:</p> <p>Medium A density residential development to include a mix of</p>	75

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	<p>house types and the provision of a greenway (MD-U-06) to comprise a cycleway and pedestrian pathway.</p> <p>Provision shall also be made for a local neighbourhood centre to provide shopping for residents. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4</p> <p>Part of the site is adjacent to link street MD-U-02 and MD-U-03. The road shall be constructed up to the boundaries of the site so that they can provide access to adjacent land parcels and developments.</p> <p>Note: This change refers to the text of the draft plan.</p>	
EC.03.03.14	<p>Amend MD-R-13 as follows:</p> <p>Medium A density residential development to include a mix of house types and the provision of a greenway (MD-U-06) to comprise a cycleway and pedestrian pathway. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4</p> <p>Part of the site is adjacent to link street MD-U-03. The road shall be constructed up to the boundaries of the site so that it can provide access to adjacent land parcels and developments.*</p> <p>Note: This change refers to the text of the draft plan.</p>	76
EC.03.03.15	<p>Amend MD-R-14 as follows:</p> <p>Medium A density residential development to include a mix of house types. The layout shall allow for permeability between adjoining housing areas for pedestrians and cyclists. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4</p> <p>Part of the site is adjacent to Link Street (MD-U-03). The road shall be constructed up to the boundaries of the site so that it can provide access to adjacent land parcels and developments.*.</p> <p>Note: This change refers to the text of the draft plan.</p>	76
EC.03.03.16	<p>Amend MD-R-15 as follows:</p> <p>Medium A density residential development to include a mix of house types. The layout shall allow for permeability between existing and proposed residential areas for pedestrians and cyclists</p>	76

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	<p>and access roads shall be constructed to allow through access for vehicles from MD-U- 03 to MD-R-26 and Tir Cluain.</p> <p>Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4</p> <p>Note: This change refers to the text of the draft plan.</p>	
EC.03.03.17	<p>Amend MD-R-16 as follows:</p> <p>Medium A density residential development to include a mix of house types. The layout shall allow for permeability between housing areas for pedestrians and cyclists. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4</p> <p>Part of the site is adjacent to proposed Feeder Streets (MD-U-07 and MD-U-08). The roads shall be constructed up to the boundaries of the site so that it can provide access to adjacent land parcels and developments.</p> <p>Note: This change refers to the text of the draft plan.</p>	76
EC.03.03.18	<p>Amend MD-R-17 as follows:</p> <p>Medium A density residential development to include a mix of house types. The layout shall allow for permeability between housing areas for pedestrians and cyclists. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4</p> <p>Part of the site is adjacent to Link Street MD-U-03 and proposed Feeder Streets (MD-U-07 and MD-U-08). The roads shall be constructed up to the boundaries of the site so that it can provide access to adjacent land parcels and developments.</p> <p>Note: This change refers to the text of the draft plan.</p>	76
EC.03.03.19	<p>Amend MD-R-18 as follows:</p> <p>Medium B density residential development to include a mix of house types. The layout shall allow for permeability between housing areas for pedestrians and cyclists. Development on this site requires provision to be made for the delivery of the infrastructure</p>	76

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	<p>described in tables 3.3 and 3.4</p> <p>Part of the site is adjacent to Link Street MD-U-03. The road shall be constructed up to the boundaries of the site so that it can provide access to adjacent land parcels and developments.</p> <p>Note: This change refers to the text of the draft plan.</p>	
EC.03.03.20	<p>Amend MD-R-19 as follows:</p> <p>Medium B density residential development to include a mix of house types. The layout shall allow for permeability between housing areas for pedestrians and cyclists. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4</p> <p>Part of the site is adjacent to proposed Feeder Street (MD-U-07). The road shall be constructed up to the boundaries of the site so that it can provide access to adjacent land parcels and developments.</p> <p>Note: This change refers to the text of the draft plan.</p>	77
EC.03.03.21	<p>Amend MD-R-20 as follows:</p> <p>Medium B density residential development to include a mix of house types and serviced sites. The layout shall allow for permeability between housing areas for pedestrians and cyclists. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4</p> <p>Part of the site is adjacent to proposed Feeder Street (MD-U-07). The road shall be constructed up to the boundaries of the site so that it can provide access to adjacent land parcels and developments.</p> <p>Note: This change refers to the text of the draft plan.</p>	77
EC.03.03.22	<p>Amend MD-R-21 as follows:</p> <p>Medium B density residential development to include a mix of house types and serviced sites. The layout shall allow for permeability between housing areas for pedestrians and cyclists. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4</p>	77

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	<p>Note: This change refers to the text of the draft plan.</p>	
EC.03.03.23	<p>Amend MD-R-22 as follows:</p> <p>Medium Density A residential development to include a mix of house types. The layout shall allow for permeability between housing areas for pedestrians and cyclists. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4</p> <p>Part of the site is adjacent to proposed Feeder Street (MD U 07). The road shall be constructed up to the boundaries of the site so that it can provide access to adjacent land parcels and developments.</p> <p>Note: This change refers to the text of the draft plan.</p>	77
EC.03.03.24	<p>Amend MD-R-23 as follows:</p> <p>Medium Density A residential development to include a mix of house types. The layout shall allow for permeability between housing areas for pedestrians and cyclists. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4</p> <p>Part of the site is adjacent to proposed Feeder Street (MD U 07). The road shall be constructed up to the boundaries of the site so that it can provide access to adjacent land parcels and developments.</p> <p>Note: This change refers to the text of the draft plan.</p>	77
EC.03.03.25	<p>Amend MD-R-24 as follows:</p> <p>Medium B density residential development to include a mix of house types. The layout shall allow for permeability between housing areas and in particular, direct, safe and convenient access to the proposed railway station at Water-Rock by pedestrians and cyclists. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4</p> <p>Part of the site is adjacent to proposed Feeder Street (MD U 07). The road shall be constructed up to the boundaries of the site so that it can provide access to adjacent land parcels and developments.</p> <p>Note: This change refers to the text of the draft plan.</p>	77

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EC.03.03.26	<p>Amend MD-R-25 as follows:</p> <p>High density residential development to include a suitable landscaped buffer zone between the site and MD-E-02 to the south.</p> <p>Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4</p> <p>Note: This change refers to the text of the draft plan.</p>	77
EC.03.03.27	<p>Add in a new zoning objective MD-R-26 as follows:</p> <p>Medium Density A residential development to include a mix of house types. The layout shall allow for permeability between existing and proposed residential areas for pedestrians and cyclists and access roads shall be constructed to allow through access for vehicles from MD-R-15 to Tir Cluain.</p> <p>Note: This change refers to the text of the draft plan and to the zoning map for the settlement</p>	77
EC.03.03.28	<p>Include reference to Ballinacurra in the final adopted printed map of the settlement.</p>	83
EC.03.03.29	<p>Include new zoning objective MD-O-XX:</p> <p>'Open Space suitable for water compatible uses'. *</p> <p>Note: This change refers to the text of the draft plan and to the zoning map for the settlement</p>	81
EC.03.03.30	<p>Amend MD-B-01 as follows:</p> <p>Business development including mixed use employment uses not suited to town centre or edge of centre locations. Full development of this site is dependent on revised / improved access arrangements being available to the N25. A 20m tree planted buffer shall be provided along the northern site boundary with the N25. Development proposals shall be accompanied by a Traffic Impact Assessment and Road Safety Audit.</p> <p>Note: This change refers to the text of the draft plan.</p>	78
EC.03.03.31	<p>Amend the text of paragraph 3.3.41:</p> <p>Land for business uses had been provided to the south of the N25 at Baneshane. At present the site has direct access to the N25 but this will change under The Middleton Carrigtwohill Transportation Plan whereby access will be via the local distributor Road with a link to the national road at Carrigtwohill.</p> <p>Full development of MD B-01 site at Baneshane is dependent on revised / improved access arrangements being available to the N25, which are a matter for Transport Infrastructure Ireland. The timeline around the delivery of improvements to the N25 is</p>	55

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	<p>uncertain and is beyond the direct control of the County Council. Road improvements will need to be financed through the system of development contributions and agreements (provided for by sections 47, 48 and 49 of the Planning & Development Act 2000). Where investment is undertaken by the Council, developers will be required to reimburse the full costs incurred by the County Council as development progresses. Given the distance from the railway station and the Water Rock area and other main centres of population, it is considered that the site is not suitable for uses with a high employment density. Uses which would be suited to this site include stand alone industry, warehousing and distribution.</p> <p>Note: This change refers to the text of the draft plan.</p>	
EC.03.03.32	<p>Amend MD-G0-12 as follows:</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 in accordance with The Cork Cycle Network Plan, 2017 July, 2015.</p> <p>Note: This change refers to the text of the draft plan.</p>	72
EC.03.03.33	<p>Amend MD-O-05 to zone the section of MD-O-05 north of the Dungourney River as existing built up area.</p> <p>Note: This change refers to the zoning map for the settlement</p>	81
EC.03.03.34	<p>Include new General Objective for Midleton town</p> <p>“Support the expansion of primary and post primary education facilities in the town in consultation with the Department of Education and Skills”.</p> <p>Note: This change refers to the text of the draft plan.</p>	73
EC.03.03.35	<p>Test relating to Baneshane - Amend Section 3 paragraph 3.3.13 as follows:</p> <p>Residential lands are available south of the N25 at Baneshane adjacent to a recently completed primary level Gaelscoil. Full development of MD R-01 site at Baneshane is dependent on revised / improved access arrangements being available to the N25, which are a matter for Transport Infrastructure Ireland. The timeline around the delivery of improvements to the N25 is uncertain and is beyond the direct control of the County Council. Road improvements will need to be financed through the system of development contributions and agreements (provided for by sections 47, 48 and 49 of the Planning & Development Act 2000). Where investment is undertaken by the Council, developers will be required to reimburse the full costs incurred by the County Council as development progresses.</p>	73

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	Note: This change refers to the text of the draft plan.	
EC.03.03.36	<p>Insert new paragraph after 3.3.75 as follows:</p> <p>Flood risks from pluvial and ground water sources are not reflected in the flood zones illustrated in this plan. However, such risks are known in Midleton and will need to be taken into account as part of flood risk assessment of new development proposals.</p> <p>Note: This change refers to the text of the draft plan.</p>	59
EC.03.03.37	<p>It is proposed to include a new Residential Zoning Objective MD-R-27 as follows:</p> <p>Medium A Residential Development. Any development proposal will include a detailed landscaping plan.</p> <p>Note: This change refers to the text and settlement map of the draft plan.</p>	78
EC.03.03.38	<p>It is proposed to rezone part of Open Space objective MD-O-05 to Industrial use as part of an enlarged MD-I-04.</p> <p>Note: This change refers to the settlement map of the draft plan.</p>	78 / 81
EC.03.03.39	<p>Zone SAC land identified as existing built up area in Midleton as 'Open Space not suitable for development.' The wording of the MD-O-0X specific objective will read as follows:</p> <p>MD-O-0X: Open Space not suitable for development.</p> <p>Note: This change refers to the text of the draft plan and to the zoning map for the settlement</p>	81
	Youghal	
EC.03.04.01	<p>Amend Section 3.4 to remove references to the lands that are covered by the provisions of the Youghal Town Development Plan (2009). Please refer to Section 4 for the text in full (<u>underlined in bold</u>).</p> <p>Also, please note that this revised section 3 [Section 4 of this document] also includes all of the proposed changes set out in this section which relate to Youghal town. These changes are outlined in bold only.</p> <p>Note: This change refers to the text of the draft plan and to the zoning map for the settlement.</p>	105
EC.03.04.02	<p>Zone undeveloped SAC land identified as existing built up area north of X-01 site near N25 in Youghal as Open Space.</p> <p>The wording of the YL-O-XX specific objective will read as follows:</p> <p>YL-O-XX: Open Space not suitable for development.</p> <p>Note: This change refers to the text of the draft plan and to the</p>	103

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	zoning map for the settlement	
EC.03.04.03	Coastal Flood Zone Mapping Amendment: Youghal It is proposed to delete the Coastal Flood Zone Mapping and replace with the mapping as shown in Section 4. Note: This change refers to the zoning map for the settlement	105
EC.03.04.04	Amend YL-B-01 as follows: 'Business development to include retail warehousing. This zone is adjacent to the Blackwater River Special Area of Conservation and Blackwater Estuary Special Protection Area. Development proposals should also be subject to a Traffic and Transport Assessment and Road Safety Audit. Note: This change refers to the text of the draft plan.	101
EC.03.04.05	Amend YL-I-01 as follows: 'Large scale industry to include warehousing, storage and logistics. Development proposals should also be subject to a Traffic and Transport Assessment and Road Safety Audit. Note: This change refers to the text of the draft plan.	101
EC.03.04.06	Include new General Objective for Youghal town "Support the expansion of primary and post primary education facilities in the town in consultation with the Department of Education and Skills". Note: This change refers to the text of the draft plan.	99
	Section Four: Key Villages	
EC.04.02.01	Insert following text as a footnote in Table 4.1, Appropriate Scale of Development in Key Villages. 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. Note: This change refers to the text of the draft plan.	109
	Castlemartyr	
EC.04.03.01	As the Normal Recommended Scale of any individual scheme is referred to in GO-01 (b) General Objectives for Key Villages and Table 4.1, it is proposed to delete the following text from DB-01 (b):	113

Change No.	Proposed Change	Page No.
	<p>“No one proposal for residential development shall be larger than 30 housing units.”</p> <p>Note: This change refers to the text of the draft plan.</p>	
EC.04.03.02	<p>Delete the following sentence from paragraph 4.3.14:</p> <p>‘The maximum size of any single development is 30 units.’</p> <p>Note: This change refers to the text of the draft plan.</p>	112
EC.04.03.03	<p>It is proposed to amend the text of B-01 objective as follows:</p> <p>B-01: Business development. Access shall be by means of a single access point from the national road and will require a Traffic Impact Assessment and Road Safety Audit. *</p> <p>Note: This change refers to the text of the draft plan.</p>	114
EC.04.03.04	<p>Include additional text in the Castlemartyr chapter, after paragraph 4.3.8 as follows:</p> <p>‘Castlemartyr Recreational Woodlands is located within the development boundary of the village to the south of the village centre and provides a valuable amenity for the community. The woodland contains main broadleaved species including Beech, Ash and Sycamore and is of local biodiversity value. The site originally formed part of the wider Castlemartyr Demesne, and its designed landscape, and is within an Architectural Conservation Area.’</p> <p>Note: This change refers to the text of the draft plan.</p>	111
EC.04.03.05	<p>Include the following sentence after paragraph 4.3.16 as follows:</p> <p>‘Where access to the National Primary Route (N25) is essential to the carrying out of development, particularly relevant in objective, B-01. Such development will need to be in accordance with the provisions of the official policy as outlined in the DoECLG Spatial Planning and National Roads Guidelines, as published in 2012, in this context it may also be considered appropriate to carry out a review of the speed limits within the village during the lifetime of this plan.’</p> <p>Note: This change refers to the text of the draft plan.</p>	113
	Cloyne	

Change No.	Proposed Change	Page No.
EC.04.04.01	Coastal Flood Zone Mapping Amendment: Cloyne It is proposed to delete the Coastal Flood Zone Mapping and replace with the mapping as shown in Section 4 Note: This change refers to the zoning map for the settlement	121
EC.04.04.02	As the Normal Recommended Scale of any individual scheme is referred to in GO-01 (b) General Objectives for Key Villages and Table 4.1, it is proposed to delete the following text from DB-01 (b): “No one proposal for residential development shall be larger than 30 housing units.” Note: This change refers to the text of the draft plan.	119
EC.04.04.03	Delete the following sentence from paragraph 4.3.14: The maximum size of any single development is 30 units and should be well integrated with the existing village and allow for easy and safe access to the centre and main facilities by foot and bicycle. Note: This change refers to the text of the draft plan.	112
	Killeagh	
EC.04.05.01	As the Normal Recommended Scale of any individual scheme is referred to in GO-01 (b) General Objectives for Key Villages and Table 4.1, it is proposed to delete the following text from DB-01 (b): “No one proposal for residential development shall be larger than 30 housing units.” Note: This change refers to the text of the draft plan.	125
EC.04.05.02	Delete the following sentence from paragraph 4.5.9: Individual development should not exceed 30 houses, should be well integrated with the existing village and allow for easy and safe access to the centre and main facilities by foot and bicycle. Note: This change refers to the text of the draft plan.	123
EC.04.05.03	It is proposed to reduce the extent of the lands zoned B-01 in Killeagh and amend the text of the objective as follows: B-01: Business development. Access shall be by means of a single access point from the national road and will require a Traffic Impact Assessment and Road Safety Audit. * Note: This change refers to the text of the draft plan and to the zoning map for the settlement	123

Change No.	Proposed Change	Page No.
EC.04.05.04	Amend the following sentence in paragraph 4.5.20: There are no significant employers in the village and the lands labelled B-01 in this plan, now zoned for business have remained undeveloped over the years. Note: This change refers to the text of the draft plan.	124
EC.04.05.05	Include the following sentence after paragraph 4.5.16 as follows: 'The development of B-01 will need to be in accordance with the provisions of the official policy as outlined in the DoECLG Spatial Planning and National Roads Guidelines, as published in 2012, in this context it may also be considered appropriate to carry out a review of the speed limits within the village during the lifetime of this plan.' Note: This change refers to the text of the draft plan.	123
EC.04.05.06	It is proposed to extend the development boundary of Killeagh to the North. Note: This change refers to the settlement map only.	127
	Whitegate / Aghada	
EC.04.06.01	It is proposed to include about 0.4 ha of lands which form part of the Glebe Manor development in Whitegate / Aghada within the development boundary. There is no requirement for a specific objective relating to this change. Note: This change refers to the zoning map for the settlement.	136
EC.04.06.02	It is proposed to include additional lands within the development boundary for Whitegate/ Aghada to further consolidate the village. There is no requirement for a specific objective relating to this change. Note: This change refers to the zoning map for the settlement.	136
EC.04.06.03	Coastal Flood Zone Mapping Amendment: Whitegate / Aghada It is proposed to delete the Coastal Flood Zone Mapping and replace with the mapping as shown in Section 3. Note: This change refers to the zoning map for the settlement	136
EC.04.06.04	As the Normal Recommended Scale of any individual scheme is referred to in GO-01 (b) General Objectives for Key Villages and Table 4.1, it is proposed to delete the following text from DB-01 (b): “No one proposal for residential development shall be larger than 30 housing units.” Note: This change refers to the text of the draft plan.	131

Change No.	Proposed Change	Page No.
EC.04.06.05	It is proposed to remove these lands from WG-O-06. The lands remain within the development boundary for Whitegate. There is no requirement for a specific objective relating to this change. Note: This change refers to the zoning map for the settlement.	136
EC.04.06.06	Remove additional lands in Aghada from Open Space objective WG-O-06, between the Marian Terrace road to the south and Church Road /Aghada Presbyterian Church to the north. The lands will remain within the development boundary of the village. Note: This change refers to the zoning map for the settlement	136
	Section Five: Villages, Village Nuclei and Other Locations	
EC.05.02.01	Insert following text as a footnote in Table 5.1 Appropriate Scale of Development in Villages. 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. Note: This change refers to the text of the draft plan.	139
	Ballycotton	
EC.05.02.04.01	Coastal Flood Zone Mapping Amendment: Ballycotton It is proposed to delete the Coastal Flood Zone Mapping and replace with the mapping as shown in Section 3 Note: This change refers to the zoning map for the settlement	143
EC.05.02.04.02	As the Normal Recommended Scale of any individual scheme is referred to in GO-01 (b) General Objectives for the Villages and Table 5.1, it is proposed to delete the following text from DB-01 (b): (b) The number of houses in any particular group should have regard to the character of the existing village and will not normally exceed the provision of 15 units. Note: This change refers to the text of the draft plan.	141
EC.05.02.04.03	It is proposed to extend the development boundary of Ballycotton to the West. Note: This change refers to the zoning map for the settlement.	143
	Ballymacoda	
EC.05.02.05.01	As the Normal Recommended Scale of any individual scheme is referred to in GO-01 (b) General Objectives for the Villages and Table 5.1, it is proposed to delete the following text from DB-01 (b):	144

Change No.	Proposed Change	Page No.
	<p>(b) The number of houses in any particular group should have regard to the character of the existing village and will not normally exceed the provision of 5 units.</p> <p>Note: This change refers to the text of the draft plan.</p>	
	Churchtown South	
EC.05.02.06.01	<p>As the Normal Recommended Scale of any individual scheme is referred to in GO-01 (b) General Objectives for the Villages and Table 5.1, it is proposed to delete the following text from DB-01 (b):</p> <p>(b) The number of houses in any particular group should have regard to the character of the existing village and will not normally exceed the provision of 5 units.</p> <p>Note: This change refers to the text of the draft plan.</p>	146
	Dungourney	
EC.05.02.07.01	<p>As the Normal Recommended Scale of any individual scheme is referred to in GO-01 (b) General Objectives for the Villages and Table 5.1, it is proposed to delete the following text from DB-01 (b):</p> <p>(b) No one proposal for residential development shall be larger than 5 housing units.</p> <p>Note: This change refers to the text of the draft plan.</p>	148
	Ladysbridge	
EC.05.02.08.01	<p>As the Normal Recommended Scale of any individual scheme is referred to in GO-01 (b) General Objectives for the Villages and Table 5.1, it is proposed to delete the following text from DB-01 (b):</p> <p>(b) The number of houses in any particular group should have regard to the character of the existing village and will not normally exceed the provision of 20 units.</p> <p>Note: This change refers to the text of the draft plan.</p>	151
EC.05.02.08.02	<p>It is proposed to include lands within the development boundary for Ladysbridge. There is no requirement for a specific objective relating to this change. It is also proposed to include the following text in the plan after paragraph 5.2.30 as follows:</p> <p>‘Additional lands have been included within the development boundary to the west of the village. Development of these lands should ensure that a separate agricultural entrance from the public road is retained to serve the remainder of the land to the rear. The layout and design of development addressing the road frontage in this area should minimise the linear nature of development on this side of the village, by stepping some development up the contours in a north south alignment, for</p>	151/152

Change No.	Proposed Change	Page No.
	<p>example.'</p> <p>Note: This change refers to the zoning map and the text for the settlement.</p>	
	Mogeely	
EC.05.02.09.01	<p>Amend the Open Space zoning (O-01) to revert back to the Middleton Electoral Area Local Area Plan 2011 (include the lands to the east which were taken out in the East Cork MD draft plan). The wording of the O-01 specific objective will read as follows:</p> <p>O-01: Maintain and improve active open space and amenity area including the children's playground and sports uses.</p> <p>Note: This change refers to the text of the draft plan and to the zoning map for the settlement.</p>	153
EC.05.02.09.02	<p>As the Normal Recommended Scale of any individual scheme is referred to in GO-01 (b) General Objectives for the Villages and Table 5.1, it is proposed to delete the following text from DB-01 (b):</p> <p>(b) No one proposal for residential development shall be larger than 12 housing units</p> <p>Note: This change refers to the text of the draft plan.</p>	153
EC.05.02.09.03	<p>Include additional lands to the north of the village within the Development Boundary.</p> <p>Note: This change refers to the zoning map for the settlement.</p>	154
	Saleen	
EC.05.02.10.01	<p>It is proposed to include lands within the development boundary for Saleen. There is no requirement for a specific objective relating to this change:</p> <p>Note: This change refers to the zoning map for the settlement.</p>	157
EC.05.02.10.02	<p>Coastal Flood Zone Mapping Amendment: Saleen</p> <p>It is proposed to delete the Coastal Flood Zone Mapping and replace with the mapping as shown in Section 3</p> <p>Note: This change refers to the zoning map for the settlement</p>	157
EC.05.02.10.03	<p>As the Normal Recommended Scale of any individual scheme is referred to in GO-01 (b) General Objectives for the Villages and Table 5.1, it is proposed to delete the following text from DB-01 (b):</p> <p>(b) No one proposal for residential development shall be larger than 10 housing units.</p> <p>Note: This change refers to the text of the draft plan.</p>	155

Change No.	Proposed Change	Page No.
	Shanagarry / Garryvoe	
EC.05.02.11.01	Coastal Flood Zone Mapping Amendment: Shanagarry / Garryvoe It is proposed to delete the Coastal Flood Zone Mapping and replace with the mapping as shown in Section 3 Note: This change refers to the zoning map for the settlement	159
EC.05.02.11.02	As the Normal Recommended Scale of any individual scheme is referred to in GO-01 (b) General Objectives for the Villages and Table 5.1, it is proposed to delete the following text from DB-01 (b): (b) The number of houses in any particular group should have regard to the character of the existing village and will not normally exceed the provision of 20 units. Note: This change refers to the text of the draft plan.	158
	VILLAGE NUCLEI	
EC.05.03.01	Insert following text as a footnote in Table 5.2 Appropriate Scale of Development in Village Nuclei. 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. Note: This change refers to the text of the draft plan.	161
	Ballincurrig	
EC.05.03.04.01	As the Normal Recommended Scale of any individual scheme is referred to in GO-02 (b) General Objectives for the Village Nuclei and Table 5.2, it is proposed to delete the following text from DB-01 (b): (b) No one proposal for residential development shall be larger than 5 housing units. Note: This change refers to the text of the draft plan.	163
	Ballinrostig	
EC.05.03.05.01	As the Normal Recommended Scale of any individual scheme is referred to in GO-02 (b) General Objectives for the Villages and Table 5.2, it is proposed to delete the following text from DB-01 (b): (b) The number of houses in any one proposal shall respect the character of the existing villages and shall be no larger than 3 housing units. Note: This change refers to the text of the draft plan.	165

Change No.	Proposed Change	Page No.
	Ballintotis	
EC.05.03.06.01	As the Normal Recommended Scale of any individual scheme is referred to in GO-02 (b) General Objectives for Village Nuclei and Table 5.2, it is proposed to delete the following text from DB-01 (b): (b) The number of houses in any one proposal shall respect the character of the existing villages and shall be no larger than 3 housing units. Note: This change refers to the text of the draft plan.	167
	Ballymackibbot / Inch / Mount Uniacke	
	No Changes Proposed	--
	Clonmult	
EC.05.03.08.01	As the Normal Recommended Scale of any individual scheme is referred to in GO-02 (b) General Objectives for Village Nuclei and Table 5.2, it is proposed to delete the following text from DB-01 (b): (b) The number of houses in any one proposal shall respect the character of the existing villages and shall be no larger than 3 housing units. Note: This change refers to the text of the draft plan.	173
	Gortaroo (Gortroe)	
EC.05.03.09.01	As the Normal Recommended Scale of any individual scheme is referred to in GO-02 (b) General Objectives for Village Nuclei and Table 5.2, it is proposed to delete the following text from DB-01 (b): (b) The number of houses in any one proposal shall respect the character of the existing villages and shall be no larger than 3 housing units. Note: This change refers to the text of the draft plan.	175
	Leamlara	
EC.05.03.10.01	As the Normal Recommended Scale of any individual scheme is referred to in GO-02 (b) General Objectives for Village Nuclei and Table 5.2, it is proposed to delete the following text from DB-01 (b): (b) No one proposal for residential development shall be larger than 5 housing units. Note: This change refers to the text of the draft plan.	177
	Lisgoold	
EC.05.03.11.01	As the Normal Recommended Scale of any individual scheme is referred to in GO-02 (b) General Objectives for Village Nuclei and	179

Change No.	Proposed Change	Page No.
	<p>Table 5.2, it is proposed to delete the following text from DB-01 (b):</p> <p>(b) No one proposal for residential development shall be larger than 4 or 5 housing units.</p> <p>Note: This change refers to the text of the draft plan.</p>	

Section 3 Proposed Map Changes for East Cork MD Local Area Plan

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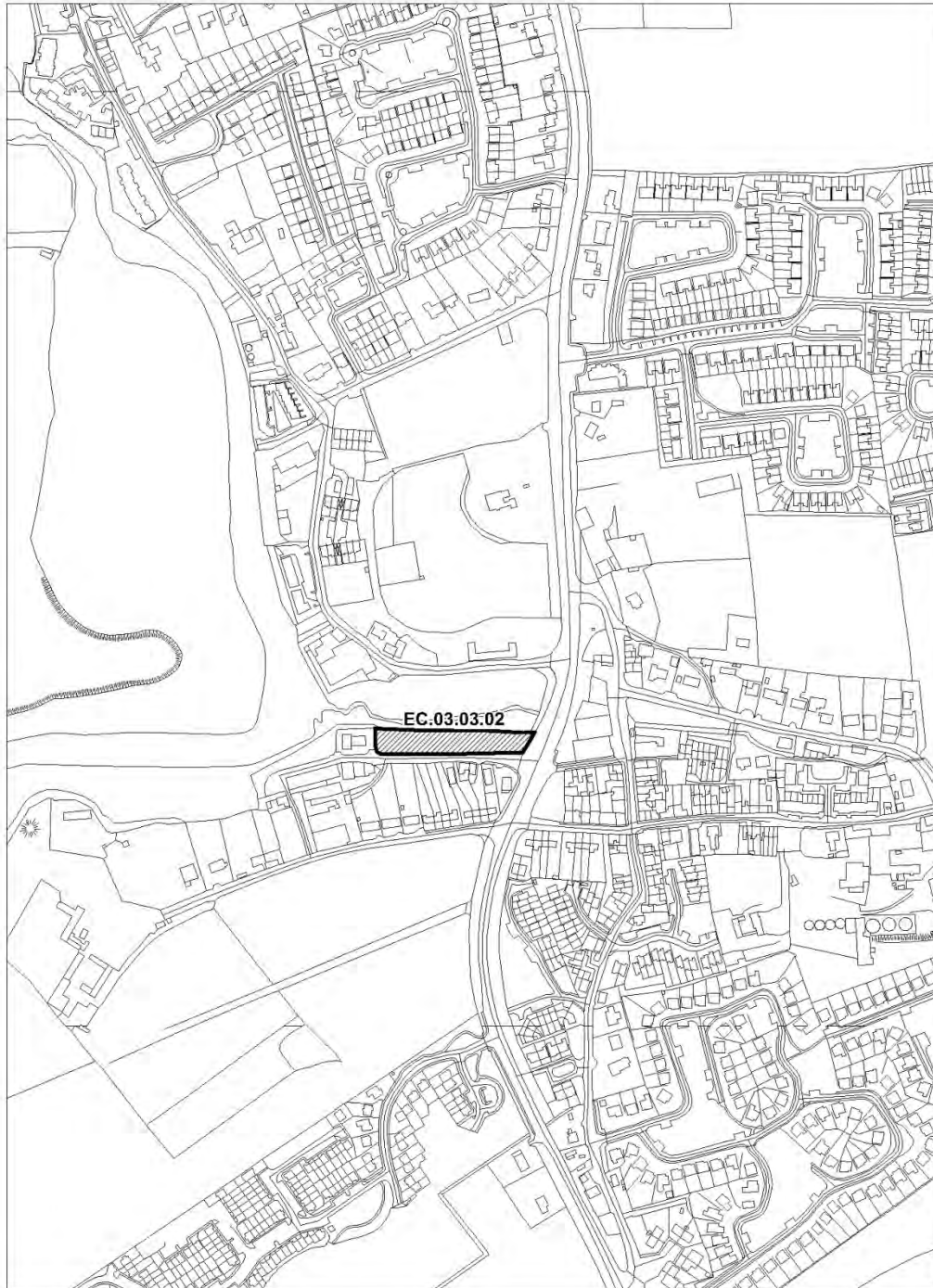
Midleton



Amendment Ref:EC.03.03.01

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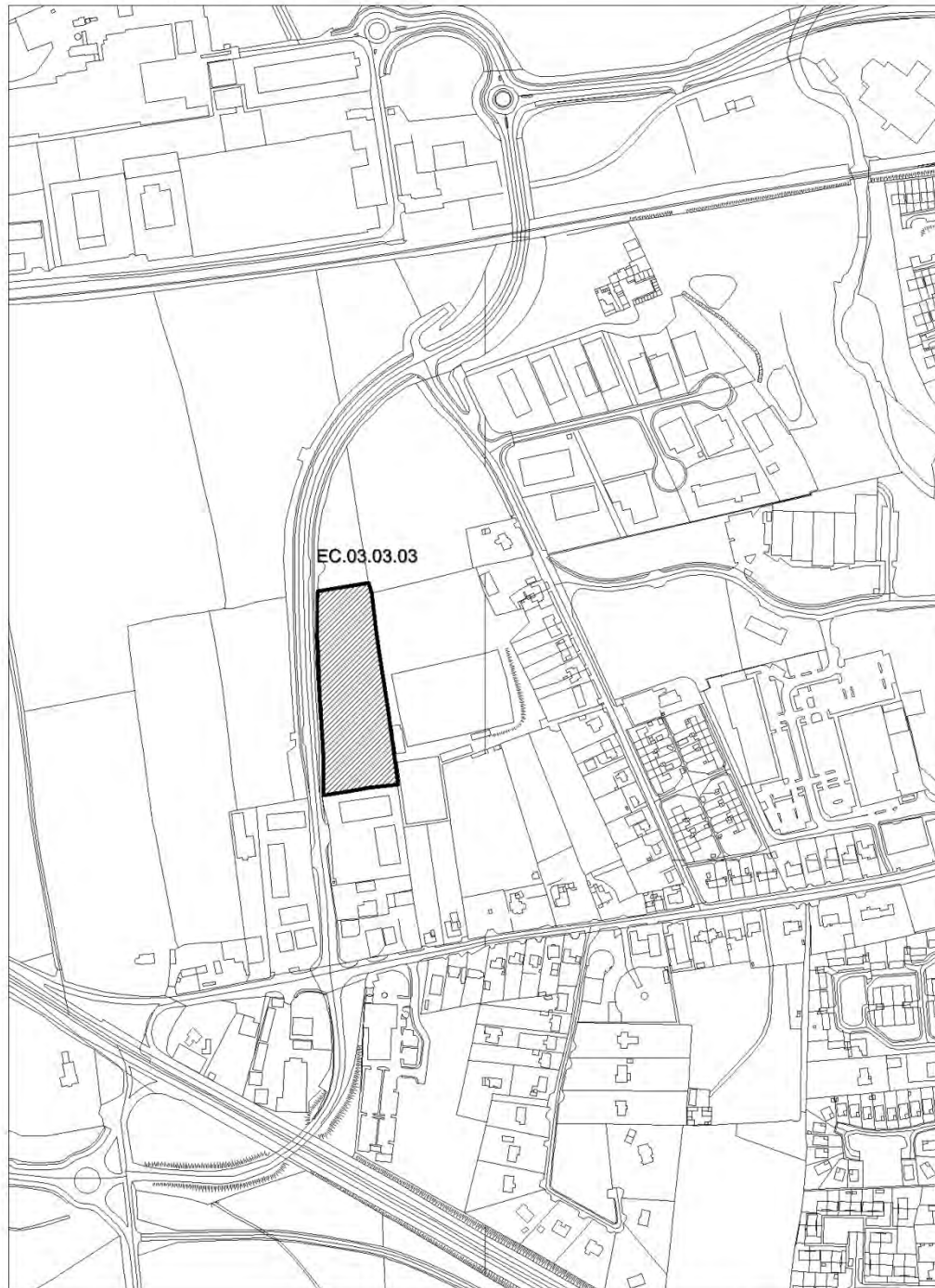
Midleton



Amendment Ref: EC.03.03.02

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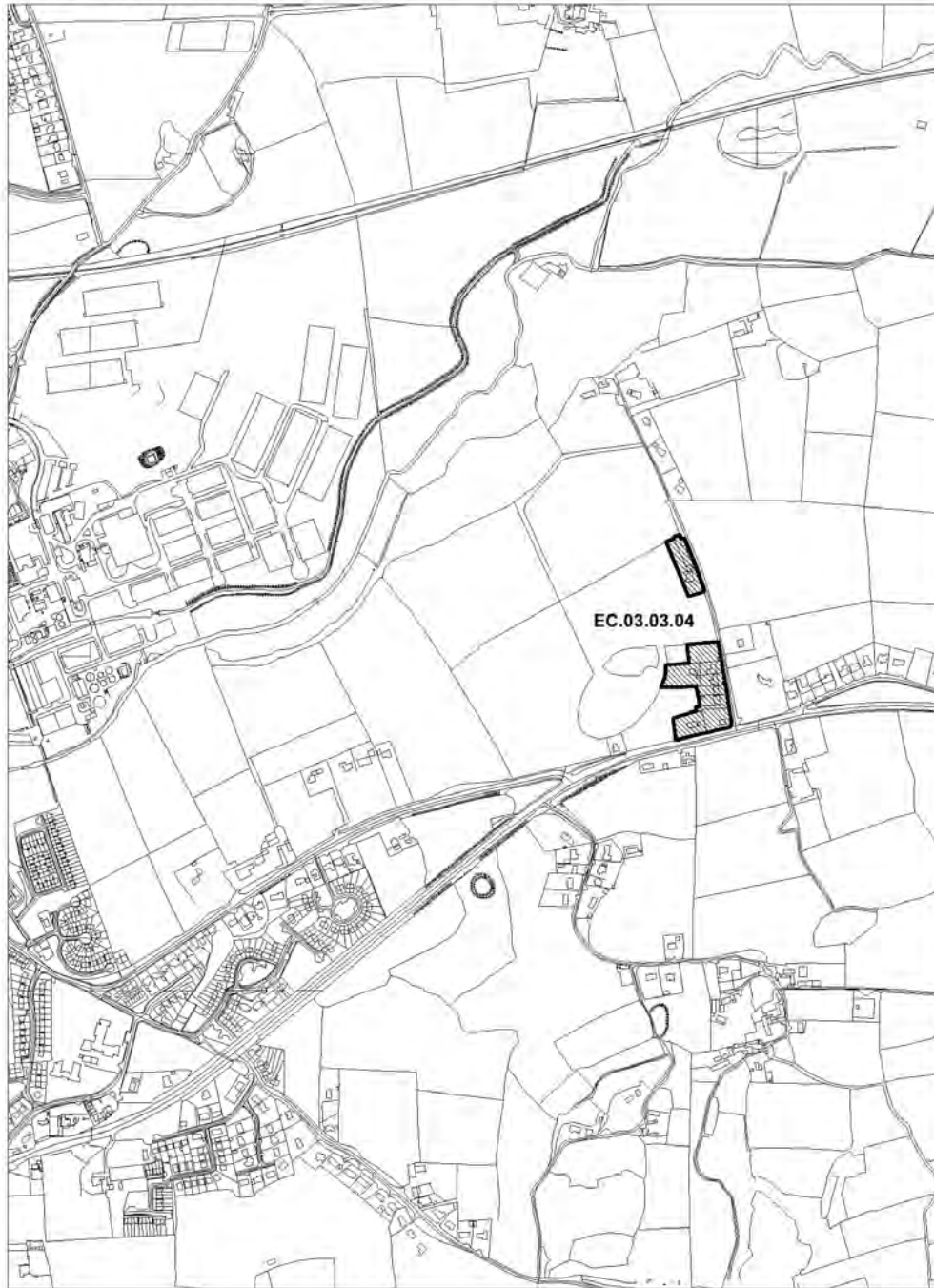
Midleton



Amendment Ref:EC.03.03.03

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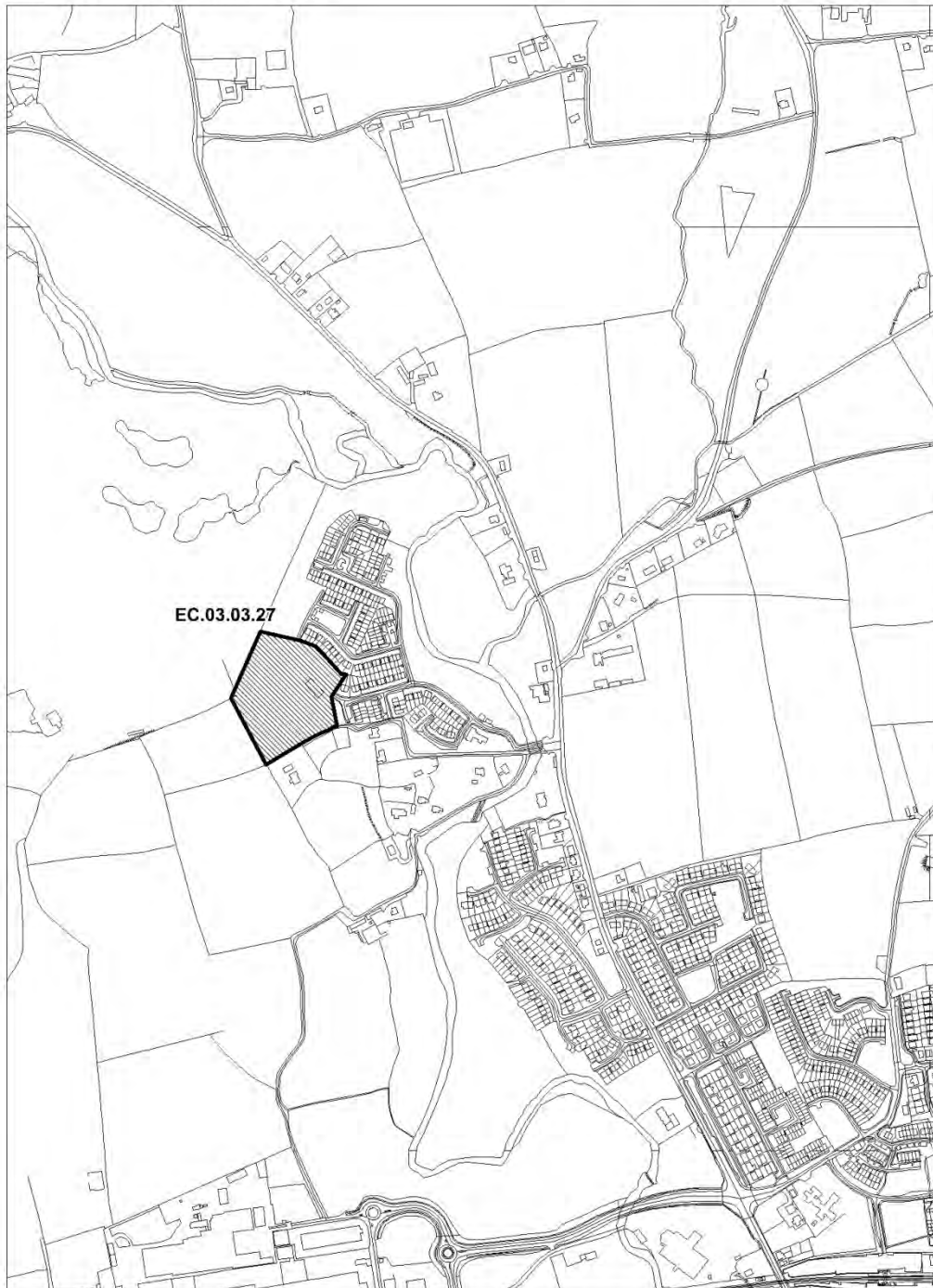
Midleton



Amendment Ref:EC.03.03.04

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Midleton



Amendment Ref:EC.03.03.27

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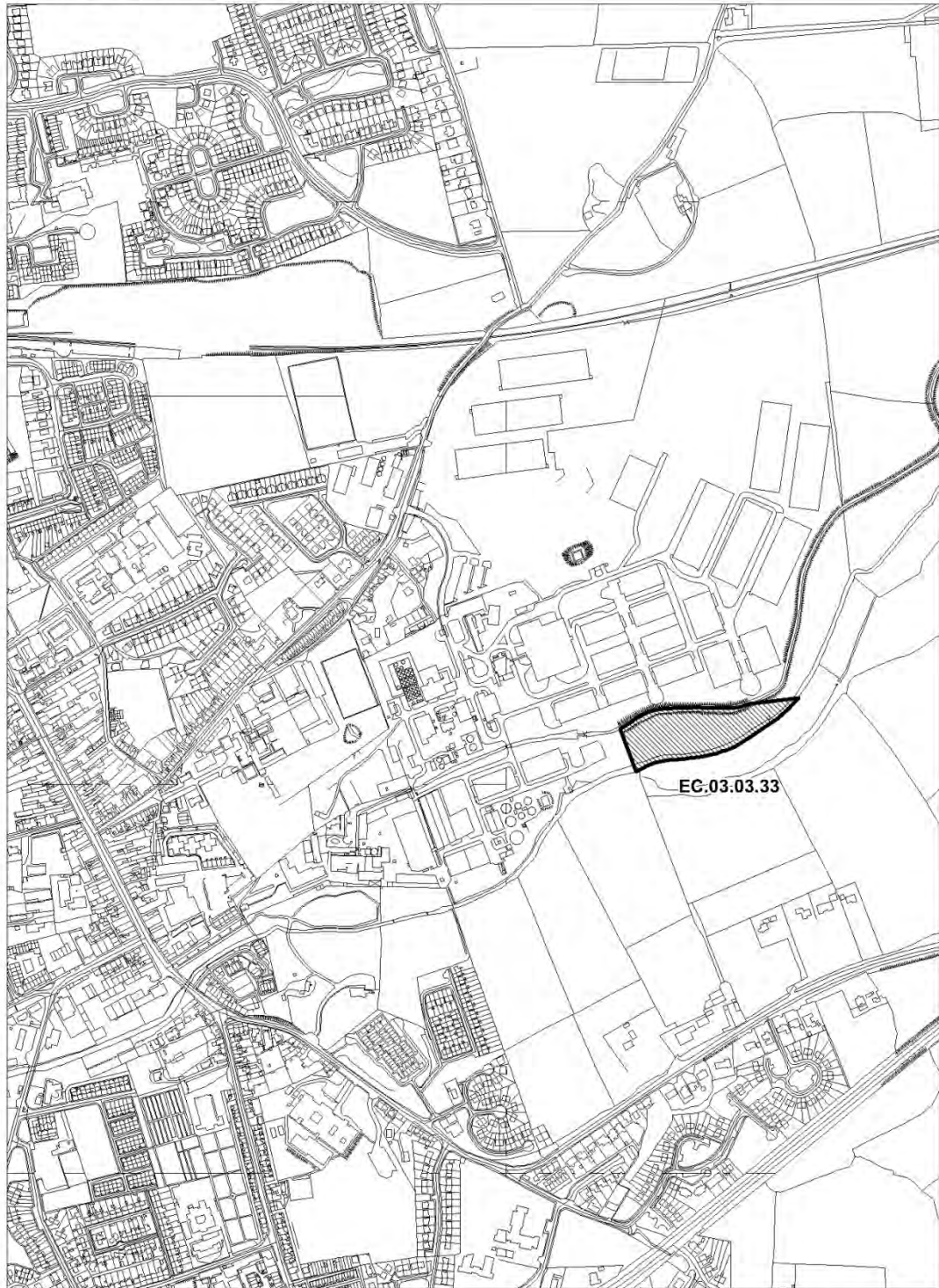
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Amendment Ref: EC.03.03.29

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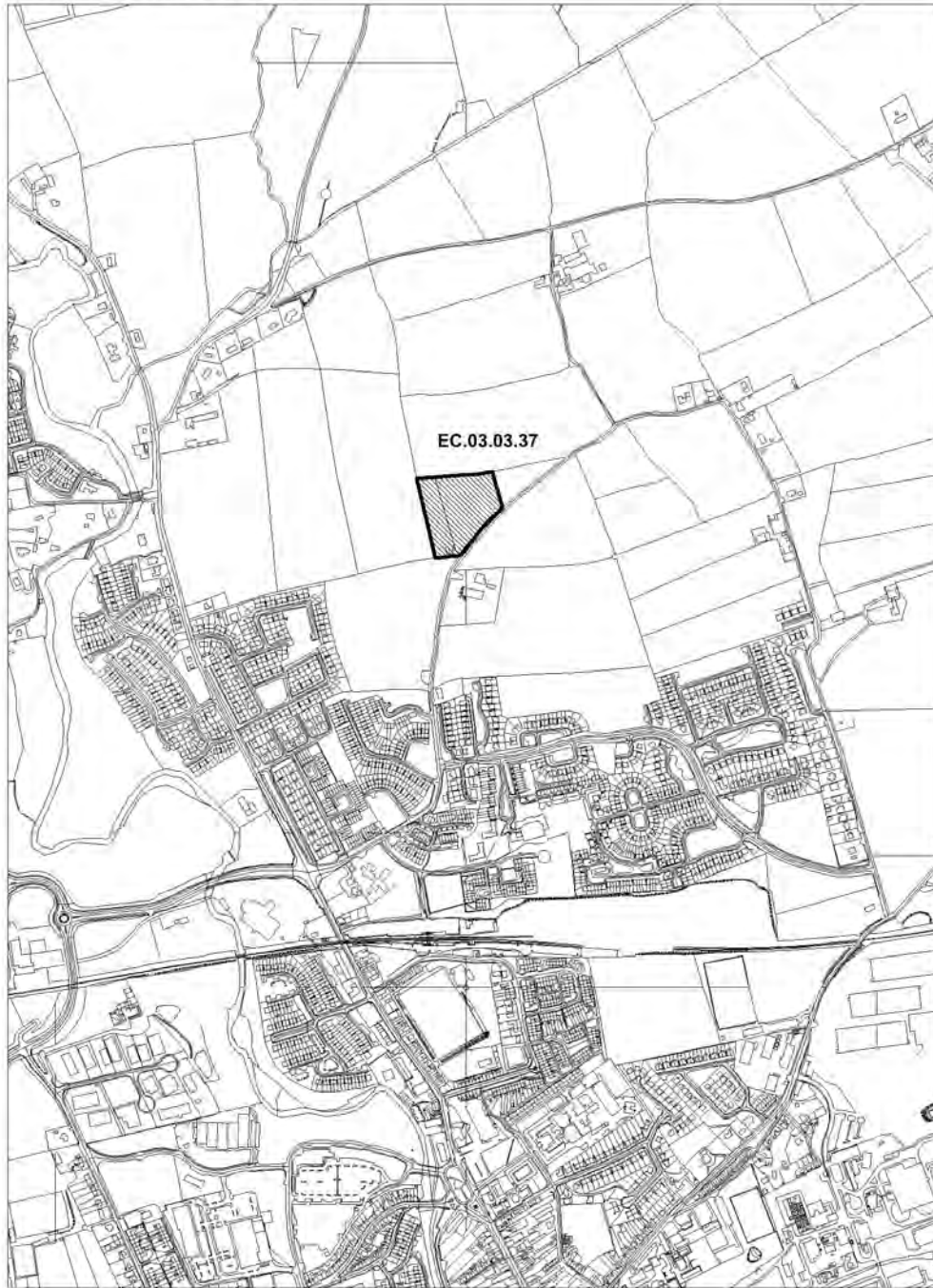
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Amendment Ref:EC.03.03.33

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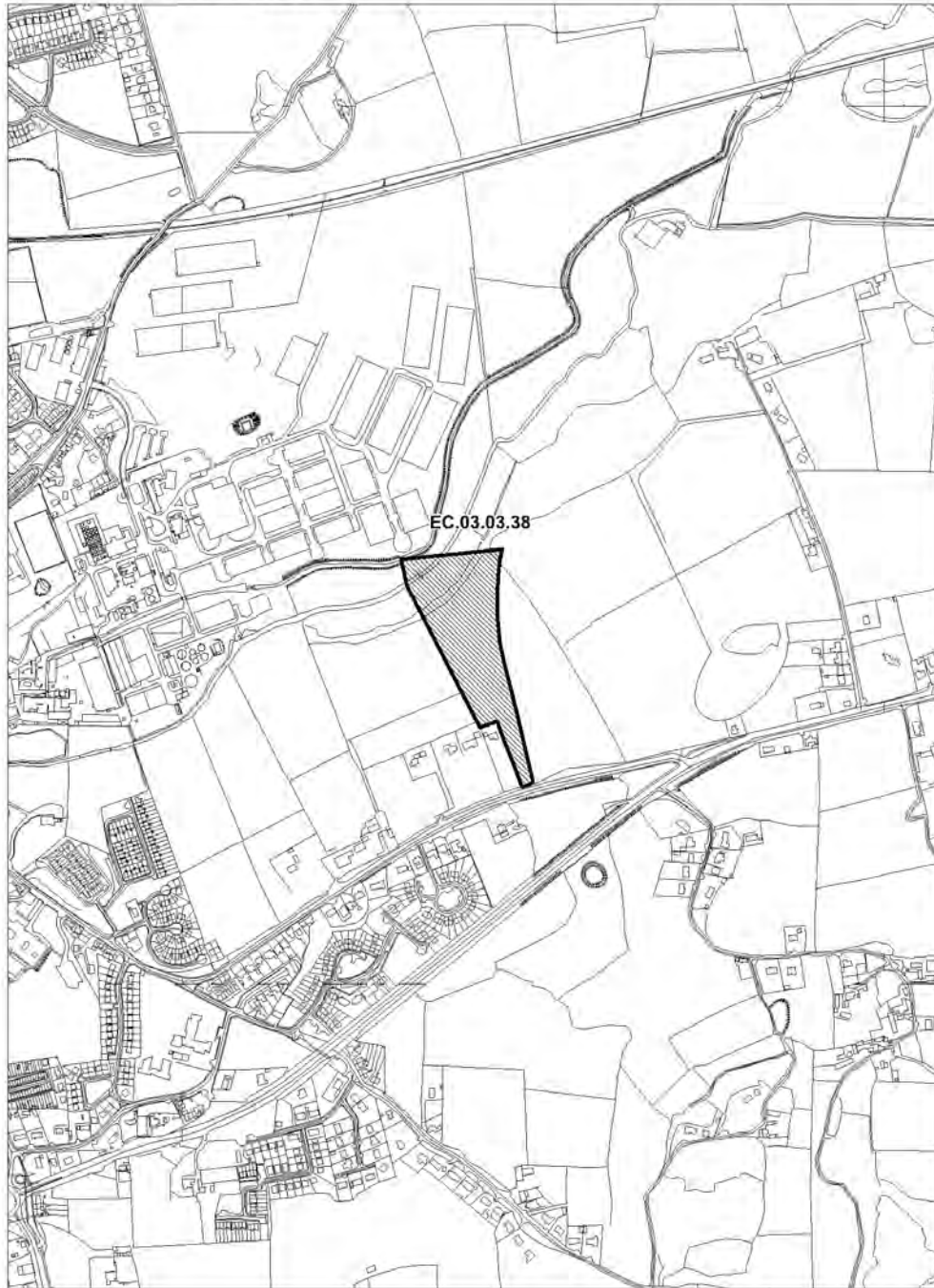
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Amendment Ref:EC.03.03.37

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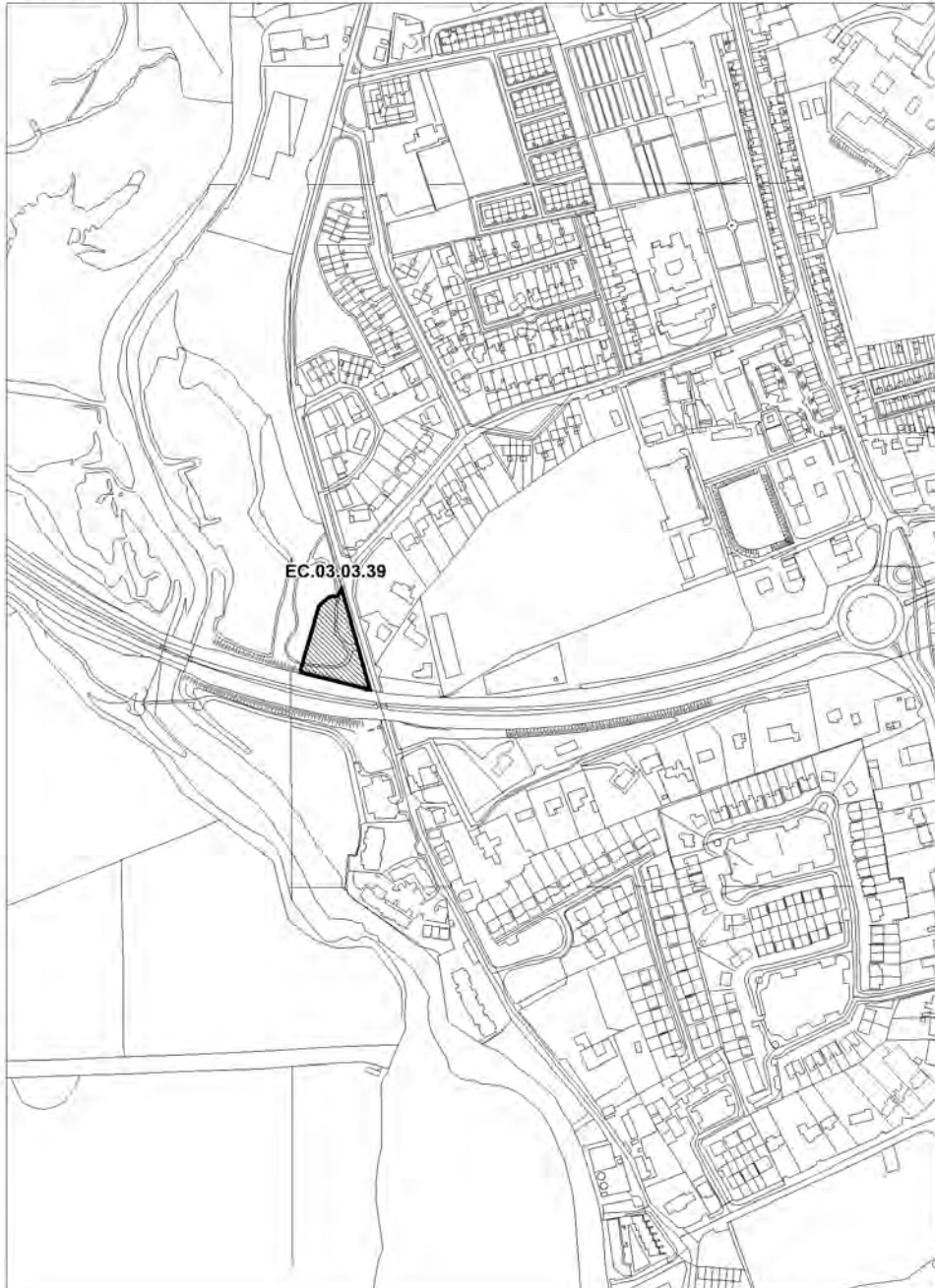
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Amendment Ref:EC.03.03.38

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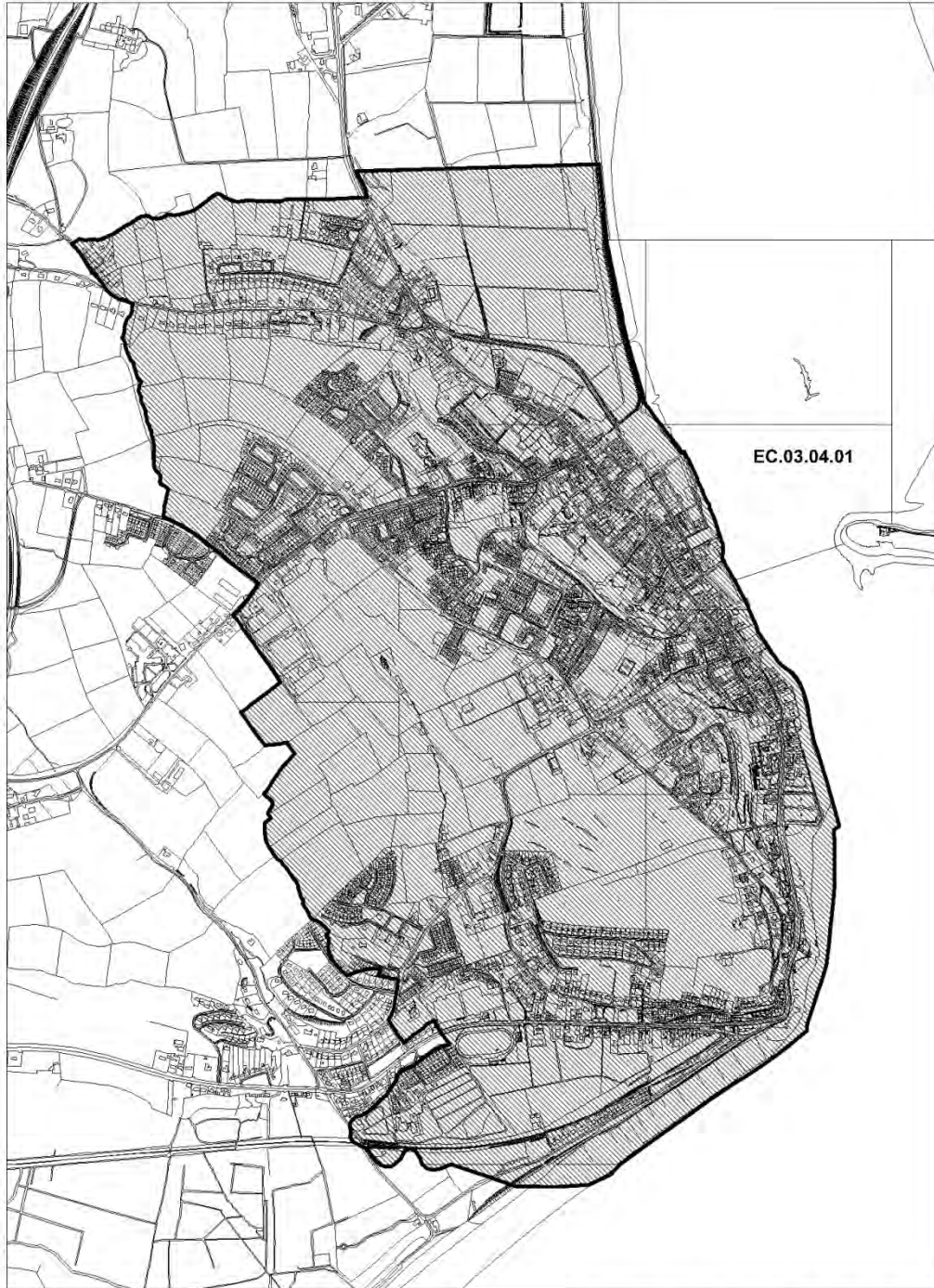
Midleton



Amendment Ref: EC.03.03.39

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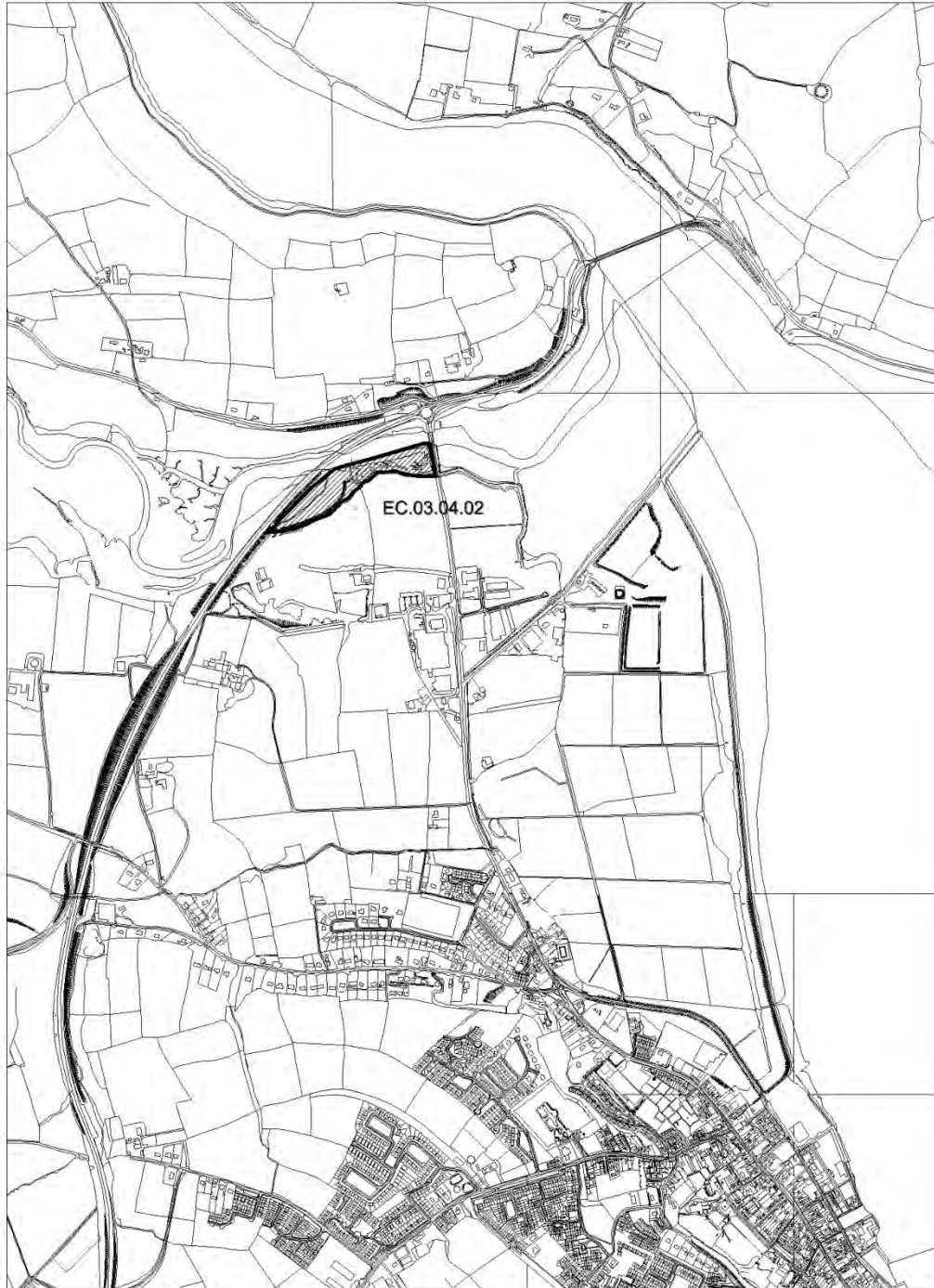
Youghal



Amendment Ref:EC.03.04.01

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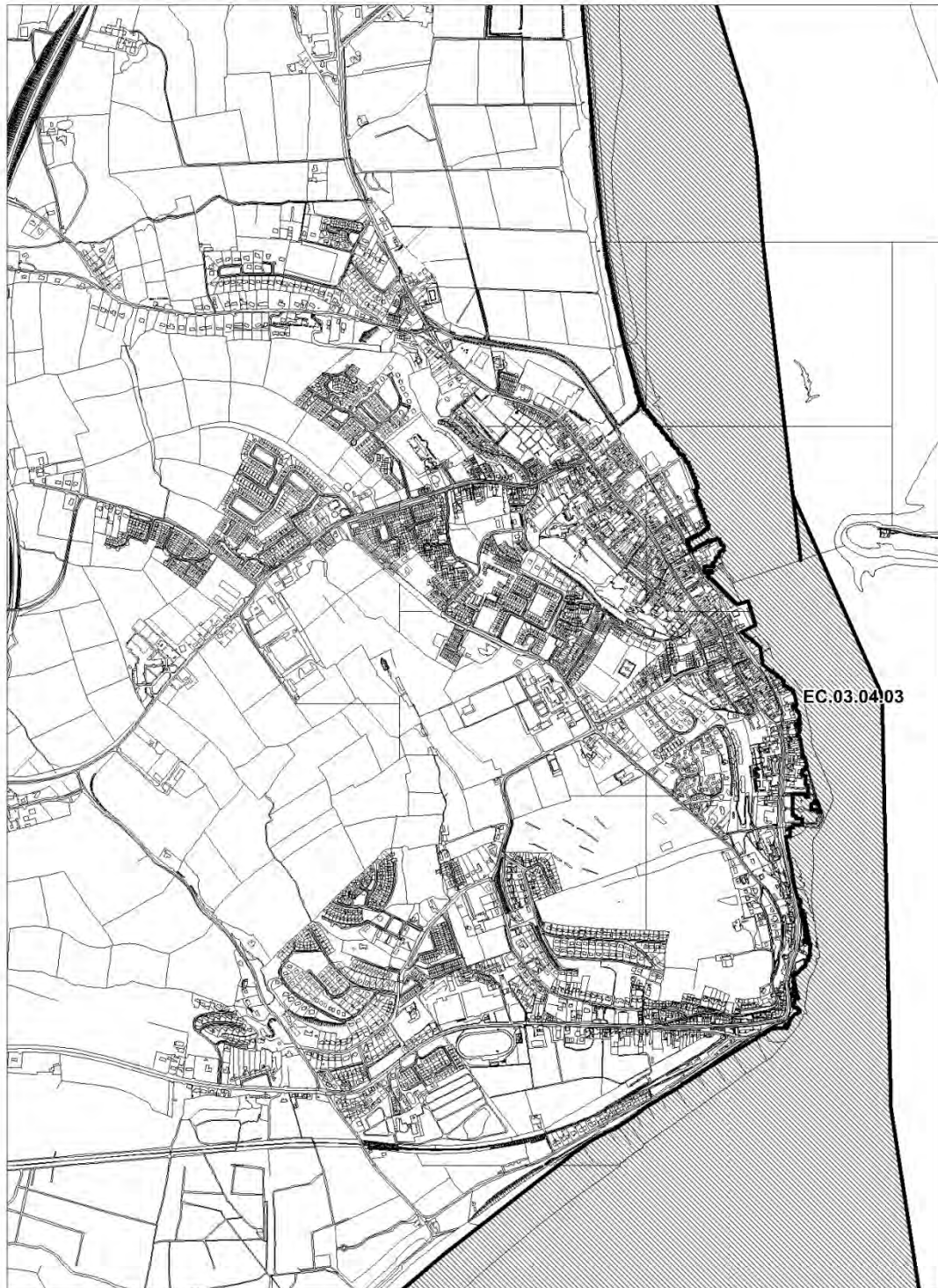
Youghal



Amendment Ref: EC.03.04.02

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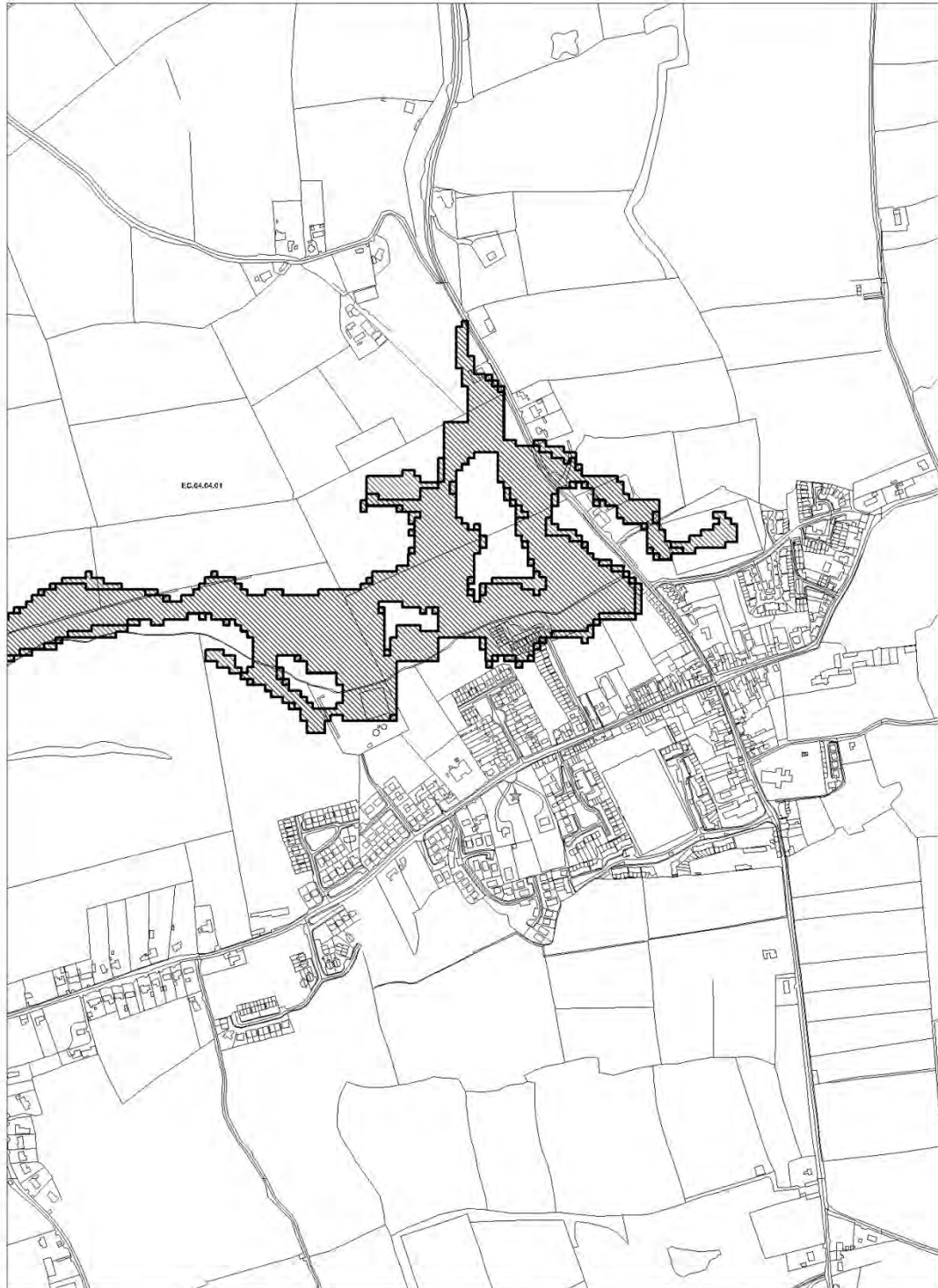
Youghal



Amendment Ref:EC.03.04.03

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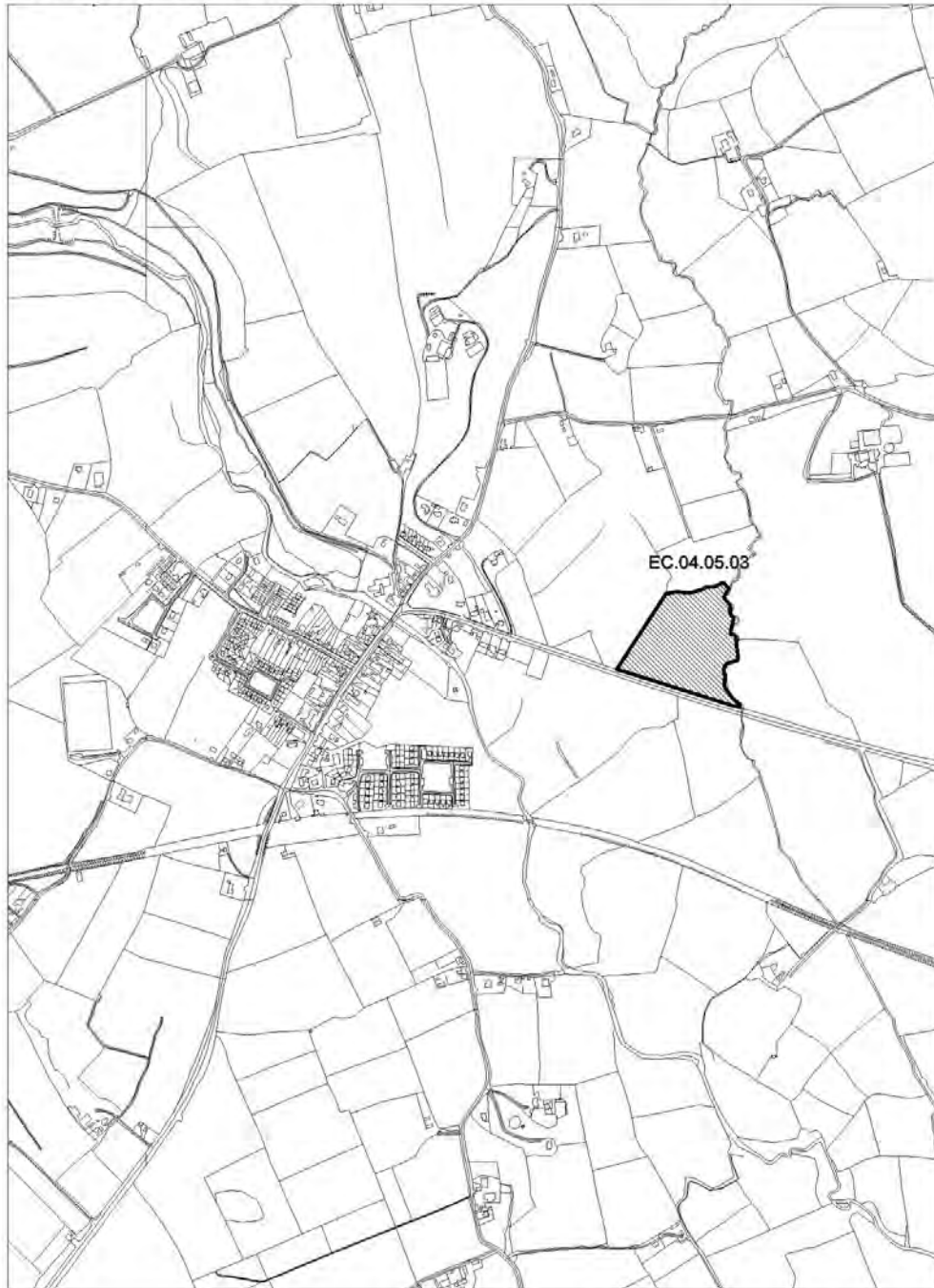
Cloyne



Amendment Ref:EC.04.04.01

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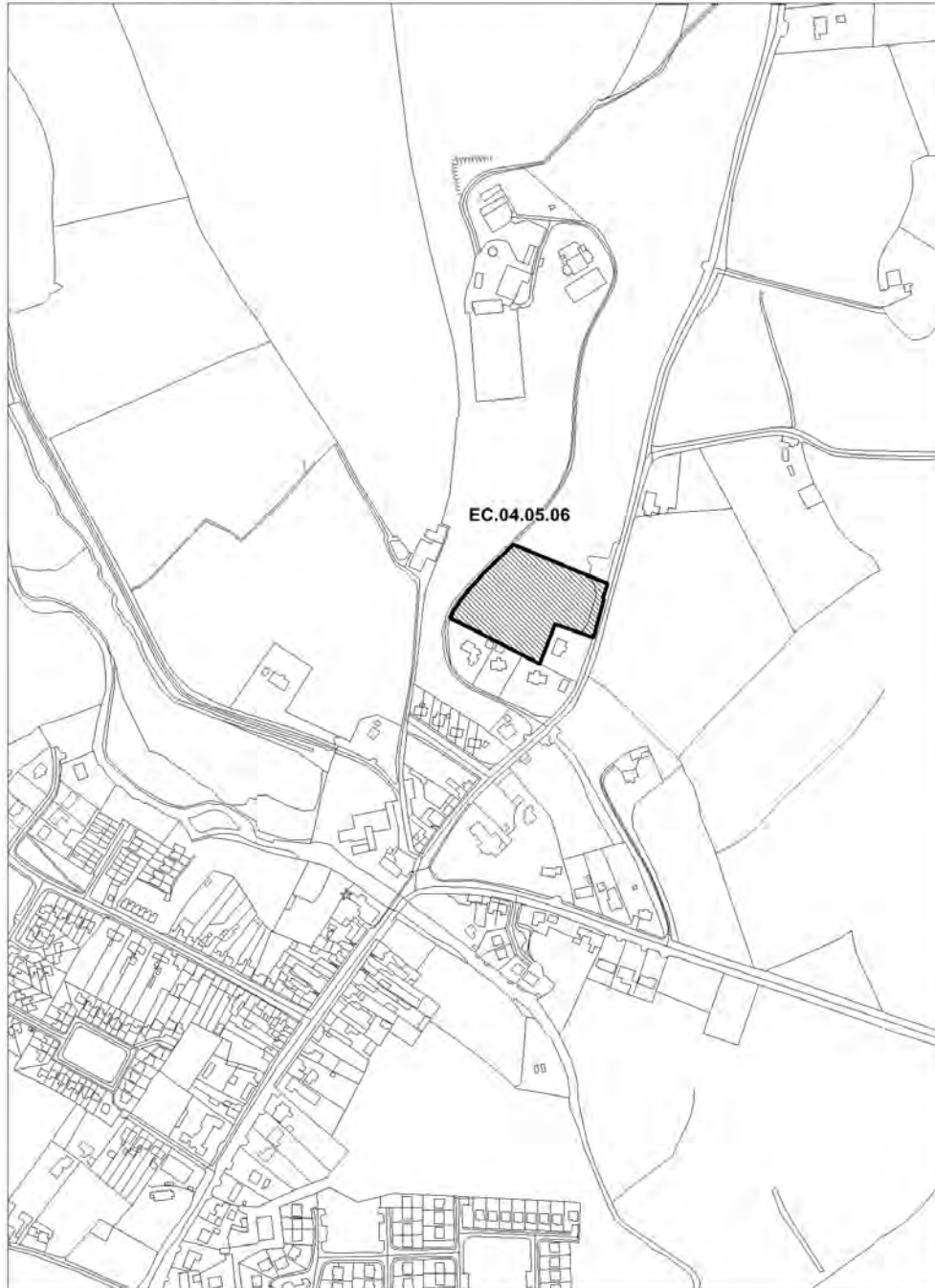
Killeagh



Amendment Ref: EC.04.05.03

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Killeagh



Amendment Ref: EC.04.05.06

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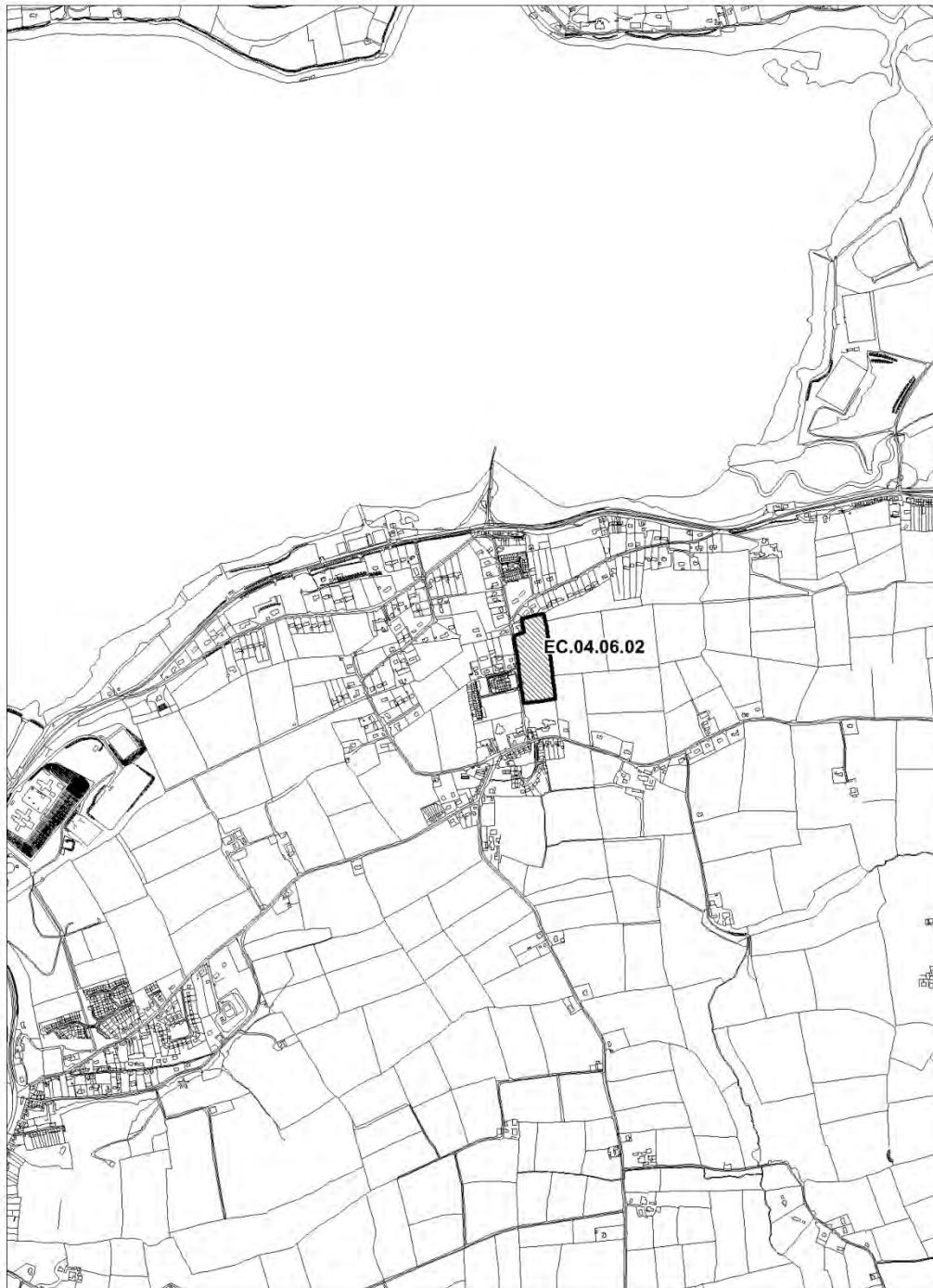
Whitegate & Aghada



Amendment Ref: EC.04.06.01

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Whitegate Aghada



Amendment Ref:EC.04.06.02

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**Whitegate
Aghada**



Amendment Ref:EC.04.06.03

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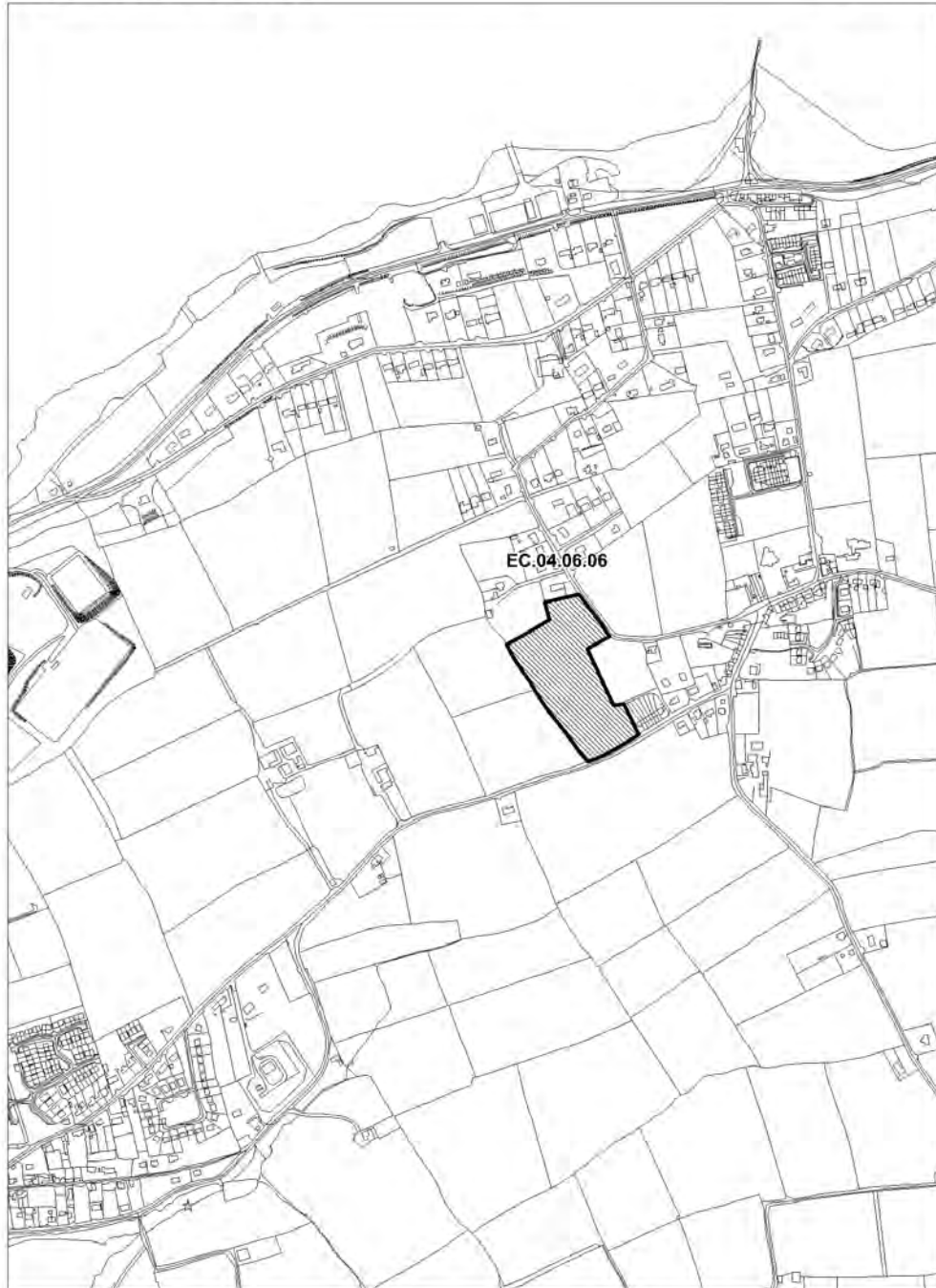
Whitegate Aghada



Amendment Ref:EC.04.06.05

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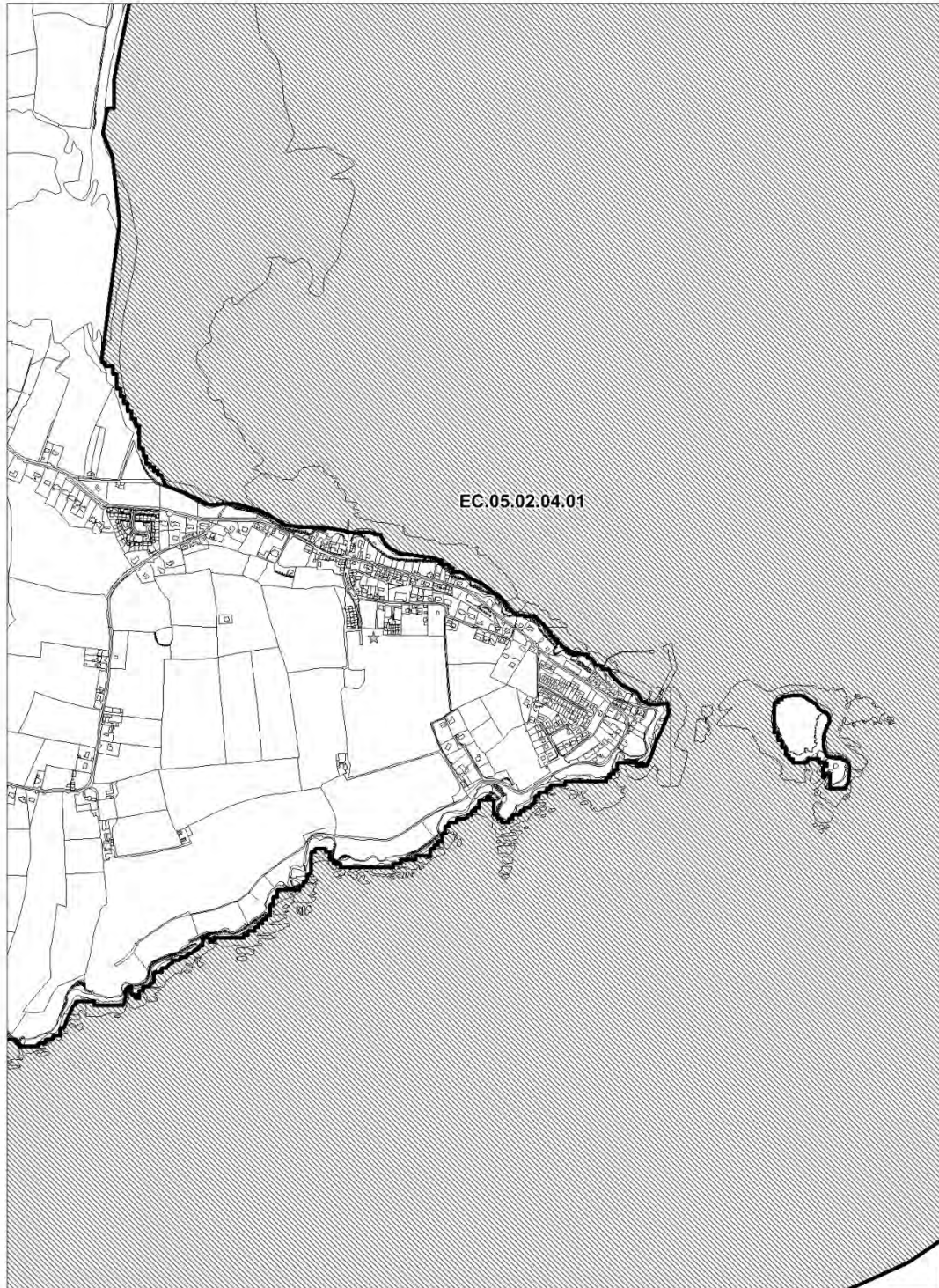
**Whitegate
Aghada**



Amendment Ref:EC.04.06.06

**East Cork Municipal District Local Area Plan
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Ballycotton



Amendment Ref:EC.05.02.04.01

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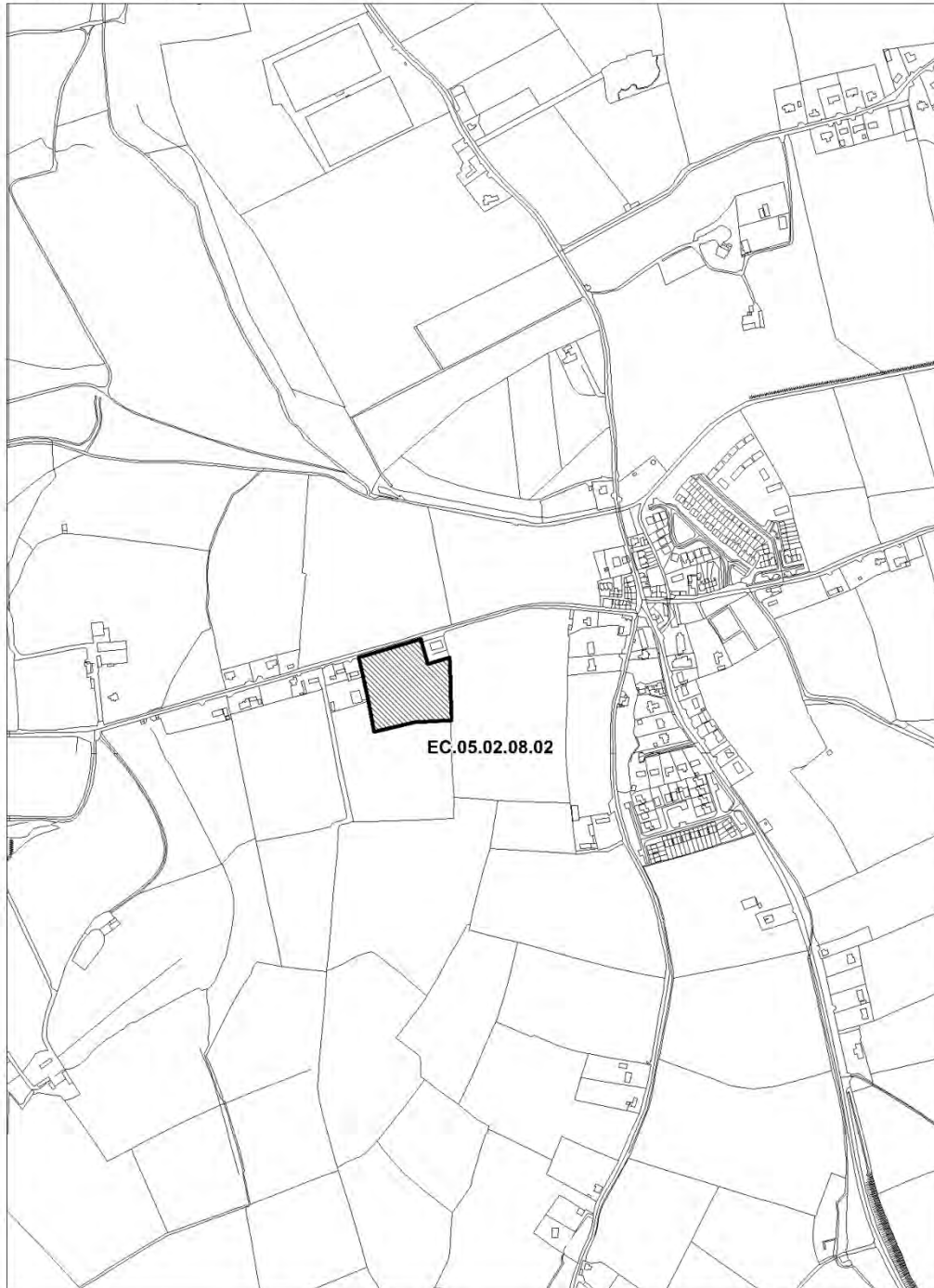
Ballycotton



Amendment Ref: EC.05.02.04.03

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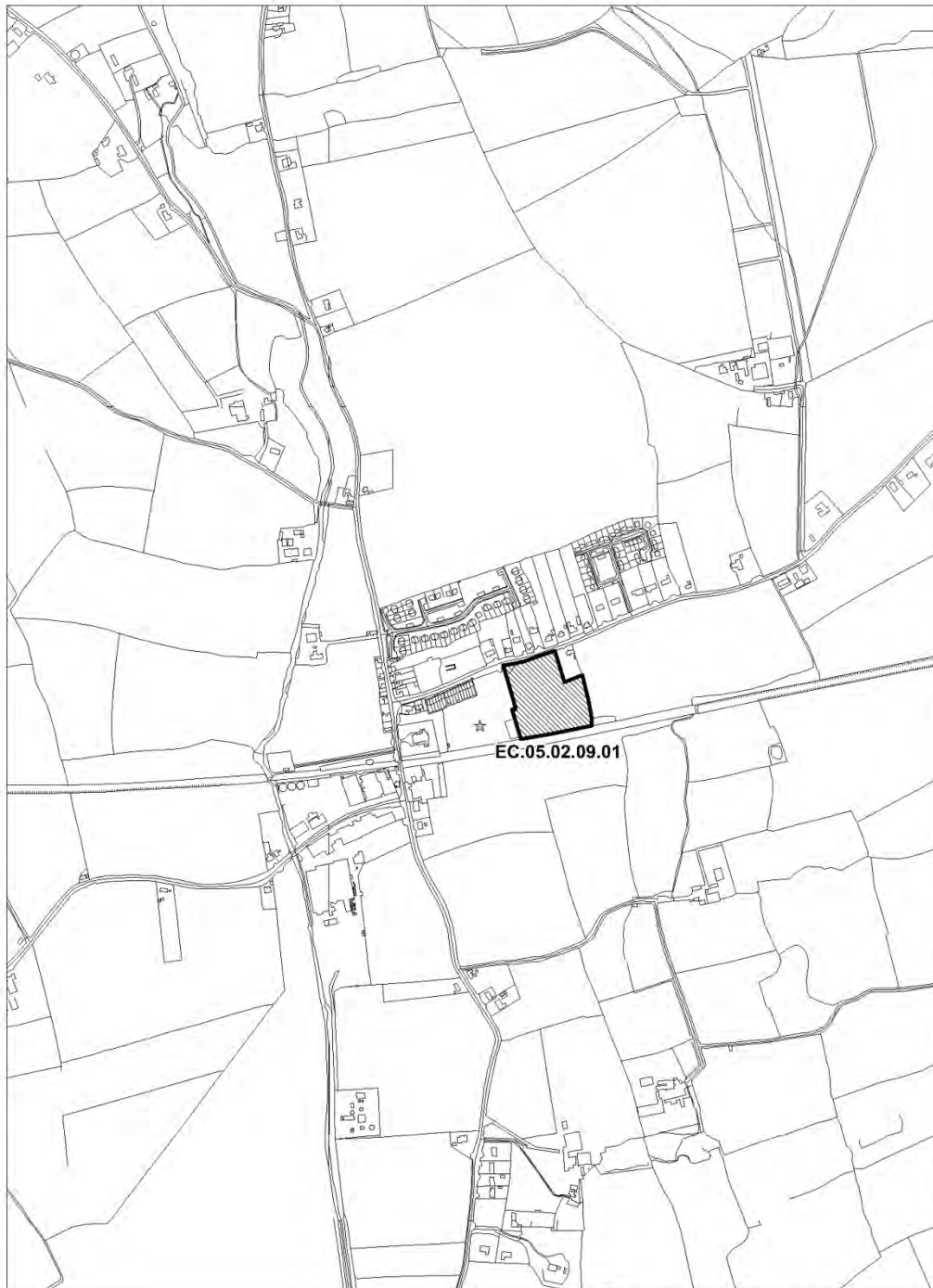
Ladysbridge



Amendment Ref: EC.05.02.08.02

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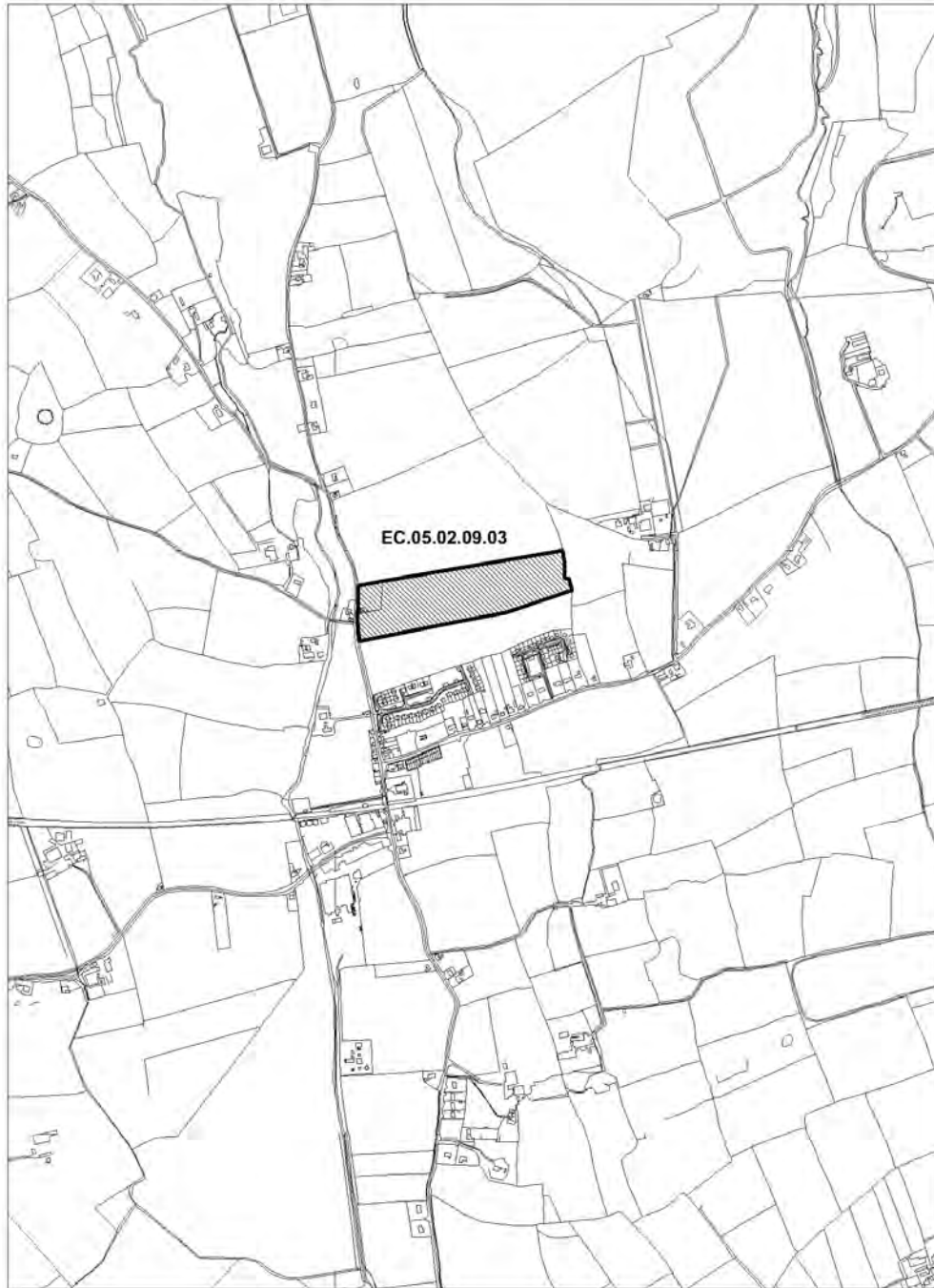
Mogeely



Amendment Ref:EC.05.02.09.01

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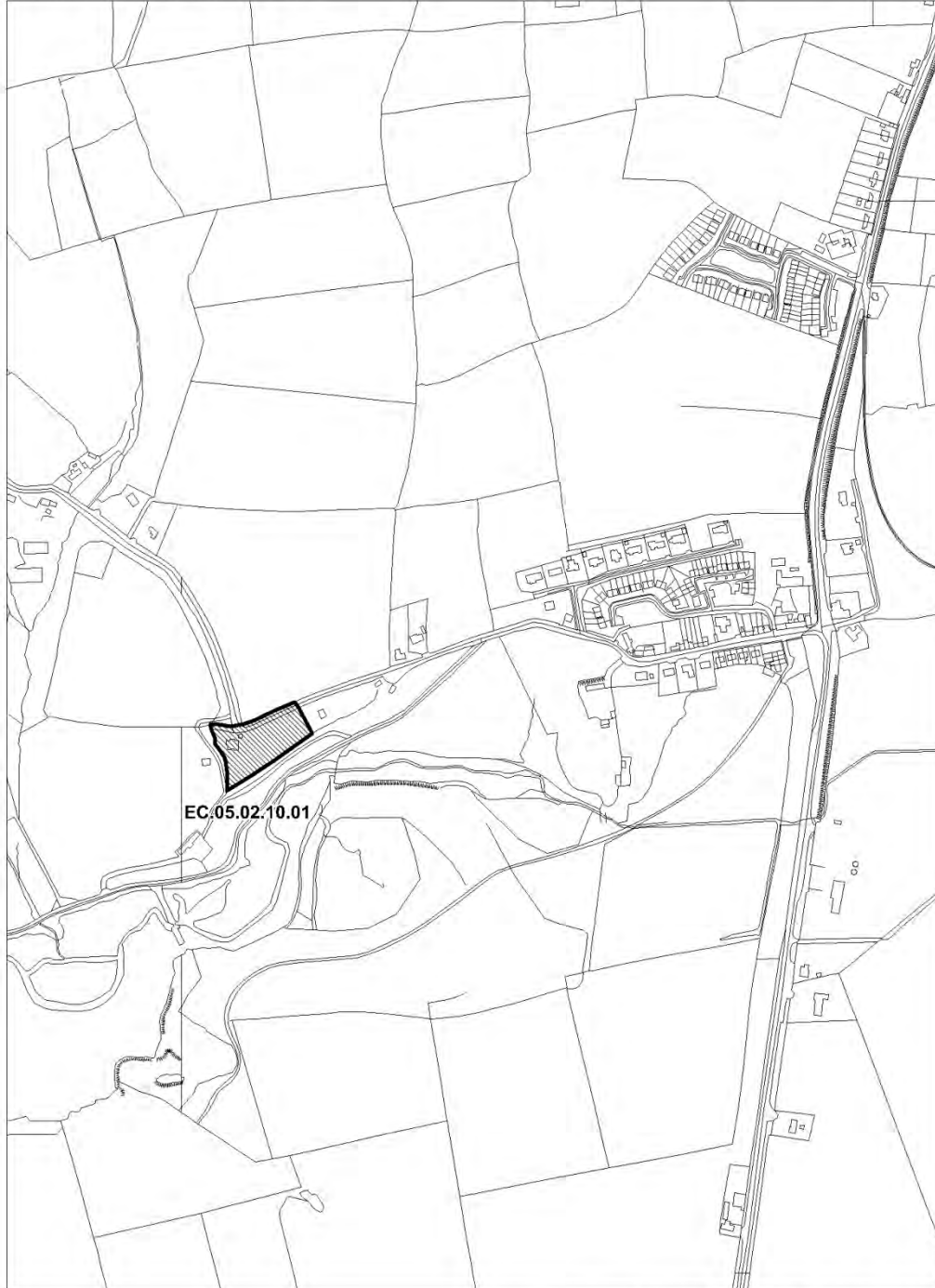
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Amendment Ref:EC.05.02.09.03

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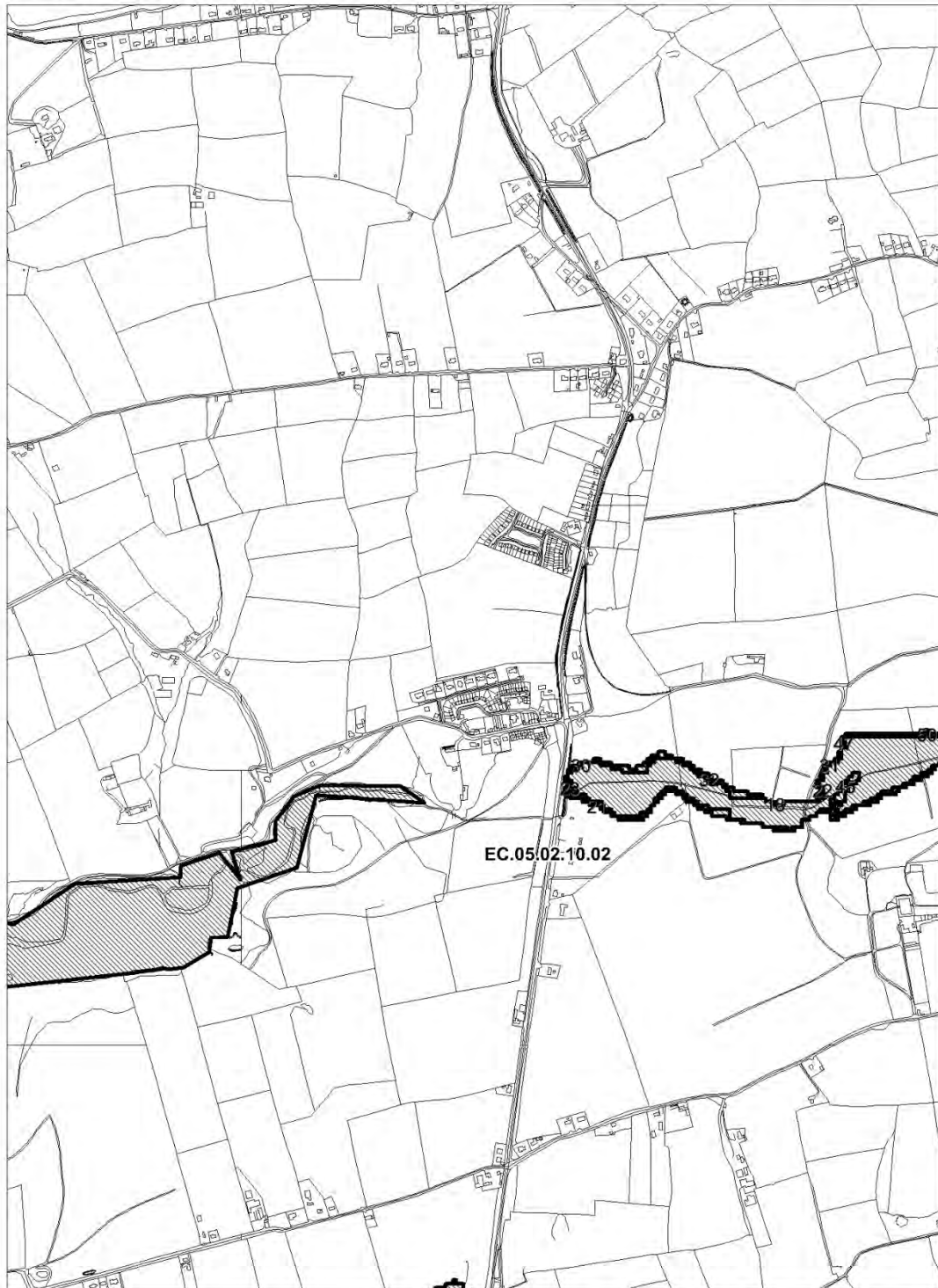
Saleen



Amendment Ref: EC.05.02.10.01

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Saleen



Amendment Ref:EC.05.02.10.02

**East Cork Municipal District Local Area Plan
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**Shanagarry
Garryvoe**



Amendment Ref:EC.05.02.11.01

Section 4: Consolidated text for Amendments EC.03.03.01 [Midleton Environs] and EC.03.04.01 [Youghal Environs]

3 Main Towns

3.1 Purpose of this Section

3.1.1 The purpose of this section of the plan is to set out the key planning considerations and policy objectives for the **environs of the** main towns of the East Cork Municipal District.

3.2 Introduction

3.2.1 There are two main towns in the East Cork Municipal District, Midleton and Youghal. Up until 2014, both towns were administered by Town Councils with Town Development Plans in place setting out the strategy for the development of the lands within the Town Council area. The challenge for this local area plan is to piece together the former Town Development Plans and the Environs of these towns and into a coherent policy from which the towns can continue to grow and develop.

3.2.2 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.

3.2.3 The Cork County Development Plan, 2014 identifies Midleton as a Metropolitan Town and Youghal as a Ring Town. The definitions and strategic aims of these settlements are set out in the following sections for each respective town.

3.2.4 The most significant material asset of this electoral area is its main towns. They represent the product of many decades of investment in buildings (including houses, businesses, commercial buildings etc.), hospitals and other health facilities, schools, social and community facilities and wealth of supporting infrastructure. Across the County as 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 (e.g. work, shopping, education etc.).

3.2.5 Main Towns will normally have the following facilities: A permanent resident population of over 1,000 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 (e.g. Hotels, B&B's), Church or other community facility, Post Office/ bank / ATM / building society, Garda station, Primary healthcare facilities (GP doctor / pharmacy), sports facility, mains sewerage, mains water, public transport, served by a regional or national road, traffic calming / management scheme / off street car parking, bring site/recycling facilities.

Planning Strategy

3.2.6 Within the East Cork Municipal District, the County Plan provides for growth in population of 11,397 persons. The number of households is expected to grow by 7,179 leading to a net requirement for 7,790 new houses within the Municipal District. Through its County Development Plan 2014, the Council has allocated the majority of this growth to the towns with 6,280 new houses proposed, the majority of which are planned for Midleton (5,243). Housing growth is also planned within the villages (1,121 units).

3.2.7 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:

- Make best use of previous investments in built fabric or infrastructure in the main towns;
- Establish the main towns as the principal location for future investment in housing, jobs, infrastructure and social and community facilities;
- 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;
- Prioritise future investment in infrastructure to support the sequential or phased development of the land identified for the future needs of the town;
- Confirm the role of the town centre as the preferred location for future retail development; and
- 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.

	Housing Requirement				Housing Supply	
	Census 2011	Population Target	New Units Required	Net Estimated Requirement (ha)	Est. Net Residential area zoned (ha)	Estimated Housing Yield
Midleton	12,001	21,576	5,243	210	185*	<u>5,255</u>
Youghal	7,794	9,115	1,037	52	104**	<u>1,993</u>
Main Towns	19,795	30,691	6,280	262	289	<u>7,248</u>
<u>*Includes 0.85 ha of residentially zoned land from the Midleton Town Development Plan, 2013.</u>						
<u>**Includes 66.3ha of residentially zoned land from the Youghal Town Development Plan, 2009, AND 25.5 ha of land with a residential restriction option NOTE these 'residential restriction' lands, although not conventionally 'zoned' in the Town Plan provide an important part of the residential land supply in Youghal and are therefore included in the net residential area zoned in Youghal</u>						

Approach to Plan Preparation

3.2.8 In the preparation of new ‘zoning’ maps for the main towns in this plan, the following issues have been addressed:

- Zoned areas in the 2011 Local Area Plans that have been developed are now shown as part of the ‘Existing Built Up Area’. This approach has been taken in order to allow a more positive and flexible response to proposals for the re-use or re-development of underused or derelict land or buildings particularly in the older parts of the main towns. There are exceptions to this in areas where it is considered necessary to continue to protect / promote a specific land use.
- Where possible the map base has been updated (although the most recent development may still not be shown for reasons beyond the County Council’s control);
- The Midleton and Youghal Town Development Plans used ‘established’ zoning categories to define the appropriate use in existing areas of development e.g. ‘established residential’ to denote existing residential areas. In the Local Area Plans adopted in 2011 the use of ‘established’ zoning categories was discontinued in favour of an “Existing Built Up Area” classification. This approach will be applied to the developed areas within the former town council administrative areas to achieve a uniform approach to land use zoning across all Main Towns.
- In most towns a core retail shopping area has been identified.
- In some towns regeneration sites have been identified where there are derelict / vacant sites which detract from the amenity of an area and offer opportunities for redevelopment.

3.3 Midleton

Vision: Mainistir na Corann meaning 'The Abbey of the Coir'

3.3.1 The vision for Midleton is to build on the success of its rail connections to Metropolitan Cork and promote the continued development of the town and its hinterland as a residential, employment, tourist and service location. Key aims in delivering this vision include:

- **Strengthen the economy of the town, attracting new investment in employment, services, retail and tourism uses**
- **Strengthen the role of the area around the Main Street as the town core, as the primary retail area and the centre of the community**
- **Secure investment in essential infrastructure including water services and national road improvements**
- **Promote the continued use of all forms of public transport within and around Midleton and improve opportunities for walking and cycling around the town.**

3.3.2 The vision for Midleton is to build on the success of its rail connections to Metropolitan Cork and to manage development in the environs in order to support the town centre; The key aims in delivering this vision include:

- Strengthen the economy of the town **as a whole**, attracting new investment in employment, services, retail and tourism uses
- Secure investment in essential infrastructure including water services and national road improvements
- Promote the continued use of all forms of public transport within and around Midleton and improve opportunities for walking and cycling around the town.
- **Manage development in the environs of the town to support the role of the Town Centre.**

Context

3.3.3 Midleton is the largest town in East Cork and is located within the area defined as ‘Metropolitan Cork’ or the ‘Cork Gateway’. The planning strategy for the Cork Gateway seeks to achieve significant future growth in population, employment and services, supported by high levels of community facilities, amenities and integrated public transport connections, ensuring the Gateway can be the location of choice for most people, especially those with an urban employment focus.

3.3.4 Metropolitan Cork is considered to be a single market area for housing and jobs and, in the area east of the city, the strategy is to promote growth in the area served by the rail corridor which benefits from an established high quality public transport service. Development proposals for the East Cork area have been framed to compliment the City Council’s own development proposals’ and the County Councils proposals in other Metropolitan Towns.

3.3.5 In recent years, whilst retaining its self-sufficient market town character, Midleton has become a popular residential location for commuters working in or near Cork City. The town benefits from a 30 minute peak hour rail service to Cork City with a journey time of 23 minutes. The town offers a strong supply of land for housing, employment and other uses and in this context significant growth is planned in the area in line with the Core Strategy of the Cork County Development Plan 2014.

3.3.6 The town has a north-south orientation, with key transport infrastructure at each end; the rail line to the north and the N25 dual carriageway to the south. The lands to the north of the rail line rise steeply in two hills at Water-Rock and Broomfield, with the Owenacurra river valley in between. The lands to the south of the town are low lying leading to the river estuary.

3.3.7 Outside the development boundary of the town, the land forms part of the Metropolitan Cork Green Belt. Here, the objectives of the Cork County Development Plan 2014 seek to preserve the character of the area and (subject to certain exceptions) reserve the land generally for agriculture, open-space or recreation uses.

3.3.8 The publication of the Midleton and Carrigtwohill Transportation Study (2010) 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 this

study will be key to facilitating the development of the town as a sustainable location for business and living, linking the outer areas with the town centre as well as facilitating the establishment of a pedestrian and cycle network.

Ballinacurra

3.3.9 Ballinacurra, located less than 2km south of the town centre and south of the N25, lies at the confluence of the Owenacurra River and the east channel of Cork Harbour. In times past it served as the port for the town of Midleton. In recent decades the village has been planned as part of the growth of Midleton, and has become a major suburb of the town. It retains quite a strong character and identity with a good range of services, with the exception of a local primary school. The R630 regional road to Whitegate divides the village from the traditional quay areas to the west.

3.3.10 Additional community facilities are required in Ballinacurra in order to cater for the growing population there, including, potentially, a primary school to be provided in consultation with the Department of Education and Skills and a playground. These facilities should be given priority during the lifetime of this plan.

Population and Housing

3.3.11 The planning strategy for Midleton, as set out in the Cork County Development Plan 2014, provides for the population of the town **and environs** to grow to 21,576 persons, representing growth of 9,575 persons on the 2011 population. In order to accommodate this level of population growth, an additional 5,243 housing units need to be provided in Midleton. This Plan makes provision for a residential land supply of 180 ha with the capacity to provide approximately 4,125 units. This, together with the brownfield opportunities in the town itself (former Town Council), regeneration areas and special policy areas bring the overall unit provision for the town of Midleton to 5,255, in line with the Core Strategy of the County Development Plan.

3.3.12 The priority for Midleton over the life of the new Local Area Plan is to optimise the amount of land available for development for housing in the short – medium term by delivering the infrastructure necessary to facilitate development.

3.3.13 The majority of residential development planned for Midleton town will occur at Water-Rock to the north west of the town centre where approximately 2,500 residential units are proposed in addition to new schools, a neighbourhood centre, parks and a second railway station.

3.3.14 In addition, there is large site in Council ownership at Broomfield West to the north of the town, fronting the Mill Road, which is suitable for residential development. The site comprises a steeply sloping western facing hillside with a wide flat base at its western edge. The upper slopes are quite visually sensitive. Most of the level portion of the site lies within a 1000m radius of the railway station, and the SE corner of the site is just 500m north of the northern relief road and 1200m from the town centre. In July, 2016 Planning permission was granted on part of this site for a primary school (Educate Together).

3.3.15 Residential lands are available south of the N25 at Baneshane adjacent to a recently completed primary level Gaelscoil. **Full development of MD-R-01 site at Baneshane is dependent on revised / improved access arrangements being available to the N25, which are a matter for Transport Infrastructure Ireland. The timeline around the delivery of improvements to the N25 is uncertain and is beyond the direct control of**

the County Council. Road improvements will need to be financed through the system of development contributions and agreements (provided for by sections 47, 48 and 49 of the Planning & Development Act 2000). Where investment is undertaken by the Council, developers will be required to reimburse the full costs incurred by the County Council as development progresses.

- 3.3.16** Lands are also available south of the N25 at Ballinacurra. Short term improvements can be made to the local road network to accommodate some development in Ballinacurra including a left hand slip lane at the Lakeview Roundabout to the N25. This would significantly reduce traffic congestion on the R630 approaching the roundabout and this is considered essential prior to any further development in the Ballinacurra area. In addition, where appropriate flood risk assessments will be completed in order to ensure that future development does not create a worsening flooding situation particularly along the Balick road.
- 3.3.17** Many of the new development areas are some distance from the town centre and the development of good quality pedestrian / cycle connectivity to the town centre from new development areas is essential. In many cases the development of the land identified for new residential development is dependent on the delivery of new roads and water services infrastructure and the timeline around the delivery of this infrastructure is uncertain and may be beyond the direct control of the County Council.
- 3.3.18** This plan makes provision for a range of house types and densities to be provided which supports rail public transport while also providing a choice of units for family needs. While restrictive policies are in place to protect rural landscapes from urban generated housing, this plan seeks to provide attractive alternatives for family housing within the town. Within the Water Rock site the plan aims to provide a mix of dwelling types from smaller 2 bedroom units to 4/5 bedroom units at an overall density level that supports public transport by allowing higher density development to be located in close proximity to the existing and proposed railway stations which fans out to Medium A and Medium B density residential development with some low density provision for serviced sites at points furthest from the railway line. The approach to housing density in County Cork is set out in Table HOU 4-1 of the County Development Plan 2014.
- 3.3.19** 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.
- 3.3.20** The following table outlines the population, households and new units required in Midleton in order to achieve the population target of 21,576 by 2022 as set out in the Core Strategy of the Cork County Development Plan 2014. The table also outlines the estimated net residential area zoned in this draft plan and the estimated housing yield that could be generated from such sites. It is noteworthy that within the East Cork Municipal District the largest proportion of housing growth is in Midleton.

Table 3.2 Population and Housing in Midleton							
	Housing Requirement					Housing Supply	
	Census 2011	Population Target	Total New Households	New Units Required	Net Estimated Requirement (ha)	Est. Residential area zoned	Estimated Housing Yield
Midleton	12,001	21,576	4,667	5,243	210	185*	5,255
Total for Municipal District	42,399	53,796	7,179	7,790	262	289	8,462
*Includes 0.85 ha of residentially zoned land from the Midleton Town Development Plan, 2013.							
Core Strategy Source: Cork County Development Plan 2014- Appendix B, Table B 10							

Town Centre

3.3.21 Midleton Town Centre acts as a focus for the wider community and should be an attractive, inviting, safe and secure environment for visitors, business, shoppers and residents. **The planning policy for Midleton Town Centre is set out in the Midleton Town Development Plan 2013 and this plan supports the main policies and objectives of that plan.** Whilst the character of the town centre has been established by its historical layout and rich architectural heritage, in recent years Midleton has undergone a transition from an established small market town to a major growth node for the Cork region. This growth in population has the potential to transform the whole town, including the quantum and type of uses in the town centre. It is important that the design of future development within the town centre builds on its existing character and enhances its appearance and attractiveness. While the narrow plot sizes of the town core have limited the ability of the town centre to accommodate large individual building footprints, considerable backland and brownfield sites exist which could accommodate new town centre development.

Development Strategy

3.3.22 A core principle of this Plan is to enhance and strengthen the existing town centre, centred on Main Street, as the focus for the town and the centre of the community. In order to achieve this principle, growth needs to extend from Main Street into the adjoining streets, making more intensive use of the core of the town, expanding its functionality and enhancing vibrancy within a high quality urban environment. In this context utilisation of backlands and brownfield sites, improving the public realm and pedestrian linkages is particularly important.

3.3.23 The Riverside Way Framework Development Plan was prepared on behalf of the Council in 2008 and is an important development framework providing guidance in relation to the future urban form of the town and has informed the town centre strategy as outlined in this Plan which seeks to achieve the following aims:

- Increase the critical mass of population, employment, retail and associated uses within the town centre area, creating a ‘living’ town with an appropriate and balanced mix of uses.
- Maintain the primacy of the town centre as the primary location for retail and other commercial development i.e. creation of a vibrant retail core supported by a mix of supporting and complementary uses.
- Encourage town centre residential development which will be attractive to owner occupiers, thereby strengthening the existing residential community within the town centre.
- Promote the re-use of buildings and development of under-utilised backland and brownfield sites to successfully integrate with the town centre area, particularly within the Riverside Way area.
- Promote urban design which responds positively to the town’s historic character and architectural heritage and ensures all users are catered for.
- Reduce traffic congestion, prioritise pedestrian / cycling facilities and improve the overall public realm.
- Develop the rivers as natural amenity corridors connecting different parts of the town and linking up with established amenity areas.
- Improve permeability and connections between different parts of the town.

Retail Provision

3.3.24 Midleton enjoys a good local reputation as an attractive shopping town and the reasons for this are evident in the variety and quality of retail outlets, speciality shops, cafes and restaurants, along Main Street and the adjacent side streets. Several convenience anchor stores (Tesco, Supervalu, Aldi and Lidl) are represented, at the edge of the core area. There are also a large proportion of independent retailers which adds to the variety of the retail offer. Midleton also has a specific role in serving a wider rural catchment area and, despite its proximity to Cork City and a number of suburban district centres, its strong retail and service base has ensured it has remained self-sufficient.

3.3.25 The Retail Network / Hierarchy identified in the County Development Plan 2014 identifies Midleton as a Sub-Regional / Large Metropolitan Town performing an important sub County retail role offering a good range of convenience provision and a varied comparison offer, serving a large rural catchment. The preference for retail park developments is to locate in or adjacent to the Town Centre, to ensure the potential for linked trips and commercial synergy. A cautious approach is suggested to proposals for edge/out of town retail warehouse developments (objective TCR 4-4 Chapter 7 County Development Plan 2014).

3.3.26 The County Development Plan 2014 indicates that Midleton has capacity for additional comparison floor space in line with the population growth targets for the town.

3.3.27 Midleton’s Core Shopping Area and comparison shopping in particular, is generally concentrated along the Main Street, and extends into the side streets and laneways off the Main Street. Within this core area there is scope for the redevelopment and

~~renewal of many premises to accommodate new format retail development and new uses above ground floor level. Within the wider MD-T-01 area surrounding the Core Shopping Area there is scope for new retail and other town centre uses in the backland areas behind the Main street and particularly along Riverside Way in accordance with the Riverside Way Framework Development Plan 2008. Due to its potential to consolidate and strengthen the viability and vitality role of the Core Shopping Area, and enhance the amenity / public realm of the town centre, the MD-T-01 area is the priority area for the development of new retail uses over the life of this plan.~~

~~3.3.28 Three other retail ‘hubs’ (MD-T-02, MD-T-03 and MD-T-04) have developed at the edge of the town centre around convenience shopping facilities – Supervalu at the northern end of the town, Market Green to the north west where Tesco is located and Waters Edge to the west where Lidl and Aldi are located. There is scope for some additional development in Market Green within the MD-T-03 area, provided it does not undermine the function of the Core Shopping Area within MD-T-01.~~

~~3.3.29 There is scope for further development of town centre uses, including some retail, through the development of the area known as Cuddigan’s Yard within MD-T-05. Development in this area needs to be of a scale that will not undermine the function of the Core Shopping Area within MD-T-01.~~

3.3.30 The area zoned as MD-T-01 was originally developed for retail warehousing and this site needs to retain this role into the future, providing for the sale of bulky goods only that will not undermine the role of the other established retail areas, especially the town centre ~~area MD-T-01~~. The area includes the fire station and a temporary primary school facility. The area **also** includes a number of undeveloped sites which would be suitable for the development of non retail town centre type uses such as office based employment, leisure, healthcare or other civic type uses.

3.3.31 Provision for some retail development / new neighbourhood centre has also been made in the new residential neighbourhood at Water Rock to the north west of the town.

3.3.32 In the future the eastern part of the MD-X-01 site may also play a role in meeting local retail needs on a small scale, subject to a full Retail Impact Assessment and Flood Risk Assessment.

~~3.3.33 Additional non retail development within the town centre is also essential to ensure the vibrancy of the town centre is maintained, particularly in the evening, including uses such as residential, civic buildings, guest houses, hotels, hostels, restaurants, entertainment, leisure, recreation and community uses.~~

~~3.3.34 Under this new plan some areas, including existing housing estates, which were previously zoned for town centre uses have been reclassified as part of the existing built up area.~~

Employment and Economic Activity

3.3.35 Over the life of this Local Area Plan the employment priorities for Midleton are as follows:

- Expand the economic base of the town to enhance local employment opportunities and to underpin population growth ensuring the growth in the residential function of the town is balanced with economic expansion.

- Build on the town's accessibility within the Atlantic Corridor and with a commuter rail service, and its attractiveness as a place to live and work, by promoting Midleton as a location for large scale industry, office based industry and enterprise development.
- Build on the rail corridor investment by encouraging office based employment development near the railway station which would also increase footfall for retail within the town centre.

~~**Retain the range of existing business uses within the town to ensure local availability of a diverse range of goods and services and to maintain the attractiveness of Midleton as a place to shop and do business.**~~

- 3.3.36** Midleton is the principal market town of East Cork and has a strong retail /commercial / employment base. The town also retains a strong manufacturing and services sector and the distillery remains a significant employer in the area. Other significant employers in the town include the retail and services sector. Food production is an important component of the local economy and Midleton Farmers Market is well known across the country.
- 3.3.37** The Cork County Development Plan 2014 recognised the important employment role of Midleton as part of the economic development of the Cork Gateway. While many residents of the town work in the wider metropolitan area, and the rail service provides good links to the employment available within the city, as the town grows it is important that the economic base grows to enhance local employment opportunities, reduce commuting and help make the town more self sustaining. Employment uses within the town are also important to the viability of the retail sector and the overall day to day vitality of the town.
- 3.3.38** There are a number of existing business/ industrial parks within the town **and environs** (Europa / Knockgriffin/ Owenacurra / Nordic business / industrial parks / Midleton Business & Enterprise Centre). Midleton Distillery is a major land use to the east of the town centre and is classified as a hazardous industrial installation under the Seveso II Directive by virtue of the fact that significant quantities of dangerous substances are produced and stored onsite. The distillery in Midleton is classified as an Upper Tier Seveso site. This classification imposes some limitations on neighbouring land uses.
- ~~**3.3.39** **A former Mill complex on Dwyer's road has been subdivided into multiple units and now trades as the Midleton Business & Enterprise Centre. There are a number of manufacturing and wholesale businesses and administrative offices within the site and these have some growth potential. The site would also be suitable for redevelopment as a location for modern office space given its proximity to the town centre. The site size is approximately 3.4 hectares.**~~
- ~~**3.3.40** **In order to promote the overall sustainable development of the town and retain local employment opportunities it is considered important to retain a range of commercial / business activities within the town and provide a convenient central location for such uses where they are accessible to those doing business/ shopping in the town centre.**~~
- ~~**3.3.41** **Opportunities for new employment uses, including office uses, are available on infill sites within the town, particularly to the north near the railway station where sustainable transport options can be provided and opportunities exist to provide direct pedestrian linkages between the rail station and the town core and retail and service opportunities available therein.**~~

- 3.3.42** Midleton has a well located and plentiful supply of land available to provide a choice of sites for enterprise/ business/ industrial uses. This, in addition to the town's strong brand name, good road access, commuter rail service and strong housing market should position Midleton as an attractive location for new business uses.
- 3.3.43** This plan makes provision for new enterprise land uses west of the town along the railway line on a site to the west of the Owenacurra Business Park. The lands have frontage on the old Cork Road and the Northern Relief Road.
- 3.3.44** Land for business uses had been provided to the south of the N25 at Baneshane and also a site off the Midleton Northern Relief Road to the south of MD-I-02. ~~At present the site has direct access to the N25 but this will change under the Midleton Carrigtwohill Transportation Plan whereby access will be via the local distributor road with a link to the national road at Carrigtwohill.~~ Full development of MD B-01 site at Baneshane is dependent on revised / improved access arrangements being available to the N25, which are a matter for Transport Infrastructure Ireland. The timeline around the delivery of improvements to the N25 is uncertain and is beyond the direct control of the County Council. Road improvements will need to be financed through the system of development contributions and agreements (provided for by sections 47, 48 and 49 of the Planning & Development Act 2000). Where investment is undertaken by the Council, developers will be required to reimburse the full costs incurred by the County Council as development progresses. Given the distance from the railway station and the Water Rock area and other main centres of population, it is considered that the site is not suitable for uses with a high employment density. Uses which would be suited to this site include stand alone industry, warehousing and distribution.
- 3.3.45** Lands for industrial use have been identified **and expanded** to the east of the town near Midleton Distillery. Completion of the Northern Relief road will enhance the potential of these lands and provide scope for the expansion of the distillery and for new industrial development.

Tourism

- 3.3.46** Tourism continues to be an important contributor to the economy of Midleton. Development by Irish Distillers of the Old Distillery as a major Industrial Museum has had a dramatic effect on tourism in the town with the associated tour attracting over 300,000 visitors per annum.
- 3.3.47** The town's position in East Cork close to other historic towns and attractions and the coastline, draw significant tourist numbers. The town is also ideally placed on the major tourist routes between Rosslare (International Ferry Terminal) and West Cork, as well as having rail and nearby air access (Cork International Airport). Midleton plays a key role in facilitating access to other tourist attractions in the area such as Fota Island, Trabolgan and Ballymaloe.
- 3.3.48** In terms of accommodation, the Midleton Park Hotel has undergone a major renovation with a large bedroom and leisure centre extension. A hostel has opened in the town. Midleton also has a very good mix of quality retail outlets, shops, restaurant and café's and these are all conveniently located to service and benefit from tourist numbers. The increased financial injection has a dynamic influence and adds an additional dimension to the economy and jobs sector of the town.
- 3.3.49** Given the direct and indirect benefits of tourism for the town, the Council will encourage the development of the tourism and retail sectors in Midleton to further enhance the experience for those who visit the Town. In particular a vibrant town is an

~~attraction in its own right and the development of an attractive town centre encourages visitors to linger in an area and thus boost retail spend. Development of tourism is one of the areas where the prosperity of Midleton can be appreciably increased and the means of achieving this are mainly in the hands of the people of Midleton and a large return can be achieved without outside intervention.~~

3.3.50 The tourism industry relies on the quality and attractiveness of the built and natural heritage and the objectives set out in the County Development Plan 2014 are underpinned by the concept of Sustainable Tourism. This approach provides a high quality product, based on, and in harmony with, a high quality built and natural environment while at the same time maximising the economic benefits accruing to the town. In general however it should be noted that the demands of tourists and shoppers are broadly similar in that both require easy pedestrian access, a diverse and concentrated core area and a well presented and attractive environment.

Community Facilities

~~**3.3.51** Midleton has a good range of community facilities and the largely self sufficient nature of the town makes it a very attractive place to live. Existing sports facilities are well dispersed throughout the town and while the town is reasonably well served, there will be a need to add to these in line with planned population growth. Existing facilities include two golf clubs, GAA, soccer, rugby, pitch and putt, hockey and squash. Indoor facilities include a leisure centre at the Midleton Park Hotel Complex, gyms, indoor courts for volleyball and badminton, community centre and a snooker hall. A five screen multiplex cinema is available at Market Green. There is also a playground for younger children near the town centre.~~

3.3.52 Midleton is well served in terms of educational facilities with five primary schools and four secondary schools in the town. The primary schools are the Gaelscoil, St Bridget's, St John the Baptist, Christian Brothers and the Educate Together. The Gaelscoil have built a new 24 class primary school in Baneshane and the Educate Together School have permission for a new 24 class primary school in Broomfield, to the north of the town. The secondary schools comprise Christian Brothers, Midleton College, St Mary's High School and St Colman's Community College. The Christian Brothers Secondary School have also built a new school on the grounds of their existing complex since the adoption of the last local area plan.

3.3.53 The Council recognises that it has an important role to play in supporting the Department of Education and Science in terms of assessing future educational needs and in facilitating the provision of sufficient and suitable lands in appropriate locations, to meet the need for new or expanded schools in a timely manner and as an integral part of the growth of the town.

3.3.54 With this in mind, new school facilities to serve the Water-Rock Masterplan will be provided within the Masterplan site in tandem with development in that area. Post-primary demand can most likely be accommodated in the planned new post-primary school. Following a re-examination of the primary school site zoned in Ballinacurra in the previous plan, an alternative location is suggested in this plan for a primary school to be developed as part of the overall development of MD-R-07 or the newly combined residential site MD-R-04. In addition, a 24-class primary school (Educate Together) has been granted within the overall residential site to the north of the town at Broomfield.

3.3.55 Although a 0.19 hectare extension to the existing graveyard on the grounds of the Church of the Most Holy Rosary on St Mary's Road has been completed since the

adoption of the last plan there may be a further requirement for a site for a new cemetery in Midleton. With this in mind the previous suggestion in the 2011 plan has been carried forward so that a cemetery can also be considered on the residentially zoned land in Broomfield, however, it should also be noted that this does not preclude consideration being given to alternative sites in the town, subject to proper planning and sustainable development considerations.

~~3.3.56 Our Lady of Lourdes Hospital (Midleton Community Hospital) and Home is located in the town centre and has a total of 100 beds. The Southern Health Board also have a health centre and the Welfare Home is situated at the Fair Green. A Rehabilitation Centre is run by COPE at Avoncore. There are no primary health care teams in Midleton at present.~~

~~3.3.57 A very attractive and well maintained town park has been provided at the Council offices in the centre of the town and a newer park has also been developed at Bailick. A new pedestrian walk was completed at Ballinacurra linking it to Ballyannan Wood, providing an attractive off-road amenity walk. The potential to provide additional amenity walks, linking existing and future facilities is outlined in the Transportation Study including the Owenacurra River Route and Dungourney River Route linking with Ballyannan Wood.~~

~~3.3.58 Where development is proposed on lands adjoining a river, the area immediately adjacent to the waterway should be retained as a linear park, walkway and cycleway, which links into the wider open space network (e.g. parks and other open spaces) and is accessible to the general public. The criteria used for selecting the preferred locations should include avoiding disturbance to birds, preservation of natural landscaping features, accessibility and gradient and managing flood risk. Suitable pedestrian linkage between open spaces should be identified and where appropriate cycle lanes provided. Development proposals should direct movement away from the estuary or incorporate screen planting or other suitable buffering to avoid potential for disturbance to birds.~~

~~• Pursue a policy of appropriately locating services with regard to the needs of the town's community;~~

~~• Ensure that new developments meet requirements for the provision of community infrastructure;~~

~~• Implement policies with regard to the provision of childcare, educational and healthcare facilities; and~~

~~• Develop a comprehensive Green Infrastructure Strategy for town which will seek to protect and enhance existing Green Infrastructure and to seek to develop additional Green Infrastructure where possible.~~

Infrastructure

Roads

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

development proposed for the town as a whole. The N25 upgrade project will help address the following issues:

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

3.3.60 The Northern Relief road will act as a distributor road bypassing the town centre to the north. Phase 1 has been completed, however Phases 2 and 3 are dependent on the availability of finance. ~~Traffic congestion and parking is a significant issue in the town, particularly on the main street and around the numerous schools in the town.~~ Two potential routes are shown on the Midleton zoning map for the southern portion of Phase 3 of the route, running to the east, and west, of MD-I-04. These lines are indicative. The critical requirement for this route is that it joins the Old Youghal Road (R907) at a point sufficiently west of the junction between the R907 and the N25, to avoid negative impacts on the operation of the N25. The Council will consider other route alignment options that satisfy this requirement, and otherwise comply with road design and safety standards.

3.3.61 The Midleton and Carrigtwohill Transportation Study which was published in August 2010 proposes a number of measures to alleviate this situation. The distributor road for the Water-Rock development and a grade separated junction on the N25 are also crucial elements of roads infrastructure that need to be provided in order to advance the development proposals for the town. There are also proposals to close the Lakeview Roundabout and provide a distributor road from the Whitegate Road south of Ballinacurra eastwards to join the N25. This would free up congestion at the roundabout and ensure easier access to the N25 from the Whitegate/Aghada area as well as resulting in significant improvements to the environment of Ballinacurra Village.

Walking/Cycling

3.3.62 Facilitating a modal shift to walking and cycling for local journeys within the town would help ease congestion. New cycle routes have been provided in the newer estates at Broomfield and around the Northern Relief Road. There is significant potential for cycle routes in the town given the relatively level terrain and proximity of most residential areas to the centre. In terms of achieving modal shift in the next plan period, significant weight must be given to encouraging increased levels of walking and cycling in the town, mainly through design in new development areas. The Midleton and Carrigtwohill Transportation Study 2010 outlines proposals in detail to improve walking and cycling routes throughout the town as well as parking and public transport measures which will significantly enhance the attractiveness of the town as a place to live and to visit.

3.3.63 In 2014 Cork County Council commissioned a cycle network study prepared for the Cork Metropolitan Area, the objective of this study was to provide a clear plan for the future development of cycling networks throughout Metropolitan Cork. The main network plan proposals for Midleton include one main north-south primary route and one primary route serving the Owenacurra Business Park and the Nordic Business Park area to the north west of the town. Due to the constrained nature of Midleton Town Centre, the north-south primary route which will consist of a variety of measures and

infrastructure types that respond to the specific nature of each road section. A number of secondary routes are proposed to serve established schools, residential areas and employment centres as well as a future Master Plan site to the south east of the town on the south side of the N25.

3.3.64 While the Council has a long-term strategic objective to reopen the rail route linking Cork and Midleton to Youghal, there is an opportunity to yield a use from the disused railway line in the interim. The development of the disused railway line as a greenway would have the advantage of protecting the integrity of the route for the future while creating jobs and opportunities locally for the benefit of local towns, villages and communities in terms of amenities and tourism. The development of a greenway would safeguard the route for its potential future reopening as an operational railway and allow the local community to harness this resource asset both as an amenity and for tourism development. It is therefore an objective to assess and, as appropriate, develop a greenway on the disused railway line.

Public Transport Rail

3.3.65 Transport modelling studies carried out by the County Council and the NTA indicate that the land use strategy adopted in this and other Local Area Plans will lead to a reduction in the proportion of journeys being made by car in future years. In Midleton, issues arising from congestion on the N25 route are, in part, off-set by the availability of good quality suburban rail and bus services to Carrigtwohill, Little Island and Cork City. The potential to off-set or mitigate future road congestion could be enhanced by future investment to:

- Extend the suburban rail service to planned stations north of Cork City Centre;
- Improve interchange/connectivity between rail services and employment locations in Little Island and Mahon;
- Improve rail service frequency/quality; and
- Focus future employment in the City Centre and suburbs in locations well served by rail.

3.3.66 In Midleton, the investment made by Government and the Local Authorities in securing the reopening of the Suburban Rail route from Cork delivers the potential to provide new housing and other development in locations close by with easy access to rail services. In order to deliver a return on this investment, the County Council are prioritising the development of these locations. Funding generated from the development itself will result in the provision of an additional rail station to encourage use of train services.

3.3.67 In addition proposals for new bus services to be delivered during the life time of the development, that will compliment rail services, are in the course of preparation with the NTA.

3.3.68 ~~On completion of a new rail policy to address the future role of rail transport in Ireland, as required under DTTaS' Strategic Investment Framework for Land Transport (SIFLT) Action 6, a study of the Cork Metropolitan Area's future suburban rail network requirements should be considered. This could include consideration of additional stations (including the 2nd station at Midleton) rail service patterns and interchange with other modes. In advance of this study, it is considered prudent to reserve land on~~

~~either side of the railway route to facilitate the possible future upgrading of the route to double track standard.~~

Parking

~~3.3.69 Traffic congestion and parking is a significant issue in the town, particularly on Main Street and around the numerous schools in the town and a more effective traffic and parking management strategy is required to support the economic development of the town. An appropriate level of short and long term car parking is needed to serve the needs of commercial, retail and employment generators.~~

~~3.3.70 In Midleton there are approximately 500 on street parking spaces in the Town Centre of which approximately 120 are located on Main Street. Within the Town Centre, parking on Main Street, Broderick Street, Church Lane and Connolly Street is subject to a 2-hour limit. No further parking duration limits apply outside of these streets. The Midleton and Carrigtwohill Transportation Study identifies that there is a total of 300 off-street public car parking spaces provided within 3 conveniently located town centre car parks while there are 6 privately owned commercial car parks with a combined parking provision of 814 parking spaces.~~

~~3.3.71 The Transportation Study also concluded that most long term parking was taking place in the centrally located public car parking areas with the subsequent effect of making it harder for short term and specifically retail related parking to take place. Correspondingly the private car parking facilities are underused. The study recommended that a parking management system be put in place that favoured short term parking in the public areas given that longer term parking is available in the private car parks. Such a system would facilitate those making trips into town connected with retail activities.~~

~~3.3.72 The standards for car parking in Midleton town are set out in the 2014 County Development Plan.~~

Water & Wastewater

~~3.3.73 In Midleton the existing drinking water supply is nearing close to its limit. There is limited spare capacity in the Whitegate Regional Water Scheme and a new reservoir is required.~~

~~3.3.74 Discussions with Irish Water indicate that the most advantageous solution to this problem will involve the extension of a trunk water main from Carrigtwohill to connect with a new reservoir and the town's existing supply network. A new supply network to serve Ballinacurra will also be required.~~

~~3.3.75 Irish Water will need to commit to this investment before significant elements of the development proposed in this plan can proceed. Intending developers will need to secure a connection agreement with Irish Water before new development can proceed.~~

~~3.3.76 There are some local options to upgrade the water supply but given the scale of growth proposed and the strategic location of the town on the Cork Suburban Rail Network, the most effective option would be to extend the trunk main from Carrigtwohill to Midleton. Construction on this main could commence in 2017. Given the importance of Midleton to the delivery of growth targets in Metropolitan Cork, it is critical that this constraint on future development is overcome. Investment is therefore needed by Irish Water to upgrade the Water Supply for the town. A total of four watermain connections~~

have been installed under the re-instated railway line to facilitate future development. As Irish Water is now the relevant body dealing with water services issues it will be necessary for a developer to obtain a connection agreement from Irish Water for waste water disposal and treatment.

3.3.77 The Midleton Wastewater Treatment Plant which is located at Garryduff south of the N25, has a current capacity of 15,000p.e. Further remedial works in relation to infiltration issues are required in order to increase this capacity. **Whilst there is some capacity to accommodate part flows arising from part of the development proposed in this plan, upgrading of the capacity of the Midleton WWTP by Irish Water is required to accommodate the development proposed at Water Rock in this plan. and also the proposed target population for Midleton contained in the County Development Plan. This upgrade needs to be provided by Irish Water.**

3.3.78 The Council is committed to the preparation and implementation of a Wastewater Management Strategy for the Cork Harbour Area (as per the County Development Plan 2014).

3.3.79 Investment by Irish Water in the new water and waste water infrastructure will:

- **Improve water supply to the existing population;**
- **Help address current water quality issues in receiving waters;**
- **Facilitate planned development in the town generally; and**
- **Provide additional capacity (or headroom) in water supply and waste water treatment to provide for future growth beyond the development proposed in this plan.**

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

Surface Water

3.3.81 New proposals for development in Midleton should include the provision of sustainable urban drainage systems (SUDS), silt traps, and grease hydrocarbon interceptors where appropriate so as to ensure that water quality is improved and maintained. Provision has been made for two storm sewers under the rail line.

Flood Risk Management

3.3.82 The landuse zoning map for Midleton highlights the areas identified as being at risk of tidal or fluvial flooding. The flood risk zones have been updated since the 2011 plan using data from the Lee CFRAM Study (OPW), the 2016 CFRAM data on Areas of Further Assessment (Midleton and Ballinacurra) (OPW) and a county wide flood study prepared for the County Council by JBA Consultants in 2011. These different studies provide information about different parts of the town.

- 3.3.83** The studies have identified a potential risk of flooding in a number of areas within and on the outskirts of the town, from both fluvial and tidal flooding. The areas at risk largely follow the paths of the Owenacurra and Dungourney Rivers and the areas adjoining the estuary at Ballinacurra. A number of the locations affected are either existing or potential open space but others overlap with larger parcels of zoned land (MD-R-01, **MD-R-09**, MD-R-08, **MD-B-01** and MD-X-01).
- 3.3.84** A Flood Relief Scheme is under way for Midleton and as part of this project new flood risk mapping is being prepared to cover the entirety of the town, and should become available in late 2017. In this context it is proposed to retain the zonings on a number of specific sites affected by flood risk pending the availability of the new flood maps with a review to bringing forward an amendment to the Local Area Plan as needed once the flood maps are finalised to address any zoning conflicts.
- 3.3.85** Consideration is being given to the feasibility of carrying out remedial works to address the flood risk on the site labeled MD-X-01. Discussions are ongoing with the relevant parties regarding the progression of this project.
- 3.3.86** **Flood risks from pluvial and ground water sources are not reflected in the flood zones illustrated in this plan. However, such risks are known in Midleton and will need to be taken into account as part of flood risk assessment of new development proposals.**
- 3.3.87** In the interim, 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.
- 3.3.88** More detailed information on the approach to flooding and how development proposals in areas at risk of flooding will be assessed is outlined in Section One of this Plan, in Chapter 11 of the Cork County Development Plan 2014 and within the Guidelines for Planning Authorities 'The Planning System and Flood Risk Management,' issued by the Minister of the Environment, Heritage and Local Government in 2009.

Waste

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

Utilities

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

Environment and Heritage

- 3.3.91** A number of special sites in County Cork have been identified to be of exceptional importance for wildlife and to this end they have been or are proposed for designation under European and National legislation as Natural Heritage Areas (NHAs), Special Protection Areas (SPAs) or Special Areas of Conservation (SACs). The responsibility for designating sites of nature conservation interest lies with the National Parks and Wildlife Service. Some of these sites also have other designations which can include Statutory Nature Reserve, Refuge for Fauna, Biogenetic Reserve or Ramsar sites.

3.3.92 Natural Heritage Areas are sites which are designated under the Wildlife (Amendment) Act 2000 and include nationally important semi-natural and natural habitats, landforms and geomorphological features, wild plant and animal species or a diversity of these natural attributes. There are 18 proposed Natural Heritage Areas within a 15km buffer surrounding Midleton Town. These are listed as follows:

3.3.93 Of particular note is the Cork Harbour/Great Island Channel which extends to Ballinacurra is also identified as designated SPA, pNHA and cSAC areas in the County Development Plan 2014. It is an objective of the CDP 2014 to maintain the conservation value of all Natural Heritage Areas proposed for designation and this Local Area Plan will attempt to avoid any adverse impacts on these sites. This area hosts a good diversity and numbers of wintering birds. Most of the species that are found in the harbour are represented here, including teal, lapwing, black-tailed godwit, redshank, dunlin and golden plover.

Landscape

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

Protected Structures and Architectural Conservation Areas

3.3.95 The built heritage of Midleton is a valuable asset to all of the town. The ~~former~~ Midleton Town Development Plan (2013) identifies a total of 51 buildings or sites in Midleton town that are included within the Record of Protected Structures made under section 51 of the Planning and Development Act 2000. Midleton Town boasts some fine Georgian public buildings, terraces and houses, at Broderick Street, St John Baptist, Midleton College the Distillery buildings, Market House and Tracton Lodge. There are also examples of one-off Victorian buildings and detached Edwardian houses. Also notable is the railway station, which includes the signal box, station building, platform facings and the remains of the canopy.

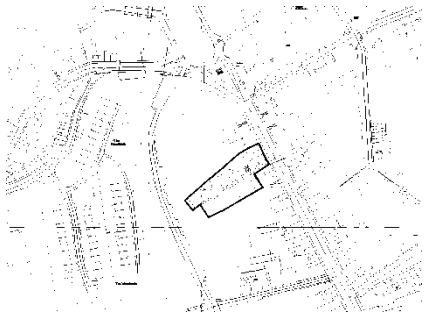


3.3.96 Also, a number of areas and street frontages within the town are designated as Architectural Conservation Areas. In the vicinity of the railway station, the houses fronting the south side of Railway Street and the eastern side of Mill Road are included within the designation. ~~These areas will also be included in the Cork County Development Plan 2014 by way of a variation as the legislation requires that they be included in a development plan.~~

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

Residential Protection Zones

3.3.98 ~~Midleton is fortunate that many residential streets and residential units over ground floor businesses still exist and maintain the vibrancy of a mixed use environment. It is an objective of this plan that this characteristic of the town is~~

maintained by designating Residential Protection Zones where change of use will not be permitted except in exceptional circumstances. This plan and previous development plans have encouraged the conservation and protection of the historical residential element of the character of Middleton and it is proposed to afford the following areas continued protection:


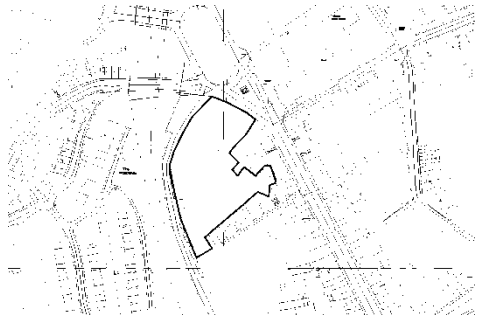
<u>Local Area Plan Objective</u>	
<u>Special Policy Areas: Middleton Residential Protection Zones</u>	
<u>Special Policy Area</u>	<u>Number and Description</u>
	<u>MD-SP-01: Thomas Street</u>
	<u>MD-SP-02: Connolly Street/McDermott Street/Casement Place</u>
	<u>MD-SP-03: Broderick Street</u>

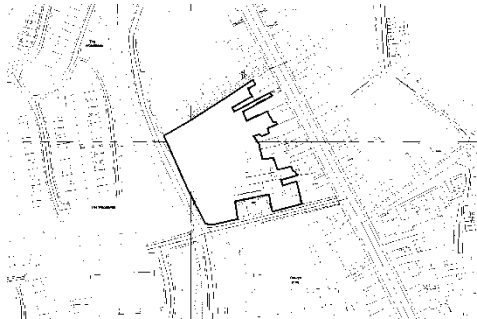
Regeneration Areas


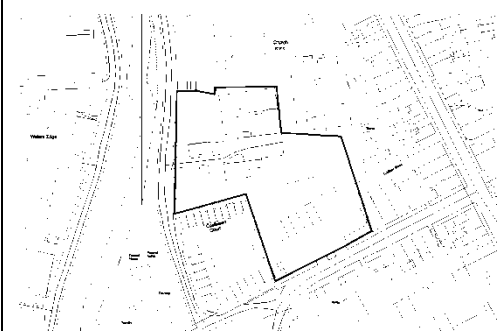
3.3.99 This plan identifies a number of areas which are either classified as town centre or as part of the built up area of the town, but merit additional guidance in the event that the opportunity to redevelop them emerges during the life time of the plan. It should also be noted that where a site is fully or even partially within an Architectural Conservation Area any development should give due consideration to these elements.

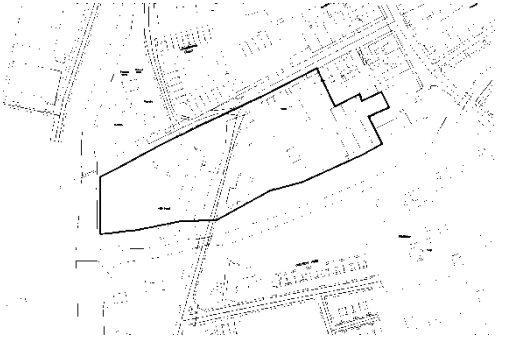
For further information and guidance in relation to Architectural Conservation Areas please refer to Cork County Council's guidance document on the 'Management and Development of Architectural Conservation Areas'.

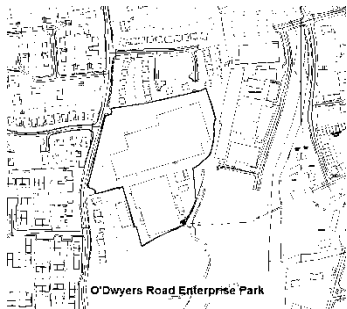
3.3.100 This plan identifies a complex of Mill buildings in Ballinacurra as a regeneration area. This site was formerly zoned as a special zoning objective however, this plan now identifies the complex as both existing built up area and also as a regeneration area providing some additional guidance in the event that the opportunity to redevelop the site emerges during the life time of the plan.

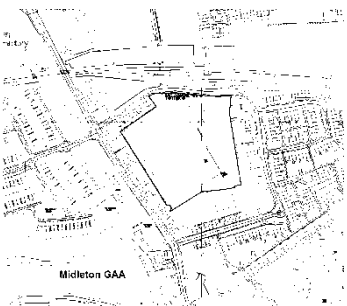
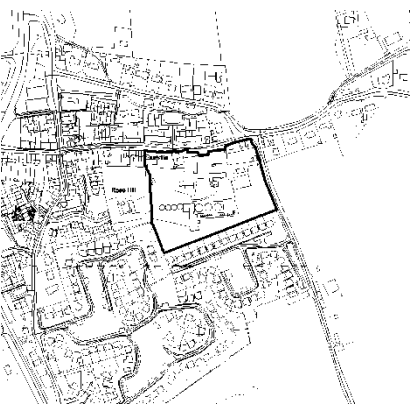
Local Area Plan Objective	
Regeneration Areas: Midleton	
Regeneration Area	Number and Description
	<p><u>MD-RA-1: Riverside Way</u></p> <p><u>The Riverside Way area fronts the Owenacurra River to the west of the Main Street and comprises the backland areas of the properties fronting Main Street. The Riverside Way Framework Development Plan 2008 recognised the potential of the area to accommodate a range of new town centre uses that would help consolidate the town centre and enhance the amenity of the river frontage, integrating and reconnecting it with the remainder of the town. Sensitive re-development of the area, is a priority of this plan.</u></p> <p><u>The following subsections to MD-SP-11 outline the main characteristics of each of the five character areas within the overall framework Masterplan.</u></p>
	<p><u>MD-RA-1 (i) Goose's Acre to Thomas Street</u></p> <p><u>This site provides for the opportunity to create a landmark corner development to Riverside Way and Gosse's Acre.</u></p> <p><u>Development of this site should provide for the following:</u></p> <ol style="list-style-type: none"> <u>1. The creation of a street line.</u> <u>2. A high standard of architectural design is required. New buildings shall enhance the character of the area and respect the established building fabric of the town.</u>

Local Area Plan Objective	
Regeneration Areas: Midleton	
Regeneration Area	Number and Description
	<ol style="list-style-type: none"> 3. <u>The established narrow plots shall be respected and reinforced by any new development.</u> 4. <u>Pocket open spaces shall be provided for using both new and existing mature planting where present.</u> 5. <u>Overlooking / shadowing must not effect surrounding properties.</u> 6. <u>Realign existing road layout to improve pedestrian connections between Market Green and Main Street.</u> 7. <u>Public pedestrian permeability to be improved between Riverside Way and Main Street</u>
	<p><u>MD RA 1 (ii) Thomas Street to Church Lane</u></p> <p><u>Development of this site should provide for the following;</u></p> <ol style="list-style-type: none"> 1. <u>The creation of a street line.</u> 2. <u>A high standard of architectural design is required. New buildings shall enhance the character of the area and respect the established building fabric of the town.</u> 3. <u>The established narrow plots shall be respected and reinforced by any new development.</u> 4. <u>Pocket open spaces shall be provided for using both new and existing mature planting where present.</u> 5. <u>Public pedestrian permeability shall be improved.</u> 6. <u>Protecting the setting and context of St John the Baptist Church as well as the former National School located on church lane will be required. This will need to be dealt with through a</u>

Local Area Plan Objective	
Regeneration Areas: Midleton	
Regeneration Area	Number and Description
	<p>carefully considered design process.</p> <p>7. Overlooking / shadowing must not effect surrounding properties.</p>
	<p><u>MD-RA 1 (iii) Church of St. John the Baptist and Water's Edge Bridge</u></p> <ol style="list-style-type: none"> <u>1. The site is located in an Architectural Conservation Area as well as being located adjacent to St John the Baptist Church which is a Recorded Archaeological Monument and a Protected Structure.</u> <u>2. Development on this site will be subject to an Archaeological Assessment and investigation prior to any development.</u> <u>3. Development will only be considered to the upper portion of the site and would have to be of a small scale. Any new development will have to be architecturally designed and demonstrate that it will not impact on the setting of St John the Baptist Church.</u>
	<p><u>MD-RA 1 (iv) Riverside Way to Broderick Street North</u></p> <p><u>Development of this site should provide for the following;</u></p> <ol style="list-style-type: none"> <u>1. Promote development of the area to an overall design led masterplan with direct public pedestrian routes connecting Water's Edge, Main Street and Broderick Street, as mixed use with active ground floors, street entrances, including pedestrian bridge of the river.</u> <u>2. A high standard of architectural design is required. New buildings shall</u>

Local Area Plan Objective	
Regeneration Areas: Midleton	
Regeneration Area	Number and Description
	<p><u>enhance the character of the area and respect the established building fabric of the town.</u></p> <p>3. The established narrow plots shall be respected and reinforced by any new development.</p> <p>4. Protecting the setting and context of St John the Baptist Church. This will need to be dealt with through a carefully considered design process.</p> <p>5. Overlooking / shadowing must not effect surrounding properties</p> <p>6. Establish street frontage onto Broderick Street with height to relate to scale of existing street width.</p> <p>7. Coolbawn Court: Integrate development with surrounding area by improving boundary treatment and providing pedestrian connection to adjoining development.</p>
	<p><u>MD-RA-1 (v) Kennedy Park / Broderick Street South</u></p> <p>8. Kennedy Park: High Quality residential family apartment development with landscaped communal garden to riverbank. The conservation, restoration and reuse of the former Iron Foundry buildings shall form part of any development proposals. Potential reuses could include possible community use, e.g. crèche, small restaurant/ café onto river. Buildings shall form/define a street edge. Streets to be planted.</p> <p>9. Broderick Street South: Establish street frontage onto Broderick Street with height to relate to scale of existing street width, with public access through to Riverside Walk.</p>

Local Area Plan Objective	
Regeneration Areas: Midleton	
Regeneration Area	Number and Description
	<p>10. A high standard of architectural design is required. New buildings shall enhance the character of the area and respect the established building fabric of the town. The established plot format shall be respected and reinforced by any new development.</p> <p>11. Cuddigan’s Yard: This site contains a number of historic structures which are Recorded Archaeological Monuments and located within an Architectural Conservation Area. These are substantial structures capable of renovation and reuse for the purpose of mixed use development. The existing structures shall be subject to a detailed Architectural and Archaeological Impact Assessment by suitably qualified personnel as part of their renovation and reuse. Any new infill development should be of a high standard architectural design that contributes to the historic character of the area.</p> <p>12. North – south and east – west pedestrian routes to improve permeability and connect into adjoining street, with major use/attraction as focal point at centre.</p> <p>13. Riverside landscape to be extended into development as ‘soft transition’/ to link development with riverside amenity</p>
	<p><u>MD-RA-2: Dwyer’s Road Enterprise Park</u></p> <p>This site of 3.4ha comprises a former Mill complex which is currently sub divided in to multiple business units. This site is suitable for development of offices and ancillary residential uses which would help enhance the vitality of the town centre. Pedestrian</p>

Local Area Plan Objective	
Regeneration Areas: Midleton	
Regeneration Area	Number and Description
	<p>connectivity may need to be improved as part of any development proposals between the site and the town centre, linking the site with the footbridge over the river onto the Coolbawn and Broderick Street.</p>
 <p>A detailed site plan of the Midleton GAA grounds, showing the layout of the sports field, surrounding roads, and existing structures. The label 'Midleton GAA' is visible at the bottom left of the map.</p>	<p><u>MD-RA-3: GAA lands</u></p> <p>These grounds are in active use by the GAA for sports related uses. Were the site to be redeveloped, it would be suitable for a mixed office / residential scheme, given its proximity to the train station.</p>
 <p>A detailed site plan of the Mill Buildings in Ballinacurra, showing a complex of traditional and modern buildings, streets, and surrounding infrastructure. The buildings are highlighted with a thick black border.</p>	<p>MD-RA-1: Mill Buildings Ballinacurra</p> <p>These grain stores comprise a mix of traditional and relatively modern buildings on a restrictive site, consideration should be given to the conversion of the principal traditional building on the site to other uses more compatible with the sites present surroundings, including residential or office uses.</p> <p>A limited amount of new development may be possible in a form that respects the traditional buildings remaining on the site. Development of this site is contingent on the provision of flood relief works to the village of Ballinacurra and road improvements both Nationally to the Lakeview roundabout and Locally to Carneys Cross.</p>

Special Policy Area

3.3.101 This plan contains one special policy area which is located off Mill Road, between the railway line and the Northern Relief Road and is identified on the Midleton Zoning map as Objective MD-X-01. The site is also close to Midleton railway station and is suitable for mixed use development, potentially including residential and office uses. Provision may also be made for small scale retail units at ground floor level, with the office and/or residential uses at upper floor levels appropriate to a mixed use urban

neighbourhood. It is important that any retail development on this site would not detract from the core retail area along the Main Street and that Pedestrian and cyclist linkages are provided along the Owenacurra River.

Urban Expansion Area: Water-Rock

3.3.102 The priority growth area for Midleton in the future is the Water-Rock site which is located ~~on~~ **north** of the rail line to the west of the town and comprises 160ha. ~~The current Local Area Plan for the area, as amended, makes~~ **Here, provision is made** for the development of a range of uses on the lands including approximately 2,500 residential units, school sites, a neighbourhood centre, parks, greenway, a railway station and business uses over three separate phases.

3.3.103 This site was chosen to form the basis of a major urban expansion of the town of Midleton because of its proximity to the Cork – Midleton rail line. At the time the site was first identified for housing, the Midleton railway line was derelict but following a major investment by the state and the local authorities it was re-opened in 2009. The potential for housing development here, where future residents will enjoy immediate access to a high quality suburban rail service, was a key factor in the Government’s decision to fund the re-opening of the railway. The downturn in the housing market since the line was re-opened has prevented the commencement of the planned housing development, but the recent recovery of the market offers the opportunity to continue with the original vision for major housing development well integrated with high quality public transport at the outset.

3.3.104 There are a number of other relevant plans and reports which have been prepared since ~~the lands were first identified for development in the 2005 Special Local Area Plan~~ **2010**, these include; the Water-Rock Transport Assessment (2014), a Preliminary Ecological Appraisal for Water-Rock (2015), a Framework Masterplan Study for Water-Rock (2015). The findings and recommendations outlined in these reports were included in an amendment to the previous Midleton Electoral Area Local Area Plan 2011 for the Water-Rock Masterplan area which was adopted by the members of Cork County Council on the 25th of November, 2015. Those policies and objectives have been carried forward in this plan.

Delivering Roads and Services

3.3.105 The Water-Rock site is made up of 14 principal land ownerships and the assembly of the entire site into a single ownership would be a daunting challenge for any housing developer. Also, this pattern of land ownership adds to the complexity of funding and delivering the roads, water services and other infrastructure necessary at the outset of development.

3.3.106 Because of the importance of the site to the overall delivery of new housing in Metropolitan Cork and because of its strategic location adjoining the Midleton railway line, the County Council is proposing to step in and deliver three ‘bundles’ of 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. The proposal is to deliver ‘Bundle A’ first. Once complete, Bundles ‘B’ or ‘C’ will be delivered in a sequence which best reflects the opportunities to meet the requirements of the local house building market. 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.

3.3.107 Where a development objective requires a developer to provide particular infrastructure or amenities in addition to the items referred to in Table 3.3 below, then an appropriate off-set will be considered in relation to the contributions payable.

3.3.108 Sources of funding have been identified and discussions are underway with individual landowners. The County Council has commenced the design process for the relevant infrastructure and it is hoped that work on site will commence in 2018. If necessary, the County Council intends to use its statutory powers to assist the process of land acquisition.

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

Table 3.3 Midleton (Water-Rock) Major Urban Extension Proposed On-Site Infrastructure Programme Delivery Agency: Cork County Council			
On-Site Infrastructure Bundle	Key projects	Notes	Delivery Programme
A	Link Road A* (Northern Relief Road to Water-Rock 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: MD-R-09 MD-R-10 MD-R-11 MD-R-12 MD-R-13 MD-R-21 MD-R-23 MD-R-24 MD-R-25 MD-C-01
	Waste Water pumping station and rising main to Midleton WWTP		
	Drinking water connection to IW infrastructure		
	Trunk surface water sewer to appropriate disposal point**		
B	Loop Road B* (North of Link Road 'A')	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
	Small Park (1)		

<p align="center">Table 3.3 Midleton (Water-Rock) Major Urban Extension Proposed On-Site Infrastructure Programme Delivery Agency: Cork County Council</p>			
On-Site Infrastructure Bundle	Key projects	Notes	Delivery Programme
	Linear Park Phase 1		<p>Bundle ‘A’</p> <p>Delivery of Bundle ‘B’ will facilitate development on the following zones:</p> <p>MD-R-14 MD-R-15*** MN-R-17</p> <p>MD-C-02 MD-C-03</p> <p>MD-O-08 MD-O-10</p>
C	Water-Rock Road Upgrade*	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’
	Small Park (2)		
	Linear park (Phase 2)		<p>Delivery of Bundle ‘C’ will facilitate development on the following zones:</p> <p>MD-R-16 MD-R-18 MD-R-19 MD-R-20 MD-R-22</p> <p>MD-C-02 MD-C-03</p> <p>MD-O-09 MD-O-11</p>
<p>*Access to serve individual dwellings will not be permitted. New access will be to estate roads only</p>			

Table 3.3 Midleton (Water-Rock) Major Urban Extension Proposed On-Site Infrastructure Programme Delivery Agency: Cork County Council			
On-Site Infrastructure Bundle	Key projects	Notes	Delivery Programme
<p>**Individual developers will be required to provide attenuation on site</p> <p>***Development of zones linked to Infrastructure Bundles 'B' &'C' may commence in parallel with the delivery of infrastructure bundle 'A' if the following can be secured:</p> <ul style="list-style-type: none"> • Appropriate connections to water services infrastructure and surface management systems; and • Relevant on/off site road infrastructure. <p>**** Provision must be made for appropriate vehicular and pedestrian access to Tír Cluain Housing Estate which is located beyond the north eastern corner of the site.</p>			

Phasing of Water-Rock Development

~~The phasing scheme for the development of the Water Rock site is set out below. This 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. A total of three development phases (1, 2 and 3) are identified. The framework plan specifies, for each phase, the number of residential units, commercial uses, educational facilities, social facilities, amenities, physical infrastructure and access strategy required, thereby setting out the enabling works that are required to allow development to commence.~~

~~**3.3.110 Phase 1 of the development covers a developable area of approximately 56 ha and will provide up to 1,000 residential units which will consist of a mix of medium A and high density development. The lands are located to the north of the railway line and the Northern Relief Road.**~~

3.3.111 In order to promote the accelerated delivery of housing through the development of the Water-Rock 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 3.4 Midleton (Water-Rock) Major Urban Extension Proposed Off-Site Infrastructure Programme Delivery Agency: Cork County Council		
Development Phase	No of Housing Units	Off-Site Infrastructure Project

Table 3.4 Midleton (Water-Rock) 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 1,000	Closure of Water-Rock Road/N25 Junction*
		Knockgriffin Junction Improvements
		Water-Rock Railway Station
Phase 2	1,000 – 1,800	Town Centre Gyratory Upgrade
		N25 Slip Road Mitigation Measures
Phase 3	1,800 – 2,460	Railway over-bridge and southern link road to Northern Relief Road/new N25 Interchange
*To be completed prior to the occupation of any dwellings		

3.3.112 Phase 1 (1,000 units) necessitates the closure of the existing junction between Water-Rock Road and the N25 and will secure the delivery of improvements to the Knockgriffin junction at the southern end of the Northern Relief Road. Link Road 'A' has direct access onto the Midleton Northern Relief Road via the roundabout at the former Dawn Meats premises and will provide a new route to/from the Water-Rock road to facilitate existing traffic when the junction with the N25 is closed. On-site infrastructure 'Bundle A' must be delivered during the construction of this phase.

3.3.113 This existing employment area contains the former Dawn Meats Factory and a number of small industrial and commercial premises which are still operating. A mix of high quality office based business developments that provide for high intensity employment uses will be encouraged at this location due to its close proximity to the proposed second railway station. Phase 1 will also facilitate the commencement of the development of require the provision of a neighbourhood centre, the reservation of land for a 16 classroom primary school and the completion of a linear park and greenway.

3.3.114 The MD R 08 lands adjoining the Mill Road have the potential to be developed independently of the infrastructure requirements for Phase 1 subject to the availability of adequate capacity of water, waste water and roads infrastructure.

3.3.115 Phase 2 of the development covers an area of approximately 57 ha of which approximately 30 ha is considered to be suitable for residential development providing a further This will provide up to 800 residential units which will consist of a mix of Medium A and Medium B density residential development. Phase 2 will secure the delivery of improvements to the town centre Gyratory and a package of measures designed to ease congestion on the N25 slip roads, if appropriate. Phase 2 lands are located to the north of Phase 1 adjoining Water-Rock Golf Course. The lands cover a significant portion of the entire site and prior to the development of Phase 2 there will be a requirement for a transport assessment to identify road and transport infrastructure and required timing for delivery. Phase 2 will also require the provision

~~of a small park and the reservation of land for a 16-classroom primary school and a secondary school. On-site infrastructure 'Bundle A' must be completed prior to the commencement of development in this phase. As appropriate, on-site infrastructure 'Bundle B or C' must be delivered during the construction of this phase.~~

~~3.3.116 Phase 2 of the development consists of 13.5ha of existing built up areas consisting mainly of residential development including the Tir Cluain Housing Estate which is located in the north-eastern corner of the site.~~ There may be potential for some infill development on existing plots of one off residential development which are scattered throughout Phase 2. Any infill development would be subject to the same requirements as the rest of the site in terms of appropriate infrastructure provision.

~~3.3.117 Phase 3 of the development lies to the west of the Water Rock Road and covers an area of approximately 35 ha and will provide provides up to 660 residential units. During the development of this phase a new railway over-bridge and southern link road to provide an additional connection to the Northern Relief Road/new N25 Interchange will be provided. Prior to the development of Phase 3 there will be a requirement for a transport assessment to identify road and transport infrastructure and required timing for delivery. The development of Phase 3 will require the delivery of the overall transport infrastructure and prior to its development there will be a requirement for a transport assessment to identify road and transport infrastructure and required timing for delivery.~~ As appropriate, on-site infrastructure 'Bundle B or C' must be delivered during the construction of this phase.

~~3.3.118 As the development progresses it may be considered appropriate to proceed with development on lands to the west of the Water Rock Road (MD R 23 and MD R 24) at an earlier stage. This is provided all required road works are complete and the railway crossing is closed so there is no possibility of access from the Water Rock Road onto the N-25. In addition all other necessary infrastructure including required water services and rail infrastructure i.e. the 2nd railway station must be in place.~~

~~3.3.119 Phase 3 of the development consists of 6.6 ha of existing built up areas consisting mainly of residential development.~~ There may be potential for some infill development on existing plots of one off residential development which are scattered throughout Phase 3. Any infill development would be subject to the same requirements as the rest of the site in terms of appropriate infrastructure provision.

Ecology Environment

~~3.3.120~~ A Preliminary Ecological Appraisal of the Water-Rock site was carried out in January 2015. The report has identified some areas of greater sensitivity and it recommends a number measures and additional surveys to be undertaken before development can take place. Subject to such studies and the implementation of targeted mitigation measures as appropriate, development would be able to proceed without any large adverse effects on the ecology of the site or adjacent environment. Issues needing to be addressed include;

- a) A mammal survey to assess the potential for a badger sett and the presence of otter holts.
- b) A bat survey to determine the use of treelines by bats for commuting and foraging corridors, this should also be extended to survey mature trees proposed for removal to ascertain their use/potential use by roosting bats.

- c) A freshwater aquatic survey of rivers and streams to assess the quality of water, aquatic vegetation, fisheries and to assess the Owenacurra River for presence of Otter holts/feeding territories and potential for Kingfisher.
- d) Provide green spaces and/or corridors within the site to maintain habitat connectivity
- e) Provide adequate buffer zones along watercourses to ensure riparian zones are not degraded and there is no bank side erosion.
- f) Retain existing tree lines and hedgerows where possible.

Transportation and Road Network

~~3.3.121 A Traffic and Transport Assessment of the site was carried out in 2014 which concluded there is limited capacity on both the local road network and the N25 and its interchange serving Midleton to accommodate future planned population growth.~~

~~3.3.122 The assessment identified a number of minor road network improvements which will be necessary to create the network capacity to accommodate up to 350 new dwellings. The road network may be unable to accommodate any further development unless a significant programme of road infrastructure improvements are implemented including a full upgrade of the N25 Interchange between Midleton and Carrigtwohill and an upgrade to the 'Midleton Gyratory'.~~

~~3.3.123 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 and Carrigtwohill may not be required until later in the Water Rock development programme (approx. 1,250 units) if a range of transport measures are delivered to help secure higher levels of modal shift including;~~

- ~~• Increased train frequency on the Midleton-Cork railway line,~~
- ~~• Commissioning of a new railway station at Water Rock,~~
- ~~• Construction of a second road access (U-04/Link Street C) to Water Rock, **~~
- ~~• *Upgrade to the Midleton Gyratory.~~

~~3.3.124 **Following on from the conclusions of the Transport Assessment, Cork County Council are examining the possibility of constructing a 3-lane access road up to the boundary of Council-owned lands at the south-eastern corner of the Masterplan site and the remainder of Link Street U-02 to Water Rock Road (approximately 1.01km). This access road (U-02/Link Street A1) would also allow for emergency access and would therefore negate the need to construct the second road access (U-04/Link Street C) until later in the development (circa 1,000 residential units). The construction of the remainder of U-02 beyond the boundary of Cork County Council lands, will be the responsibility of the developers of those adjoining lands.~~

Implementation and Infrastructure Provision

~~3.3.125 An implementation programme will be applied to each phase of the development which will ensure that the development of the site 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. The Framework Masterplan sets out the construction responsibility and funding source for the required infrastructure. The principle infrastructure requirements of the masterplan are Water, Waste Water and Roads.~~

Water, Waste Water and Roads

3.3.126 Water – 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. Cork County Council will also be responsible for the preparation of a Sustainable Urban Drainage Scheme Study which will be implemented by the developers.

3.3.127 Roads – Cork County Council will be responsible for the funding and construction of Link Street MD-U-02 of approximately 1.01km to Water Rock Road. If this road is not built by the County Council, the responsibility of its construction will revert to the landowners/developers. All other required road infrastructure improvements will be the responsibility of the developers. As part of the Sustainable Urban Drainage programme, a storm water pipe will need to be installed from the Water Rock site to the Owenacurra Estuary as development takes place.

3.3.128 Rail – On completion of a new rail policy to address the future role of rail transport in Ireland, as required under the Department of Transport, Tourism and Sports' Strategic Investment Framework for Land Transport (SIFLT) Action 6, a study of the Cork Metropolitan Area's future suburban rail network requirements should be considered. This could include consideration of additional stations (including the 2nd station at Midleton) rail service patterns and interchange with other modes. Discussions will be held with Irish Rail about the delivery of the Link Road and railway bridge (MD-U-04).

3.3.129 Bus – Future bus service provision and the potential for bus to meet the future public transport requirements for Midleton 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.

3.3.130 Section 6 of this plan sets out more detailed guidance on the implementation of this plan and in particular the infrastructure necessary to progress the Water Rock Urban Expansion Area.

Traffic and Public Transport

3.3.131 The Framework Masterplan makes provision for the following new transport infrastructure;

- A network of link roads to provide circulation (MD-U-02, MD-U-03 and MD-U-04).
- A new feeder road (MD-U-08) to link Phase 2 of the development with the Water Rock Road.
- Upgrading of the Water Rock Road to Feeder Road standard (MD-U-07)
- A new greenway (MD-U-06) linking the Water Rock Road with the proposed linear park.
- A new railway station and ancillary services (MD-U-05).

~~All road alignments and proposed locations are indicative and subject to detailed design.~~

~~3.3.132 Provision has been made in an objective for the protection of the line of the Northern Relief Road in the town. Phase 1 of the scheme has been completed and proposals for phase 2 of the scheme, which runs between the Dungourney road and the Old Youghal road east of Midleton Distillery, are advancing.~~

Green Infrastructure

3.3.133 As Midleton continues to grow and expand it is important to protect and retain its existing open spaces and amenity areas. In this regard over the life of this Plan the Council will develop and implement a comprehensive Green Infrastructure Strategy for the town in consultation with key stakeholders and the public, to identify, protect and enhance existing green infrastructure resources and to improve access to, and connectivity between, open spaces as appropriate. Pending the development of the strategy all proposals for development should take account of existing green infrastructure resources and ensure that these are protected and enhanced as new development takes place. Large scale development proposals should include a plan for the management of their open space areas. In particular, it is important that pedestrian linkages are provided which link open spaces in new development in the environs of the town to the existing open spaces within the town centre. Whilst some corridors are informally in place it would be of great advantage to the attractiveness of the town to improve such routes through all weather surfacing and infrastructure such as seating or play areas, where appropriate.

Community Facilities

3.3.134 New school facilities to serve the Water-Rock Masterplan will be provided within the Masterplan site in tandem with development in that area. The Masterplan proposals include two new primary school sites (MD-C-01 and MD-C-02) and a secondary school site (MD-C-03). Proposed school sites in the Water-Rock Masterplan shall be subject to a review if the requirement for schools in Midleton changes during the lifetime of the plan.

Environmental Considerations (AA/SEA)

3.3.135 The full SEA and AA legislative procedures were carried out in the preparation of the amendment to incorporate the Water-Rock amendment into the Midleton Electoral Area Local Area Plan 2011, as adopted in November, 2015. The planning process involved two public consultation stages; a preliminary stage whereby the draft amendment was subject to changes arising from submissions received and the final (formal) public consultation stage where changes made can only be minor in nature and the SEA Statement which accompanied the published amendment summarises how the consultations have been taken into account in the making of the amendment. The Environmental Statement also notes that the planning framework for Midleton town in its entirety will be reconsidered and updated in light of current planning and environmental policy, legislation and guidance during the preparation of this local area plan and the accompanying documents should be referenced in this regard.

General Objectives

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

Local Area Plan Objective	
General Objectives for Midleton	
Objective No.	
MD-GO-01	Plan for the development of Midleton to achieve its target population of 21,576.
MD-GO-02	Secure the delivery of the Water - Rock Urban Expansion Area and supporting infrastructure through a progressive implementation programme.
MD-GO-03	In order to secure the sustainable population growth and supporting development proposed in GO-01, appropriate and sustainable water and waste water infrastructure that will secure the objectives of the relevant River Basin Management Plan and the Great Island Channel Cork Harbour Special Area of Conservation, and Cork Harbour Special Protection Area, must be provided and be operational in advance of the commencement of any discharges from the development. Waste water infrastructure must be capable of treating discharges to ensure that water quality in the receiving water does not fall below legally required levels.
MD-GO-04	The boundary of Midleton Town overlaps with the Great Island Channel Cork Harbour Special Area of Conservation, and 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 these sites. Protection and enhancement of biodiversity resources within the receiving environment of the town will be encouraged.
MD-GO-05	In accordance with Objective WS 5-1 of Chapter 11 of the County Development Plan, all new development will need to make provision for Sustainable Urban Drainage Systems (SuDs) and provide adequate storm water infrastructure. Surface water Management and Disposal should be planned in an integrated way in consideration with land use, water quality, amenity and habitat enhancements as appropriate.
MD-GO-06	All proposals for development within the areas identified as being at risk of flooding will need to comply Objective IN-01 in Section 1 of this Plan.
MD-GO-07	Support and promote Midleton Town Centre as the primary and most appropriate location of the expansion of retail development. Protect the amenities of existing residential areas within the centre of the town and encourage the provision of new residential uses to strengthen the vitality of the town centre.
MD-GO-08	Support and promote Midleton and as an employment centre. All proposals for employment related development shall be required to prepare and submit a mobility management plan that maximises the use of public transport options/ passenger rail services.
MD-GO-09	Protect and enhance the attractive landscape character setting of the town. Conserve and enhance the character of the town centre (including the special

Local Area Plan Objective General Objectives for Midleton	
Objective No.	
	character of Architectural Conservation Areas) by protecting historic buildings, groups of buildings, the existing street pattern, historic laneways, zones of archaeological potential, plot size and scale while encouraging appropriate development in the town, including the development of regeneration areas and improving the public realm.
MD-GO-10	Provide the local road improvements including the new roads necessary to achieve the proposals contained in this plan.
MD-GO-11	Strengthen the town's flood defenses by implementing the findings of the Midleton Flood Relief Scheme, which is currently being prepared.
MD-GO-12	<p>Support the principles of the Midleton and Carrigtwohill Transportation Study published in August 2010 as they apply to Midleton Environs, in a sustainable manner. In particular it is an objective to ensure that provision is made in proposals for new development, particularly for housing, office, retail, industrial and educational uses to provide safe, convenient and pleasant routes linking the development to the railway station and the other principal areas of the town for walkers and cyclists, based on the priority measures identified in the Midleton and Carrigtwohill Transportation Study, August 2010.</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 in accordance with the Cork Cycle Network Plan July, 2015 2017.</p>
MD-GO-13	<p>Reserve land on either side of the railway route to facilitate the possible future upgrading of the route to double track standard. This objective applies to all land within 5m of the perimeter fence on either side of the railway. Within this area the following categories of development will be resisted:</p> <ul style="list-style-type: none"> • New buildings not required for the operation of the railway; and • New vehicular and pedestrian accesses where these accesses are the sole or primary access to development. <p>New bridge crossings constructed will be required to provide sufficient clearance to permit double track operation.</p> <p>Open land uses, such as open space, surface car parking and agriculture will normally be permitted subject to the proper planning and sustainable development of the area.</p> <p>In addition, should the opportunity arise, it is an objective to assess and, as appropriate, develop a greenway on the disused railway line between Midleton and Youghal.</p>
MD-GO-14	Protect river corridors having regard to the need to avoid disturbance to wintering birds and managing flood risk, and where possible, develop these as

Local Area Plan Objective	
General Objectives for Midleton	
Objective No.	
	natural amenity corridors, connecting different parts of the town and linking up with established amenity areas. Development proposals should direct movement away from the estuary or incorporate screen planting or other suitable buffering to avoid potential for disturbance to birds. It is also an objective to provide adequate buffer zones along watercourses to ensure riparian zones are not degraded and there is no bankside erosion. In this regard, developers shall take account of relevant guidance documents relating to watercourse buffer zones.
MD-GO-XX	Support the expansion of primary and post primary education facilities in the town in consultation with the Department of Education and Skills.

Specific Objectives

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

Local Area Plan Objective		
Specific Development Objectives for Midleton		
	* Flood Risk -See Objective IN-01 in Section One	^ TIA and RSA Required
Objective No.		Approx. Area (Ha)
Residential		
MD-R-01	<p>Medium A Density Residential Development.</p> <p>Full development of this site is dependent on revised / improved access arrangements being available to the N25. In submitting proposals for the development of this land, the developer will be required to demonstrate, to the satisfaction of the planning authority, that the proposals for this land can, in future, be satisfactorily integrated with other land in the Baneshane area and linked to the town centre, it's railway station and the site identified in this plan as a possible second station to serve the town at Water Rock; No new houses shall be commenced until the community and recreational facilities needed to serve the development are commenced by the developer.</p>	29.7

Local Area Plan Objective		
Specific Development Objectives for Midleton		
* Flood Risk -See Objective IN-01 in Section One		^ TIA and RSA Required
Objective No.		Approx. Area (Ha)
	Development proposals shall be accompanied by a Traffic Impact Assessment and Road Safety Audit which will guide development proposals pending the necessary improvements to the N25. and the development of new houses shall be limited to 400 in number until such time as the New Grade Separated Junction with the N25 is completed by either Cork County Council or by way of Public Private Partnership with the developer.	
MD-R-02	High Density Residential Development – new development on this site should include detailed landscaping proposals.	0.9
MD-R-03	Medium A density Residential Development. In addition, consideration will be given to the provision of a cemetery particularly on the more elevated parts of the site.	25.4
MD-R-04	Medium A density Residential Development to include a mix of house types. Consideration may also be given to the provision of a nursing home. Proposals should take cognisance of the period property in the near vicinity and should include detailed landscaping proposals for the site. Provision of a new purpose built primary school can also be accommodated on this site, subject to agreement with the Department of Education and Science. The development of this site is contingent on the provision of road improvements to the National Route Network including the Lakeview roundabout. ^	16.6
MD-R-05	High Medium A density Residential Development. Proposals should take cognisance of the period property in the near vicinity and should include detailed landscaping proposals for the site. The development proposal shall also include a detailed Traffic and Transport Assessment and road safety audit. *	1.7

Local Area Plan Objective		
Specific Development Objectives for Midleton		
* Flood Risk -See Objective IN-01 in Section One		^ TIA and RSA Required
Objective No.		Approx. Area (Ha)
MD-R-06	High Medium A density residential development. The development proposal shall also include a detailed Traffic and Transport Assessment and road safety audit. *	0.9
MD-R-07	Medium A density residential development and provision of individual serviced sites, subject to ground conditions. Provision of a new purpose built primary school can also be accommodated on this site, subject to agreement with the Department of Education and Science. Development proposals must provide for sufficient stormwater attenuation and may 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. * ^	14.7
MD-R-08	High Density residential development to include a mix of house types. The layout shall allow for permeability between adjoining housing areas for pedestrians and cyclists. *	1.9
MD-R-09	High Medium A density residential development to include a mix of house types. The layout shall allow for permeability between adjoining housing areas for pedestrians and cyclists. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4 Part of the site is adjacent to link street (MD-U-02). The road shall be constructed up to the boundaries of the site so that it can provide access to adjacent land parcels and developments. *	5.5

Local Area Plan Objective		
Specific Development Objectives for Midleton		
✦ Flood Risk -See Objective IN-01 in Section One		^ TIA and RSA Required
Objective No.		Approx. Area (Ha)
MD-R-10	<p>High Density residential development to include a mix of house types. The layout shall allow for permeability between adjoining housing areas and in particular, direct, safe and convenient access to the proposed railway station at Water-Rock by pedestrians and cyclists. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4</p> <p>Part of the site is adjacent to feeder street MD U-07.</p> <p>The roads shall be constructed up to the boundaries of the site so that they can provide access to adjacent land parcels and developments.</p>	5.43
MD-R-11	<p>Medium A density residential development to include a mix of house types and the provision of a greenway (MD-U-06) to comprise a cycleway and pedestrian pathway. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4</p> <p>Part of the site is also adjacent to Feeder Street MD-U-07 Link Streets MD-U-02 and Link Street MD-U-03. The roads</p> <p>shall be constructed up to the boundaries of the site so that they can provide access to adjacent land parcels and developments.</p> <p>This site is divided between 3 separate landholdings which can be developed independently if necessary however there will be a requirement to provide connectivity and permeability through the sites for both cyclists and pedestrians.</p>	7.9

Local Area Plan Objective		
Specific Development Objectives for Midleton		
* Flood Risk -See Objective IN-01 in Section One		^ TIA and RSA Required
Objective No.		Approx. Area (Ha)
MD-R-12	<p>Medium A density residential development to include a mix of house types and the provision of a greenway (MD-U-06) to comprise a cycleway and pedestrian pathway.</p> <p>Provision shall also be made for a local neighbourhood centre to provide shopping for residents. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4</p> <p>Part of the site is adjacent to link street MD-U-02 and MD-U-03. The road shall be constructed up to the boundaries of the site so that they can provide access to adjacent land parcels and developments.</p>	6.5
MD-R-13	<p>Medium A density residential development to include a mix of house types and the provision of a greenway (MD-U-06) to comprise a cycleway and pedestrian pathway. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4.</p> <p>Part of the site is adjacent to link street MD-U-03. The road shall be constructed up to the boundaries of the site so that it can provide access to adjacent land parcels and developments.*</p>	3.56
MD-R-14	<p>Medium A density residential development to include a mix of house types. The layout shall allow for permeability between adjoining housing areas for pedestrians and cyclists. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4</p> <p>Part of the site is adjacent to Link Street (MD-U-03). The road shall be constructed up to the boundaries of the site so that it can provide access</p>	9

Local Area Plan Objective		
Specific Development Objectives for Midleton		
* Flood Risk -See Objective IN-01 in Section One		^ TIA and RSA Required
Objective No.		Approx. Area (Ha)
	to adjacent land parcels and developments.*	
MD-R-15	<p>Medium A density residential development to include a mix of house types. The layout shall allow for permeability between existing and proposed residential areas for pedestrians and cyclists and access roads shall be constructed to allow through access for vehicles from MD-U- 03 to MD-R-26 and Tir Cluain.</p> <p>Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4</p>	Area of site will change
MD-R-16	<p>Medium A density residential development to include a mix of house types. The layout shall allow for permeability between housing areas for pedestrians and cyclists. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4</p> <p>Part of the site is adjacent to proposed Feeder Streets (MD U 07 and MD U 08). The roads shall be constructed up to the boundaries of the site so that it can provide access to adjacent land parcels and developments.</p>	2
MD-R-17	<p>Medium A density residential development to include a mix of house types. The layout shall allow for permeability between housing areas for pedestrians and cyclists. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4</p> <p>Part of the site is adjacent to Link Street MD U 03 and proposed Feeder Streets (MD U 07 and MD U 08). The roads shall be constructed up to the boundaries of the site so that it can provide access to adjacent land parcels and developments.</p>	6.1

Local Area Plan Objective		
Specific Development Objectives for Midleton		
✦ Flood Risk -See Objective IN-01 in Section One		^ TIA and RSA Required
Objective No.		Approx. Area (Ha)
MD-R-18	<p>Medium B density residential development to include a mix of house types. The layout shall allow for permeability between housing areas for pedestrians and cyclists. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4</p> <p>Part of the site is adjacent to Link Street MD U 03. The road shall be constructed up to the boundaries of the site so that it can provide access to adjacent land parcels and developments.</p>	5.18
MD-R-19	<p>Medium B density residential development to include a mix of house types. The layout shall allow for permeability between housing areas for pedestrians and cyclists. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4</p> <p>Part of the site is adjacent to proposed Feeder Street (MD U 07). The road shall be constructed up to the boundaries of the site so that it can provide access to adjacent land parcels and developments.</p>	3.01
MD-R-20	<p>Medium B density residential development to include a mix of house types and serviced sites. The layout shall allow for permeability between housing areas for pedestrians and cyclists. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4</p> <p>Part of the site is adjacent to proposed Feeder Street (MD U 07). The road shall be constructed up to the boundaries of the site so that it can provide access to adjacent land parcels and developments.</p>	4.4

Local Area Plan Objective		
Specific Development Objectives for Midleton		
✦ Flood Risk -See Objective IN-01 in Section One		^ TIA and RSA Required
Objective No.		Approx. Area (Ha)
MD-R-21	Medium B density residential development to include a mix of house types and serviced sites. The layout shall allow for permeability between housing areas for pedestrians and cyclists. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4	7.4
MD-R-22	Medium Density A residential development to include a mix of house types. The layout shall allow for permeability between housing areas for pedestrians and cyclists. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4 Part of the site is adjacent to proposed Feeder Street (MD U 07). The road shall be constructed up to the boundaries of the site so that it can provide access to adjacent land parcels and developments.	8.7
MD-R-23	Medium Density A residential development to include a mix of house types. The layout shall allow for permeability between housing areas for pedestrians and cyclists. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4 Part of the site is adjacent to proposed Feeder Street (MD U 07). The road shall be constructed up to the boundaries of the site so that it can provide access to adjacent land parcels and developments.	3.6
MD-R-24	Medium B density residential development to include a mix of house types. The layout shall allow for permeability between housing areas and in particular, direct, safe and convenient access to the proposed railway station at Water-Rock by	2.6

Local Area Plan Objective		
Specific Development Objectives for Midleton		
✦	Flood Risk -See Objective IN-01 in Section One	^ TIA and RSA Required
Objective No.		Approx. Area (Ha)
	<p>pedestrians and cyclists. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4</p> <p>Part of the site is adjacent to proposed Feeder Street (MD-U-07). The road shall be constructed up to the boundaries of the site so that it can provide access to adjacent land parcels and developments.</p>	
MD-R-25	High density residential development to include a suitable landscaped buffer zone between the site and MD-E-02 to the south. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4	5.7
MD-R-26	Medium Density A residential development to include a mix of house types. The layout shall allow for permeability between existing and proposed residential areas for pedestrians and cyclists and access roads shall be constructed to allow through access for vehicles from MD-R-15 to Tir Cluain.	NEW Area
MD-R-27	Medium A Residential Development. Any development proposal will include a detailed landscaping plan.	NEW Area
Enterprise		
MD-E-01	Business park for enterprise/industry and non retail commercial development. Broad proposals for the development of the site in line with the zoning and including a detailed traffic management plan showing phasing of development in tandem with the delivery of the railway station at Water Rock and safe convenient and pleasant pedestrian and cyclist linkages with the railway station/s, town centre and residential areas shall be submitted prior to any detailed applications being made on	37.2

Local Area Plan Objective		
Specific Development Objectives for Midleton		
* Flood Risk -See Objective IN-01 in Section One		^ TIA and RSA Required
Objective No.		Approx. Area (Ha)
	the site.	
MD-E-02	Business Park for enterprise/industry and non retail commercial development as part of the Water-Rock Urban Expansion Area. ^	9.2
Business		
MD-B-01	Business development including mixed use employment uses not suited to town centre or edge of centre locations. Full development of this site is dependent on revised / improved access arrangements being available to the N25. A 20m tree planted buffer shall be provided along the northern site boundary with the N25. Development proposals shall be accompanied by a Traffic Impact Assessment and Road Safety Audit. * ^	26.8
MD-B-02	Business uses. Access to the site from the Northern Relief Road shall be provided to the south of the site in consultation with the Non National Roads Design Office (CCC). The layout of the proposed development shall also make provision for access to the lands to the east of the site.	XX
Industry		
MD-I-01	Industry and non retail commercial development.	0.8
MD-I-02	Industry and non retail commercial development.	2.4
MD-I-03	Industry and to provide for the future extension of the adjoining distillery. Provision should be made to facilitate the construction of the northern relief road and to provide access from this road directly	7.5

Local Area Plan Objective		
Specific Development Objectives for Midleton		
* Flood Risk -See Objective IN-01 in Section One		^ TIA and RSA Required
Objective No.		Approx. Area (Ha)
	to the distillery complex for commercial vehicles. *	
MD-I-04	Industrial development taking into account the line of the proposed Northern Relief Road, the proximity of the Seveso site (Irish Distillers) to the north, the flood risk guidelines and adjacent residential, archaeological and sports uses. Proposals shall include: <ul style="list-style-type: none"> a traffic and transport assessment and mobility management plan, and; detailed landscaping plans for the site having regard to its proximity to the N25 and other uses. * ^ 	New area enlarged
MD-I-05	Industrial development taking into account the line of the proposed Northern Relief Road, the proximity of the Seveso site (Irish Distillers) to the north and the need to provide a buffer to protect the amenity of the adjacent houses to the east. Proposals shall include: <ul style="list-style-type: none"> a traffic and transport assessment and mobility management plan, and; detailed landscaping plans for the site having regard to its proximity to the N25. * ^ 	15.5
MD-I-06	Midleton Distillery.	1.43
Town Centre		
MD-T-01	Town Centre Core area. This is the primary and preferred location for any new retail development in Midleton. a) Promote the development of this area as the primary location for retail and other uses that provide goods or services principally to visiting members of the public and the priority area and	14.8

Local Area Plan Objective		
Specific Development Objectives for Midleton		
✦ Flood Risk -See Objective IN-01 in Section One		^ TIA and RSA Required
Objective No.		Approx. Area (Ha)
	<p>preferred location for new retail development.</p> <p>b) Prioritise the development of the Riverside Way Area into a new urban quarter, enhancing pedestrian and vehicular links with Main Street and creating new public realm spaces. Development proposals within this area should support the achievement of the Key Objectives for each Character Area as set out in the Framework Plan.</p> <p>c) Encourage greater use of backland areas and promote the development of brownfield sites within the town centre area where new development can positively contribute to the commercial vitality of the town centre.</p> <p>d) Encourage the use of upper floors of existing buildings for residential and office use.</p> <p>e) Continue to enhance the streetscape and heritage assets of the town centre and continue with environmental improvements.</p> <p>f) Encourage a sustainable mix of land uses in the core retail/town centre area.</p>	
MD-T-02	Support primarily convenience retail uses in this ancillary retail area.	0.96
MD-T-03	To provide for the development of a mix of town centre type uses, including retail in this ancillary retail area at a scale that will not undermine the Existing Town Centre MD-T-01.	6.5
MD-T-04	Water's Edge development. Support primarily convenience retail uses in this ancillary retail area.	2.53
MD-T-05	Town Centre Expansion Site Cuddigans Yard / Broderick Street: Existing buildings to Cuddigans Yard to be assessed for architectural / historical merit: retained and renovated to provide for the development of a range of town centre mixed uses, including retail, in this ancillary retail area of a scale that will not undermine the Existing Town Centre T-01. New	2.12

Local Area Plan Objective		
Specific Development Objectives for Midleton		
✦	Flood Risk -See Objective IN-01 in Section One	^
		TIA and RSA Required
Objective No.		Approx. Area (Ha)
	<p>buildings are to be of a high quality architecturally and complement the existing built development. North – south and east – west pedestrian routes to improve permeability and connect into adjoining street should be considered, with major use/attraction as a focal point at centre.</p> <p>As this site forms part of the Kennedy Park / Broderick Street South character area in the Riverside Way Area Development Framework and Master Plan (2008) further consideration needs to be given to the objectives and principles of this plan in any forthcoming development proposal. (See also Regeneration Area MD-RA 1 (v)).</p>	
MD-T-01	To provide for the development of non retail town centre uses including office based employment, leisure, civic or healthcare uses and retail warehousing uses selling bulky format goods. This area is not suited to comparison shopping.	7.73 (reduced area)
Community		
MD-C-01	Provision of a site for a primary school as part of Phase 1 of the Water-Rock Urban Expansion Area.	3.3
MD-C-02	Provision of a site for a primary school as part of Phase 2 of the Water-Rock Urban Expansion Area.	2.8
MD-C-03	Provision of a site for a secondary school as part of Phase 1 of the Water-Rock Urban Expansion Area.	5.2
Utilities		
MD-U-01	Northern Relief Road (Phases 2 and 3).	-
MD-U-02	Provision of a 3 lane Link Street, from the Northern Relief Road roundabout to the Water-Rock Road, designed and constructed in accordance with the DMURS guidance document to a standard with	-

Local Area Plan Objective		
Specific Development Objectives for Midleton		
✦	Flood Risk -See Objective IN-01 in Section One	^ TIA and RSA Required
Objective No.		Approx. Area (Ha)
	meets the approval of the Roads Section of Cork County Council.	
MD-U-03	Provision of a 3-lane Link Street designed and constructed in accordance with the DMURS guidance document to a standard which meets the approval of the Roads Section of Cork County Council.	-
MD-U-04	Provision of a Link Street and road bridge over the railway line, designed and constructed in accordance with the DMURS guidance document to a standard which meets the approval of the Roads Section of Cork County Council.	-
MD-U-05	Railway Station and ancillary services.	0.6
MD-U-06	Provision of a new Greenway as part of the Water-Rock Urban Expansion Area to comprise a cycleway and pedestrian pathway designed in accordance with the DMURS Guidance document to a standard which meets the approval of Cork County Council. The Greenway shall be constructed as part of the residential developments to the south. Each segment of the greenway must be linked up to provide east/west permeability through the site.	-
MD-U-07	Upgrading of the Water-Rock Road to Feeder Street Standard, designed and constructed in accordance with the DMURS guidance document to a standard which meets the approval of the Roads Section of Cork County Council.	-
MD-U-08	Provision of a new Feeder Street designed in accordance with the DMURS Guidance document to a standard which meets the approval of Cork County Council.	-
Open Space, Sports, Recreation and Amenity		

Local Area Plan Objective		
Specific Development Objectives for Midleton		
* Flood Risk -See Objective IN-01 in Section One		^ TIA and RSA Required
Objective No.		Approx. Area (Ha)
MD-O-01	Passive open space for informal recreation. This area forms an important visual buffer to the railway line.	8.7
MD-O-02	Active open space for Midleton Rugby Club and Midleton College. Proposals for new or improved sports related facilities may be considered.	7.9
MD-O-03	These lands form part of the floodplain in the Owenacurra River and provide active open space for informal public recreation including the provision of an amenity walk connecting with similar proposals in the town.*	6.65 (reduced area)
MD-O-04	Active open space for Midleton FC. Proposals for new or improved sports related facilities may be permitted.	3.45 (reduced area)
MD-O-05	Active open space, this facility could include new and improved facilities for the GAA, Tennis Court, Gym and Swimming Pool facilities or other sports complex uses. A direct pedestrian access to the town centre shall also be provided.*	XXX (reduced area)
MD-O-06	Protect the special character and amenity value of Ballyannan Wood.	23.3
MD-O-07	Passive open space. This prominent slope makes a significant contribution to the rural character of Ballinacurra.	5.5
MD-O-08	Provision of Phase 1 section of the Water-Rock Linear Park to include a mix of active and passive open space. This park will span both sides of the River Owenacurra and will include a cycle/pedestrian link with ancillary foot bridges. Provision must be made for appropriate lighting and adequate buffer zones to minimize disturbance to biodiversity such as protected species which may be present within/adjacent to the plan area.*	9.4

Local Area Plan Objective		
Specific Development Objectives for Midleton		
* Flood Risk -See Objective IN-01 in Section One	^ TIA and RSA Required	
Objective No.		Approx. Area (Ha)
MD-O-09	<p>Provision of Phase 2 section of the Water-Rock Linear Park to include a mix of active and passive open space. This park will span both sides of the River Owenacurra and will include a cycle/pedestrian link with ancillary foot bridges.</p> <p>Provision must be made for appropriate lighting and adequate buffer zones to minimize disturbance to biodiversity such as protected species which may be present within/adjacent to the plan area.*</p>	4.4 (reduced area)
MD-O-10	Provision of a small park for passive recreation as part of Phase 2 of the Water-Rock Urban Expansion Area.	2.76
MD-O-11	Provision of a small park for passive recreation as part of Phase 3 of the Water-Rock Urban Expansion Area.	1.2
MD-O-0X:	Open Space not suitable for development.	XX
MD-O-0X:	Open Space suitable for water compatible uses.	XX
MD-O-0X:	Open Space not suitable for development.	XX
MD-O-12	These lands abut the Great Island Channel Cork Harbour Special Area of Conservation, and Cork Harbour Special Protection Area and form part of the floodplain in the Owenacurra River.*	2.7
MD-O-13	These lands form part of the Great Island Channel Cork Harbour Special Area of Conservation, and Cork Harbour Special Protection Area and are within the floodplain of the Owenacurra River.*	10.91
MD-O-14	To protect, retain and improve the existing town park and encourage continued public use of this area.*	6.03
Special Policy Area		

Local Area Plan Objective		
Specific Development Objectives for Midleton		
* Flood Risk -See Objective IN-01 in Section One		^ TIA and RSA Required
Objective No.		Approx. Area (Ha)
MD-X-01	<p>Mixed use residential and office development. Provision may also be made for small scale retail units at ground floor level, with office and/or residential uses at upper floor levels appropriate to a mixed use urban neighbourhood.</p> <p>Pedestrian and cyclist linkages shall be provided along the Owenacurra River.</p> <p>* ^</p>	5.7

3.4 Youghal

Vision: Eochail - Yew Woods

~~3.4.1 The vision for Youghal is to promote the town as a desirable place to live and work, as an attractive historic walled port, an important tourist destination and a commercially viable town.~~

3.4.2 The vision for Youghal is to promote continued development of the town and its hinterland as a residential, employment, tourist and service location in a coastal setting with its special recreational, heritage and marine tourism functions.

3.4.3 The County Development Plan 2014 designates Youghal as a Ring Town and promotes the development of Ring Towns as quality urban centres providing employment, shopping, services and public transport for their resident populations and their rural hinterland. The current Local Area Plan for Youghal supports the continued development of the town as a residential, employment, tourist and service location in a coastal setting with special recreational, heritage and marine tourism functions. Youghal is designated as a Ring Town within the CASP Ring Strategic Planning Area and is located on Cork's eastern boundary with County Waterford. It is an important Ring Town which serves a large hinterland in both counties. Youghal is also an important tourist centre which has benefited from the recent completion of the Youghal by-pass.

3.4.4 Youghal is situated on the N25 National Primary Route which forms part of the Atlantic Corridor linking the gateway cities of Cork and Waterford. Development and improvement of the transport infrastructure within the region will not only greatly benefit the Cork and Waterford Gateways, but it will also benefit the other settlements within the corridor.

3.4.5 The disused railway line is also an asset for the town and has the potential to fulfill an important role within the railway corridor linking Youghal with Midleton and Cork City as part of a modern transportation system or it could also be developed as leisure infrastructure linking the towns of Midleton and Youghal.

~~3.4.6 Improvement of the public realm, facilities and services will be vital to achieve this goal for both the citizens and visitors of Youghal. In addition, it is recognised that new marketing and branding of the town have had an important role in promoting all of the benefits Youghal has to offer to future employers, including a choice of sites for development, good road infrastructure, a unique town centre full of heritage and charm serving a large rural hinterland.~~

Context

3.4.7 The town of Youghal is particularly attractive enjoying a fine townscape and a beautiful seaside setting. Much of the shoreline to the north and west is designated as a candidate Special Area of Conservation, a Special Protection Area and a proposed Natural Heritage Area. The steep slopes to the east of the town centre and in the northern part of the town's environs contribute significantly to the town's setting.

3.4.8 In physical terms Youghal is a long linear settlement built into the Hillside overlooking the harbour, which is at the confluence of the River Blackwater and Youghal Bay. The Town benefits from the natural amenities of a seaside location with extensive sandy beaches and fishing/port facilities.

3.4.9 Since the town was by-passed in 2005, congestion has eased and the ambience and public realm is much improved, however issues remain with conflicts between traffic, parking and pedestrian space, particularly in the main streets. There is an attractive pedestrian friendly environment on the approach to the lighthouse, including a park and seaside walk.

3.4.10 A number of plans and strategies have been developed for Youghal over the past number of years, the most recent Youghal to 2020, A Heritage Led Vision to the Next Decade sets out a number of Town Enhancement Projects, many of which have been included in this plan. In addition, a 'Public Realm Plan for Youghal' (2008) is being implemented in the town, together with the 'Youghal Town Wall Conservation and Management Plan' (2008) with a series of actions over short (1-3 years) medium (3-10 years) and long term (10-20 years).

Population and Housing

3.4.11 The strategy for Youghal, as set out in the Cork County Development Plan 2014, provides for the population of the town to grow to 9,115 persons, representing growth of 1,321 persons or 17% on the 2011 population. In order to accommodate this level of population growth, an additional 1,037 housing units need to be provided. A net housing land requirement of 52ha has been identified by the Core Strategy of the County Development Plan 2014.

3.4.12 The intention of this plan is to carry forward the undeveloped residential zoning from the former Youghal Town Development Plan 2009 and the Local Area Plan 2011, with some minor adjustments to make a combined provision for a zoned residential land supply of 104 ha with the capacity to provide approximately 1,983 units. There is also

Table 3.3 Population and Housing in Youghal

	Housing Requirement					Housing Supply	
	Census 2011	Population Target	Total New Households	New Units Required	Net Estimated Requirement (ha)	Est. Net Residential area zoned in Draft LAP	Estimated Housing Yield in Draft LAP
Youghal	7,794	9,115	999	1,037	52	104 ha**	1,993
Total for Municipal District	42,399	53,796	7,179	7,790	262	289 ha	8,462
<p>**Includes 66.3ha of residentially zoned land from the Youghal Town Development Plan, 2009, AND 25.5 ha of land with a residential restriction option NOTE these 'residential restriction' lands, although not conventionally 'zoned' in the Town Plan provide an important part of the residential land supply in Youghal and are therefore included in the net residential area zoned in Youghal</p>							
Source: Cork County Development Plan 2014- Appendix B, Table B 10							

scope to deliver residential development within the area zoned Town Centre as part of new mixed use schemes/ change of use of existing buildings or infill development.

- 3.4.13** While the zoning provisions in Youghal are greater than required to meet the population target for the town, this land may have a role to play in addressing the uncertainty on the numbers that can be delivered in the villages should certain circumstances regarding water services prevail. In addition, it also provides some additional headroom within the Municipal District albeit in one of the Greater Cork Area Ring Strategic Planning Area towns.
- 3.4.14** The development strategy for Youghal is to focus new housing development and population growth as close to the existing built footprint of the town to rationalize zoning provisions of previous plans and to co-ordinate them so as to further strengthen the case for continued investment in water services and infrastructure, as well as providing further impetus for enhancement of public service provision in the town, while also catering for all sectors of the housing market and offering a suitable housing mix.
- 3.4.15** ~~The lands zoned in the larger sites on the outer areas along the Quarry Road, Upper Cork Hill and the Ballyclamsay Road also have the potential to supply larger detached dwellings at lower densities as an alternative to individual houses in the countryside and in a landscape setting of scenic quality and with extensive views.~~
- 3.4.16** 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 provided.

Town Centre

- 3.4.17** ~~Youghal has a very attractive and historic town centre with many interesting and beautiful buildings and public spaces including a beach and water front area. It benefits from a very compact form with a tight urban grain and network of streets, lanes and stepped pathways that provide excellent pedestrian permeability between the different parts of the town. There are a number of residential properties within the centre of the town, both along the main streets and in back land areas which enhance its vitality and sense of community.~~
- 3.4.18** ~~A key area to be targeted within the town centre is that of dereliction and vacancy levels. In a study conducted in 2012, overall vacancy in the town was recorded at 25%. One way of tackling this issue and endorsed in this plan, is to outline a strong town retail core with identifiable expansion areas together with continued investment in the public realm that may help to restore business confidence in the town as a whole.~~
- 3.4.19** ~~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.~~

Development Strategy

~~3.4.20 This plan identifies the main retail core which comprises the original 16th Century town centre with the old walls of the town and much of the building stock from the past four centuries survives in the town. The principal objective is to encourage the full range of town centre uses within the constraints imposed by the need to retain the fabric and ambience of the old centre.~~

~~3.4.21 It is acknowledged that the built form of the town centre can represent a challenge for modern retail development. In addition traffic congestion, the lack of convenient public car parking and the poor pedestrian environment have presented difficulties for development in the town centre. It is important therefore that creative solutions are found to accommodate new development recognising the many opportunities that exist for sensitive new infill development, working with the existing built form of the town centre and its historic character.~~

~~3.4.22 In addition, the town itself retains a strong residential function and this objective will be balanced with the objective of allowing town centre type uses that are compatible with the primary residential uses to permeate on a gradual basis into such residential buildings fronting directly onto South Main Street, Kent Street, The Mall and the Market Square. Such changes of use and development will generally be expected to retain the existing fabric of the building or where this is not possible the external scale and character of the existing buildings should be retained.~~

~~3.4.23 Public accessibility to the waterfront will be encouraged with an appropriate building line to maintain the availability of this public amenity to as wide a range of users as possible. It is envisaged that this measure would enhance the overall attractiveness of the town for both resident and visitor.~~

~~3.4.24 In the case of larger scale buildings, particularly those fronting onto North Main Street the primary objective will be to preserve the character and scale of such buildings while also enabling their function to evolve with changing circumstances. In the case of individual buildings currently in use for commercial and other non residential uses additional uses and extensions compatible with the town centre usage will be permitted where the scale and character of such small buildings will generally be maintained. In general, town centre uses respecting the fabric of the heritage built environment will be permitted. Infill and new development is to respect the character, architecture, height and massing of adjoining areas. In general the re-use and recycling of the fabric of the existing built environment will be encouraged.~~

~~3.4.25 Footpaths, pedestrian crossing and street furniture will be upgraded under the Public Realm Plan which is being implemented in the town. Some of the work which has been carried out to date on the streets around the centre has been very successful.~~

Retail Provision

~~3.4.26 This plan seeks to realign the policies for the town centre with the Retail Planning Guidelines 2012 which aims to re-emphasise the need to protect the vitality and viability of the town centre and adopts a strict sequential approach to new retail development. Due to its proximity to the sea, it is also important that the proposed town centre designations are brought in line with the National Guidance on Planning and Flood Risk Management Guidelines and the new information on flood risk in Youghal emerging from the SW CFRAM project.~~

- 3.4.27** Within the town centre retail core, the only convenience multiple present is Supervalu which occupies a small site towards the northern end of North Main Street. In recent years there have been further attempts to augment this convenience sector, with the proposal on the quayside at Catherine Street which was approved in June 2015.
- 3.4.28** Of critical importance to the town is the retail core which is identified as being an area from the main spine of the North Main Street (including Supervalu) southwards to the Mall Lane off South Main Street. The Core is the primary location for retail development in the town and is an area to be strengthened and enhanced. The area around the core to the east, to the north and to a degree to the south is identified as YL-T-01 where it is proposed that the town centre core could expand, by providing uses compatible with town centre development, namely retail, residential, offices etc. As the town grows there may be demand for additional modern convenience floor space either as extensions of existing businesses or as new developments and this plan identifies this area for such uses in line with the sequential approach outlined in the Retail Planning Guidelines and the need to manage flood risk.
- 3.4.29** The area immediately to the south of the retail core constitutes largely Georgian and Victorian architecture and part of this area should retain its town centre designation. The area comprises a mix of nineteenth and early twentieth century residential buildings some of which have been converted for commercial uses (shops, bars, cafes, offices etc.), particularly as one approaches the old town centre. Interspersed amongst these small scale landholdings are longer holdings comprising institutional (mostly schools) and commercial (two hotels and a recent mixed use apartment development). The most appropriate land use designation for the remainder of this area is existing built up area (see CDP 2014).
- 3.4.30** From a retail perspective, the development of modern convenience shopping facilities (Tesco and Lidl) on free standing sites at the northern edge of the town has occurred most likely as a result of the challenges associated with the medieval street network and historic building stock within the core of the town. In this plan these sites have been designated according to their current retail function, and are therefore classed as town centre Tesco (YL-T-02) and Lidl (YL-T-03).
- 3.4.31** When planning for future retail provision within the town, having regard to the scale of the convenience and other retail floor space proposed, it was considered that the site at Seafield would be more beneficial as a regeneration area to be developed in accordance with the built up area policies of the CDP 2014 and that the principle of a neighbourhood centre as it currently exists should be reinforced in the plan as suggested in the zoning objective YL-T-04.
- 3.4.32** The Green's Quay, McDonalds Quay and Store Street Youghal Dockyard area is a brownfield site adjacent to the town centre (YL-T-01) on the seaward side. This site is of great importance to the overall development of the town and it is considered essential that an overall framework master plan is prepared for the site in its entirety which will address its unique characteristics on the waterfront and provide for a coordinated approach to its development, including its potential for public realm, and high quality urban design. Of critical importance due to its location on the quayside is its ability to deal with flooding issues. (see section on Regeneration Areas)

Employment and Economic Activity

- 3.4.33** Youghal was traditionally the trading, services and industrial centre for the area but the employment base has contracted significantly in recent decades. Census data for 2011 indicates that, out of a population of 7,794 persons, there were 2,548 people or 32.6% at work in the town. Of those at work, 65% /1,657 worked within the town with professional services being the largest employment category. At the time unemployment within the town was at 29.3%, which was significantly above the national average of 19.0%.
- 3.4.34** The County Development Plan 2014 promotes Youghal as a centre for the promotion of local catchment employment and requires an infrastructure programme to service the promotion of a supply of land for future employment development focused on medium to small business / industry.
- 3.4.35** The challenge for Youghal is to attract additional employment generating development to the town in order to alleviate the high unemployment levels, stem the tendency for long distance commuting and to encourage the town to be more self-sufficient. Given the difficulties associated with attracting large scale, single use employers, it is likely that the tourism and service sectors, as in the past, will be the key sectors for employment growth in Youghal. In terms of attracting further employment or tourism related investment Youghal has many strengths including a historic and attractive built heritage, a coastal location with excellent beaches, quay and active port facilities with potential for additional marine related leisure or business activities, good access to the national road network via the N25 and a strong supply of residential and employment land to cater for new development.
- 3.4.36** This plan, in bringing the former town plan and the former local area plan into closer alignment, provides approximately 74.2 ha for employment related development. The land is primarily concentrated in two blocks, one to the west of the Town Centre and one to the North, both with good access to the N25. The uses allowed for within these lands have been broadened to allow for flexibility within the zoning. It is anticipated that by clarifying and extending the permitted uses and by concentrating these uses in a particular area close to the N25 that substantial gains can be made over the next plan period in industry and enterprise in Youghal. In addition, this plan identifies the Springfield Industrial Estate for business uses.
- 3.4.37** One notable difference is that the tourism related development objectives (TRD) set out in the former Town Plan have been redesignated as either open space or as part of the built up area of the town. Local residential amenity is an important consideration in any forthcoming development proposals. This plan also acknowledges the importance of that site in close proximity to the beaches and the Youghal Greyhound track – it is also noted that this site is prone to flooding and therefore it is suggested that flood compatible uses should only be considered in an overall framework for the proper and coordinated development of the site. In 2014, a motorhome park to accommodate 82 no. motorhome parking bays, playground with associated car parking, all weather playing pitch with flood lighting and associated car parking, was granted to augment the supply of this type of accommodation in the town.
- 3.4.38** In terms of tourism related employment there is a need to develop the inherent attractions within the town be it in the historic own core, opportunities for marine leisure activities or a new attraction based on the redevelopment of the old railway line for example. It is intended that this plan provides the opportunity to support Youghal in strengthening its position as a be spoke heritage tourism destination and what specification attractions could be promoted in this regard.

- ~~3.4.39 The town has relied on Youghal Socio-Economic Development Group alongside local groups, to oversee the implementation of meaningful projects across a range of disciplines. Youghal's heritage-led regeneration strategy has seen YSEDG deliver conservation and restoration works to Youghal's Town Walls and The Clocktower Gate Building. Youghal's natural heritage has also been developed with the roll-out of the Youghal Eco Boardwalk.~~
- ~~3.4.40 The Youghal to 2020 Plan is currently being finalised at the request of Cork County Council by the Youghal Socio-Economic Development Group and Daniel Noonan Archaeological Consultancy, as an action recommended by the Historic Towns Initiative Pilot Programme. The plan was supported by The Heritage Council of Ireland. The plan sets out Cork County Council's strategic approach to the continued preservation and promotion of Youghal's abundance of heritage – cultural, natural and built for the next 5 years outlining a series of enhancement projects for the town including heritage tourism development and destination awareness (marketing and promotion of the town. This plan supports these initiatives as an important guide for the planned development of the town.~~
- ~~3.4.41 In 2016, Cork County Council announced the installation of 6 visitor moorings in Youghal Harbour. The overall design, procurement and installation of the moorings was very generously supported by the Dept. of Agriculture, Food and the Marine. The moorings are attached onto 3.5 tonne concrete mooring blocks with 38mm and 20mm steel chain and each has a "pick up" buoy attached. The moorings are free to use for short term visitors to Youghal and are a fantastic boost to the development of Marine Tourism in the town.~~

Community Facilities and Open Space

- ~~3.4.42 Youghal is well served in terms of healthcare provision. There is a community hospital in the town and a new HSE Health centre at Foxhole. Educational facilities include three primary schools and one secondary school as well as a VEC Further Education facility. A co-ed purpose built secondary school was constructed in the town at Parkmountain. The population target for Youghal will give rise to a small increase in demand for educational facilities, which is likely to be catered for by existing schools.~~
- 3.4.43 Youghal has a variety of services and facilities, including a garda station, fire station, hospital, bus service, public library, theatre, and museum. There is also a community centre and a number of churches/places of worship. The town is also well served by sporting facilities with provision for GAA, rugby, soccer, tennis and golf. There is a leisure centre and swimming complex near the beach which serves a wide area. Perks entertainment complex is located at the western entrance to the town.
- 3.4.44 The development boundary follows the line of the by-pass to the west of the town. As a result, it includes substantial areas of predominantly open land uses that are not, generally, intended for development but nevertheless form part of the structure of the town. In addition, this plan identifies the large area to the north of the town as open space primarily due to the flood risk associated with the lands. The protection of these valuable open space areas have been made the subject of specific objectives.

Infrastructure

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

Public Transport, Cycling and Walking

3.4.46 Youghal also has express hourly bus services to Cork and Waterford as well as many local services. The railway station and line serving Youghal is currently disused but it is an asset that could be developed as part of the modern transport infrastructure for the town or in addition, as an important leisure attraction in East Cork for walking and cycling as part of the EuroVelo 1 trans-European cycling network as well as the National Cycle Network. The aim of the EuroVelo project is to create a network of high quality cycle routes that connect the entire continent. These routes would be used not just by long distance cycle tourists but also by local people making daily journeys.

3.4.47 The relatively flat gradient of the main road network and town centre streets in Youghal would appear conducive to promoting walking and cycling in the town especially when combined with the short length cross streets and lanes that offer extensive and convenient permeability within the town.

3.4.48 In order to improve the walking and cycling offer in the town, improvements, as recommended in the Walking and Cycling Strategies for Cork Active Travel Towns prepared by Atkins and Kieran Boyle Consulting on behalf of Cork County Council (March 2013) will be implemented.

3.4.49 While the Council has a long-term strategic objective to reopen the rail route linking Cork and Midleton to Youghal, there is an opportunity to yield a use from the disused railway line in the interim. The development of the disused railway line as a greenway would have the advantage of protecting the integrity of the route for the future while creating jobs and opportunities locally for the benefit of local towns, villages and communities in terms of amenities and tourism. The development of a greenway would safeguard the route for its potential future reopening as an operational railway and allow the local community to harness this resource asset both as an amenity and for tourism development. It is therefore an objective to assess and, as appropriate, develop a greenway on the disused railway line.

Car Parking

3.4.50 The standards for car parking in Youghal are set out in the 2014 County Development Plan (Appendix D).

Water Services

3.4.51 Drinking Water: The public water supply in Youghal has limited capacity needs investment and upgrading in order to accommodate the growth identified in this plan. Water supply is sourced from Boola which lies in Co Waterford. Although the Youghal Water Supply Scheme was listed as a scheme to progress through planning on the DoEHLG's Water Services Investment Programme 2010-2012 it was not included in Irish Water's Capital Plan 2016-2021. Further assessment of the public water supply available in the town and its environs may be required during the lifetime of this plan.

3.4.52 Waste Water: Irish Water/ Cork County Council sought Tenders for a design, build, operate and maintain (DBOM) contract entitled the "Youghal Main Drainage Scheme – Wastewater Treatment Plant DBOM Contract". It is proposed, as part of the Youghal Main Drainage Scheme, to augment and upgrade the wastewater management system in the town.

- 3.4.53** The scope of the Design Build Operate and Maintain DBOM contract comprises a number of stages and elements. Stage 1 of the project shall have a biological capacity of 16,000 PE and Stage 2, to be developed at some future point, shall develop the plant to its ultimate design capacity of 24,000 PE.
- 3.4.54** Stage 1 of the construction contract commenced on site in November 2015 with all associated works, testing, commissioning and handover currently expected to be completed by November 2017.
- 3.4.55** Prior to and in conjunction to this DBOM contract, a separate Youghal Main Drainage – Network Contract was carried out and completed in 2015, this was an employer designed works contract, which provided for upgrade works on the drainage network in the town, including works to upgrade and augment the existing sewerage network, to upgrade existing pumping stations and to provide one new pumping station.

Flooding

- 3.4.56** Draft flood risk maps prepared for the town have identified a potential risk of flooding in a number of places within, and on the northern and southern outskirts of the town, from both fluvial and tidal flooding. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated at being at risk of flooding. The planning proposals of this plan make provision for dealing with this flood risk. More detailed information on the approach to flooding and how development proposals in areas at risk of flooding will be assessed is given in Section 1 of this Plan and within the Guidelines for Planning Authorities ‘The Planning System and Flood Risk Management,’ issued by the Minister of the Environment, Heritage and Local Government in 2009.
- 3.4.57** The ‘Indicative Flood Extent Map’ shown as part of the zoning map for Youghal Environs may be subject to some local uncertainties inherent in the flood risk modeling process used to generate the maps. Those contemplating development in or near the areas shown as being subject to a possible risk of future flooding are recommended, in consultation with County Council staff, to consider the need to undertake Stage 1 of the site-specific flood assessment process in order to address any uncertainty in relation to flood risks before submitting an application for planning permission.
- 3.4.58** ~~In the past Youghal town centre has suffered from a number of bad flood events, affecting predominantly the town centre area including Market Place, Catherine Street and parts of Main Street. Separation of the foul and storm water drainage is essential in this regard.~~

Broadband & Utilities and Waste

- 3.4.59** Fixed line broadband is available in Youghal. Youghal has no gas supply and it would be a significant benefit to the town if gas was to be extended from Midleton to Youghal. A civic amenity site has been provided in Youghal. There is also a landfill site to the north of the town which is identified in this plan.

Environment and Heritage

Landscape

- 3.4.60** The landscape character value is identified as very high and the landscape sensitivity is of county importance meaning that it is a vulnerable landscape which is highly sensitive

to certain types of changes and with the ability to accommodate limited development. Further discussion and guidance is included in the Cork County Development Plan 2014.

Natural Heritage

- 3.4.61** The Blackwater River in Youghal is a candidate SAC selected for alluvial wet woodlands and Yew wood, both priority habitats on Annex 1 of the EU Habitats Directive. The site is also selected as a candidate SAC for floating river vegetation, estuaries, tidal mudflats, Salicornia mudflats, Atlantic salt meadows, Mediterranean salt meadows, perennial vegetation of stony banks and old Oak woodlands, all habitats listed on Annex I of the E.U. Habitats Directive. The site is also selected for the following species listed on Annex II of the same directive - Sea Lamprey, River Lamprey, Brook Lamprey, Freshwater Pearl Mussel, Crayfish, Twaite Shad, Atlantic Salmon, Otter and the plant, Killarney Fern.
- 3.4.62** The Blackwater Estuary SPA is an internationally important wetland site on account of the population of Black-tailed godwit it supports. It is an objective of the 2014 CDP to maintain the conservation value of all Natural Heritage Areas proposed for designation and this Local Area Plan will attempt to avoid any adverse impacts on these sites.
- 3.4.63** Ballyvergen Marsh, of ornithological and botanical interest and of regional importance is located adjacent to the beaches and is designated as a proposed Natural Heritage Area (pNHA-0078). The provision of greater access to the natural and scenic amenities of this area, including the possibility of establishing interpretative facilities/ observation posts overlooking Ballyvergan Marsh and other heritage areas should be encouraged.

Water Quality

- 3.4.64** With regard to water quality, the Lower Blackwater Estuary/Youghal Harbour is the relevant coastal waterbody and its ecological status is moderate, also being classified as at risk of not achieving good status. The overall objective for 2015 is to restore this waterbody. Although other factors such as agricultural practices and septic tanks contribute to the water quality difficulties, a new waste water treatment plant for the town would aid the achievement of the objective to restore the water body. This waterbody is also classified as a 'Protected Area', which is a water body requiring special protection under EU legislation because they are bathing waters, nutrient sensitive and designated as an SPA and cSAC.
- 3.4.65** Youghal Claycastle, Front Strand and Redbarn beaches are very significant assets for the town. Front Strand is located adjacent to the railway station and leads onto Claycastle, which in turn leads on to Redbarn Beach. There are public toilets and parking at the two town beaches and further consideration should be given to the provision of shower facilities (outdoor) at these beaches. Lifeguards are on duty in the bathing season and wheelchair access is available.

Built Heritage

- 3.4.66** Youghal is a town of unique character and heritage with a distinctive and historic walled town centre and a considerable number of listed buildings and recorded monuments and it is also cited as one of the best examples of a Norman walled port in Ireland. A number of iconic buildings are located within the town including Tyntes Castle, the Clock Tower and Myrtle Grove. A heritage led regeneration strategy for Youghal was published in 2005 suggesting ways in which the physical and non-physical heritage resources could be used as a catalyst in urban regeneration and tourism growth. This plan sought to address a number of issues concerning the economic and physical

~~regeneration of the historic centre of the town through measures which were primarily aimed at the protection, conservation and enhancement of the built heritage of the town. As a result a number of excellent public realm improvements have been undertaken in recent years and plans are in place for others.~~


3.4.67 The Record of Monuments and Places designates part of the town as a Zone of Archaeological Potential (ZAPs). Any development within the ZAPs will need to take cognizance of the potential for subsurface archaeology. If it is demonstrated that such archeology is present, appropriate mitigation measures including buffer zones, will be required.

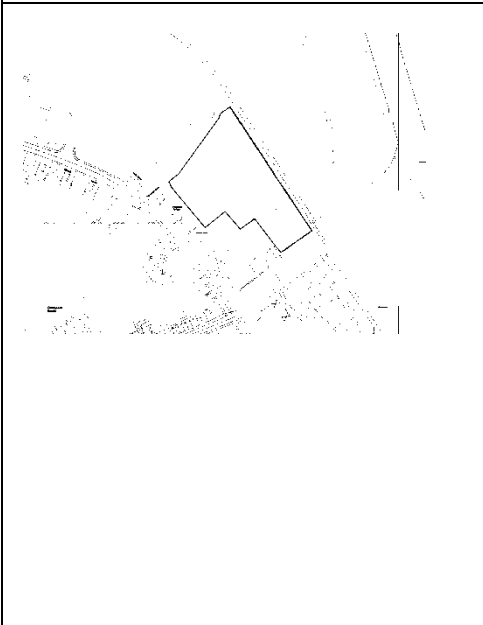
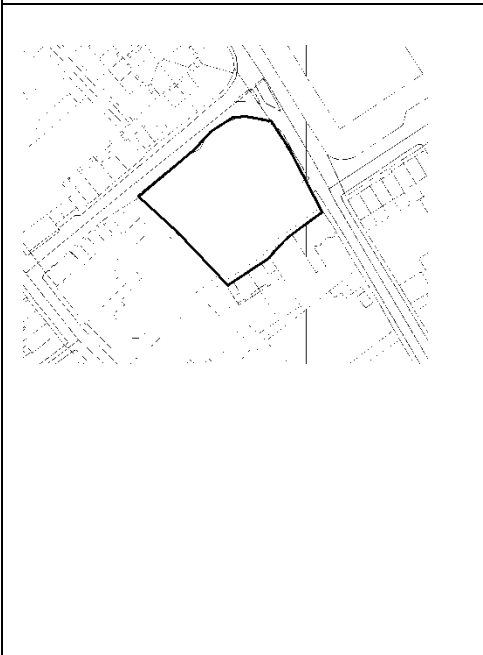
Special Policy Area

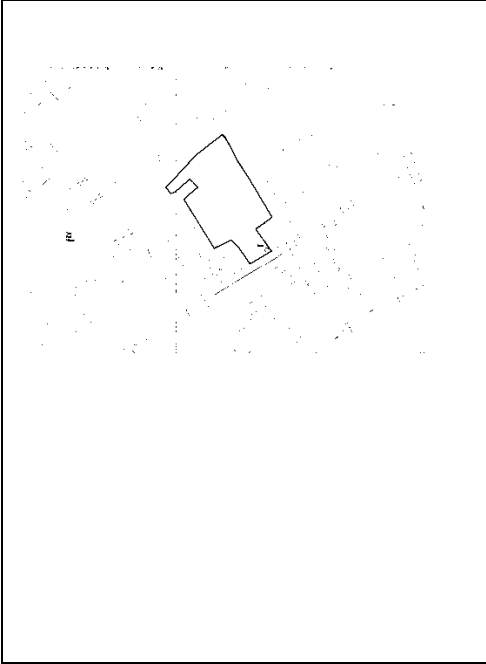
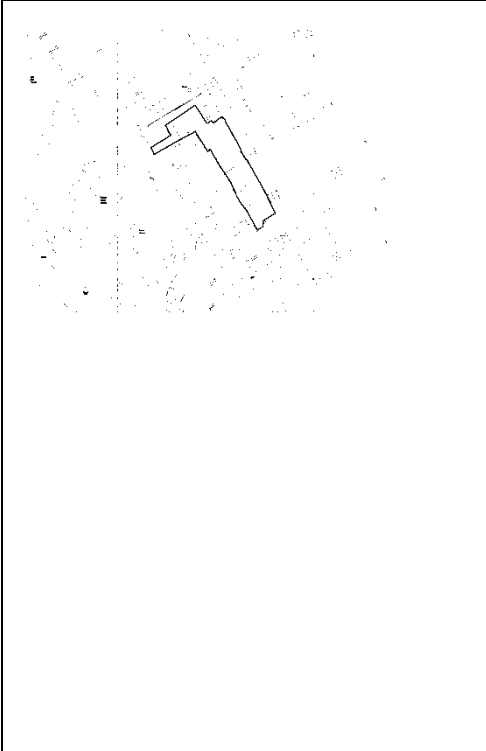
3.4.68 The lands at the north western end of the town between the by-pass and the inner relief route were zoned as a special policy area in the 2011 Local Area Plan. This zoning has been retained in this Draft Plan – Objective YL-X-01. The site comprises 5.6 ha. This objective is quite specific in terms of what is envisaged for this site which is recognised as a very important gateway site given its location at the northern approach to the town. There is a former brickworks on part of the site which conveys the historic role of Youghal and could potentially be developed as a tourist attraction. The site is adjacent to the Blackwater Estuary which supports a range of habitats and a large population of wintering bird species of high conservation value. Development on this site should be set out in a Masterplan by the developer and should be of a very high quality having regard both to the ecological and historic landscape sensitivities of the site. Input from both built and natural heritage specialists will be required in the development of such proposals which should significantly enhance the visual approach to Youghal. Parts of the site are also at risk of flooding.

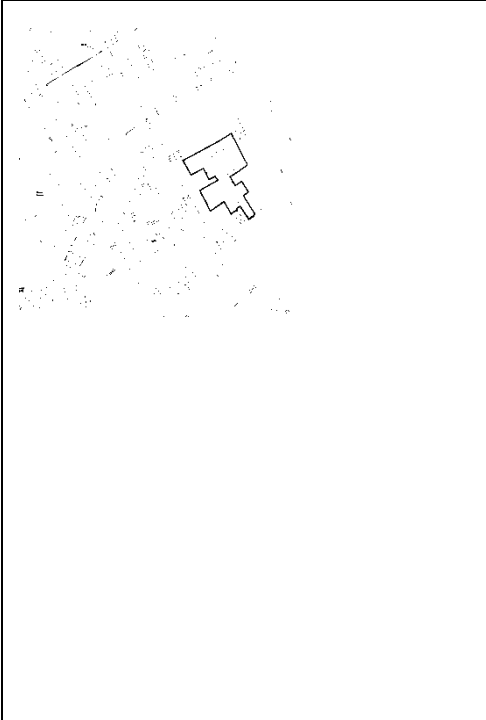
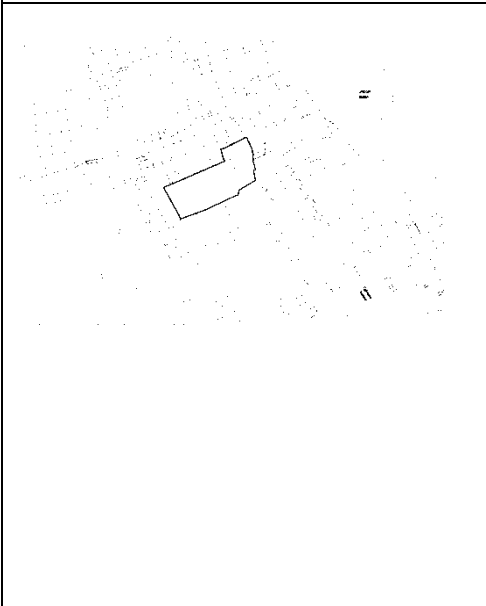
Regeneration Areas

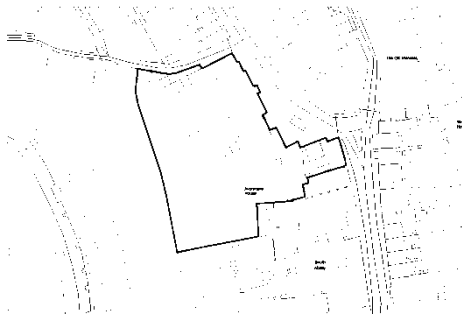
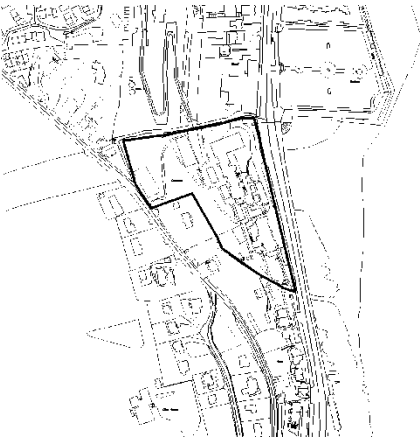
~~**3.4.69** This plan identifies a number of regeneration areas which are identified as part of the built up area of the town, but merit additional guidance in the event that the opportunity to redevelop them emerges during the life time of the plan.~~

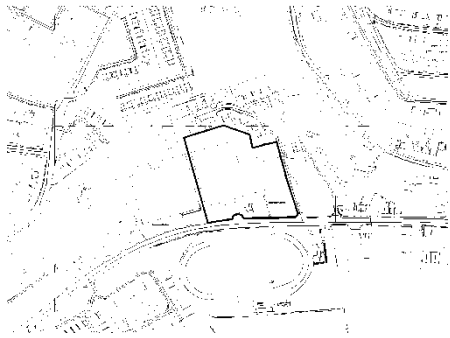
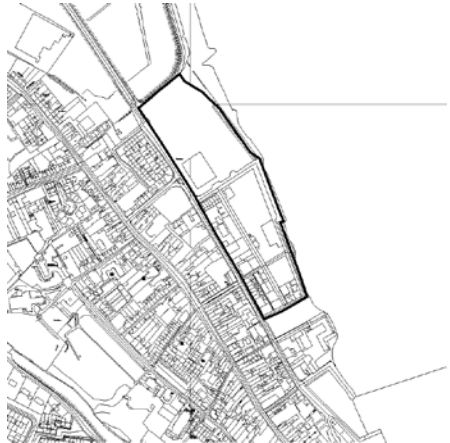
<u>Local Area Plan Objective</u>	
<u>Regeneration Areas: Youghal</u>	
<u>Regeneration Area</u>	<u>Number and Description</u>
	<p><u>YL-RA-01: Courtisan Carpets Site</u></p> <p>It is considered that subject to a suitable design, the site could be more suited to a range of alternative uses potentially including offices or small scale business units, perhaps with a craft / tourism orientation, or residential use / sheltered housing / nursing home in keeping with the neighbouring uses and its proximity to the existing shops and series. The site is adjacent to the Ruins of North Abbey, a protected structure and a Recorded Archaeological Monument and important medieval site. Any future development</p>

<u>Local Area Plan Objective</u>	
<u>Regeneration Areas: Youghal</u>	
<u>Regeneration Area</u>	<u>Number and Description</u>
	<p>will be subject to significant archaeological assessment and investigations prior to and/or during the course of any development. The visual impact of any new development will be paramount therefore a carefully considered architecturally designed development which responds to the specific sensitivities of this site will be required. The derelict nature of this site makes it a priority for redevelopment during the lifetime of this plan.</p>
	<p><u>YL RA 02:</u></p> <p>This site is recognised as an area with the potential to accommodate a range of uses that would help consolidate the town centre with the neighbouring convenience retail centres to the north west. Suitable access to the site is a key consideration in the redevelopment of this site.</p> <p>The site will be subject to Archaeological Assessment and investigations prior to and/or during the course of development. The site is also located within an Architectural Conservation Area. In this regard a high standard of architectural design which respects and enhances the character of the historic core shall be required.</p>
	<p><u>YL RA 03:</u></p> <p>This is a key site within the retail core / town centre area and has the potential to accommodate a range of new town centre uses including retail uses that would help consolidate the town centre. Careful design and improvement to the public realm in this location are key considerations in this regard.</p> <p>The site will be subject to Archaeological and Architectural Assessment and investigations prior to and/or during the course of development. The site is also located within an Architectural Conservation Area. In this regard a high standard of architectural design which respects and enhances the character of the historic core shall be required.</p>

<u>Local Area Plan Objective</u>	
<u>Regeneration Areas: Youghal</u>	
<u>Regeneration Area</u>	<u>Number and Description</u>
	<p><u>YL RA 04:</u></p> <p><u>This site, fronting onto Dolphins’ Square within the town centre area and has the potential to accommodate a range of new town centre uses including retail uses that would help consolidate the town centre. Careful design and improvement to the public realm in this location are key considerations in this regard.</u></p> <p><u>The site will be subject to Archaeological Assessment and investigations prior to and/or during the course of development. The site is also located within an Architectural Conservation Area. In this regard a high standard of architectural design which respects and enhances the character of the historic core shall be required.</u></p>
	<p><u>YL RA 05:</u></p> <p><u>This site fronting onto Catherine Street within the town centre area and has the potential to accommodate a range of new town centre uses including retail uses that would help consolidate the town centre. Careful design and improvement to the public realm including measures to address its waterfront location are key considerations in this regard.</u></p> <p><u>The site will be subject to Archaeological and Architectural Assessment and investigations prior to and/or during the course of development. The site is also located within an Architectural Conservation Area. In this regard a high standard of architectural design which respects and enhances the character of the historic core shall be required.</u></p>

<u>Local Area Plan Objective</u>	
<u>Regeneration Areas: Youghal</u>	
<u>Regeneration Area</u>	<u>Number and Description</u>
	<p><u>YL RA 06:</u></p> <p><u>This site on McDonalds Quay / Catherine Street has the potential to accommodate a range of new town centre uses that would help consolidate the town centre. Careful design and improvement to the public realm including measures to address its strategic waterfront location are key considerations in this regard.</u></p> <p><u>The site will be subject to Archaeological and Architectural Assessment and investigations prior to and/or during the course of development. The site is also located within an Architectural Conservation Area. In this regard a high standard of architectural design which respects and enhances the character of the historic core shall be required.</u></p>
	<p><u>YL RA 07:</u></p> <p><u>This site has the potential to accommodate a range of uses which are compatible to the existing built up area, including a mixed use residential or office development.</u></p> <p><u>The site will be subject to Archaeological and Architectural Assessment and investigations prior to and/or during the course of development. The site is also located within an Architectural Conservation Area. In this regard a high standard of architectural design which respects and enhances the character of the historic core shall be required.</u></p>

<u>Local Area Plan Objective</u>	
<u>Regeneration Areas: Youghal</u>	
<u>Regeneration Area</u>	<u>Number and Description</u>
	<p><u>YL RA 08: Devonshire Arms Hotel</u></p> <p><u>The redevelopment of this hotel site offers a very important opportunity for Youghal to enhance the public realm and approach to the town centre. Suitable uses include the renovation of the hotel itself together with an appropriate residential component to act in a complimentary manner to the primary use of the site.</u></p> <p><u>The Devonshire Arms Hotel is listed in the Record of Protected Structures for Youghal Town RPS ID: 2101 and 2104, is included in the Architectural Conservation Area and the site also lies within the Zone of Archaeological Potential for South Abbey. Previous archaeological investigations have uncovered human remains on a portion of the site. Any redevelopment of this site will be subject to where relevant further archaeological assessment and investigations. Any new development will have to be of a high quality architectural design which responds accordingly to the setting of the protected structure and enhances the quality of the established historic environment.</u></p>
	<p><u>YL RA 09: Loreto Convent and Marymount / Ashton Court</u></p> <p><u>The former Loreto Convent Complex (including Marymount and Ashton Court) is an extensive and prominent site located in the town of Youghal. The complex contains both historic buildings which are included in the Record of Protected Structures, as well as more modern buildings and associated lands. The site provides a prime opportunity for a mixed use development, including offices, businesses uses, residential, recreation and tourism uses. The redevelopment of the site should take a dual approach providing for the conservation/restoration and reuse of the existing historic buildings, and indeed modern structures if so desired, along with the possibility for introduction of high quality new elements</u></p>

<u>Local Area Plan Objective</u>	
<u>Regeneration Areas: Youghal</u>	
<u>Regeneration Area</u>	<u>Number and Description</u>
	<p>within the complex. A sensitive and carefully considered approach should be taken to the redevelopment of this site to ensure that the essential historic elements and character of the site together with any other existing biodiversity characteristics are conserved and any new elements will enhance the overall quality of the complex and respect the visual prominence the same.</p>
	<p><u>YL RA 10: Seafield</u></p> <p>It is considered that subject to a suitable design, this site is suited to a range of alternative uses potentially including offices or small scale business units, perhaps with a craft / tourism orientation, or residential use / sheltered housing / nursing home or hotel in keeping with the neighbouring uses and its proximity to the existing shops and series. The plaque on the southern facade of the building is a protected structure (3202) and development proposal needs to address this important conservation aspect of the site in both a sensitive and achievable manner.</p> <p>The derelict nature of this site on a key approach to the town centre makes it a priority for redevelopment during the lifetime of this plan.</p>
	<p><u>YL RA 11: Youghal Dockyard</u></p> <p>This site is of great importance to the overall development of the town and it is considered essential that an overall framework master plan is prepared for the site in its entirety which will address its unique characteristics on the waterfront and provide for a coordinated approach to its development, including its potential for public realm including a marina, and high quality urban design. Of critical importance due to its location on the quayside is its ability to deal with flooding issues which will determine to</p>

<u>Local Area Plan Objective</u> <u>Regeneration Areas: Youghal</u>	
<u>Regeneration Area</u>	<u>Number and Description</u>
	<p>an extent the types of uses most appropriate to the site.</p> <p>The site will be subject to Archaeological and Architectural Assessment and investigations prior to and/or during the course of development. The site is also located within an Architectural Conservation Area. In this regard a high standard of architectural design which respects and enhances the character of the historic core shall be required.</p>

General Objectives

3.4.70 The following General Objectives apply to all development proposals for Youghal.

Local Area Plan Objective General Objectives for Youghal	
YL-GO-01	Plan for development to enable Youghal to achieve its target population of 9,115 persons and to secure the development of additional housing, employment and service uses in the town.
YL-GO-02	In order to secure the sustainable population growth and supporting development proposed in GO-01, appropriate and sustainable water and waste water infrastructure that will secure the objectives of the relevant River Basin Management Plan and the Blackwater River Special Area of Conservation, and Blackwater Estuary Special Protection Area, must be provided and be operational in advance of the commencement of any discharges from the development. Waste water infrastructure must be capable of treating discharges to ensure that water quality in the receiving water does not fall below legally required levels.
YL-GO-03	The boundary of Youghal Town overlaps with the Blackwater River Special Area of Conservation and is adjacent to the Blackwater Estuary 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

Local Area Plan Objective	
General Objectives for Youghal	
	the protection of these sites. Protection and enhancement of biodiversity resources within the receiving environment of the town will be encouraged.
YL-GO-04	All proposals for development within the areas identified as being at risk of flooding will need to comply Objective IN-01 in Section 1 of this Plan.
YL-GO-05	In accordance with Objective WS 5-1 of Chapter 11 of the County Development Plan, all new development will need to make provision for Sustainable Urban Drainage Systems (SuDs) and provide adequate storm water infrastructure. Surface water Management and Disposal should be planned in an integrated way in consideration with land use, water quality, amenity and habitat enhancements as appropriate.
YL-GO-06	Support and promote Youghal Town Centre as the primary and most appropriate location of the expansion of retail development. Protect the amenities of existing residential areas within the centre of the town and encourage the provision of new residential uses to strengthen the vitality of the town centre.
YL-GO-07	Support and promote Youghal and as an employment centre.
YL-GO-08	Protect and enhance the attractive landscape character setting of the town. Conserve and enhance the character of the town centre (including the special character of Architectural Conservation Areas) by protecting historic buildings, groups of buildings, the existing street pattern, town walls, historic laneways, zones of archaeological potential, plot size and scale while encouraging appropriate development in the town, including the development of regeneration areas and public realm improvements.
YL-GO-09	Enhance the overall tourism potential of the town, for both locals and visitors, by ensuring the development of appropriate attractions (heritage, retail, etc) which are underpinned by appropriate heritage led town centre renewal and continuing public realm improvements. All development proposals should have due regard to the unique characteristics of the historic context of Youghal and seek to improve the overall attractiveness of the environment. Facilitate the improvement of the beach areas including adequate provision of toilet, shower and changing facilities as well as services such as play areas.
YL-GO-10	Improve and enhance pedestrian and cycling connectivity throughout the town and especially from new development areas to the schools,

Local Area Plan Objective	
General Objectives for Youghal	
	shops and other services.
YL-GO-11	<p>Reserve land on either side of the railway route to facilitate the possible future upgrading of the route to double track standard. This objective applies to all land within 5m of the perimeter fence on either side of the railway. Within this area the following categories of development will be resisted:</p> <ul style="list-style-type: none"> • New buildings not required for the operation of the railway; and • New vehicular and pedestrian accesses where these accesses are the sole or primary access to development. <p>New bridge crossings constructed will be required to provide sufficient clearance to permit double track operation.</p> <p>Open land uses, such as open space, surface car parking and agriculture will normally be permitted subject to the proper planning and sustainable development of the area.</p> <p>In addition, should the opportunity arise, it is an objective to assess and, as appropriate, develop a greenway on the disused railway line between Middleton and Youghal.</p>
YL-GO-12	<p>Protect river corridors having regard to the need to avoid disturbance to wintering birds and managing flood risk, and where possible, develop these as natural amenity corridors, connecting different parts of the town and linking up with established amenity areas. Development proposals should direct movement away from the estuary or incorporate screen planting or other suitable buffering to avoid potential for disturbance to birds. It is also an objective to provide adequate buffer zones along watercourses to ensure riparian zones are not degraded and there is no bankside erosion. In this regard, developers shall take account of relevant guidance documents relating to watercourse buffer zones.</p>
YL-GO-13	<p>Encourage and work with the voluntary groups in the town to achieve the objective of the plan. It shall be an objective to work with and support the activities of the Tidy Towns Committee, Youghal Chamber of Commerce, Youghal Heritage Society and the other voluntary and corporate organizations who have made and continue to make such a valuable contribution to the life and development of the Town.</p>
YL-GO-XX	<p>Support the expansion of primary and post primary education facilities in the town in consultation with the Department of Education and Skills.</p>

3.4.71 The following specific development objectives apply to Youghal.

Local Area Plan Objective		
Specific Development Objectives for Youghal		
⚡ Flood Risk -See Objective IN-01 in Section One.		⚡ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
Residential		
YL-R-01	Medium A density residential development. Detailed landscaping proposals to be included as part of any proposals on the site.	3.3
YL-R-02	Medium B density residential development. Detailed landscaping proposals to be included as part of any proposals on the site.	5.43
YL-R-03	Medium A density residential development. Provision shall be made for access through the site for development of the lands to the south.	2.6
YL R-04	Medium B density residential development (to meet the needs of a range of housing needs.)	11.19
YL R-05	Medium B density residential development (to meet the needs of a range of housing needs.) Development on this site shall take into account the high visibility of this elevated site from the Northern approach to the town.	11.32
YL R-06	Medium A density residential development respecting the densities and character of adjoining development.	20.7
YL R-07	Medium A density residential development respecting the densities and character of adjoining development.	3.43
YL R-08	Medium A density residential development respecting the densities and character of adjoining development.	0.99
YL R-09	Medium A density residential development respecting the densities and character of adjoining development.	1.63
YL R-10	Medium A density residential development respecting the densities and character of adjoining development.	4.01
YL R-11	Medium A density residential development respecting the densities and character of adjoining development.	27.1

Local Area Plan Objective		
Specific Development Objectives for Youghal		
✦ Flood Risk -See Objective IN-01 in Section One.		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
<u>YL-R-12</u>	Medium A density residential development respecting the densities and character of adjoining development.	<u>0.9</u>
<u>YL-R-13</u>	Medium A density residential development respecting the densities and character of adjoining development.	<u>0.4</u>
<u>YL-R-14</u>	Medium B density residential development respecting the densities and character of adjoining development.	<u>0.12</u>
<u>YL-R-15</u>	Medium A density residential development respecting the densities and character of adjoining development.	<u>2.1</u>
<u>YL-R-16</u>	Medium A density residential development respecting the densities and character of adjoining development.	<u>1.8</u>
<u>YL-R-17</u>	Medium A density residential development respecting the densities and character of adjoining development.	<u>3.99</u>
<u>YL-R-18</u>	Medium A density residential development respecting the densities and character of adjoining development.	<u>0.26</u>
<u>YL-R-19</u>	Medium A density residential development respecting the densities and character of adjoining development.	<u>1.05</u>
<u>YL-R-20</u>	Medium A density residential development respecting the visual and other amenities of the area and ensuring the provision of adequate onsite parking facilities and reasonable provision of onsite amenity open space.	<u>1.2</u>
Business		
YL-B-01	Business development to include retail warehousing. This zone is adjacent to the Blackwater River Special Area of Conservation and Blackwater Estuary Special Protection Area. Development proposals should also be subject to a Traffic and Transport Assessment and Road Safety Audit.	9.3
YL-B-02	Business development. This zone is adjacent to the Blackwater River Special Area of Conservation and	4.0

Local Area Plan Objective		
Specific Development Objectives for Youghal		
✱ Flood Risk -See Objective IN-01 in Section One.		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
	Blackwater Estuary Special Protection Area. *	
YL-B-03	Business development	14.9
YL-B-04	Business development.	7.5
Industry		
YL-I-01	Large scale industry to include warehousing, storage and logistics. Development proposals should also be subject to a Traffic and Transport Assessment and Road Safety Audit.	23
YL-I-02	Civic Amenity Site.	15.5
Town Centre		
YL-T-01	<p>Town Centre Core area. This is the primary and preferred location for any new retail development in Youghal.</p> <p>a) Promote the development of this area as the primary location for retail and other uses that provide goods or services principally to visiting members of the public and the priority area and preferred location for new retail development.</p> <p>b) Encourage greater use of backland areas and promote the development of brownfield sites within the town centre area where new development can positively contribute to the commercial vitality of the town centre.</p> <p>c) Encourage the use of upper floors of existing buildings for residential and office use.</p> <p>d) Continue to enhance the streetscape and heritage assets of the town centre and continue with environmental</p>	8.6

Local Area Plan Objective		
Specific Development Objectives for Youghal		
✦ Flood Risk -See Objective IN-01 in Section One.		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
	improvements. e) Encourage a sustainable mix of land uses in the core retail/town centre area. * —	
YL-T-02	Support primarily convenience retail uses in this ancillary retail area	1.6
YL-T-03	Support primarily convenience retail uses in this ancillary retail area.	0.9
YL-T-04	Neighbourhood Centre: Small scale neighbourhood centre servicing the local community only and of such a scale as to avoid competing with or detracting from the services provided by the town centre and its environs. * —	2.2
Community		
YL-C-01	Educational use. Developments should be consistent with and complementary to the primary educational function of the site.	6.28
YL-C-02	Hospital. Developments complementary to and consistent with the primary healthcare usage of the land. Existing mature healthy trees to be retained.	3.6
YL-C-03	St Raphael's Centre. Developments should be consistent with and complementary to the primary educational function of the site.	13.5
Utilities		

Local Area Plan Objective		
Specific Development Objectives for Youghal		
✦ Flood Risk -See Objective IN-01 in Section One.		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
<u>YL-U-01</u>	<u>Wastewater Treatment Plant</u>	=
<u>YL-U-02</u>	<u>Reservoir</u>	=
Open Space, Sports, Recreation and Amenity		
YL-O-01	<p>Passive open space. This area, consisting predominantly of woodland and agricultural land, forms an important visual part of the setting to Youghal particularly when seen from the north. The existing pattern of land uses will remain largely unchanged.</p> <p>Parts of this site are at risk of flooding.</p> <p>*</p>	82.9
YL-O-02	<p>Passive open space. This area, consisting predominantly of agricultural land, forms an important visual part of the setting to Youghal particularly when seen from the north. The existing pattern of land uses will remain largely unchanged.</p>	13.3
YL-O-03	<p>Passive open space. This area, consisting predominantly of agricultural land, forms an important visual part of the setting to Youghal. The existing pattern of land uses will remain largely unchanged.</p>	10.4
YL-O-04	<p>Youghal Rugby Football Club: Further development of the site should be complementary to and consistent with the primarily sports related uses on site.</p>	2.6
YL-O-05	<p>Passive open space. This area, consisting predominantly of woodland and agricultural land, forms an important visual part of the setting to Youghal particularly when seen from the north. The existing pattern of land uses will remain largely unchanged.</p> <p>*</p>	16.32
YL-O-06	<p>Passive open space. This area, consisting predominantly of woodland and agricultural land, forms an important visual part of the setting to Youghal particularly when seen from the north. The existing pattern of land uses will remain</p>	57.3

Local Area Plan Objective		
Specific Development Objectives for Youghal		
* Flood Risk -See Objective IN-01 in Section One.		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
	largely unchanged. *	
YL-O-XX	Open Space not suitable for development.	XX
YL-O-07	Sports uses. Further development of the site should be complementary to and consistent with the primarily sports related uses on site.	2.24
YL-O-08	Public Park recreational area, further development of the site should be complementary to and consistent with the primarily sports related uses on site.	1.3
YL-O-09	Millennium Town Park – usages and developments complementary to and consistent with the primarily leisure and amenity character of the land.	0.5
YL-O-10	College Gardens (existing Public Park): usages and developments complementary to and consistent with the primarily leisure and amenity character of the land. It shall be an objective to improve the signage so as to indicate the public nature and accessibility of the public park. It shall be an objective to reconfigure the landscaping immediately inside the entrance to better indicate the semi public areas adjacent to the convent and public areas of the town park. This is to ensure that visitors to the town interpret the park as being a publicly accessible space.	4.0
YL-O-11	Ard Rath Park: usages and developments complementary to and consistent with the primary leisure and sporting character of the land.	3.1
YL-O-12	Memorial Park: Public Park: usages and developments complementary to and consistent with the primary leisure and amenity character of the land.	1.2
YL-O-13	Existing Golf course: usages and developments complementary to and consistent with the primary sporting usage of the land. It shall be an objective to encourage the layout and landscaping of the course to ensure that players do not endanger persons or property on adjoining lands.	54.9
YL-O-14	Existing Greyhound Track: usages and developments complementary to and consistent with the primary leisure	2.9

Local Area Plan Objective		
Specific Development Objectives for Youghal		
✦ Flood Risk -See Objective IN-01 in Section One.		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
	and sporting character of the land.	
Special Policy Area		
YL-X-01	<p>Development of business uses including a service station and tourist related non high street uses, incorporating the protection and enhancement of the historic structures on site (Youghal Brickworks is a designated Protected Structure, RPS No. 415 and a Recorded Monument CO067-12 and the area also contains a standing stone which is a Recorded Monument (CO 067-071) and providing for a significant area of open space along the northern and western boundaries. This will involve submission of a comprehensive Masterplan for the site, to be prepared with the support of built and natural heritage professionals including (inter alia) a qualified conservation architect. Proposals should ensure the protection and preservation of the historic structures on the site in an appropriate setting and protect the nature conservation values of the area and shall be accompanied by an archaeological and architectural assessment. The layout of the site should facilitate access by the public and the development of appropriate interpretive facilities. Detailed landscaping proposals to be included as part of any proposals on the site. Proposals for the site shall also be accompanied by a traffic and transport assessment, mobility management plan and parking strategy.</p> <p># [A buffer zone will be required between any development proposed for this zone and the SPA and SAC. The size of the buffer zone will be determined at project level.]</p> <p>*</p>	17.3

