

# Appendices

2001

2002

2003

2004

2007

2005

2008

2006

2009

2010

2011

2012

2013

2014

2015

2016

2017

2018

2019

2020

## Appendix A Glossary & Definitions

Dwelling	Set of rooms normally occupied by a household “Dwellings” may include vacancies (see below).
Household	Group of people sharing a common budget.
Housing completions	The number of new houses completed in any period, together with conversions from non-residential to residential use.
Housing stock	Total number of housing units (or dwellings).
Housing unit	Conventional house or structurally separate apartment.
Metropolitan Cork	Cork City, the satellite towns of Ballincollig, Blarney, Carrigaline, Douglas, Glanmire, Glounthaune, Carrigtwohill, Midleton and Cobh, together with smaller settlements in between these areas and the City.
Net change in the number of households	The difference between the number of households recorded at two dates.
Obsolescence	Housing unit that is no longer used as such because it has been converted to another use or is uninhabitable or is demolished.
Obsolescence rate	The number of housing units becoming obsolescent in a year, divided by the total number of housing units.
Ring Towns	Kinsale, Bandon, Macroom, Mallow, Fermoy and Youghal.
Satellite Towns	Ballincollig, Carrigaline, Midleton and Blarney.
Second home/holiday home	Housing unit not used as a principal residence.
Study Area	The Plan covers Cork City and its immediate area of influence, so the Study Area (see Figure 1.1) radiates out from the City to include the “Ring” towns of Kinsale, Bandon, Macroom, Mallow, Fermoy, Youghal, and the towns closer to the City including Cobh, Passage West, Midleton, Blarney, Ballincollig and Carrigaline.
Sustainable Development	
- Environmental Sustainability	Living within the capacity of natural environmental systems.
- Economic Sustainability	Ensuring continued prosperity and employment opportunities.
- Social Sustainability	Ensuring greater opportunities to participate in economic success in a way that adds to personal well-being and quality of life.
Vacancies	Dwellings that are not occupied by households at a particular point in time.
Net Density	The no of housing units are exclusive of allowances for additional facilities, roads, etc.
Gross Density	The no. of housing units per unit are inclusive of an allowance for access roads, leisure areas and social facilities.

## Appendix B Study Approach & Consultation

### Introduction

The study working arrangements and methodology are set out below. Public consultation has been a critical component of this process, and is described below, as is the outcome of the main public consultation phase.

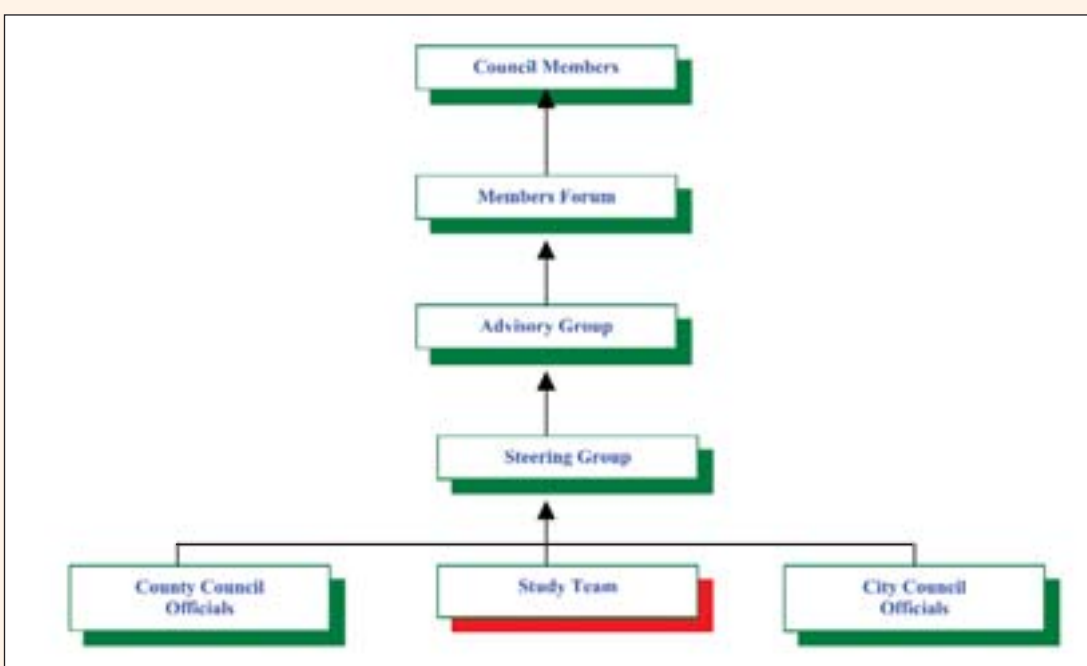
### Working Arrangements

This report, the Final Report of the study, has been prepared by a consortium of consultants under the direction of a Steering Group, technical Working Groups, an Advisory Group and a local authority elected Members Forum, as set out in below. The report is based on work that is more fully described in various working papers listed in Annex I. The Steering Group was appointed by the City and County Managers and comprises officers from Cork City Council and County Council (see Annex II for

area, and the study goals and objectives were proposed and discussed. Stage 3, the consultation stage has been on-going throughout the project, and is described overleaf.

Stage 4 was the data collection and analysis stage, which resulted in the identification of the important issues and choices facing the Study Area. Stage 5 followed when a number of strategic packages were identified to address the choices. These alternatives were evaluated based on the goals and objectives that had been developed earlier in the study.

During Stage 6, a preferred strategy was developed, based on the outcome of the alternative strategy assessment. An Interim Report was then prepared, which set out the preferred strategy in some detail and explained the preceding work stages. The Interim



details). The Advisory Group includes representatives from private sector interests, central governments, other public bodies and the community and voluntary sector. The Advisory Group is similar to the Cork Land Use and Transportation Study (LUTS) Technical Committee. Its membership is listed in Annex II.

The Members' Forum comprises elected members of Cork County Council and Cork City Council, as shown in Annex II. It resembles the LUTS Joint Committee.

### Study Methodology

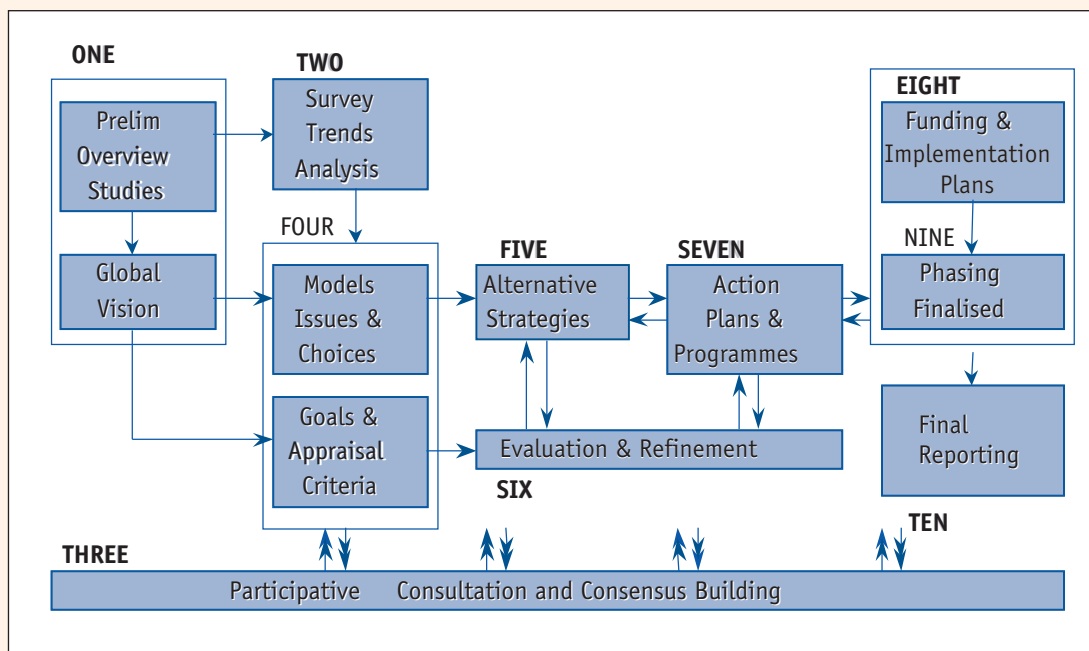
A 10-stage study approach was adopted, as shown overleaf. Stage 1 was the project inception stage when the detailed methodology and working arrangements were agreed with the client. During Stage 2, an inward investment specialist worked with key stakeholders to develop a strategic vision for the

Report was issued to the Steering Group in August 2000. Following discussion and consultation, the preferred strategy was refined and re-evaluated.

In Stage 7, the transport strategy was analysed and developed in more detail. The proposed project for Cork City Docks was also examined closely. Stage 7 over-lapped with the end of Stage 6, in order that the preferred strategy refinement was informed by the latest analysis. Stages 8 and 9 were concerned with the strategy implementation, namely the issues of phasing, financing, management and monitoring, and stage 10, final reporting.

### Consultation Process

In the preparation of the Terms of Reference for the Cork Area Strategic Plan study an extensive programme of consultation was undertaken with key local players and decision makers, and with local



## Appendix B Study Approach & Consultation

interest and amenity groups. Through this process the issues facing the Study Area, as perceived locally, were identified, giving the study its starting point.

During the current study, participative consultation was held on a number of different levels in order to encourage the progress of the study within the agreed time frame. The following mechanisms were employed:

£ **Steering Group Meetings:** The Steering Group met the consultants every fortnight to discuss issues and to monitor progress.

£ **Advisory Group Meetings:** The Advisory Group met regularly during the study and made formal comment on the Interim Report.

£ **Members' Forum:** The Members' Forum met four times prior to the public consultation sessions. Also presentations were made to City Members and County Members (full Council), the City Development Forum and County Development Forum. The Members' Forum approved the Interim Report for the purpose of public consultation.

£ **Stakeholder Seminar:** In order to maintain continuity with the process carried out during the compilation of the Terms of Reference, a seminar was held in June 2000 involving representatives of the groups previously involved. The objective of the seminar was to debate the goals and objectives for the study and to discuss the main issues arising from the analysis and forecasting stage of the study.

£

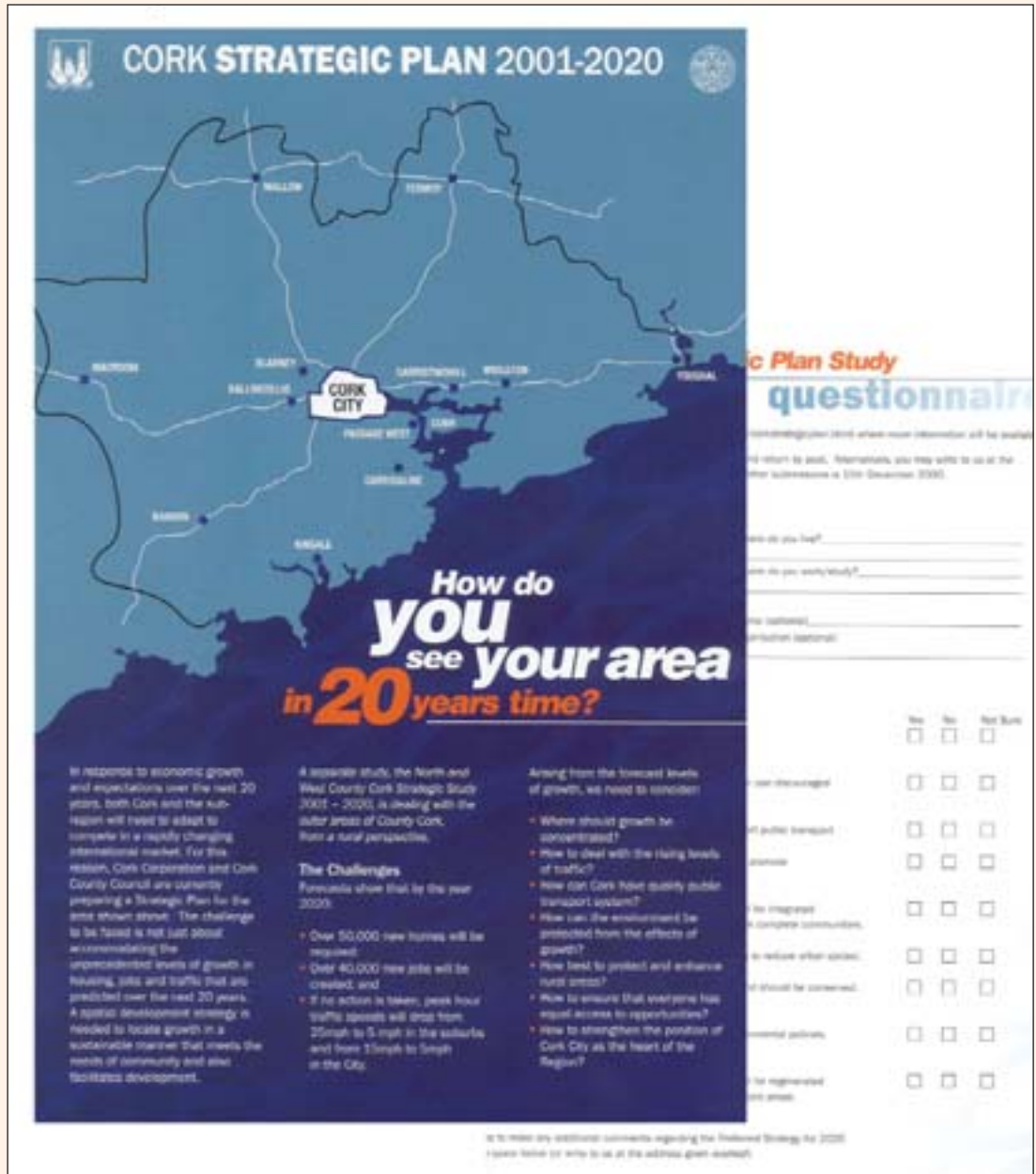
**Public Consultation:** In November and December 2000, following Members' Forum approval, a series of open public information days took place at nine locations throughout the Study Area during a two week period. An exhibition summarising the work of the study and explaining the preferred Strategy was presented at each location. The exhibition was advertised beforehand in the national and local press. A publicity leaflet with a tear-off postage-paid response form and questionnaire was also distributed, as shown on the following page. The information exhibited at each of the consultation locations was also reproduced on the Cork City website [www.corkcity.ie/corkstrategicplan](http://www.corkcity.ie/corkstrategicplan). The website also contained additional information such as the Executive Summary of the Interim Report. The response to the questionnaire is summarised in the following paragraphs.

Throughout the progress of the project the study team held working meetings with the management, planners, engineers, and staff officers of both the Corporation and the County Council. The study team sought to inform itself on local news and facts and consequently consulted with specific local stakeholders.

### Outcome of Consultation

The early consultations and Stakeholder Seminar informed the Interim Report. In the same way, the in-depth consultation on the Interim Report and subsequent assessment by the study team resulted in changes and amendments to the interim proposals to arrive at the proposed Strategic Plan set out in this report.

## Appendix B Study Approach & Consultation



Written submissions were received from 49 people or organisations (see Annex IV), in addition to 261 completed questionnaires / response forms.

Particular reaction to the work of the study is discussed below, in terms of the overall study goals. The responses indicated that the study goals command widespread public support.

### Economic Development

A general desire for economic growth is apparent, and has been linked to the provision of a good telecommunications and transport system. Improvements to the City centre and the redevelopment of the Docks are seen as vital not just for economic development, but for the marketing of the region. The Harbour and Port is seen as Cork's unique selling point and potential marketing tool.

Recent economic growth has not been evenly spread which has resulted in different attitudes at the local level. People in many areas are hungry for increased economic development - this includes many of the Ring Towns, the City centre and the Northside. Where rapid growth has occurred in recent years, for example Carrigaline and Ballincollig, the desire for consolidation and the provision of a wider range of local services appears to be greater than the wish for physical expansion.

There is strong feeling that employment in the Ring Towns needs to grow. It is also recognised that the potential development of these towns as dormitory towns for the City is not desirable and is no substitute for local jobs-led growth.

## **Social Inclusion**

Although social inclusion was recognised as a theme underpinning all aspects of the Strategic Plan, much discussion has been centred on housing. Affordable housing and social cohesion were noted as being vital for continued economic development. A wish for a new direction in the provision of social housing came across at all stages of the consultation process. Some 77 per cent of consultees agreed with the statement "Housing units types and sizes in the same areas should be mixed to promote balanced communities". The role of improved public transport in promoting social inclusion by improving access to jobs and education was widely recognised.

## **Environment**

There is a consensus that strong environmental policies should be at the core of the Strategic Plan. Some 91 per cent of all consultees agreed with the statement that "Heritage and amenity locations should be protected by strong environmental policies". Some 84 per cent of consultees agreed that "The countryside should be protected and high quality agricultural land should be conserved". The statement "A clearer distinction should be made between urban and rural areas to reduce urban sprawl" showed 72 per cent of consultees in favour, so it appears that there is growing public support on the question of reducing once-off housing in the countryside which has vexed Irish planners for at least 30 years. However, a strong voice for rural dwellers to be permitted to build in rural areas was also heard throughout the consultation process. In the urban areas, consultees often mentioned a desire for a better pedestrian environment, more parks and green spaces, and supported the concept of ecological corridors between settlements. The role of public transport in protecting the environment was widely accepted. The Green Belt around Cork City has been hotly debated. While the overall impression is that most residents think it should only be modified with good reason, there is a strong set of opinion that feels it is a constraint on the development of the City.

## **Balanced Spatial Development**

Early consultations suggested that there was support for public transport-led patterns of development. This theme was again borne out by the results of the public consultation where 87 per cent agreed that "New housing development should be accessible to public transport, to the City and other Centres"; however, only 46 per cent agreed with the statement that "Higher density development should be encouraged in order to support public transport". As part of the implementation process, this theme needs to be further developed with the communities to develop understanding of the range of benefits that would accrue from raising densities from the extremely low densities that exist in Cork at present.

Some 86 per cent also agreed that "Business and job opportunities shopping and social facilities should be integrated with housing development to reduce travel and create complete communities".

## **Urban Renewal**

Some 89 per cent of consultees agreed that "The City has an important role as the heart of the region, and should be regenerated to attract high quality jobs, housing and services, and to protect historic areas". This point had complete consensus, even from those from outside the City. It is strongly felt that Cork City needs major regeneration urgently.

## **Transportation**

Concerns about growing traffic congestion and the need for an attractive public transport system have been high on the agenda for many consultees throughout the process, and there appears to be support for car restraint as 87 per cent of consultees agreed that "High quality, convenient public transport should be provided, and car use discouraged at peak times and in urban areas". In-depth discussions demonstrated an awareness of how local factors such as size and density limit the public transport choices available for Cork, and an appreciation of the role of walking, cycling, buses and local traffic management.

## **Specific Issues**

Some community groups made submissions expressing concern about the implications of the Plan on their local area, although, the strong strategic reasoning behind the Plan was generally recognised. Nevertheless, the residents' concerns are both valid and important. These can only be addressed by Local Area Plans, which should be undertaken as soon as possible, for all developing, expanding or regenerating areas.

As a result of consultation, the publication of additional research and data on the housing market, and information emerging from the National Spatial Strategy Study, the short term housing targets were increased following consultation.

## **Summary**

A rigorous methodology and accountable reporting structure was applied to the study. Key local stakeholders were consulted at critical stages in the project, and the public participated in the development of a strategy. At a strategic level, the general public and elected members were shown to support the process and outcome of the study.

Annexe I

List of Working Papers

Discussion Paper A: Spatial Planning: Emerging Agendas and Models  
(Appendix to Inception Report)

Cork Area Strategic Plan: Place Marketing Analysis & Recommendations

Discussion Paper B: Goals and Objectives

Discussion Paper C: Survey and Analysis

Discussion Paper D: Issues and Choices

Interim Report (August 2000)

Discussion Paper E: Strategy Phasing and Key Projects  
Appendix 1 Preliminary Planning Study for  
Cork Docks Redevelopment  
Appendix 2 Transportation Technical Report

Public Consultation Feedback Report

Appendix B  
Study Approach &  
Consultation



Membership of Consultative Groups	
<b>Steering Group</b>	
Mr Dan Buggy	Assistant City Manager, Cork City Council
Ms Ann Bogan	Senior Executive Planner, Cork City Council
Mr Tony Fleming	Senior Engineer, Cork City Council
Mr Donal Barrett	Assistant County Manager, Cork County Council
Mr Ger O'Mahony	Development Officer, Cork County Council
Mr Brendan O'Sullivan	Senior Executive Planner, Cork County Council
Mr Dan Ryan	Acting Deputy County Engineer, Cork County Council
<b>Advisory Group</b>	
Mr Joe Gavin	City Manager, Cork City Council
Mr Maurice Moloney	County Manager, Cork County Council
Mr Kevin Terry	City Engineer, Cork City Council
Mr John O'Donnell	City Planner, Cork City Council
Mr Jack Matson	Acting County Engineer, Cork County Council
Mr Brendan Kelleher	Chief Planning Officer, Cork County Council
Mr Ed O'Callaghan	Department of Public Enterprise
Mr Ken Mawhinney	Department of Environment and Local Government
Mr Pascal Griffin	Engineer Inspector, National Roads Authority
Mr Paddy Gallagher	Regional Manager, IDA
Mr Brian Quinlan	Regional Director, Enterprise Board
Mr Denis Healy	Cork Harbour Commission, Port of Cork
Insp. Peter Callanan	Garda Siochana, Anglesea Street Garda Station
Mr Joe Fitzgerald	Regional Manager, Bus Éireann
Mr Tim Sheehan	Regional Manager, Iarnród Éireann
Mr Clayton Love Jnr.	Cork Chamber of Commerce
Mr Pat Ledwidge	Director of Community Enterprise, Cork City Council
Ms Mary O'Halloran	Director of Community Enterprise, Cork County Council
Mr Pat O'Callaghan	Regional Director, FÁS
Prof Aidan Moran	Registrar, Educational Institutions, UCC
Mr Michael Noonan	Assistant Principal, Educational Institutions, CIT
Ms Mary Maguire	Network Planning Engineer, ESB
Dr Donncha O'Cinneide	Engineering Department, UCC
<b>City Members' Forum</b>	
Alderman Noel O'Flynn, T.D.	
Councillor Billy Kelleher, T.D.	
Alderman John Dennehy, T.D.	
Councillor Sean Martin	
Councillor Jim Corr	
Councillor P J Hourican	
Councillor Joe O'Flynn	
Councillor Michael O'Connell	
Councillor Jonathon O'Brien	
Councillor John Minihan	
<b>County Members' Forum</b>	
Councillor Noel Collins	
Councillor Alan Coleman	
Councillor Thomas Ryan	
Councillor Deirdre Forde	
Councillor PJ Walsh	
Councillor Tom Sheahan	
Councillor Michael Creed, T.D.	
Councillor Patrick Buckley	
Councillor Frank Metcalfe	
Councillor Tadg O'Donovan	



## Response to Consultation Questionnaire

Question	Yes %	No %	Not Sure %
1. New housing development should be accessible to public transport, to the City and other centres.	87	2	11
2. High quality, convenient public transport should be provided, and car use discouraged at peak times and in urban areas.	87	2	11
3. Higher density development should be encouraged in order to support public transport.	46	19	34
4. Housing units, types and sizes in the same area should be mixed to promote balanced communities.	77	6	16
5. Business and job opportunities, shopping and social facilities should be integrated with housing development to reduce travel and car usage and create complete communities.	86	3	11
6. A clearer distinction should be made between urban and rural areas to reduce urban sprawl.	72	7	20
7. The countryside should be protected and high quality agricultural land should be conserved.	84	2	14
8. Heritage and amenity locations should be protected by strong environmental policies.	91	1	8
9. The City has an important role as the heart of the region, and should be regenerated to attract high quality jobs, housing and services; and to protect historic areas.	89	2	10

## Annexe IV

### List of Those Who Made Written Submissions

#### Advisory Group

Mr Kevin Terry, City Engineer  
Mr Clayton Love Jnr.  
Dr O'Kinneide, UCC  
Mr Denis Healy, Port of Cork  
Mr Paddy Gallagher, IDA  
Mr Joe Fitzgerald, Bus Éireann  
Profesor Aidan Moran, UCC  
Mr Brendan Kelleher, Chief Planning Officer, County Council  
Mr Brian Quinlan, Enterprise Ireland  
Mr Ken Mawhinney, Department of the Environment  
Ms Katherine Larkin, Talamh Nua (Project Manager for North and West County Cork Strategic Plan Study)  
Mr Ed O'Callaghan, Department of Public Enterprise  
Mr Tim Sheehan, Iarnrod Éireann

#### Individual Members of the Public

Mr Allan Navratil  
E Montague  
M Sleeman Power  
K O'Donoghue  
Mr William Loftus  
Mr Greg O'Neill  
Mr Daragh Glavin  
Mr Donal Horgan  
Mr Denis Kelly  
T Murphy  
Dr E Doyle  
Mr Tim O'Sullivan

#### Local or Residents' Groups

Mr Oliver Sheehan, Chairman  
Carrigtwohill Community Council  
Mr Maurice J Coveney/John Martin  
Carrigaline Electoral Area Community & Voluntary Forum  
Mr Declan O'Connor, Chairman /  
Dan Murray, Secretary  
The Rise Residents, Bishopstown  
Mr John Aherne, Technical Committee  
Mourneabbey Residents Trust Fund  
Dr Eoin Monaghan, Secretary  
Rathpeacon Community Association

#### Chambers of Commerce

Mr Pat Owens, President  
Mallow Chamber of Commerce  
Mr Michael F Geary  
Cork Chamber of Commerce  
Mr Diarmuid A Keogh,  
Industry & Infrastructure Sub-Committee  
Youghal Chamber of Commerce  
Ms Margaret Martin, Chief Executive  
Cobh & Harbour Chamber of Commerce

#### Area Based Organisations

Mr Joe Snow, Hon. Sec. /  
Eugene Murphy, Town Commissioner  
Passage West Area Development & Environmental Association  
Mr Liam Ryan, Vice Chairperson  
Timoleague Community Centre  
Mr John Coleman, Chairman /  
Ryan Howard, Chief Executive Officer  
East Cork Area Development Ltd  
Ms Angela Corcoran, President  
Ballincollig Enterprise Board

#### Representation Groups

Mr Jerry O'Sullivan, County Secretary  
West Cork Irish Farmers Association  
Ms Bernadette Connolly  
Muintir na Tire  
Ms Rose Burns  
Irish Motorcyclists' Action Group  
Mr Joe O'Brien, Director  
Construction Industry Federation  
Mr John Baker  
Regrowth  
Auveen Byrne Associates  
for Ballycummin Construction Ltd  
Auveen Byrne Associates  
for Dan Sheehan  
Ms Patricia O'Connor, Senior Environmental Officer  
South Western Regional Fisheries Board

## Appendix B Study Approach & Consultation

## Appendix C

### Strategic Guidance Statements

#### Sustainable Development

The movement towards a more sustainable form of development underpins the Cork Area Strategic Plan in line with Government policy. The following overall sustainable development policy reflects the principles of this approach. While not all of the sustainable objectives can be achieved equally for each development, the planning authorities should require all developers to move towards achieving greater sustainability.

#### Strategic Guidance: Sustainable Development

All developments should be assessed as to how far they:

- £ maximise access to and foster the use of public transport, cycling and walking.
- £ conform to sustainable settlement policy.
- £ minimise the cost of providing utility services (water, sewage, drainage, electricity, and waste collection).
- £ allow the economic provision or improvement of roads and community services such as schools.
- £ avoid areas of land susceptible to flooding and natural hazards.
- £ make maximum use of brownfield sites and existing infrastructure and facilities.
- £ minimise, as far as possible, the impact upon non-renewable resources such as good quality agricultural land.
- £ minimise the adverse impacts upon important environmental features, including outstanding or valued landscapes, protected habitats and species, river catchment areas, marine systems and cultural heritage.
- £ encourage and require the sensitive siting of developments and high quality design, in keeping with the local character, and the historic and natural environment and promotion of the economic and social development of all sections of the community.

#### National Spatial Context

The spatial strategy and phasing programme set out in the Cork Area Strategic Plan allows for and would benefit from additional growth.

#### Strategic Guidance: National Spatial Context

Under its emerging National Spatial Strategy, the Department of the Environment and Local Government should be encouraged by the local authorities, in partnership with other key local stakeholders, to redirect to Cork a feasible and realistic proportion of the high growth sectors that would otherwise be attached to the Dublin region.

#### Social Inclusion

The proposed strategy aims to create much greater scope for social inclusion by promoting mixing of income groups on the scale of broad districts, and by

improving access to jobs, public transport, services and education. Social and affordable housing should be provided in all expansion areas in Metropolitan Cork, and on a smaller scale in the Ring Towns. New Local Area Plans and the forthcoming Joint Housing Strategy should identify targets for each housing market area.

#### Strategic Guidance: Social Inclusion

Both authorities should facilitate the provision of social and affordable housing schemes in accordance with a Joint Housing Strategy.

Encouragement should be given to improving the range, type and tenure of housing in all locations. In common with all housing, social and affordable housing should be located near to major public transport routes, employment zones and well connected to retail service areas and educational facilities.

#### Cultural Development

Cork has a rich, indigenous tradition in the arts, literature, music and dance and a wonderful culture. It is the nature of the City and its surroundings and its people that intimacy and perspective can be reconciled with energetic commerce. With the projected impetus to economic and social improvements that should flow from the implementation of the Cork Area Strategic Plan, the cultural, arts, education and leisure dynamics should be nurtured and given scope and space to develop. This should greatly enhance the quality of life.

#### Strategic Guidance: Cultural Development

The City Council and County Council should encourage the provision of new facilities and development throughout the Study Area in order to promote and facilitate the cultural, artistic and recreational needs of the population. Development that might adversely affect cultural resources should be resisted.

#### Local and Detailed Planning

##### Local Area Plans

The Cork Area Strategic Plan should set broad targets for the size and phasing of new and expanded settlements. The City and County Development Plans should identify development policies and standards and set the context for the Local Area Plans.

#### Strategic Guidance: Local Area Plan

Local Plans should:

- £ be based on extensive public participation and consultation.
- £ be based on an understanding of the existing settlement(s), their character, the way they function and their needs.
- £ determine local strengths, weaknesses, opportunities and constraints.
- £ identify technical feasibility studies required.
- £ identify improvement to existing facilities.

## Appendix C Strategic Guidance Statements

- £ address housing, employment, retail, transport, recreation and community services.
- £ plan new areas and integrate with existing.
- £ prepare an integrated transport strategy.
- £ create urban character and form.
- £ create networks of open spaces, landscaping and green areas.
- £ develop recycling and waste management proposals.
- £ develop amenity proposals.
- £ identify environmental protection.
- £ programme infrastructure.

### *New and Expanded Settlements*

In developing new or expanded settlements, local planning authorities should be guided by the following principles:

### **Strategic Guidance: Expanded Settlements**

Proposals should be expected to provide:

- £ High quality town or village environment.
- £ New standards for design.
- £ Assimilation of new development with minimal adverse affect on the character of established areas.
- £ Excellent public transport.
- £ Balanced, self contained communities integrating living, working, shopping, education and leisure activities.
- £ A variety of house types and tenures for all incomes.
- £ Natural, landscape setting.
- £ Proposals for recreation and amenity.
- £ Recycling and waste management proposals.

### *Improved Layout and Design*

The achievement of higher housing densities should require a more imaginative and challenging residential layout. This is likely to include a re-evaluation in the design principles and functions of residential roads, a reduction in the scale and design principles of local roads, and a more precise, functional approach to the provision of a mix of housing types, of local open space in new housing areas. Considerable advances in the quality of housing layout and design have been made elsewhere in Europe, which indicates that both higher densities and higher quality and safer residential environments can be achieved, whilst at the same time reducing the per capita cost of infrastructure provision.

### **Strategic Guidance: Urban Design and Layout**

The authorities should prepare guidance to developers with the aim of raising the overall quality of residential developments and making more efficient use of serviced land. Advice should be included on improving housing layouts, provision of a greater variety of dwelling types and designs, more efficient and pedestrian friendly access and circulation arrangement, as well as landscaping and recreational provision.

### **Strategic Guidance: Housing Size Mix**

When assessing housing development proposals, both authorities shall have regard to the housing size distribution targets, as set out in Table 6.2 of this report (and any subsequent reviews) in order to reflect the projected future demographic structure of the Study Area in the provision of new housing, including social housing.

### **Guidance on Spatial Development**

The spatial strategy outlined in previous sections seeks to direct economic and population growth to those areas best able to accommodate it. The policy underpinning this is predicated upon sustainable development principles and the study goals and objectives, and housing in particular, should be directed to those areas where it can be accommodated in the most sustainable manner.

### *The City*

### **Strategic Guidance: City Development**

Cork City should be developed as the centre of a dynamic sub-region through investment in new transport infrastructure and regeneration, including the Kent Station and Docklands area.

### *Metropolitan Cork*

### **Strategic Guidance: Development Policy for Metropolitan Cork**

Major new growth areas in Metropolitan Cork should be developed in the Blarney, Rathpeacon / Monard area, at Carrigtwohill and Midleton. Existing settlements at Ballincollig, Carrigaline and the South City environs should be consolidated. All development areas should be served by high quality rail or bus services.

The greater majority of development should be clustered around existing or new public transport nodes, and the expansion should be carefully integrated with the existing settlements so as to form coherent wholes.

Metropolitan Cork should be defined by an enlarged Green Belt in order to provide a landscape buffer between each settlement. Land uses that would be considered appropriate in the Green Belt would be agriculture, open sports and recreational facilities, deciduous woodlands and nature conservation areas. Regulations controlling development in the Green Belt should be reviewed with the aim of reducing isolated urban generated housing development in the countryside.

### *The Ring Towns and Rural Areas*

Policies for the Rural Areas reflect the overall strategic theme of the Plan, which is to concentrate new development in compact, sustainable forms, easily serviced by public transport, utilities and social, cultural and commercial facilities. Development should be essentially employment led in order to prevent the

## Appendix C

### Strategic Guidance Statements

Ring Towns and rural areas becoming dormitory suburbs of Metropolitan Cork. It should also be sited so as to protect natural resources, including good quality agricultural land, the character and quality of the landscape, the natural environment and recreational resources.

#### Strategic Guidance: Ring Towns

The Ring Towns should be given a key role in ensuring the economic success of the Study Area and particularly, the rural areas. Growth of the towns should be directly related to increased employment provision.

#### Strategic Guidance: Rural Hinterland

Existing villages should be the primary focus of development in the countryside, based upon the development of small scale businesses. The scale of potential growth in each settlement should be assessed in relation to their proximity to the main road network, the range and capacity of existing community facilities and infrastructure or the ability to support new services, and local environmental constraints.

Housing in rural areas and single houses in the countryside will be subject to a Rural Housing Strategy to be completed in conjunction with the adoption of the next County Development Plan in 2003.

#### Employment Development

The distribution of new employment should be determined by the overall thrust of the spatial development strategy. Employment should be located in areas that have the appropriate infrastructure to accommodate the development, will not cause congestion or other environmental disbenefits, and where synergies can be fully exploited.

#### Strategic Guidance: Employment Location

A large proportion of office demand should be met in the Inner City. The development of an international quality office quarter in the Docklands should be facilitated and accompanied by international marketing.

In Metropolitan Cork there are a number of existing commitments for relatively large scale business and industrial parks. Over the next five years or so, consideration should be given to restricting the supply of permissions in suburban locations in order to encourage City centre office development. Thereafter, in parallel with City centre development, continued business park and new distribution park development should be planned at key nodes on the transport network so as to provide good accessibility by road and public transport. A range of sites should be considered in order to match investor and occupier requirements.

Offices should be situated next to rail stations and rapid bus ways in both business parks and suburban centres. All other employment parks should be linked by feeder buses to rail and bus ways.

The supply of land and buildings for commercial uses in suburban areas should be monitored, and planning permissions controlled, so as to avoid oversupply.

A 'Science City' project should be promoted in association with research institutions, aiming to harness the most advanced technologies to manufacturing.

In the Ring Towns, existing business parks should be completed, and new ones provided ahead of demand on sites accessible to major roads, as well as public transport.

Isolated factories should not be encouraged in the countryside, although small units may be appropriate in villages and larger units in Ring Towns or Metropolitan Cork.

#### Higher Education

Higher education should be encouraged and facilitated throughout the Study Area.

#### Strategic Guidance: Higher Education

The role and contribution of UCC and CIT to the social cultural and economic well being of Cork should be strengthened, fostered and promoted. In particular links between third level institutions and new related employment initiatives should be supported and facilitated.

Access to educational opportunity in Cork should be facilitated for all by improving the spatial balance of institutions and by working actively to reduce other access barriers.

Existing higher education and research institutions should be fostered as a platform for innovation and improved competitiveness.

#### Transport

European and national policy seeks to discourage private car usage and road haulage when alternative modes of transport are possible, such as public transport, cycling or walking, and to reduce travel demands by integrated landuse planning.

Public transport is a major contributor to improving economic development potential and social cohesion by providing greater choice of access and improving accessibility of services. It also assists in meeting objectives relating to the environment and the revitalisation of the City.

#### Strategic Guidance: Integrated Transport

Integrated local transport plans should be prepared for the City centre, the Docks/Kent Station redevelopment, Douglas, Bishopstown, Carrigaline/Ringaskiddy, Carrigtwohill, Ballincollig, Midleton,

Blarney/Monard/Rathpeacon, Kinsale, Bandon, Macroom, Mallow, Fermoy and Youghal. Ideally, Integrated Local Transport Plans should be co-ordinated with and undertaken with Local Area Plans; however, some areas may require special transport plans in advance of Local Area Plans if local transport conditions demand.

Integrated local transport plans for each town should address the rural transport issues for its hinterland, based on local issues and choices.

#### **Strategic Guidance: Public Transport**

The provision and improvement of public transport services across the Cork sub-region should be promoted in partnership with Bus Éireann, Iarnród Éireann and private operators. All the partners should embrace the concept of "total journey quality", to improve every stage of the public transport experience, from the initial enquiry to the final walk to the destination, including the ride itself, the wait and the walk to the stop or station. It should also include an integrated ticketing system, possibly using smart cards.

#### **Strategic Guidance: Green Routes**

A network of Green Routes should be developed throughout Metropolitan Cork as priority routes for buses, cyclists and walkers.

#### **Strategic Guidance: Commuter Rail**

The authorities and CIE (or its successor) should develop an integrated, frequent service rail network from Blarney to Midleton and Cobh, and an improved, frequent service from Mallow (and Youghal in the longer term) via a redeveloped Kent Station, which should facilitate through-running services and multi-modal interchange.

#### **Strategic Guidance: Safeguarding Future Rail Corridors**

Planning authorities should seek to identify potential corridors for light rail services and safeguard their alignment in the Development Plan.

#### **Strategic Guidance: Modal Shift**

Measures to achieve a shift from private car to alternative forms of transport should be encouraged and supported.

Multi-modal interchanges should be developed at Kent Station and the existing and proposed local stations, the airport, and the proposed Park and Ride site at the Kinsale Road and Bandon Road Roundabout.

#### **Strategic Guidance: Roads**

There should be greater co-operation and liaison between the NRA and the authorities, and the proposed road improvements should be integrated with the land use requirement.

Facilities for pedestrians, cyclists and buses should be incorporated into the design of all road schemes. Road schemes should not preclude increasing the priority given to non-car users in the future.

#### **Strategic Guidance: Commuter Plans**

Consideration should be given to encouraging existing large employers and requiring new employers to prepare Commuter Plans.

#### **Strategic Guidance: Walking**

Schemes to promote walking, enhance and improve the safety of the pedestrian environment and the walk links to public transport, should be of highest priority in the Green Routes Network for Metropolitan Cork, and in the local transport plans which should be prepared for individual towns.

#### **Strategic Guidance: Cycling**

Measures should be provided to encourage cycling and improve safety for cyclists, including improved infrastructure, better integration with public transport, education, training and marketing. As part of their Commuter Plans, employers should provide on-site parking, showering and changing facilities for cyclists.

#### **Strategic Guidance: Motorcycles**

Measures should be developed to facilitate and improve safety for motorcycles.

#### **Strategic Guidance: Parking**

Parking supply, location and pricing for the City centre and other centres should be continuously updated as a car restraint mechanism, balanced with the needs for local economic vitality and viability, and the needs of local residents. Parking policy review should be included in local transport plans.

#### **Strategic Guidance: Port**

The Port of Cork's Strategic Development Plan should be adopted, subject to on-going partnership with the Cork Area Strategic Plan, particularly with respect to:

- £ Promotion of the Harbour and Docks area for leisure and amenity; and as a unique selling point for the Cork City-Region with regard to quality of life.
- £ Co-ordination of the Docks redevelopment with the relocation of commercial port activities to Ringaskiddy, and other appropriate locations, and safeguarding the Ringaskiddy area for port development.
- £ Co-ordination of port existing operations and future development at Tivoli and Dunkettle with improvements to the railway. Haulage of freight by rail should be encouraged by the local authorities.

## **Appendix C**

### **Strategic Guidance Statements**



## Appendix C

### Strategic Guidance Statements

#### Strategic Guidance: Airport

Measures to improve the range and quality of air services at Cork Airport should be supported.

Road and public transport access to the airport should be improved.

#### Tourism

Tourism is an important component of the Strategic Plan and the following strategic approach is proposed:

##### Strategic Guidance: Tourism

The planning authorities should encourage the provision of new tourist attractions and visitor accommodation in the Study Area in accordance with the local settlement policy.

Urban renewal projects which contain a leisure component should be considered favourably.

Activities to be supported in rural areas should include golf, equestrian centres, sea angling and island fisheries.

Proposals for tourist facilities should meet high standards of siting and design. Facilities should relate to the local policy for towns and villages. Facilities should not normally be permitted in environmentally sensitive areas.

#### Retail

Retail sites should be identified in the Joint Retail Strategy Study. They should be fully integrated with retail and central area functions, other land uses, pedestrian routes, roads, parking plans, public transport nodes etc, in accordance with new Local Area Plans and urban designs. Their release should be phased as a result of monitoring and review processes.

Further, more detailed guidance on strategic retail provision should be provided as part of the Joint Retail Strategy which Cork Corporation and Cork County Council should prepare shortly following the publication of the Retail Planning Guidelines.

##### Strategic Guidance: Retail

In accordance with the Retail Planning Guidelines the preferred locations for retail development should be town centres or, if there are no town centre sites available, the edge of town centres. Cork City centre is the key centre for major comparison goods shopping in the sub-region, and major comparison shopping developments should be located within or on the edge of the City centre. Other retail development should be located in relation to public transport hubs and car parks so as to function as magnets creating pedestrian flow along key retail frontages.

#### Utility Infrastructure

A broad analysis of the infrastructural facilities required to service the growth locations identified in the Strategic Plan was undertaken. The detailed technicalities and cost of providing water, foul and storm drainage depends on many variables and these variables will need to be identified and evaluated as part of Local Area Plan studies.

##### Strategic Guidance: Waste Management, Reduction & Recycling

Cork County Council and Cork City Council are committed to implementing the joint waste management strategy, and to fostering a society focused on waste reduction and the promotion of recycling.

##### Strategic Guidance: Water supply and conservation

Cork County Council and Cork City Council are committed to the provision of an adequate potable water supply and the promotion of water conservation and responsible use.

##### Strategic Guidance: Sanitary Services

A strategic plan for the provision of sanitary services needs to be prepared to ensure the timely delivery of the necessary sanitary services for development.

Development should not proceed unless the sanitary services made necessary by the development can be provided at the appropriate time.

##### Strategic Guidance: Energy

The ESB, Bord Gáis Éireann and the local authorities should co-operate to ensure adequate provision of energy for Cork. Electricity and gas supply should be co-ordinated with the planning of other services for new developments. Renewable electricity initiatives should be encouraged as part of general planning policy.

##### Strategic Guidance: Information and Telecommunications Technology

Information and Telecommunications Technology infrastructure, price, range and quality of service should be improved, for all sections of the community as a matter of urgency.

#### Environment

The Study Area has a wealth of natural and man-made environmental resources, including important nature conservation areas, valuable watercourses and coastline, attractive landscapes, a strong heritage of buildings, places, archaeological sites, townlands, placenames, woodlands and scenic coastline. It is important to conserve and enhance these resources for a number of reasons. Firstly, the environment has intrinsic value in its own right and protection is required by European legislation. Secondly, it contributes to the area's character and strengths as



an industrial, commercial, tourist, educational and residential location, as well as being an important marketing tool in attracting inward investment. Finally, a high quality environment is also essential for the quality of life of the existing and future population, particularly for recreation.

#### **Strategic Guidance: Nature Conservation**

The local authorities should seek to identify and protect additional areas of nature conservation interest, and review existing local designations and levels of protection.

In granting planning permission, developers should seek to minimise their impact upon areas of existing and potential nature conservation importance and should need to demonstrate that mitigation measures have been put into place.

#### **Strategic Guidance: Rivers**

All watercourses in both urban and rural areas should be protected and maintained in order to encourage ecological diversity, assist drainage and flood storage, and as recreational and landscaped areas.

River Catchment Management Areas should be developed in order to protect the aquatic environment and identify areas that require protection as specific habitats or for recreational purposes.

#### **Strategic Guidance: Landscape**

A landscape character assessment of the Study Area should be undertaken in accordance with advice from the Department of the Environment and Local Government. In the interim, a review of existing landscape protection measures should be carried out and consideration should be given to designating and protecting landscapes currently considered to be of international, national and regional importance.

All new infrastructure should be sensitively and appropriately designed to fit into the landscape of the area through which it passes or in which it is located.

#### **Strategic Guidance: Built and Cultural Heritage**

The architectural character and landscape setting of the City, towns and villages should be protected. Substantial use can be made of new powers under the Planning and Development Act 2000 to designate conservation areas, and to integrate the rehabilitation of the historic urban areas with other housing, commercial and cultural development objectives of this Strategy.

#### **Strategic Guidance: Woodland and Forestry**

The emphasis of new woodland planting in the Study Area should be on the native and broadleaved species in order to maximise nature conservation, landscape and recreational benefits. Encouragement should be given to the planting of deciduous woodlands close to

new and expanded urban areas and in the Green Belt, for use also as recreational areas.

Commercial forestry should not be permitted in environmentally sensitive areas as defined by the County Council.

#### **Strategic Guidance: Coastal Zone**

The County Council should consider preparing a Coastal Zone Management Plan for the Study Area, drawing on lessons learned from the pioneering Bantry Bay Coast Zone Charter project and in accordance with emerging National Coastal Zone Management policies and best European practice.

Development in the Coastal Zone should be limited to essential needs, for example, for fisheries and agriculture and any tourist or housing developments should be located within or close to existing settlements. In all cases, any developments should be well sited in relation to the topography, landscape or townscape setting and meet the highest standards of design and materials.

#### **Recreation**

A recent study into sports facilities in Metropolitan Cork (Cork Recreational Needs Study, Cork City Council and Cork County Council) recommended, amongst other things, a strategy for the retention and enhancement of existing sports facilities. This approach could be widened beyond the formalised sports covered in that study to include popular activities such as recreational walking, picnicking and other “countryside activities”. These activities are important to locals and tourists alike but are under threat from rapid urban development, especially close to existing built up areas where the need for these amenities is at its greatest.

#### **Strategic Guidance: Recreation**

Existing sports and recreational facilities should be retained and enhanced and new facilities provided in all major developments.

Planning authorities should examine ways to improve access to the countryside for recreational purposes, such as walking, cycling and horse riding, and seek to provide new rights of way, sign-posting and car parking where necessary.

Local planning authorities should have regard to the requirement to provide a recreational needs assessment, statement or proposals in applications involving groups of dwellings or housing developments.

## **Appendix C**

### **Strategic Guidance Statements**

## Appendix D

### Strategic Environmental Appraisal of The Proposed Plan

#### Introduction

Strategic Environmental Assessment (SEA) is the assessment of planning strategies and is intended to ensure that environmental issues are considered at the very beginning of the development process.

SEA are intended to appraise policies, plans and development programmes, rather than specific projects, and are not detailed assessments as exemplified by the more familiar Environmental Impact Assessment (EIA) procedures. Only broad information is available on the background environment at a strategic level and factors such as the location, size, processes and effects of the potential developments are not known. Furthermore, since the SEA covers a large geographical area, detailed assessment is not a realistic option, even if data were available.

Nevertheless SEA serves a number of very valuable purposes:

- £ It helps clarify the environmental objectives of the Strategic Plan.
- £ It provides a better understanding of the environmental implications of individual proposals or policies.
- £ It highlights any potentially conflicting proposals or their impact upon Plan goals and objectives.
- £ It allows economic, social and environmental factors to be seen alongside each other.
- £ It illustrates how far environmental matters are taken into account in the Plan.

The SEA of the Cork Area Strategic Plan is presented in a matrix (overleaf), and assesses the policy proposals of the Strategic Plan in the light of the goals and policy objectives set out at the beginning of this report (Chapter 1).

#### Summary and Conclusions

Overall, the SEA reveals that the policies and specific proposals described in the Cork Area Strategic Plan are generally supportive of the goals and objectives set out at the start of the study. Few policies appear to contradict or conflict with one another, and the number of policies likely to lead to negative impacts is considered very low.

The strategy performs particularly well in terms of providing a robust, well balanced economic structure, improving social inclusion, protecting the environment, promoting urban renewal, providing an integrated public transport system, and promoting efficient expenditure in the provision of infrastructure. Some loss of agricultural land is inevitable given the scale of development envisaged in the Plan, and the lack of brownfield sites available as an alternative location for new

development, especially within the County. Furthermore, the disbenefits of the limited encroachment upon the Green Belt are considered to be balanced by the social and transport advantages of developing close to the City.

The SEA also shows that the proposed strategy will mitigate against some objectives, namely those that seek to achieve balanced development across the whole of the Study Area. This outcome was foreseen in the design of the strategy, but is considered to be far outweighed by the considerable achievement of the vast majority of Plan goals and objectives, which could only be met by the proposed strategy.

Specific Plan policies and proposals in all topic areas show overwhelming beneficial impacts. However, some caution in interpreting these results is justified because of the uncertainty of impacts in many areas. The effects of these policies and proposals may be more clearly determined and assessed after the completion of detailed local and subject plans by the City Council and County Council.

Goals & Policy Objectives (Refer to Table 1.1)		STRATEGIC GUIDANCE STATEMENT																											
		Economic				Social				Environmental				Balanced Spatial				Urban Renewal				Transport				Infra-structure			
		01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23					
Sustainable Development																													
Development should be assessed as to how far they:																													
- maximise access to and foster the use of public transport, cycling and walking;																													
- conform to sustainable settlement policy																													
- minimise the cost of providing utility services (water, sewerage, drainage, electricity, and waste collection);																													
- allow the economic provision or improvement of roads and community services such as schools;																													
- avoid areas of land susceptible to flooding and natural hazards;																													
- make maximum use of brownfield sites and existing infrastructure and facilities;																													
- prioritise, as far as possible, the impact upon non-renewable resources such as good quality agricultural land;																													
- minimise the adverse impacts upon important environmental features, including outstanding or valued landscapes, protected habitats and species, river catchment areas, marine systems and cultural heritage; and																													
- encourage and require the sensitive siting of developments and high quality design in keeping with the local character, and the historic and natural environment and promotion of the economic and social development of all sections of the community.																													
National Spatial Strategy																													
Under its emerging National Spatial Strategy, the Department of the Environment and Local Government should be encouraged by the local authorities, in partnership with other key local stakeholders, to redirect to Cork a feasible and realistic proportion of the high growth sectors that would otherwise be attached to the Dublin region.																													
Social Inclusion																													
Housing authorities should facilitate the provision of social and affordable housing schemes in accordance with a Joint Housing Strategy																													
Encouragement should be given to improving the range, type and tenure of housing in all locations.																													
In consonance with all housing, social and affordable housing should be located near to major public transport routes, employment zones and well connected to retail service areas and educational facilities.																													
Cultural Development																													
The City Council and County Council should encourage the provision of new facilities and development in order to promote and facilitate the cultural, artistic and recreational needs of the population. Development that might adversely affect the cultural development of facilities should be resisted.																													
Key:    0    No relationship or insignificant impact    X    Significant adverse impact    ?    Uncertain    ✓    Significant beneficial impact																													

Key: ➔ No relationship or insignificant impact   ➔ Significant adverse impact   ➔ Uncertain   ➔ Significant beneficial impact

## Appendix D Strategic Environmental Appraisal of The Proposed Plan

## page 162

Goals & Policy Objectives (Refer to Table 1.1)																								
Economic		Social		Environmental		Balanced Spatial				Urban Renewal				Transport				Infra-structure						
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23		
Local Area Plans																								
Local Area Plans should:																								
• be based on extensive public participation and consultation;																								
• be based on an understanding of the existing settlement(s), their character, the way they function and their needs;																								
• determine local strengths, weaknesses, opportunities and constraints;																								
• identify technical feasibility studies required;																								
• identify improvement to existing facilities;																								
• address housing, employment, retail, transport, recreation and community services;																								
• plan new areas and integrate with existing;																								
• prepare an integrated transport strategy;																								
• create urban character and form;																								
• create networks of open spaces, landscaping and green areas;																								
• develop recycling and waste management proposals;																								
• identify environmental protection, and																								
• programme infrastructure.																								
Expanded Settlements																								
Proposals will be expected to provide:																								
• high quality town or village environments;																								
• new standards for design;																								
• minimisation of new development with minimal adverse affect on the character of established areas;																								
• excellent public transport;																								
• balanced, self contained communities integrating living, working, shopping, education and leisure activities;																								
• a variety of house types and tenures for all incomes; and																								
• natural landscape setting.																								
proposals for recreation and assembly																								
recycling and waste management proposals																								
• No relationship or insignificant impact																								
• Significant adverse impact																								
• Uncertain																								
• Significant beneficial impact																								



Strategic Guidance Statement		Goals & Policy Objectives (Refer to Table 1.1)																						
		Economic			Social		Environmental			Balanced Spatial			Urban Renewal			Transport			Infra-structure					
		01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Urban Design and Layout		○	○	○	○	○	○	○	✓	○	○	○	○	○	○	○	○	○	○	○	○	○	○	✓
The authorities should propose guidance to developers with the aim of raising the overall quality of residential developments and making more efficient use of serviced land. Advice should be included on improving housing layouts, provision of a greater variety of dwelling types and designs, more efficient and pedestrian friendly access and circulation arrangement, as well as landscaping and recreational provision.		○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	✓
Housing Size Mix		○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
When assessing housing development proposals, both authorities shall have regard to the housing size distribution targets, as set out in Table 6.2 of this report (and any subsequent reviews) in order to reflect the projected future demographic structure of the Study Area in the provision of new housing, including social housing.		○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
City Development		○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Cork City should be developed as the centre of a dynamic sub region through investment in new transport infrastructure, and regeneration, including the Kent Station and Docklands area.		○	✓	✓	✓	✓	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Development Policy for Metropolitan Cork		○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Major new growth areas will be developed in the Blaney Rathpencoon-Monard area, at Carrigrohilly and Midleton. Existing settlements at Ballinacolly, Carrigrohilly and the South City environs should be consolidated. All development areas should be served by high quality rail or bus services.		○	✓	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	✓
Metropolitan Cork should be defined by an enlarged Green Belt in order to provide a landscape buffer between each settlement. Land uses that would be considered appropriate in the Green Belt would be agriculture, open sports and recreational facilities, deciduous woodlands and nature conservation areas. Regulations controlling development in the Green Belt should be reviewed with the aim of reducing isolated urban generated housing development in the countryside.		○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Ring Towns		○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
The Ring Towns should be given a key role in ensuring the economic success of the Study Area and particularly, the rural areas. Growth of the towns should be directly related to increased employment provision.		○	✓	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Rural Hinterland		○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Existing villages should be the primary focus of development in the countryside, based upon the development of small scale businesses. The scale of potential growth in each settlement should be assessed in relation to their proximity to the main road network, the range and capacity of existing community facilities and infrastructure or the ability to support new services and local environment constraints.		✓	✓	○	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	○	○	○	○	○	○	○	○	○	✓
Key: ○ No relationship or insignificant impact    ✗ Significant adverse impact    ? Uncertain    ✓ Significant beneficial impact																								

## Appendix D Strategic Environmental Appraisal of The Proposed Plan

## Appendix D Strategic Environmental Appraisal of The Proposed Plan

Strategic Guidance Statement		Goals & Policy Objectives (Refer to Table 1.1)																						
		Economic			Social		Environmental			Balanced Spatial			Urban Renewal			Transport			Infra-structure					
		01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Employment Location																								
A large proportion of office demand should be met in the Inner City. The development of an international quality office quarter in the Docklands should be facilitated and accompanied by international marketing.		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
In Metropolitan Cork there are a number of existing commitments for relatively large scale business and industrial parks. Over the next five years or so, consideration should be given to restricting the supply of permissions in suburban locations in order to encourage City centre office development. Thereafter, in parallel with City centre development, continued business park and new distribution park development should be planned at key nodes on the transport network so as to provide good accessibility by road and public transport. A range of sites should be considered in order to match investor and occupier requirements.		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Offices should be situated next to rail stations and along green routes in both business parks and suburban centres. All other employment parks should be linked by feeder buses to rail and bus ways.		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
The supply of land and buildings for commercial uses in suburban areas should be monitored, and planning permissions controlled, so as to avoid oversupply.		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
A 'Science City' project should be promoted in association with research institutions, aiming to harness the most advanced technologies to manufacturing.		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
In the Ring Towns, existing business parks should be completed, and new ones provided ahead of demand on sites accessible to major roads, as well as public transport.		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Isolated factories should not be encouraged in the countryside. Small units may be directed to 'Growth Villages', larger units to Ring Towns or Metropolitan Cork.		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Higher Education																								
The role and contribution of UCC and CIT to the social cultural and economic well being of Cork should be strengthened, fostered and promoted. In particular links between third level institutions and new related employment initiatives should be supported and facilitated.		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Access to educational opportunity in Cork should be facilitated for all by improving the spatial balance of institutions and by working actively to reduce other access barriers.		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Existing higher education and research institutions will be fostered as a platform for innovation and improved competitiveness.		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Integrated Transport																								
Integrated local transport plans will be prepared for the City centre, the Dock/Kent Station redevelopment, Douglas, Bishopscourt, Carrigrohilly, Carrigrohilly, Rathfriland, Malins, Harney/Mount Rathfriland, Kinsale, Bandon, Macroom, Malins, Fermoy and Voughal. Ideally, Integrated Local Transport Plans would be co-ordinated with and undertaken with Local Area Plans; however, some areas may require special transport plans in advance of Local Area Plans if local transport conditions demand.		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Public Transport																								
The provision and improvement of public transport services across the Cork sub-region should be promoted in partnership with Bus Éireann, Limerick Enterprise and private operators. All the partners should embrace the concept of "total journey quality", to improve every stage of the public transport experience, from the initial enquiry the final walk to the destination, including the ride itself, the wait and the walk in the stop or station. It should also include an integrated ticketing system		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Key		○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
No relationship or insignificant impact		✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
Significant adverse impact		?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?
Significant beneficial impact		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓







## page 166

[illegible]

# Appendix D Strategic Environmental Appraisal of The Proposed Plan

Strategic Guidance Statement		Goals & Policy Objectives (Refer to Table 1.1)																						
		Economic			Social			Environmental			Balanced Spatial			Urban Renewal			Transport			Infra-structure				
		01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23
<b>Energy</b>																								
The ESB, Bord Gáis Fiancann and the local authorities should co-operate to ensure adequate provision of energy for Cork. Electricity and gas supply should be coordinated with the planning of other services for new developments. Renewable electricity initiatives should be encouraged as part of general planning policy.		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
<b>Information and Telecommunications Technology</b>																								
Information and Telecommunications Technology infrastructure, price, range and quality of service should be improved, for all sections of the community.		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
<b>Nature Conservation</b>																								
The local authorities should seek to identify and protect additional areas of nature conservation interest, local designations and levels of protection.		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
In granting planning consent, developers should be required to minimise their impact upon areas of existing and potential nature conservation importance and demonstrate that mitigation measures have been put into place.		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
<b>Rivers</b>																								
All watercourses in urban and rural areas should be protected and maintained in order to encourage ecological diversity, assist drainage and flood storage, and recreational and landscaped areas.		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
River corridor management areas should be developed to protect the aquatic environment.		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
<b>Landscape</b>																								
A landscape character assessment of the Study Area should be undertaken in order to direct development to the least sensitive areas. In the interim, a review of existing landscape protection measures should be carried out, and consideration should be given to designating and protecting landscapes considered to be of international, national and regional importance. All new infrastructure should be sensitively and appropriately designed to fit into the landscape of the area through which it passes or in which it is located.		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
<b>Built and Cultural Heritage</b>																								
The architectural character and landscape setting of towns and villages should be protected. Substantial use should be made of new powers under the Planning and Development Act 2000 to designate conservation areas.		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
<b>Woodland and Forestry</b>																								
The emphasis of new woodland planting in the Study Area should be on the native and broadleaved species in order to maximise nature conservation, landscape and recreational benefits. Encouragement should be given to the planting of deciduous woodlands close to new and expanded urban areas and in the greenbelt, for use also as recreational areas.		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Commercial forestry should not be permitted in environmentally sensitive areas as defined by the County Council.		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
<b>Coastal Zone</b>																								
The County Council should consider preparing a Coastal Zone Management Plan for the Study Area, drawing on lessons learned from the pioneering Hantary Bay Coast Zone Charter project and in accordance with emerging National Coastal Zone Management policies and best European Practice.		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Development in the Coastal Zone should be limited to essential needs, for example for fisheries and agriculture and any tourist or housing developments should be located within or close to existing settlements. In all cases, any developments should be well sited in relation to the topography, landscape or townscape setting and meet the highest standards of design and materials.		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Key:		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3				

Key: 3 No relationship or insignificant impact    4 Significant adverse impact    5 Uncertain    6 Significant beneficial impact

## Appendix D

### Strategic Environmental Appraisal of The Proposed Plan

		Goals & Policy Objectives (Refer to Table 1.1)																																																																															
		Economic		Social		Environmental		Balanced		Spatial		Urban Renewal		Transport		Infra-structure																																																																	
		01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23																																																									
STRATEGIC GUIDANCE STATEMENT																																																																																	
Recreation																																																																																	
Existing sports and recreational facilities should be retained and enhanced and new facilities provided in all major developments.		○	○	○	○	✓	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○																																																									
Planning authorities should examine ways to improve access to the countryside for recreational purposes, such as walking, cycling and horseriding, and seek to provide new rights of way, sign-posting and car parking where necessary.		○	○	○	○	○	○	○	○	○	✓	○	○	○	○	○	○	○	○	○	○	○	○	○																																																									
Local planning authorities should have regard to the requirement to provide a recreational needs assessment, statement or proposals in applications involving groups of dwellings or housing developments.		○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○																																																									
Key:		○	No relationship or insignificant impact																			✖	Significant adverse impact																			?	Uncertain																			✓	Significant beneficial impact																		



# APPENDIX E MEDIUM MIGRATION PROJECTION 1996-2021

AGE	1996	2001	2006	2011	2016	2021	2026	2031	Headship Rate	Households 2021	CSO Activity Rate	Labour Force 2021
<b>FEMALES</b>												
0	10,972	11,711	12,593	12,566	11,437	10,598	10,017	9,898				
5	12,060	11,372	12,033	12,831	12,721	11,592	10,755	10,175				
10	14,059	12,255	11,534	12,153	12,909	12,799	11,671	10,834				
15	15,225	14,080	12,277	11,550	12,161	12,916	12,806	11,679	0.026	342	0.195	2,522
20	13,972	15,700	14,475	12,571	11,741	12,351	13,105	12,995	0.144	1,780	0.666	8,231
25	12,123	15,650	17,072	15,496	13,242	12,414	13,022	13,774	0.203	2,524	0.837	10,389
30	12,382	14,216	17,354	18,331	16,320	14,073	13,247	13,854	0.216	3,046	0.776	10,921
35	11,727	13,624	15,228	18,089	18,801	16,797	14,557	13,734	0.231	3,880	0.742	12,461
40	10,620	12,330	14,106	15,567	16,282	18,991	16,997	14,767	0.234	4,438	0.712	13,514
45	9,966	11,021	12,639	14,304	15,660	18,355	19,059	17,079	0.214	3,927	0.661	12,142
50	8,336	10,061	11,074	12,629	14,237	15,576	18,238	18,933	0.225	3,507	0.582	9,069
55	6,935	8,299	9,979	10,953	12,465	14,042	15,357	17,969	0.246	3,448	0.451	6,337
60	6,165	6,830	8,146	9,758	10,699	12,166	13,697	14,973	0.309	3,765	0.210	2,559
65	5,644	5,874	6,517	7,762	9,304	10,196	11,588	13,040	0.481	4,909	0.024	248
70	5,226	5,124	5,361	5,951	7,103	8,504	9,315	10,580	0.481	4,095	0.024	207
75+	8,964	9,407	9,683	10,107	10,941	12,390	14,406	16,258	0.481	5,965	0.024	301
<b>TOTAL</b>	<b>164,406</b>	<b>177,552</b>	<b>190,070</b>	<b>200,619</b>	<b>208,021</b>	<b>213,760</b>	<b>217,835</b>	<b>220,540</b>				
<b>MALES</b>												
0	11,573	12,316	13,246	13,221	12,035	11,153	10,541	10,415				
5	12,855	11,940	12,625	13,460	13,359	12,181	11,296	10,691				
10	14,466	13,011	12,072	12,715	13,509	13,414	12,243	11,363				
15	15,801	14,430	12,987	12,048	12,683	13,481	13,391	12,228	0.014	187	0.238	3,209
20	14,328	16,167	14,738	13,209	12,176	12,817	13,616	13,535	0.105	1,352	0.740	9,483
25	11,909	15,887	17,424	15,663	13,798	12,785	13,430	14,234	0.373	4,775	0.929	11,876
30	12,164	13,904	17,477	18,568	16,391	14,555	13,560	14,210	0.648	9,435	0.937	13,639
35	11,427	13,304	14,812	18,087	18,911	16,773	14,966	13,989	0.759	12,729	0.942	15,800
40	10,583	11,936	13,685	15,042	18,149	18,987	16,888	15,113	0.801	15,210	0.926	17,584
45	10,071	10,883	12,142	13,766	15,011	18,096	18,943	16,893	0.831	15,038	0.891	16,131
50	8,379	10,030	10,801	11,987	13,536	14,780	17,823	18,683	0.860	12,711	0.849	12,544
55	6,941	8,186	9,770	10,494	11,624	13,152	14,382	17,367	0.874	11,488	0.700	9,206
60	5,883	6,657	7,831	9,310	9,968	11,096	12,579	13,792	0.875	9,711	0.450	4,965
65	5,043	5,402	6,120	7,184	8,540	9,205	10,261	11,678	0.819	7,544	0.120	1,104
70	3,895	4,366	4,697	5,312	6,241	7,465	8,067	9,068	0.819	6,117	0.120	865
75+	5,006	5,692	6,473	7,155	8,036	9,344	11,118	12,722	0.819	7,657	0.120	1,120
<b>TOTAL</b>	<b>160,324</b>	<b>174,111</b>	<b>186,900</b>	<b>197,219</b>	<b>203,965</b>	<b>209,283</b>	<b>213,123</b>	<b>215,979</b>				
<b>GRAND TOTAL</b>	<b>324,730</b>	<b>351,662</b>	<b>376,969</b>	<b>397,838</b>	<b>412,006</b>	<b>423,043</b>	<b>430,958</b>	<b>436,519</b>		<b>159,583</b>		<b>206,488</b>

## Appendix E Medium Migration Projection

## Appendix F Central Employment Projections

### APPENDIX F CENTRAL EMPLOYMENT PROJECTIONS

	1996	2000	2021	Change 2000-2021	% Change
Agriculture Forestry and Fishing	8299	7377	4464	-2914	-2.4%
Mining and Quarrying	303	313	224	-88	-1.6%
Food Industries	5346	5652	4385	-1266	-1.2%
Beverages and Tobacco	923	976	757	-219	-1.2%
Textiles and Clothing	1615	1667	1197	-471	-1.6%
Wood and Wood Products	2244	2317	1663	-654	-1.6%
Paper, Printing and Publishing	1343	1608	1549	-59	-0.2%
Chemicals, Rubber, Plastics	4732	6125	6943	819	0.6%
Glass, Pottery, Cement	837	864	620	-244	-1.6%
Metals and Engineering	9956	12884	14607	1722	0.6%
Other Mfr inc. transport	859	1029	991	-38	-0.2%
Utilities	1387	1279	1279	0	0.0%
Construction	9181	12891	14434	1543	0.5%
Wholesale Distribution	5575	7092	10078	2986	1.7%
Retail	15493	19708	28005	8298	1.7%
Finance and Business Services	5843	7322	11542	4220	2.2%
Transport & Communications	7189	9318	12658	3339	1.5%
Public Admin & Defence	7535	8253	12652	4400	2.1%
Education & Health	20713	23211	34430	11219	1.9%
Professional Services	4517	6908	10890	3982	2.2%
Personal Services	10433	13072	20607	7535	2.2%
Recreational Services	1836	2301	3627	1326	2.2%
Others not stated	2440	2899	3682	783	1.1%
<b>Total</b>	<b>128600</b>	<b>155100</b>	<b>201283</b>	<b>46219</b>	<b>1.3%</b>

**Table G.1 Future Employment - City Proper**

	Existing (Year 2000)	Total Year 2020	Growth to Year 2020
	Jobs	Jobs	Jobs
Central Cork	22,430	30,150	7,720
Northeast Cork	5,300	7,130	1,830
Northwest Cork	9,540	9,810	270
Southwest Cork	18,710	19,650	940
Southeast Cork	9,400	14,820	5,420
<b>Total for City Proper</b>	<b>65,380</b>	<b>81,560</b>	<b>16,180</b>

**Table G.2 Future Employment – Metropolitan Cork**

	Existing (Year 2000)	Total Year 2020	Growth to Year 2020
	No. Jobs	No. Jobs	No. Jobs
Midleton Town	2,960	8,370	5,320
Glounthaune / Little Island	4,850	9,080	4,230
Carrigtwohill / Midleton hinterland			
Cobh Town	4,160	5,600	1,440
Whitegate/Aghada	1,100	1,090	-10
Carrigaline / Ringaskiddy	4,010	8,430	4,420
Crosshaven & Myrtleville	2,150	2,260	110
South City Environs	12,340	14,100	1,760
Ballincollig & its hinterland	10,240	12,800	2,560
Blarney & its hinterland	6,530	11,410	4,880
Ballyvolane & Glanmire / Riverstown	4,240	5,660	1,420
<b>Total for Metropolitan Cork</b>	<b>52,580</b>	<b>78,750</b>	<b>26,170</b>

## Appendix G

### Projections for Population, Households, Dwellings & Employment

**Table G.3**  
**Spatial Distribution of Future Employment - Ring Towns and Rural Areas**

	Current (Year 2000)	Year 2020	Growth to Year 2020
	No. of Jobs	No. of Jobs	No. of Jobs
Youghal hinterland	3,940	3,720	-220
Youghal Town	2,570	3,360	790
Kinsale hinterland	2,000	1,830	-170
Kinsale Town	2,070	2,100	30
Bandon hinterland	4,000	3,530	-470
Bandon Town	3,200	3,590	390
Macroom hinterland	4,020	3,540	-480
Macroom Town	1,110	1,710	600
Mallow hinterland	3,910	4,150	240
Mallow Town	3,510	6,070	2,560
Fermoy hinterland	4,540	4,230	-310
Fermoy Town	2,170	3,230	1,060
<b>Total for Ring Towns &amp; Rural</b>	<b>37,040</b>	<b>41,060</b>	<b>4,020</b>

**Table G.4**  
**Spatial Distribution of Future Population and Households - City Proper**

	Existing (Year 2000)		Total Year 2020		Growth to Year 2020		
	Population	Households	Population	Households	Population	Households	Dwellings
Central Cork	7,350	2,970	9,420	3,570	2,070	600	700
Northeast Cork	23,290	7,860	26,030	9,860	2,740	2,000	2,390
Northwest Cork	27,510	9,010	27,220	10,310	-290	1,300	1,670
Southwest Cork	40,230	13,990	37,720	14,290	-2,510	300	760
Southeast Cork	25,430	8,490	35,430	13,420	10,000	4,930	5,460
<b>Total for City Proper</b>	<b>123,810</b>	<b>42,320</b>	<b>135,820</b>	<b>51,450</b>	<b>12,010</b>	<b>9,130</b>	<b>11,090</b>



## Appendix G Projections for Population, Households, Dwellings & Employment

**Table G.5**  
**Spatial Distribution of Future Population and Households - Metropolitan Cork**

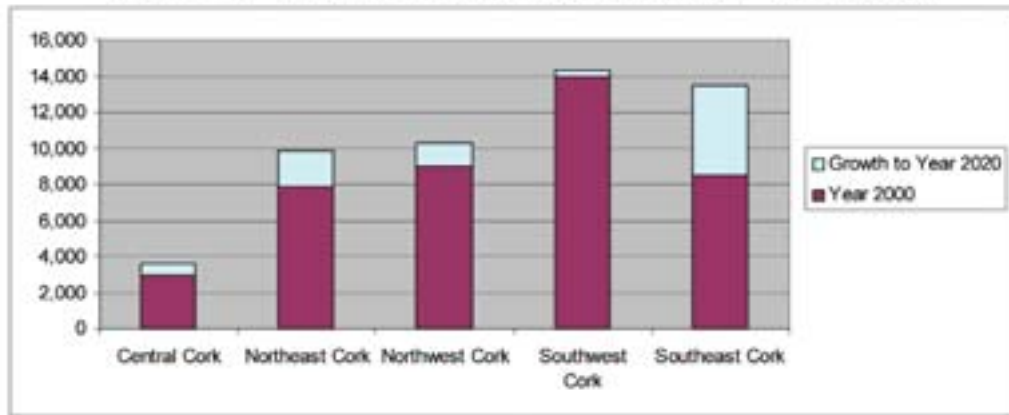
	Existing (Year 2000)		Total Year 2020		Growth to Year 2020		
	Pop.	Households	Pop.	Households	Pop.	Households	Dwellings
Midleton Town	8,660	2,660	21,010	7,960	12,350	5,300	5,740
Glounthaune & Little Island	4,940	1,520	5,340	1,820	400	300	380
Carrigtwohill & Midleton Hinterland	6,650	2,050	17,220	6,730	10,570	4,680	5,090
Cobh Town	11,110	3,520	14,570	5,520	3,460	2,000	2,260
Whitegate/Aghada	2,280	670	2,200	830	-80	160	190
Carrigaline & Ringaskiddy	10,280	3,210	14,280	5,410	4,000	2,200	2,490
Crosshaven/ Myrtleville	3,030	970	4,010	1,520	980	550	630
Carrigaline hinterland	3,170	1,040	3,140	1,190	-30	150	200
Douglas and S. City Env.	22,830	7,250	25,220	9,550	2,390	2,300	2,700
Monkstown & Passage	4,780	1,520	5,740	2,170	960	650	760
Ballincollig & its hinterland	23,210	6,870	26,050	9,870	2,840	3,000	3,450
Monard/Rathpeacon/ Whitechurch <sup>1</sup>	1,800	530	14,870	5,630	13,070	5,100	5,380
Blarney and its hinterland	14,630	4,290	14,720	5,580	90	1,290	1,550
Glanmire/Riverstown	4,140	1,110	5,110	1,940	970	830	930
Ballyvolane	6,190	1,740	7,230	2,740	1,040	1,000	1,120
<b>Total for Metropolitan Cork</b>	<b>127,700</b>	<b>38,950</b>	<b>180,710</b>	<b>68,460</b>	<b>53,010</b>	<b>29,510</b>	<b>32,870</b>

<sup>1</sup> Total of 5,000 proposed dwellings in Monard/Rathpeacon, remainder mainly committed development in Whitechurch and dispersed.

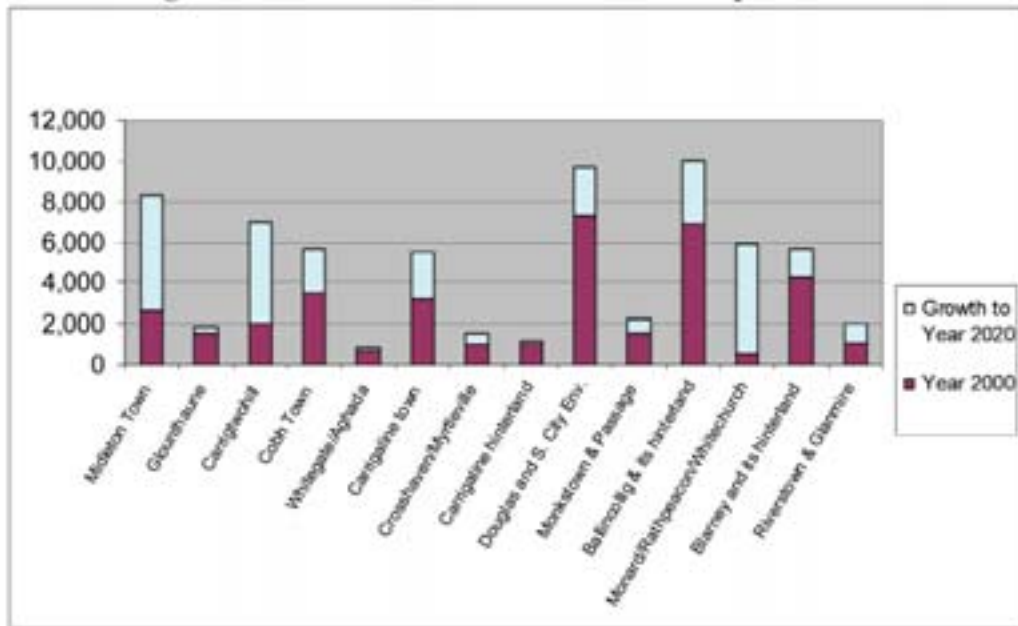
**Table G.6**  
**Spatial Distribution of Future Population & Households – Ring Towns & Rural Areas**

	Existing (Year 2000)		Total Year 2020		Growth to Year 2020		
	Pop.	Households	Pop.	Households	Pop.	Households	Dwellings
Youghal hinterland	9,220	2,870	9,410	3,570	190	700	840
Youghal Town	7,230	2,400	9,650	3,660	2,420	1,260	1,410
Kinsale hinterland	5,190	1,550	4,730	1,790	-460	240	300
Kinsale Town	5,210	1,800	5,190	1,970	-20	170	230
Bandon Hinterland	9,480	2,790	8,100	3,070	-1,380	280	390
Bandon Town	8,460	2,760	9,460	3,590	1,000	830	970
Macroom hinterland	9,500	2,900	8,330	3,160	-1,170	260	360
Macroom Town	3,010	1,010	5,080	1,930	2,070	920	1010
Mallow hinterland	9,080	2,730	8,970	3,400	-110	670	800
Mallow Town	9,920	3,410	17,430	6,610	7,510	3,200	3,510
Fermoy hinterland	11,090	3,470	10,860	4,120	-230	650	810
Fermoy Town	6,200	2,060	9,410	3,570	3,210	1,510	1,680
<b>Total Areas for Ring Towns &amp; Rural</b>	<b>93,590</b>	<b>29,750</b>	<b>106,620</b>	<b>40,440</b>	<b>13,030</b>	<b>10,690</b>	<b>12,310</b>

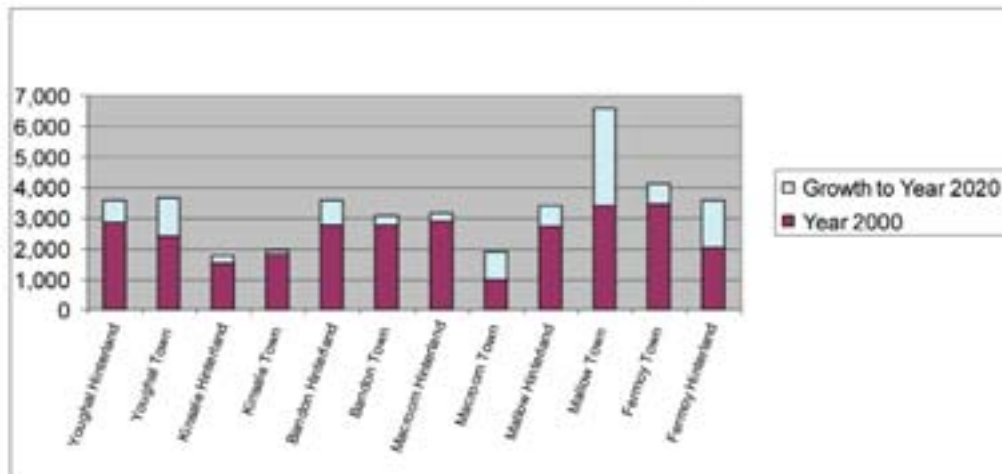
**Figure G.1 Growth in Number of Households – City Proper**



**Figure G.2 Growth in Households – Metropolitan Cork**




















**Figure G.3 Growth in Number of Households – Ring Towns and Rural Areas**



## Appendix G Projections for Population, Households, Dwellings & Employment

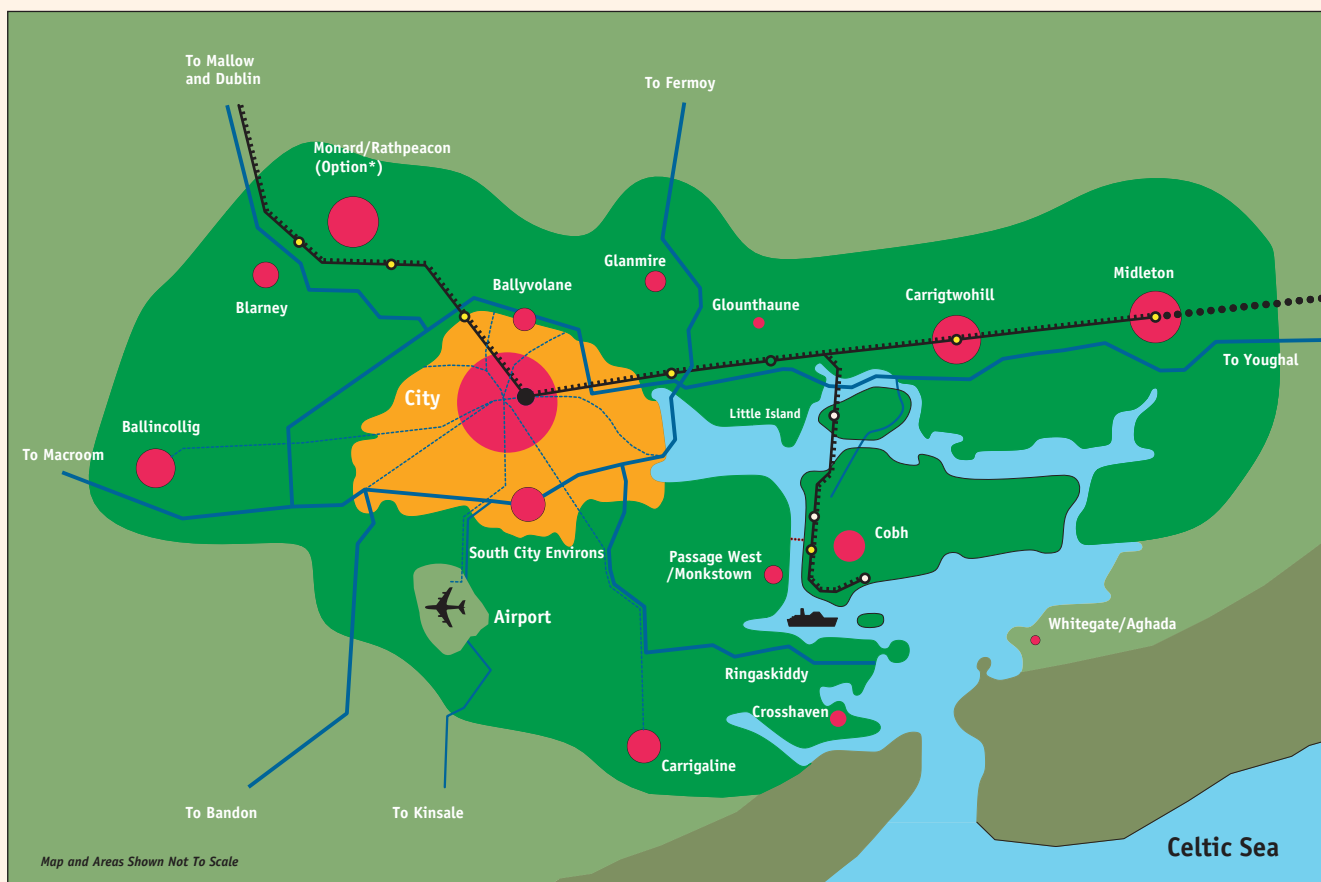
### Legend

-  Railway
-  Potential Railway
-  Future Railway Station
-  Existing Railway Station
-  Quality Bus
-  Major Roads
-  Minor Roads
-  Park + Ride
-  Future Employment Centre
-  Existing Employment Centre
-  Kent Station Interchange
-  Port of Cork
-  Cork Airport
-  Rural Conservation Zone
-  Coastal Protection Zone
-  Green Belt
-  Location of New Dwellings

This plan is NOT intended to be site specific and indicates possible broad locations for future development.

\*Location of development will depend upon detailed rail corridor study

Figure G.4 Location of New Dwellings: Metropolitan Cork



## Appendix H

### List of Proposed Road Improvements

Road Network Capacity Constraints	Proposed Improvement (by local authority/NRA)	Status
N25 Youghal	By-pass	At construction stage, possible opening 2003
N25 Killeagh	No scheme proposed	Preliminary stage
N25 Castlemartyr	No scheme proposed	Preliminary stage
N8 Mitchelstown	Bypass	At design stage, possible opening 2006
N8 Fermoy	Bypass	At design stage, possible opening 2005
N8 Rathcormack	Bypass	At design stage, possible opening 2005
N8 Watergrasshill	Bypass	At construction stage, possible opening 2003
N22 Ballincollig	Bypass	At construction stage, possible opening 2003
N22 Macroom	Relief road	Feasibility study for N22 from Ballincollig bypass to Ballyvourney due to start soon.
N71 Bandon	Southern Relief Road. No scheme for western relief road / second bridge	Sections ready for opening. Scheme completion 2001/02 pending land purchase.
N71 Inishannon	No scheme proposed	Previous plans need re-appraisal. No firm plan as yet.
N20 Blackpool	Bypass	Opened 2001
N25 Kinsale Road Roundabout	Bypass	At design stage, possible opening 2003
N25 Sarsfield Road Roundabout	Bypass	At design stage, possible opening 2004
Shanakiel / Sundays Well	Northern Ring Road	2005/7
Wilton Road	Northern Ring Road	2005/7
Douglas Village	Traffic Signals	2002
City Centre	Traffic Management, pedestrian environment	2002 + on-going
Douglas – South West Route	Road improvement	Preliminary stage
Ballygarvan-Fivemilebridge	Ballygarvan bypass	Preliminary stage
N28 south of Ring Road	Widening, possible dualling to Carrigaline.	Preliminary stage
Blarney	Inner Relief Road	At design stage, possible opening 2002

## Appendix I

### Discussion of Rail and Bus-based Public Transport

#### Rail Based Systems

The terms tram and light rail are often used interchangeably, but generally trams run predominantly on-street and light rail is more segregated. Both offer high capacity units, a good image, smooth ride and are, to some extent, self-enforcing from obstructive cars. They are electronically powered, so they are locally emission-free. On the downside, the need to interchange onto the tram corridor from other (bus) services is unattractive; there is little scope for incremental development and buses cannot run on the track. Trams must often work with other traffic which can lead to delays and reduced reliability. There are many examples of street-running trams throughout Europe. Some of the more recent schemes are in the UK including the Sheffield Super Tram, the Manchester Metrolink and the Croydon Light Railway, which run on former railway lines with on street running in the city centre. In Dublin, the Luas, an on-street system, is currently under construction. The cost of trackwork for trams is in the order of €20.3 million/km for trackwork, including utilities diversion and land acquisition. Tram or light rail vehicles cost around €2.5 million each.

#### Bus-Based Systems

Many measures can be combined with the flexibility of the bus to capture many of the advantages that are normally associated with railways. These could include a range and combination of bus priority measures which can be accompanied by increased frequencies and a package of measures to update the image of a bus service, for example at-stop and on-bus information, accessible low-floor vehicles, improved ticketing and fare collection.

Problems of enforcement are the main disadvantage of conventional priority measures. The most cost-effective physical solution is the **Segregated Busway**. This is a bus lane with kerbs to separate the lane from the rest of the road. Any buses can use the busway without special equipment. Costs of implementation of segregated busways are estimated at some €1.9 million/km, plus the cost of any additional priority measures. Buses cost under €254,000 each.

**Guided Busways** are narrower than segregated busways because the vehicles are guided, allowing vehicles to line up at stops easily, produce a smooth ride and high running speeds in restricted corridors. The most common guided busways have a concrete track bed with guide kerbs. Vehicles are fitted with guide-wheels which then run guided by the kerbs when the bus is in the guideway. Systems of electronic or "wire" guidance are also under development, which remove the need for a special wheel attachment. The vehicles can also run in conventional non-guided mode elsewhere on the

network. Examples are found in Adelaide and Essen. There are also short stretches in Birmingham and Ipswich. The city of Leeds has some operational sections of guideway with others under construction. A major guided bus system for Edinburgh is currently under construction (City of Edinburgh Rapid Transit - CERT) as a public-private sector partnership. A major advantage of guided busways is the scope for incremental implementation and that they allow services to join or leave at various points, reducing the need for interchange. Guided busways may be more expensive than busways, depending on the diversion of utilities.

Recently, there has been significant progress in the development of low-emission diesel fuels and engines for buses; however, buses can also use electric power or alternative fuels such as battery, compressed natural gas (CNG), liquefied petroleum gas (LPG) and Biodiesel.

#### Comparison of Rail and Bus-Based Systems

Costs arise from the provision of fixed infrastructure, vehicles and operating costs (fuel staff, and maintenance). Each system has different overall cost levels, but also a different balance between the elements. For example, light rail has relatively high fixed costs, as the track and vehicles are expensive; however, operating costs are relatively low as the large vehicles and low frequencies can provide the same capacity as a high frequency bus service. It follows that light rail is only likely to be more economical than bus-based modes where demand levels are comparatively high.

There is a broad optimum cost and capacity range which is most suited to each system; however, these ranges are not mutually exclusive of other modes and there are overlaps between them. Conventional bus services are most suitable in satisfying lower demand volumes. Services can be increased to cater for up to about 7,000 passengers/hour. Guided bus and trolley bus options may be appropriate to cater for around 2,000 - 7,000 passengers/hour. The minimum flow in this range would be need to be around 2,000 passengers/hour to justify the case of initial investment in fixed infrastructure. Light-rail or street-running trams could be considered where a minimum capacity of 3,500 - 5,000 passengers/hour is required.

#### Image

Local public transport must become more attractive to encourage a modal transfer from the private car. This requires a great improvement in the quality of the public transport product. Some elements of service quality are captured in the total journey time analysis. Other elements include the quality of the vehicles; the information system; ease of interchange; greater accessibility for people with

mobility difficulties; and the physical infrastructure itself, which should give the impression of permanence and reliability. It is not clear which characteristics are valued most highly by the various stakeholders in any system (current and potential passengers, developers of sites along the route, operators). Research in the UK and Europe has shown that passengers much prefer light rail to bus services, equivalent to about 8 minutes of journey time saving per passenger. However, the generally poor bus service in these examples does not allow a like-for-like comparison to be made. Enhancing the quality of the bus service would do much to close this perception gap. The introduction of Quality Bus Corridors in Dublin is an successful example of how this can be done with relatively little infrastructure investment.

## **Appendix I**

### **Discussion of Rail and Bus-based Public Transport**

## Appendix J

### Goals Achievement Matrix For Alternative Strategies

<b>Goal 1 Economic Growth</b>		<b>Create a highly competitive quality location so as to facilitate the growth of an innovative and advanced (but balanced and robust) economy</b>		
<b>Policy Objectives</b>	<b>Alternative A</b>	<b>Alternative B</b>	<b>Alternative C</b>	
<b>To promote an innovative, advanced, high value-added and high wage economy.</b>	New developments would gain by existing environment of innovation in the south and west of the City.	Could be successful if public sector took a strong lead.	Mobile investment may find the conditions (small labour markets, poor agglomeration and clustering etc.) unattractive.	
<b>To retain a robust, well balanced economic structure.</b>	Would reinforce the strong position of the south, consisting of 'academic wedge', airport, port and the Cobh/harbour area.	Would balance growth evenly in the Greater Cork area.	May undermine City's role as economic engine.	
<b>To create an internationally oriented and highly competitive location and remove obstacles to private-sector investment and activity.</b>	Is playing to the identified strengths; 'going with the grain of the market'. Would release the quality of life potential of Kinsale and West Cork.	'Going against the grain of the market'; might be less attractive to investors in the short term.	Could succeed with small or medium sized firms in less advanced sectors.	

<b>Goal 2 Social Inclusion</b>		<b>Promote social inclusion (especially within the Greater City) by improving access to public transport, education and jobs.</b>		
<b>Policy Objectives</b>	<b>Alternative A</b>	<b>Alternative B</b>	<b>Alternative C</b>	
<b>To create access to employment opportunities for the most disadvantaged members of the community.</b>	Does little to specifically deliver benefits to deprived areas.	Would deliver the best access to most jobs for the most deprived areas, would create more employment in or near deprived areas.	Would not generate urban employment growth to same extent as other alternatives, and therefore would not help the most deprived areas.	
<b>To improve access to facilities and services, including education, health, community services and utilities.</b>	Enables relatively efficient provision of public transport improving access to opportunities.	Enables cost-effective provision of high quality public transport improving access to opportunities.	Services would be costly to provide in the dispersed settlements and access would be car dependent.	



## Appendix J Goals Achievement Matrix For Alternative Strategies

Goal 3 Environment		Enhance the environmental quality and landscape setting of the Cork sub-region, minimise impacts on ecologically sensitive areas and on built heritage and cultural landscapes		
Policy Objectives	Alternative A	Alternative B	Alternative C	
To minimise impact on ecologically sensitive areas.  To minimise impact to cultural heritage, character and setting of the City, towns and villages.  To promote the sustainable use of resources.  To minimise the effects on rural landscape character.  To ensure ready access to open space and natural landscape.	The greenbelt south of the City would be greatly affected, but countryside north and east of the City would not. Impact on the coastal zone might be significant, but the finest landscape could be conserved.	The greenbelt on the northern side of the City would be considerably affected, but there would be a lower relative threat to the southern greenbelt and coastal zone.	A careful Settlement policy would be required to minimise impact.	
	May negatively impact on City by reinforcing current patterns of decline.	Could reinforce the cultural heritage of the City. Allows for limited growth in towns and villages.	Threat to City. Large growth in towns and villages needs careful management to minimise impact.	
	Moderate effect in promoting transfer to sustainable transport. Highest levels of congestion so most likely to affect air quality.	Most likely to transfer travel to sustainable modes. Would minimise the loss and fragmentation of agricultural land.	Car dependent, will reduce viability of sustainable modes, traffic flows on rural roads will increase. Dispersal may lead to a higher loss and fragmentation of agricultural land.	
	Would minimise the loss and fragmentation of agricultural land through higher/concentrated development.	Growth would be contained in specific settlements, but development at Blarney could be visually exposed and impact on its setting.	Reduction in isolation and increase in number of buildings may spoil the rural character.	
	Growth would be contained in specific settlements.	Policy of high gross/low net densities would allow for creation of open space within urban areas to a greater extent than A.	Dispersed growth allows local access to rural areas.	
	The policy of high gross/low net density allows creation of open space within urban areas and protects greenbelt and sensitive areas.			

## Appendix J

### Goals Achievement Matrix For Alternative Strategies

Goal 4 Balanced Spatial Development		Include the City, its satellites, Ring Towns and rural settlements as part of a balanced settlement system with all levels of development in accordance with varying economic potential		
Policy Objectives	Alternative A	Alternative B	Alternative C	
To deliver equivalent benefits to the entire territory.  To locate economic activity appropriate to smaller settlements or centres in them.  To avoid excessive routine car commuting  To create a polycentric location pattern within Greater Cork	Growth biased in favour of the southern arc.	Optimises release of aggregate economic potential of the City and study area, by creating the best conditions for strong growth of the centre, and entails development of the northern and eastern Ring Towns, particularly Mallow and Youghal corridor.	Delivers the greatest spread of development	
	Large scale development in small settlements would be avoided and economic potential of City is released by playing to the market.		Smaller settlements may receive substantial development.	
	Limited provision of housing in outer areas will reduce demand for long distance commuting.	Large scale developments in small settlements would be avoided	Will generate considerable commuting by car within the outer areas but less so to the City centre.	
	Cork City would be the dominant centre.	Limited provision of housing in outer areas will avoid long distance commuting. Rail system will allow non-car commuting.	Should allow a Settlement Policy to deliver high levels of service access parity.	
		Cork City would be the dominant centre.		

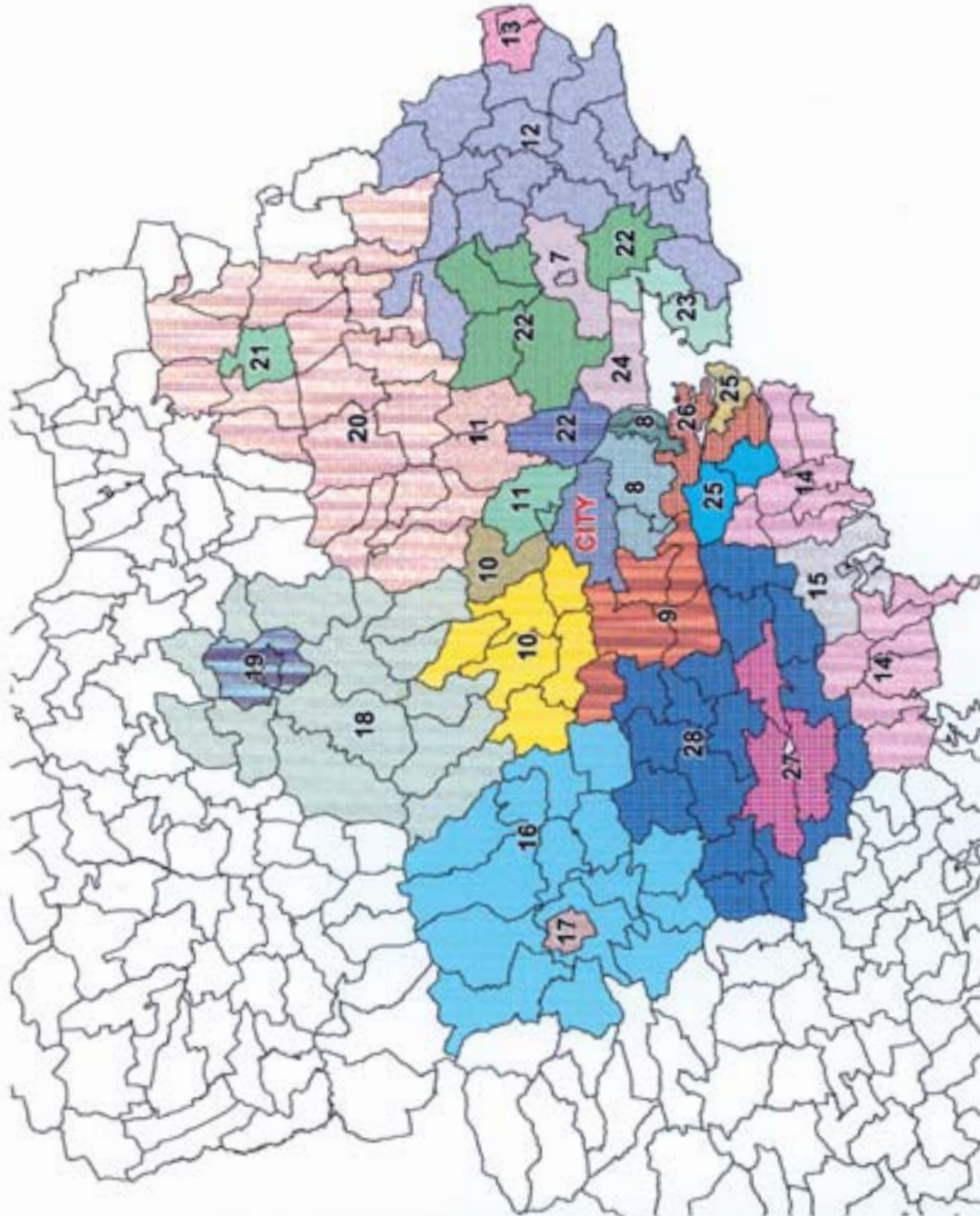
Goal 5 Urban Renewal		Recognise the City as the heart of the sub-region. Promote a high level of economic activity in the City centre and ensure that the housing stock and urban services retain their attractiveness in general balance with the suburbs. Synthesise urban renewal with conservation of historic form and character.		
Policy Objectives	Alternative A	Alternative B	Alternative C	
To promote the City centre as the major area of comparison shopping, services and culture in the region.  To promote regeneration of run-down urban areas.  To provide high quality public transport to reinforce the role of the City centre.	Would allow for creation of new offices and retail, or the renewal of housing stock, environmental upgrading and conservation.	Would allow for creation of new offices and retail and creates the most potential for car exclusion and improved amenity and quality of environment	May encourage suburban development, undermining the inner City but will strengthen the larger Ring Towns.	
	All of the City would benefit from increased economic activity, but regeneration would not be addressed directly.	Urban regeneration and housing stock improvements would be directly addressed.	Could convert the City centre into a speciality centre and high density quality housing area.	
	A high quality public transport system is proposed.	Maximises accessibility to the City core by public transport.	Dispersal of population makes less public transport efficient and consequently less viable.	

## Appendix J

### Goals Achievement Matrix For Alternative Strategies

Goal 6 Transportation		Maximise the use of fully accessible public transport by co-ordinating building form, use and density with high quality bus and train services as well as regulating cars and other traffic. Promote walking by improving the pedestrian environment		
Policy Objectives	Alternative A	Alternative B	Alternative C	
To ensure the provision of a well functioning, integrated public transport system.	Supports the provision of an integrated urban transport system by intensifying demand. Unbalanced demand will create high level of competition for road space in the south while contributing least to the viability of the suburban rail network.	Strongly supports the provision of an integrated rail, bus and road system to serve the urban area, with strong links to/from the Ring Towns, with a strong focus on the rail corridor.	Provides weaker support to the integrated transport proposals by dispersing development to the outer areas - although this has some efficiencies in use of road space for private vehicles.	
To ensure the provision of a defined standard of the public transport, at reasonable cost.	In the north and east, the proposed rail service would run every 30 minutes between Mallow, Youghal, Cobh and Cork. To the south and west, a high-quality, high-frequency, bus based system is proposed. Demand for this south and west system is greatest with Strategy A. Revenues on both parts of the system are expected to cover operating costs in the long term.	Demand for rail services would be greatest, and the proposed rail service would run every 15 minutes between Mallow, Youghal, Cobh and Cork. To the south and west, a high-quality, high-frequency bus based system is proposed.	To the south and west, a high-quality, high-frequency bus based system is proposed.	
To ensure the timely and cost effective delivery of the accelerated investment in infrastructure.	Although the entire integrated system is critical, Strategy A is more dependent on the success of the south and west public transport system, however, delivery of a highly reliable service will be challenged as a dedicated, segregated route is not currently available. Proposes a concentrated settlement pattern which, in conjunction with the proposed public transport system and car restraint measures, will reduce car dependency.	Although this strategy needs the entire integrated transport system to be implemented, it is more dependent on the success of the rail service. As the alignment currently exists and feasibility studies have been undertaken already, the rail service can be implemented relatively quickly.	In the north and east, the proposed rail service would run every 30 minutes between Mallow, Cobh and Cork, and this strategy supports extension of service to Youghal.	
To reduce car dependency.		Proposes a concentrated settlement pattern which, in conjunction with the proposed public transport system and car restraint measures, will reduce car dependency, probably to a greater extent than A as more people will have the choice of rail.	The success of C in the urban areas depends on the implementation of the entire integrated transport system, with a slight bias towards the rail system; however it places more development in the outer rural areas which will be largely independent of the public transport system and will not help its viability.	
			Proposes a dispersed settlement pattern and access to homes and jobs in the outer areas is likely to remain largely car dependent.	

Goal 7 Infrastructure		Minimise the cost of providing water, sewerage, electricity, gas and telecommunications services to the population		
Policy Objectives	Alternative A	Alternative B	Alternative C	
To maximise the use of existing infrastructure.	Good use of committed infrastructure.	Good use of committed infrastructure.	Good use of committed infrastructure.	
Minimise the cost of new service provision.	Infrastructure can be provided reasonably economically in new growth areas.	Infrastructure can be provided reasonably economically in new growth areas.	Will require more extensive investment in new services in the rural areas.	



SCALE - 1:500,000

**LEGEND**

**SECTOR NAME & NUMBER**

1	Ballincollig & Its Hinterland
2	Ballyvaughan
3	Bandon Hinterland
4	Bandon Town
5	Blarney & Its Hinterland
6	Carrigrohane Hinterland
7	Carrigrohane Town & Ringaskiddy
8	Carrigrohane & Midleton Hinterland
9	City
10	Cobh Town
11	Crosshaven/Myrderville
12	Douglas & S. City Env.
13	Ferryway Hinterland
14	Ferryway Town
15	Glanthaune & Little Island
16	Kinsale Hinterland
17	Kinsale Town
18	Macroom Hinterland
19	Macroom Town
20	Malinbeg Hinterland
21	Malinbeg Town
22	Midleton Town
23	Monard/Rathooscon/Whitechurch
24	Monard & Passage
25	Riverstown & Glanmire
26	Whitegate/Aghada
27	Youghal Hinterland
28	Youghal Town
29	Youghal Hinterland

nn Sector Number

CORK AREA STRATEGIC PLAN STUDY ZONING SYSTEM

K

Appendix K  
CASP Zoning  
System

## Proposed Green Routes

Green Route	Serving
Dismantled railway South City Link	Blackrock, Ballintemple, Mahon Kinsale Road Park and Ride, City Buses only
Bishopstown	Ballincollig, Bishopstown, Bandon, Macroom Services to West Cork and Kerry Bandon Road Roundabout Park and Ride
Douglas via South Douglas Road	Grange, Donnybrook, Ballyphehane, Carrigaline, Monkstown
Douglas via Main Douglas Road	Donnybrook, Carrigaline, Monkstown, Passage West, Crosshaven, Ringaskiddy Mayfield, Ballyvolane, Glenthirn, Carrignava, Glenville
Mayfield	Farranree, Blarney, Tower, Cloghroe, Newmarket, Mallow, Buttevant
Farranree/ Blackpool	
Knocknaheeny/ Gurranbraher	Knocknaheeny, Holyhill, Gurranabraher
N22	Ballincollig, Macroom
Kinsale Road/ South City Link	Kinsale, Ballinhassig, Airport Kinsale Road Roundabout



Category	Possible Measures
Dedicated space for buses on wider streets	<ul style="list-style-type: none"> <li>With flow bus lanes</li> <li>Contraflow bus lanes</li> <li>Segregated busways</li> <li>Guided bus ways</li> </ul>
Creating space on narrow streets	<ul style="list-style-type: none"> <li>Parking and loading restrictions</li> <li>Queue relocation</li> <li>Kerb &amp; bus stop treatment to prevent overtaking of bus &amp; reduce dwell times at stops</li> <li>Reduction in traffic flow (banned turns, no entries)</li> <li>Closure or partial closure to cars</li> <li>Bus only/limited access streets</li> <li>Bus "gates"</li> </ul>
ITS applications	<ul style="list-style-type: none"> <li>Priority for buses within UTC systems</li> <li>Enforcement of bus lanes</li> <li>Realtime information at bus-stops and elsewhere</li> <li>Realtime information on Internet</li> </ul>
Junction treatments	<ul style="list-style-type: none"> <li>Parking and loading restrictions</li> <li>Banned turns</li> <li>Local widening</li> <li>Lane re-configuration</li> <li>Signals with priority for buses and/or cyclists</li> <li>Pedestrian crossings</li> <li>Advances stoplines for cyclists</li> <li>Conversion of roundabouts and priority junctions to signals in urban areas</li> </ul>
Waiting environment	<ul style="list-style-type: none"> <li>Safety and security</li> <li>Lighting</li> <li>Shelter</li> <li>Information</li> <li>Integrated with other activities (eg. Shops, cafes)</li> </ul>
Cycle facilities	<ul style="list-style-type: none"> <li>Cycle tracks</li> <li>Crossing facilities</li> <li>Facilities at difficult junctions</li> <li>Parking for cycles</li> <li>Parking and loading restrictions</li> </ul>
Pedestrian network and bus stop access	<ul style="list-style-type: none"> <li>Crossings</li> <li>Footpaths</li> <li>Lighting</li> <li>Locating bus stops with other activities</li> <li>Parking and loading restrictions</li> <li>Bus boarders</li> <li>Correct kerbing</li> <li>Off-bus ticketing</li> </ul>

## Appendix M Serviced Land Availability And Existing Planning Situation

### Metropolitan Cork

Location	Number of Potential Zoned Serviced Units 2000–2006	No. Units with Planning Consent, pending or at inquiry or negotiations
Ballincollig	3,400	1,450
South City Environs	2,360	2,360
Passage West / Monkstown	730	600
Crosshaven / Myrtleville	370	240
Ballyvolane / Glanmire	1,150	720
Carrigaline / Ringaskiddy	2,660	1,010
Carrigtwohill	1,140	710
Whitegate / Aghada	980	150
Cobh	1,240	1,200
Glounthaune	130	70
Monard / North City	950	470
Environs / Blarney		
Midleton	2,630	1,180
Other settlements	860	500
<b>Total Greater Cork</b>	<b>18,600</b>	<b>10,660</b>

Source: Figures derived from Cork County Council Housing Yield, 31st December 1999 (all figures rounded).

### Ring Towns and Rural Settlements

Location	Number of Potential Zoned Serviced Units 2000–2006	No. Units with Planning Permission or consent pending
Mallow & Hinterland	1,040	570
Fermoy & Hinterland	2,630	460
Youghal & Hinterland	3,150	660
Bandon & Hinterland	1,220	270
Macroom & Hinterland	430	340
Kinsale & Hinterland	440	130
<b>Total Ring Towns &amp; Rural Hinterlands</b>	<b>8,910</b>	<b>2,430</b>

Source: Cork County Council Housing Yield, December 1999 & UDC Housing Yield Submissions to DELG

## Phasing

### Tranche 1

#### *Skills and Resources*

To put in place the transport strategy, and manage it, the two local authorities, Iarnrod Éireann and Bus Éireann, will need to continue to expand their resources and skills base to deal with transport in an increasingly congested urban environment. Specific skills needed will include: traffic signal design operation and maintenance; parking control and enforcement; traffic calming; and planning for cyclists, buses and pedestrians.

#### *Public Education*

A public education campaign to explain the transport strategy should be initiated.

#### *Rail*

Killbarry Station should be opened, and the rail line to Midleton with all intermediate stations. Dedicated Park and Ride facilities should be provided either at a new station in the Tivoli/Dunkettle area or at Little Island Station. The local bus network should be restructured and expanded to complement the railway, and to avoid giving direct competition (subject to future Government policy on competition and the restructuring of CIÉ).

The redevelopment of Kent Station, including interchange facilities

Planning should take place for the Blarney/Monard Parkway and Monard/Rathpeacon stations, integrated with the development proposals.

#### *Bus and Green Routes*

The Kinsale Road Roundabout and Bandon Road Roundabout Park and Ride sites should be introduced with dedicated, branded high speed bus services to the City and Kent Station. Priority measures along the routes should be incrementally planned and introduced. Higher priority should be given as congestion builds up. Planning should begin for a segregated guideway on the South Link Road.

All the Green Routes should be progressed, starting with the Bishopstown Route which will also serve the Bandon Road Park and Ride bus.

A "total journey quality" ethos should be embraced and publicised as part of the Green Routes initiative. New travel information systems should be put in place. The European Development Fund sponsored ASPECT project, managed by the South West Regional Authority, is researching relationships between spatial planning and emerging information and communications technology. SWRA has expressed interest in developing funding a demonstration project on this issue for the Cork Strategic Plan area

(The North and West County Cork Strategic Plan area could also be included).

#### *Roads*

Feasibility studies should be undertaken for the Northern Ring Road/distributor road and the proposed bridges over the River Lee. This should include detailed junction modelling and the expansion of the simulation area of the Cork Traffic Model.

#### *Traffic Restraint*

Car restraint in the City centre should be tackled increasing parking charges. An increase of between €1.3 and €3.8 is assumed for Tranche 1 (2000 prices), and selectively reduced access for cars. It is important that car restraint measures are seen to be part of an overall package that includes the rail, Green Routes, Park and Ride and the improved pedestrian environment. Car dependency should also be tackled by alternative methods of reducing car travel demand such as Commuter Plans and Car Sharing.

#### *Cycling*

A cycling initiative should be introduced in the City, directed by a dedicated cycling officer.

#### *Local Transport Plans*

Local transport plans should be prepared for Douglas, Bishopstown, Carrigaline/Ringaskiddy, Ballincollig, Carrigtwohill, Kinsale, Bandon, Macroom and Youghal.

#### *Updating of Traffic Model*

The traffic model should be updated on a regular basis as each new census on travel patterns becomes available. This would help to monitor the progress of the key elements of the Strategic Plan. The updating process would also require collection of data on travel patterns such as traffic surveys, bus and rail patronage surveys etc. The next census year being 2001 means that the planning and implementation of such surveys needs to be considered in the very near future.

### Tranche 2

- £ he frequency of rail services should be increased. The Blarney/Monard and Monard/Rathpeacon railway stations should be opened.
- £ Midleton station should be closely monitored for signs of use as Park and Ride from Youghal. Road travel times from Youghal should also be monitored. Forecasts for the rail section to Youghal should be updated and plans made accordingly.
- £ The Park and Ride service from Carrigaline should be introduced, running either via the Douglas Green Routes or the South City Link.

The Kinsale Road Roundabout Park and Ride site will be under pressure and will need to be expanded and/or alternative, additional sites opened.

£ A second phase of priority measures should be introduced on the Green Routes to compensate buses for increasing journey times due to congestion.

£ The Northern Ring Road should be developed.  
£ A bridge over the River Lee should be built to facilitate the development of the Docks. This will also ease congestion along Horgans Quay.

£ A further increase in parking charges should be introduced (an additional €1.3 - €3.8 year (2000 prices) over the Tranche 1 charge).

£ Traffic calming should be introduced in residential roads in areas adjacent to the City centre to discourage “rat running” as the main routes into the City become increasingly congested.

£ Local transport plans should be prepared for Midleton, Mallow, Fermoy and the Monard development. Previous local transport plans should be updated.

£ The Transport Model should be updated based on the 2006 Census, and again after the 2011 census.

### Tranche 3 (Year 2013 to 2020)

£ The performance of the railway should be monitored and services increased as required.

£ A third phase of bus priority measures should be introduced on the Green Routes. This should include a guideway on the South Link Road.

£ A second bridge across the River Lee to ease congestion along Hogans Quay and encourage the redevelopment of the docks should be considered.

£ Traffic calming should be extended to most residential roads within 2-3 miles of the City centre to discourage rat running as the main routes into the City become severely congested.

£ All local transport plans should be updated.

£ The Transport Model should be updated based on the 2016 census.

### Cost Estimates

Indicative budgets for the transportation projects are provided in Tables N.1 to N.4. Cost estimates will need to be refined following more detailed feasibility studies which will need to be undertaken when the Plan is adopted.

## Appendix N

### Transportation

### Phasing And

### Costs

Table N.1

#### RAIL CAPITAL COST ESTIMATES

<i>Cork / Mallow Line</i>	<b>€ millions (2000 prices)</b>
Blarney / Monard Station	
Monard / Rathpeacon Station	
Kilbarry Station	7.40
Permanent Way	3.60
Signalling	3.60
	0.60
<b>Subtotal (Cork / Mallow)</b>	<b>0.95</b>
	<b>16.05</b>
<b>Kent Station Redevelopment</b>	<b>35.20</b>
Major Platform Realignment and Re-signalling / Platform works	
<b>Depot for additional rolling stock</b>	<b>3.80</b>
<b>Kent Station to Cobh Line</b>	
	9.90
"East City" station with Park and Ride (1000 spaces)	3.00
Ballynoe Station	6.10
Signalling	
<b>Subtotal (Cork / Cobh Line)</b>	<b>19.00</b>
<b>Glounthaune to Midleton Line</b>	
	7.00
Carrigtwohill Station	7.00
Midleton Station	15.60
Permanent Way	4.80
Signalling	
<b>Subtotal Glounthaune to Midleton</b>	<b>34.40</b>
<b>Total Infrastructure Capital Costs</b> (Including Kent Station)	<b>108.50</b>
<b>Rolling Stock (10 new 2 car DMU sets)</b>	<b>25.40</b>

**Note:**

No allowance is provided for additional land that may need to be acquired. Land take requirements must be assessed as part of future feasibility studies.



## Appendix N

### Transportation Phasing And Costs

Table N.2

#### INDICATIVE COST ESTIMATE FOR GREEN ROUTES/QBCS/TRAFFIC IMPROVEMENTS

Section	Approximate length of congested section (km)	Cost (€ million, 2000 prices)			
		Tranche 1	Tranche 2	Tranche 3	TOTAL
Bishopstown	5	3.8			3.8
N22 along Carrigrohane Road	6	2.3	2.3		4.6
Blackpool	4	1.5	1.5		3.0
Mayfield	5	1.9	1.9		3.8
Gurranabraher	3	2.3			2.3
Douglas (both routes)	10	3.8	3.8		7.6
South City Link	4	2.0		5.8	7.8
Mahon disused railway	-	0.9			
					0.9
<b>Sub-total Green Routes</b>		<b>15.5</b>	<b>11.5</b>	<b>5.8</b>	<b>33</b>
Traffic Calming and Local Env. Improvements.		19.0	19.0	19.0	57
City Centre Pedestrian Env. Improvements		7.6	8.9	8.9	25.4
City Centre Urban Traffic Control		3.8	8.9	4.4	17.1
Kinsale Road Park and Ride (inc. land acquisition)		3.8	1.3	1.3	6.4
Bandon Road Park and Ride (inc. land acquisition)		3.8	1.3	1.3	6.4
Carrigaline Park and Ride			3.8		3.8
Marketing campaign		0.1	0.1	0.1	0.3
Travel information system		1.3	1.3	1.3	3.9
Analysis, data, design, consultation and supervision		8.3	8.4	6.2	22.9
<b>Total All Measures</b>		<b>63.2</b>	<b>64.5</b>	<b>48.3</b>	<b>176.2</b>

#### Notes:

Green routes costs based on costs of implementing QBC/cycle route network in Dublin Source DTO

Fleet Upgrades already underway by Bus Eireann. Costs not included in table. Investment in QBCs will be in parallel with Bus Fleet Investment and Augmentation.

Traffic calming and local environmental improvements associated with Green Routes based on costs from Dublin Corporation

Design & Supervision Costs assumed at 15% capital costs

Table N.3

INDICATIVE BUDGET FOR MAJOR ROAD SCHEMES

Scheme	Cost (€ million, 2000 prices)		
	Tranche 1	Tranche 2	Tranche 3
Northern Ring Road	69.0	196.8	
	2.5	2.5	2.5
Connection/priming for development networks			
	12.7	44.4	44.4
Bridges over River Lee for Docklands			
Other proposals on National Primary and Secondary Routes in National Development Plan			
<b>Total</b>	<b>84.2</b>	<b>243.7</b>	<b>46.9</b>

Notes:

NRR cost estimate based on Northern Ring Road Feasibility Study, July 2000, Atkins McCarthy for Cork Corporation Design etc. costs at 30% of capital costs assumed to occur in Tranche prior to Tranche when scheme constructed. Land acquisition costs are excluded.

Table N.4

INDICATIVE BUDGET FOR DESIGN AND IMPLEMENTATION OF  
Local Integrated Transport Plans

Scheme	Cost (€ million, 2000 prices)		
	Tranche 1	Tranche 2	Tranche 3
Douglas <sup>1</sup>	0.6	0.3	0.6
Bishopstown <sup>1</sup>	0.6	0.3	0.6
Carrigaline/Ringaskiddy <sup>2</sup>	1.3	0.3	1.3
Ballincollig <sup>2</sup>	1.3	0.3	1.3
Carrigtwohill	5.1	0.3	2.5
Kinsale	5.1	0.3	2.5
Bandon	5.1	0.3	2.5
Midleton	5.1	0.3	2.5
Macroom	5.1	0.3	2.5
Youghal	5.1	0.3	2.5
Mallow		5.1	0.3
Fermoy		5.1	0.3
Monard/Rathpeacon/Blarney		5.1	0.3
<b>Total</b>	<b>34.4</b>	<b>18.3</b>	<b>19.7</b>

Notes

<sup>1</sup> Area largely covered by Green Routes Initiative

<sup>2</sup> Area partially covered by Green Routes Initiative

The infrastructure analysis, which is presented separately for the Ring Towns and Rural Areas, the Greater City and the City proper, is summarised in a series of tables.

The budget costs for services, infrastructural headworks facilities are based on the costs for similar works under construction or planned elsewhere in the country.

The budget costs for services infrastructural networks facilities for Ring Towns and Rural Areas are based on a notional housing layout and are estimated to be €317,400 per hectare in the towns where 40 dwellings / hectare are assumed and €190,500 per

hectare for hinterlands where 20 dwellings / hectare are assumed. The budget costs for services infrastructure network facilities in the city area is assumed to be €635,000 per hectare.

The technicalities and cost of providing water, foul and storm drainage depends on many variables. These variables should be identified and evaluated as part of action plan studies for the growth areas identified in the Strategic Development Plan.

It is important to emphasise that studies and action plans are undertaken now to ensure that the required services infrastructure is provided on programme with the Strategic Development Plan.

## Appendix O

### Water And Drainage Infrastructure Phasing

## Water and Drainage, Ring Towns and Rural Areas: Tranche 1

Location	Hectares	HEADWORKS			Sewers		NETWORKS
		Costs	Works	Water	Costs	Works	
Mallow	22.5	€9.5m	New source		€4.4m	Increase hydraulic capacity of ext. wks	7.1
Mallow Hinterland	10.5	--	Reservoir and trunk mains		€2.5m	Upgrade ext. wks at Dromahane & Ballydough	2.0
Fermoy	15.25	--	--		€4.4m	Increase hydraulic capacity of ext. wks	5.1
Fermoy Hinterland	20.0	--	--		€2.5m	Upgrade ext. wks at Kilworth & Rathcormac	3.8
Youghal	8.0	€2.5m	Upgrade source output		€19.1m	New treatment plant	2.5
Youghal Hinterland	11.0	€1.3m	Upgrade Killeagh supply		€1.3m	Upgrade Killeagh wks.	2.1
Bandon	8.0	€3.8m	Expand source output and new reservoir		€12.7m	Upgrade network capacity	2.5
Bandon Hinterland	80.0	--	--		--	--	1.5
Macroom	8.25	€3.2m	New reservoir to improve supply		€3.2m	Upgrade hydraulic capacity	2.7
Macroom Hinterland	10.5	--	--		--	--	2.0
Kinsale	1.0	€1.3m	Rearrange source supply routing		€12.7m	New treatment works and collection system.	0.3
Kinsale Hinterland	6.5	--	--		--	--	1.3

Notes:

- HEADWORKS** refer to developing or extending sources; providing trunk mains; developing new or expanding treatment works and providing new or enlarged reservoirs. These relate to water or sewers but not to new major roads.
- NETWORKS** refer to the cost of developing the roads; watermains; sewers and surface water drainage; footpaths and public lighting facilities, which will be needed to service the housing layouts within the specific growth locations.

Appendix 0  
Water And  
Drainage  
Infrastructure  
Phasing

Water and Drainage, Ring Towns and Rural Areas: Tranche 2

Location	Hectares	HEADWORKS			NETWORKS	
		Costs	Water Works	Sewers Works	Costs (€M)	
Mallow	39.5	--	--		6.4	114.3
Mallow Hinterland	13.5	--	--	Increase hydraulic capacity of existing works.	--	2.5
Fermoy	15.75	--	--		--	5.1
Fermoy Hinterland	8.0	--	--	Increase hydraulic capacity of existing works.	4.4	1.5
Youghal	13.25	--	--		--	4.2
Youghal Hinterland	20.0	--	--		--	3.8
Bandon	7.25	--	--		--	2.3
Bandon Hinterland	2.5	--	--		--	0.5
Macroom	8.0	--	--		--	2.5
Macroom Hinterland	4.0	--	--		--	0.8
Kinsale	1.75	--	--		--	0.6
Kinsale Hinterland	3.5	--	--		--	0.8
		--	--		--	
		--	--		--	
		--	--		--	
		--	--		--	

Notes:

- 1. HEADWORKS refer to developing or extending sources; providing trunk mains; developing new or expanding treatment works and providing new or enlarged reservoirs. These relate to water or sewers but not to new major roads.
- 2. NETWORKS refer to the cost of developing the roads; watermains; sewers and surface water drainage; footpaths and public lighting facilities, which will be needed to service the housing layouts within the specific growth locations.



### Water and Drainage, Ring Towns and Rural Areas: Tranche 3

Location	Hectares	HEADWORKS			SEWERS		NETWORKS
		Costs	Works	Water	Costs	Works	
Mallow	22.5	--	--	--	--	--	7.1
Mallow Hinterland	11.56	€6.4m	Upgrade supply capacity at Dromahane & Ballydough		--	--	2.2
Fermoy	8.0	€9.5m	New reservoir on northside and supply upgrade		--	--	2.5
Fermoy Hinterland	6.5				--	--	1.3
Youghal	12.0	€12.7m	Develop new source		--	--	3.8
Youghal Hinterland	6.5	--	--		--	--	1.3
Bandon	6.75	--	--		€6.4m	Expand works capacity	2.16
Bandon Hinterland	5.0	--	--		--	--	0.95
Macroom	8.0	--	--		--	--	2.5
Macroom Hinterland	3.5	--	--		--	--	0.67
Kinsale	2.0	--	--		--	--	0.63
Kinsale Hinterland	3.5	--	--		--	--	0.67

#### Notes:

- HEADWORKS** refer to developing or extending sources; providing trunk mains; developing new or expanding treatment works and providing new or enlarged reservoirs. These relate to water or sewers but not to new major roads.
- NETWORKS** refer to the cost of developing the roads; water mains; sewers and surface water drainage; footpaths and public lighting facilities, which will be needed to service the housing layouts within the specific growth locations.

## Appendix 0 Water And Drainage Infrastructure Phasing

Water and Drainage, Ring Towns and Rural Areas: Tranche 4

Location	Hectares	HEADWORKS			NETWORKS	
		Costs	Water Works	Sewers Costs	Works	Costs (€m)
Mallow	15.75	€6.4m	Upgrade supply capacity	--	--	5.1
Mallow Hinterland	10.5	--	--	--	--	2.0
Fermoy	14	--	--	€9.5m	--	4.4
Fermoy Hinterland	8.0	€3.2m	Upgrade supply capacity at Kilworth and Rathcoormac	--	--	1.5
Youghal	8.0	--	--	€6.4m	Expand works capacity	2.54
Youghal Hinterland	8.0	€1.9m	Upgrade Killoagh supply	€3.2m	Upgrade Killoagh wks.	1.52
Bandon	6.0	--	--	--	--	1.90
Bandon Hinterland	4.0	--	--	--	--	0.76
Macroom	2.5	--	--	--	--	0.80
Macroom Hinterland	4.0	--	--	--	--	0.76
Kinsale	1.75	--	--	--	--	0.57
Kinsale Hinterland	3.5	--	--	--	--	0.67

Notes:

- HEADWORKS** refer to developing or extending sources; providing trunk mains; developing new or expanding treatment works and providing new or enlarged reservoirs. These relate to water or sewers but not to new major roads.
- NETWORKS** refer to the cost of developing the roads; watermains; sewers and surface water drainage; footpaths and public lighting facilities, which will be needed to service the housing layouts within the specific growth locations.

## Water and Drainage, Metropolitan Cork: Tranche 1

Location	Hectares	HEADWORKS			NETWORKS		
		Water		Costs	Sewers		Costs (€M)
		Costs	Works		Costs	Works	
Ballincollig Douglas/South City Environ	55.25 39.5	€0.32m --	2 <sup>nd</sup> connection to CC&H main --	€3.2m Incl. In	€3.2m Incl. In	Increase hydraulic cap. of ext wks Carrigrennan scheme	17.5 12.7
Monkstown/ Passage West	12.0	--	--	--	--	--	3.8
Crosshaven / Myrtleville	8.0	--	--	--	€1.9m	Link to Carrigaline as part of the Lower Harbour Scheme	2.5
Ballyvolane	12.5	€9.50m	New reservoir & main from Glashaboy	€12.7m	€12.7m	Link to City network and upgrade/Glanmire Riverstown Scheme to Little Island.	4.0
Carrigaline Carrigtwohill/ Middleton Hint. Whitegate/Aghada	39.5 46.75 2.5	€6.35m €4.4m --	New reservoir on southside & links Trunk main extn. From Little Island --	Incl. In €3.8m --	Incl. In €3.8m --	Lower harbour scheme £35m+ Upgrade works capacity and outfall.	12.7 14.90 0.79
Cobh Glounthaune	26.5 2.75	Incl. In --	Works in progress --	Incl. In --	Incl. In --	Lower harbour scheme £35m+ --	8.42 0.90
Monard/Rathpeacon/ Whitechurch	8.0	€2.5m+	Main link to Blarney or City	€6.4m	€6.4m	Link to City network	2.5
Middleton	31.5	€4.4m	Trunk main extn. from Carrigtwohill	€6.4m	€6.4m	Expand new works capacity	10.0

Notes:

1. HEADWORKS refer to developing or extending sources; providing trunk mains; developing new or expanding treatment works and providing new or enlarged reservoirs. These relate to water or sewers but not to new major roads.
2. NETWORKS refer to the cost of developing the roads; watermains; sewers and surface water drainage; footpaths and public lighting facilities, which will be needed to service the housing layouts within the specific growth locations.

## Appendix 0 Water And Drainage Infrastructure Phasing

Water and Drainage, Metropolitan Cork: Tranche 2

Location	Hectares	HEADWORKS			NETWORKS	
		Costs	Water Works	Sewers Works	Costs (€m)	
Ballincollig	17.0	€3.2m	For new res. South of town plus upgrade Inniscarra Reservoir at Rochestown and Inniscarra upgrade	New works S.W. of town – Killumney	€12.7m	5.40
Douglas/South City Environs	21.0	€6.4m	--	--	--	6.67
Monkstown/Passage West	5.25	--	--	Lower Harbour Scheme	Incl. In	1.65
Crosshaven/Myrtleville	4.0	€3.2m	New reservoir	Lower Harbour Scheme	Incl. In	1.27
Ballyvolane	8.75	--	--	--	--	2.79
Carrigaline	11.75	Incl. In	Inniscarra upgrade	Lower Harbour Scheme	Incl. In	3.8
Carrigtwohill/Midleton Hnt.	55.25	€9.5m	New reservoir	Upgrade works capacity and outfall/link to Carrigrennan	€9.5m	17.5
Whitegate/Aghada	2.0	€3.2m	New reservoir	Upgrade treatment works	€3.2m	0.63
Cobh	12.25	--	--	Lower Harbour Scheme	Incl. In	3.94
Glounthaune	2.75	--	--	--	--	0.9
Monard/Rathpeacon/Whitechurch	63.0	€12.7m	Trunk main from Inniscarra and new reservoir	New treatment works with outfall	€12.7m	20.0
Midleton	31.5	€9.5m	New reservoir	Extend treatment works	€9.5m	10.0

Notes:

1. **HEADWORKS** refer to developing or extending sources; providing trunk mains; developing new or expanding treatment works and providing new or enlarged reservoirs. These relate to water or sewers but not to new major roads.
2. **NETWORKS** refer to the cost of developing the roads; watermains; sewers and surface water drainage; footpaths and public lighting facilities, which will be needed to service the housing layouts within the specific growth locations.

### Water and Drainage, Metropolitan Cork: Tranche 3

Location	Hectares	HEADWORKS			NETWORKS	
		Costs	Water Works	Sewers Works	Costs (€M)	
Ballincollig	6.75	--	--	--	--	2.16
Douglas/South City Environs	--	--	--	--	--	--
Monkstown/Passage West	--	--	--	--	--	--
Crosshaven / Myrtleville	2.75	--	--	--	--	0.90
Ballyvolane	5.0	€6.4m	New reservoir	--	--	1.60
Carrigaline	7.0	--	--	--	--	2.22
Carrigtwohill/ Middleton Hint.	21.0	--	--	--	--	6.67
Whitegate/Aghada Cobh	--	--	--	--	--	--
Glounthaune	14.25	€3.2m	New reservoir	--	--	4.52
Monard/Rathpeacon/ Whitechurch	2.75	€3.2m	New reservoir	New reservoir	€4.4m	0.90
Midleton	--	--	--	--	--	--
	78.25	€6.4m	Extend reservoir	Extend treatment works	€6.4m	24.90

Notes:

1. **HEADWORKS** refer to developing or extending sources; providing trunk mains; developing new or expanding treatment works and providing new or enlarged reservoirs. These relate to water or sewers but not to new major roads.
2. **NETWORKS** refer to the cost of developing the roads; watermains; sewers and surface water drainage; footpaths and public lighting facilities, which will be needed to service the housing layouts within the specific growth locations.



## Appendix 0 Water And Drainage Infrastructure Phasing

Water and Drainage, Metropolitan Cork: Tranche 4

Location	Hectares	HEADWORKS			NETWORKS	
		Costs (€M)	Water Works	Costs (€M)	Works	Costs (€M)
Ballincollig	4.5	--	--	--	--	1.43
Douglas/South City Environs	--	--	--	--	--	--
Monkstown/Passage West	6.0	--	--	--	--	1.90
Crosshaven/Myrtleville	--	--	--	--	--	--
Ballyvolane	7.75	--	--	--	--	2.40
Carrigaline	0.5	--	--	--	--	0.17
Carrigtwohill/Midleton Hint.	52.25	Incl. In	2 <sup>nd</sup> Inniscarra upgrade	--	--	16.5
Whitegate/Aghada	--	--	--	--	--	8.60
Cobh	27.0	Incl. In	2 <sup>nd</sup> Inniscarra upgrade	Incl. In	Lower Harbour Scheme	--
Glounthaune	--	--	--	--	--	--
Monard	--	--	--	--	--	24.9
Midleton	28.25	Incl. In	2 <sup>nd</sup> Inniscarra upgrade	--	--	--

### Notes:

- HEADWORKS** refer to developing or extending sources; providing trunk mains; developing new or expanding treatment works and providing new or enlarged reservoirs. These relate to water or sewers but not to new major roads.
- NETWORKS** refer to the cost of developing the roads; watermains; sewers and surface water drainage; footpaths and public lighting facilities, which will be needed to service the housing layouts within the specific growth locations.

## Water and Drainage, Cork City: Tranches 1 & 2

Tranche	Hectares	HEADWORKS			NETWORKS	
		Costs	Water Works	Costs	Sewers Works	Costs (€M)
1	33	€14.6m	Refurbishment and replacement of network	€264	Phase I: City Centre, Boreennanna Road	21
		€15.2m	Lee Road waterworks upgrade and extension		Main Interceptor and siphon, Atlantic Pond pumping station, Summerhill North and Lower Glanmire Road	
		€1.3m	Tivoli mains		Phase II: Rising mains from Atlantic Pond to Mahon, Lough Mahon Crossing, Glanmire Interceptor Sewer	
		€5.1m €1.9m €2.5m	New reservoir at Shanakiel Mardyke water mains Other		Phase III: Treatment Works and outfall at Carrigrennan.	
2	34	€19.1m	Refurbishment of Network	€7.6m	Kiln River and Glashaboy River.	21.6
3	31	€19.1m	Refurbishment of Network	--	--	--
4	36	--	--	--	--	22.9

### Notes:

1. HEADWORKS refer to developing or extending sources; providing trunk mains; developing new or expanding treatment works and providing new or enlarged reservoirs. These relate to water or sewers but not to new major roads.
2. NETWORKS refer to the cost of developing the roads; water mains; sewers and surface water drainage; footpaths and public lighting facilities, which will be needed to service the housing layouts within the specific growth locations.

## Appendix P

### Metropolitan Rail Cost Benefit Summary

The Cost Benefit Analysis over 30 years for the Cork – Midleton, Cork – Cobh and Cork – Blarney lines, indicates that the cost and benefits would be as follows:

#### Costs

£	Construction cost (excluding Kent Station Refurbishment)	€70.9M
£	Purchase of rolling stock	€18.5M
£	Operating costs	€225.3M
	<b>Total Costs</b>	<b>€314.6M</b>

#### Benefits

£	Time Savings existing users	€14.9M
£	Decongestion time savings for car users	€238.2M
£	Decongestion vehicle operating costs	€35.6M
£	Road Accident Savings	€35.8M
	<b>Total Savings</b>	<b>€324.3M</b>

This analysis indicates that the scheme has a marginal positive benefit of €9.65M over the 30 years of the scheme and a cost benefit ratio of 1.03. The benefits of the scheme are largely accrued in the latter 15 years, which accounts for 66% of the benefit. This is due to the decongestion benefits of reduced car travel into Cork City Centre which becomes more significant in the latter years.