

CORK CITY DEVELOPMENT PLAN 2009 – 2015

VARIATION (NO. 4)

Cork City Core Strategy

(Adopted by Council on the 27th June 2011)

Under Section 13 of the
Planning and Development Acts 2000-2010

5th July 2011



Cork City Council
Comhairle Cathrach Chorcaí

VARIATION (NO. 4)

Cork City Core Strategy

INTRODUCTION

Notice is hereby given that Variation No.4 (Cork City Core Strategy) was adopted by the Members of Cork City Council at the Ordinary Council meeting of the 27th June 2011.

Variation No. 4 relates to a material change in the *Cork City Development Plan 2009 – 2015* to modify Chapter 2 of the Plan, with minor corresponding changes to Chapter 6, to facilitate the incorporation of a Core Strategy into the Plan in accordance the requirements of the *Planning and Development (Amendment) Act 2010*.

BACKGROUND

The purpose of the Core Strategy is to demonstrate that the Cork City Development Plan and its objectives are consistent with national and regional objectives set out in the National Spatial Strategy and Regional Planning Guidelines, in particular as regards the hierarchy of Gateways, Hubs towns etc and the process of giving effect to this hierarchy by setting regional and national population targets and associated targets for housing land. Planning Authorities are required to incorporate Core Strategies into their development plans within 1 year of the adoption of the relevant Regional Planning Guidelines for their area. As the South West Regional Planning Guidelines were adopted on 26th July 2010 the Cork City Plan had to be varied to incorporate the Core Strategy by 26th July 2011.

The Cork City Development Plan already included an overall strategy which took account of its role as a Gateway City under the NSS. The overall strategy for the development of the city is unchanged by the Variation. The main purpose of this Variation is to modify Chapter 2 of the City Plan to show how the population targets in the Plan relate to the quantum of land zoned and suitable for residential development in the city.

Both a Strategic Environmental Assessment (SEA) screening and an Appropriate Assessment (AA) screening were carried out on the variation and it was concluded that neither SEA nor AA was required.

ADOPTED VARIATION

The adopted amendments to Chapter 2 and 6 of the Cork City Development Plan 2009 - 2015 are outlined below. New text is indicated in **red**, while deleted text is indicated with a ~~strike through~~.

Amendments to Chapter 2 Core Strategy

Chapter 2: ~~Overall~~ Core Strategy

Aim: To set out the ~~overall~~ Core Strategy for the city that will help secure environmentally sustainable social and economic development

Introduction

2.1 This chapter sets out the **Core Strategy** for the city during the period 2009-2015 and beyond. The **Core Strategy** is the means by which the three goals for the city outlined in Chapter 1, (i.e. to promote sustainable development, social inclusion and an improved quality of life and environment for the city and its citizens), will be achieved. It is a medium to long term strategy for the city covering the period of this plan and beyond to 2022, i.e. the horizon set by the Regional Planning Guidelines (RPG) population targets. It aims to show how the City Development Plan is consistent the National Spatial Strategy (NSS) and the RPGs, particularly in relation to population and housing targets. The **Core Strategy** and the following chapters in the plan provide the framework for the location and quantum of new development in the city over the coming years.

2.2 The Strategic context for the Development Plan is first outlined with reference to National and Regional Plans and policies. The main targets and objectives of the Cork Area Strategic Plan are then described, followed by population and employment targets set for the city, **as set out in the Cork Area Strategic Plan (CASP) Update and the Regional Planning Guidelines**, to allow it to develop its role **as a Gateway** under the National Spatial Strategy. An economic strategy for the Cork City Region as proposed **in CASP** is then set out. The **core** development strategy for the city, identifying key development areas and the broad transport framework, concludes the chapter.

Strategic Context

2.3 The Development Plan has been prepared having regard to relevant National and Regional Plans, Policies and Guidelines that impact on proper planning and sustainable development. The main elements of these plans are outlined below.

National Spatial Strategy 2002-2020 (NSS)

2.4 The NSS is a 20 year plan for the country which aims to promote a better balance of population, jobs and development between the regions. It has identified a number of Gateway Cities including Cork which are to be the focus for population and economic growth in their region. Much of the focus of the city plan is to set out the framework within which Cork can further develop its role as a Gateway City for the South-West Region.

2.5 The Atlantic Gateways initiative is based on the NSS and aims to mobilise the Gateways of Cork, Galway, Limerick and **Galway Waterford** and through interaction and collaboration create a critical mass in the regions to balance that of Dublin.

National Development Plan (NDP) 2007-2013

2.6 The NDP envisages a total investment of €184 billion over the next 7 years to 'secure the further transformation of our country socially and economically within an environmentally sustainable framework.' (NDP pg. 10). As the second largest city in the country the challenge for Cork is seen as accelerating growth and development, focusing on the redevelopment of the Docklands area and using NDP investment in the city's infrastructure to act as a trigger for significant private investment. A Gateway Innovation fund has been set up under the NDP to provide funding for providing key infrastructure or other actions which would help stimulate growth in the Gateways. Cork has sought funding under this initiative mainly to help secure the development of Docklands.

South West Regional Planning Guidelines 2010-2022 (RPG)

2.7 The RPGs provide an overall spatial planning framework for the region to 2022 taking the NSS objectives to a regional level and supporting the strengthening of the Cork Gateway. ~~New population targets have recently been set for the regions by the Department for the Environment, Heritage and Local Government and these have now been translated by the South West Regional Authority to new targets for Cork City and County and Co. Kerry. The Department for the Environment, Heritage and Local Government set population targets for each region and the RPGs translated these into population targets for Cork City, and Cork and Kerry Counties. These targets aim to shift some of the expected national growth in population to 2022 to regions outside Dublin and the mid-east, in line with NSS objectives. As a result Cork City is allocated a target population of 150,000 by 2022, a further increase on that originally envisaged in the RPG (136,000-142,000 by 2020). The new and the city plan addresses ways of achieving this target.~~

Sustainable Development: A Strategy for Ireland, 1997

2.8 This Strategy provides a framework for the achievement of sustainable development at local level. It identifies 4 key ways Development Plans can contribute to the achievement of sustainability:

- Encourage efficient use of energy, transport and natural resources through careful selection of development locations;
- Promote the most effective use of already developed areas;
- Secure protection and enhancement of the natural environment;
- Accommodate new development needs in an environmentally sustainable way.

National Climate Change Strategy 2007-2012

2.9 The National Climate Change Strategy aims to reduce energy consumption and ensure Ireland reaches its target under the Kyoto Protocol to limit greenhouse gas emissions to 13% above 1990 levels by 2012.

Policy 2.1 Strategic Context

Cork City Council will ~~have regard to~~ ensure consistency as far as is practicable to National and Regional Plans, Policies and Guidelines in the development and implementation of the ~~overall~~ core strategy for the development of Cork City.

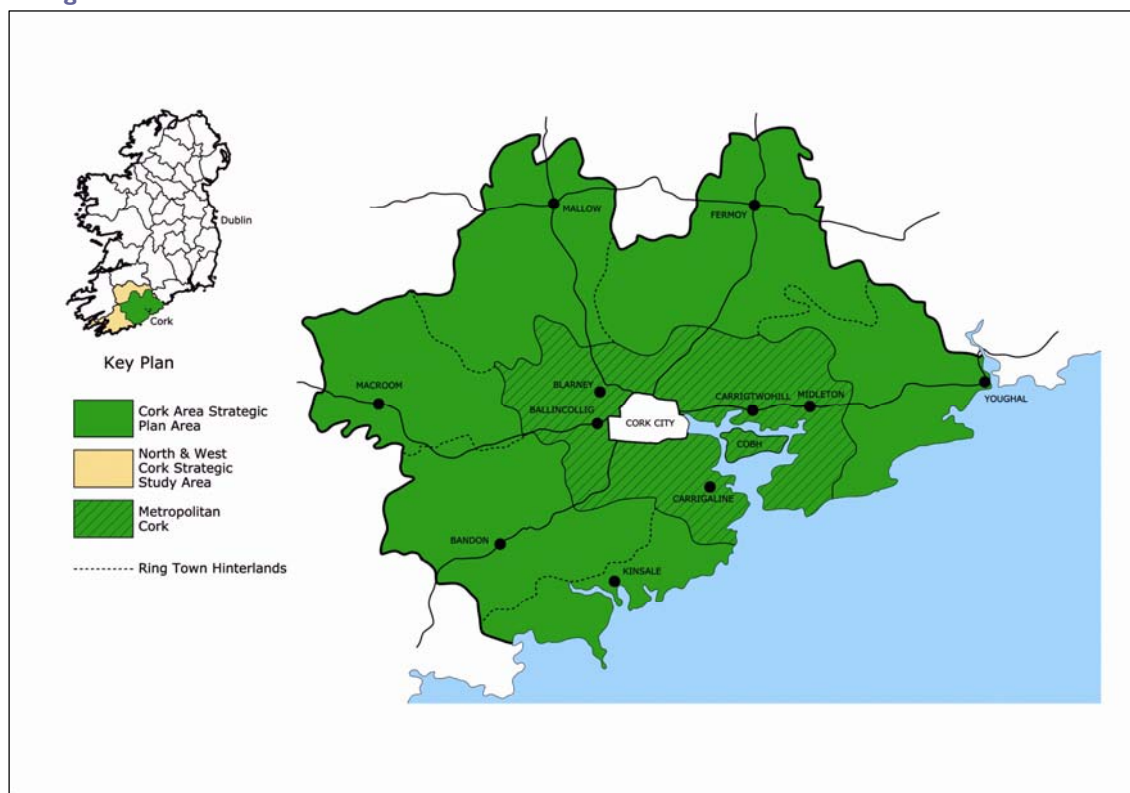
Cork Area Strategic Plan 2020(CASP)

2.10 The Cork City Development Plan is set within the framework of the *Cork Area Strategic Plan 2001-2020 (CASP)* which sets out a strategic plan for the development of the Cork City Region to 2020. The CASP area is indicated in Figure 2.1. Key objectives of the plan are:

- Regeneration of Cork City as the engine of the region, focusing in particular on the City Centre and Docklands;
- Development of Metropolitan Cork as an integrated unit, rebalancing growth around the city by directing growth to the northern and eastern sides of the city along the rail corridor, (with additional areas at the edge of the city at Ballyvolane and Tramore Valley identified for growth in the CASP update);
- Reinforcement of the Ring Towns;
- Provision of an integrated transport system;
- Infrastructure to be provided in tandem with development;
- Creation and maintenance of a high quality environment.

2.11 An update of CASP to take account of the new population and associated employment growth envisaged for the City Region under the NSS, **was completed in 2008**. This was ~~has been~~ prepared within the framework of the existing CASP strategy and includes economic strategies to deliver the necessary employment to the region as well as land use and transportation strategies. It also assessed progress in achieving CASP targets. It noted that while CASP population projections to 2006 were very accurate overall, the city population fell due to declining household size and slower than anticipated growth in Docklands, while population in the ring towns and rural areas was higher than anticipated. The CASP Update aims to refocus growth in line with CASP objectives as well as identifying locations for expanded growth. Its main findings have been included in this Development Plan.

Figure 2.1 CASP Area



Objectives of CASP Update

2.12 The CASP Update aims to deliver an updated strategy which provides for a significant enhancement in economic growth and accommodates a greater population than originally envisaged in line the updated NSS targets. The update seeks to achieve this while adhering to the original CASP goals. The updated strategy:

- Identifies an economic development strategy for the CASP area that will deliver a major uplift in economic growth and employment capable of sustaining the increased population now being targeted at the area;
- Revises the existing CASP spatial development and transportation strategy for the city-region, building on the key goals identified in the 2001 plan;
- Sets the updated strategy for economic and population growth and transportation within the context of the other key CASP 2001 goals of social inclusion, urban renewal and a high quality environment.

SCALE OF ANTICIPATED GROWTH

2.12 The updated CASP is underpinned by a set of key strategic targets pertaining to population, jobs and household formation for the city region as shown in Table 2.1 below. The spatial breakdown in population is indicated in Table 2.2.

Table 2.1 Scale of targeted growth in jobs, population and households.

| CASP Area | 2006 Actual | Implied 2006 Target/Projection | Original CASP 2020 Projection | Updated 2020 Projection | Implied Population Growth 2006-2020 |
|------------|-------------|--------------------------------|-------------------------------|-------------------------|-------------------------------------|
| Jobs | 170,909 | 173,952 | 201,370 | 215,930 | 45,021 |
| Population | 377,596 | 377,000 | 423,150 | 488,000 | 110,404 |
| Households | 130,648 | 134,950 | 160,350 | 202,492 | 71,844 |

2.13 These targets are ambitious, but achievable given a favourable economic climate. If the economic climate is less favourable it take longer to achieve these targets. Like the original CASP, the update sets out

Core Strategy

phases of development and infrastructure provision which can be extended if growth is proceeding at a slower pace without undermining the validity of the overall strategy.

2.13 The CASP Update states that achievement of the ~~projections~~ **strategy** requires action in the following areas:

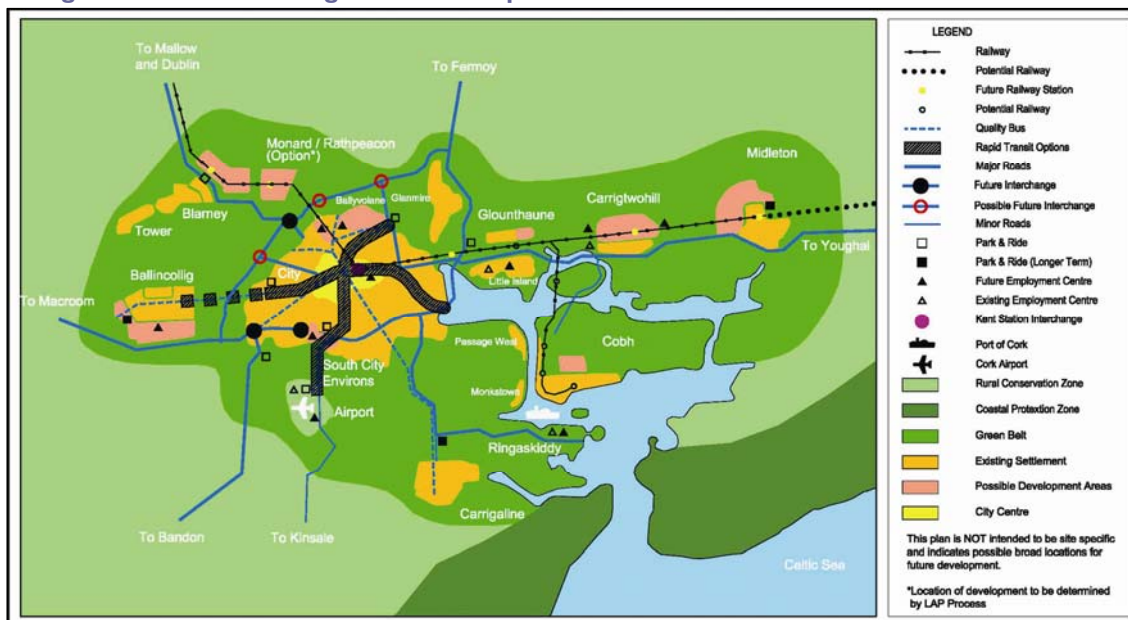
- Realignment and reinforcement of spatial planning and land use policies
- Refocusing of economic and investment strategy
- Front-loading of infrastructure and implementation of co-ordinated transport strategy
- Specific initiatives to develop the Docklands
- Implementation of labour force and skills strategy

2.14 The structure diagram for Metropolitan Cork is indicated in Figure 2.2. The CASP Update focuses new growth in the city (in the City Centre, Docklands and selected suburban locations), along the commuter railway line linking Blarney to Midleton and Cobh, additional growth in Ballincollig as well as additional growth at the edge of the city at Ballyvolane and in the Tramore Valley. These areas will be served by high quality public transport services to be delivered over the lifetime of the CASP Plan.

Policy 2.2 Cork Area Strategic Plan Update

The City Council will seek to implement the objectives of the Cork Area Strategic Plan Update, including its economic, land-use and transportation strategies, in co-operation with other national and local bodies.

Figure 2.2 Structure Diagram for Metropolitan Cork



Population and Employment Targets

Population Growth as per Regional Planning Guidelines

2.15 Table 2.2 shows the amount of population growth envisaged for the CASP area, as envisaged by the *Regional Planning Guidelines 2010-2022*. The Regional Planning Guideline targets for the CASP area represent an update of the 2020 CASP targets published in 2008 and they push the time horizon out to 2022. The population target for the city remains at 150,000, but is extended to 2022, while Table 2.3 sets out the number of households which are likely to be formed as a result of this population increase, taking into account continuing decline in household size. The bulk of population growth will be in Metropolitan Cork outside the city boundary, while it is envisaged that the city could accommodate an additional 30,582 people. The growth target for the city represents 26% of the total growth planned for the CASP area. Achievement of this target for the city will necessitate a reversal in the decline in population over recent decades which resulted from a fall in household size, lack of 'greenfield' land in the city and growth in housing supply outside the city. The need to promote sustainable energy usage and to reduce the need to travel in the light of climate change and reduction in oil supplies, all highlight the critical importance of focusing development on more sustainable locations in the future. The city is well endowed with 'brownfield' land in Docklands and other locations to meet this need for sustainable development. Locations for the new development are identified under the Development Strategy section later in this chapter.

Table 2.2 Future Population – Enhanced CASP Projections

| Area | 2006 Actual | Original CASP 2020 projection | Updated 2020 Projection | Implied Population growth 2006-2020 |
|---------------------------|-------------|-------------------------------|-------------------------|-------------------------------------|
| City | 119,522 | 135,820 | 150,000 | 30,478 |
| Rest of Metropolitan Cork | 153,019 | 180,710 | 216,240 | 63,221 |
| Ring Towns and Rural Area | 105,055 | 106,620 | 121,760 | 16,705 |
| CASP Total | 377,596 | 423,150 | 488,000 | 110,404 |

Table 2.3 Household Formation

| Area | Current No. Households (2006) | Updated 2020 Projection | Additional Households Tranche 2 2007-2013 | Additional Households Tranche 3 2014-2020 |
|----------------------------|-------------------------------|-------------------------|---|---|
| Cork City | 43,971 | 62,241 | 6,396 | 11,874 |
| Rest of Metropolitan Cork | 50,889 | 89,726 | 18,906 | 19,931 |
| Ring Towns and Rural Areas | 35,788 | 50,525 | 7,230 | 7,507 |
| CASP Total | 129,007 | 202,492 | 32,532 | 39,312 |

Table 2.2 Regional Planning Guidelines population targets

| Area | 2006 (actual) | 2016 (target) | Growth 2006-2016 | 2022 (target) | Growth 2006-2022 |
|----------------------------------|---------------|---------------|------------------|---------------|------------------|
| Cork Gateway (Metropolitan Cork) | 272,645 | 336,600 | 63,955 | 381,500 | 108,855 |
| Total CASP Area | 377,596 | 447,298 | 67,702 | 495,000 | 115,404 |
| Of which Cork City | 119,418 | 134,710 | 15,292 | 150,000 | 30,582 |

Source: Table 4.3 Regional Planning Guidelines 2010-2022

Employment Growth (CASP Update)

2.16 Table 2.3 indicates the updated CASP Update projections for distribution of job creation in the CASP area. The CASP figures are used in the absence of specific employment targets for the City in the RPGs. The enhanced economic and investment strategy is designed to deliver a major uplift in economic growth and consequent employment creation in the area, amounting to an estimated 45,000 new jobs by 2020. In 2006 the city had 75,248 jobs and CASP envisages that by 2020 this will have increased to 90,691 and will continue to have the greatest concentration of employment in the CASP area. As the 150,000 population target for the City envisaged in the CASP Update has been pushed out to 2022 in the RPGs, it is assumed that the CASP target should similarly be adjusted to 2022, although the tables below have not been modified. The level of employment (and population) achieved will largely be determined by market and economic forces and by the supply of new investment and matching skilled labour supply. The strategy envisages a restructured economy for the city with a choice of locations for an array of employment types. There is capacity for an even higher number of new jobs in the city than that shown in the table, through development of edge of City Centre and Docklands locations and intensification of suburban employment areas, should economic conditions be favourable.

Table 2.3 Future Employment – Updated CASP Update Projections

| Area | 2006 Actual Jobs | Original 2020 Projections | Updated 2020 Projections | Projected Additional Jobs 2006-2020 |
|----------------------------|------------------|---------------------------|--------------------------|-------------------------------------|
| City | 75,248 | 81,560 | 90,691 | 15,443 |
| Rest of Metropolitan Cork | 61,457 | 78,750 | 82,053 | 20,596 |
| Ring Towns and Rural Areas | 34,204 | 41,060 | 43,186 | 8,982 |
| CASP Total | 170,909 | 201,370 | 215,930 | 45,021 |

Policy 2.3 Population and Employment Strategy

The City Council will develop and implement strategies to support the achievement of the CASP Update and RPG population and employment strategies for the city

Economic and Investment Strategy

2.17 The CASP Update identifies the need to widen and upgrade the economic base and to enhance infrastructure and competitiveness as the fundamental challenges for the CASP area. A detailed analysis was carried out to identify sectors with potential for growth. Areas of potential include nationally and regionally traded market services, internationally traded services and health and education. There is also scope for more modest growth in pharmaceuticals, including bio-pharma and life sciences, and ICT (Information, Communication and Technology) sectors. The main emphasis in the new strategy is on the services sector, in particular market services. The main areas of potential include the following:

- Internationally traded services including business services, software, financial and a range of back-office functions
- Nationally-traded services including areas such as head office activities for Irish companies and health, education, consumer services and business services.

2.18 Table 2.4 below sets out the indicative level of employment generation in key sectors under the updated strategy. The strategy for the city is further elaborated on in Chapter 3.

Table 2.4 Sectoral Breakdown of Proposed Employment in Updated CASP 2006-2020

| Industry Sector | Actual employment 2006 | Forecast Employment 2020 | Increase in Jobs |
|---------------------|------------------------|--------------------------|------------------|
| Industry | 47,513 | 54,431 | 6,918 |
| Non-Market Services | 36,916 | 42,364 | 5,448 |
| Market Services | 70,415 | 100,667 | 30,252 |
| Other | 16,066 | 18,467 | 2,401 |
| Total | 170,909 | 215,930 | 45,021 |

Policy 2.4 Economic Strategy

The City Council will support the implementation of the CASP Update Economic Strategy in co-operation with other National and Local bodies.

Core Strategy for Development of Cork City

Selected Development Scenario

2.19 The **Core Development** Strategy establishes a framework for the development of the city. It is derived from the overall goals of the City Plan, and the population, economic, land-use and transportation strategies of the **CASP Update 2008 and the Regional Planning Guidelines**. The need to promote social inclusion, sustainable economic development, and access to sustainable transport are central to the strategy. A number of alternative development scenarios were considered for the city as part of the Strategic Environmental Assessment Process of the City Development Plan.

2.20 The **Core Strategy includes the selected** development scenario (see Figure 2.3) **which** focuses development on selected Key Development Areas and Key Centres. The key development areas, which are mainly 'brownfield' land, will be developed for mixed uses based on strategies in the City Plan or developed in Local Areas Plans. They are becoming available for development because of the decline of low density uses such as traditional industries in Docklands and elsewhere and their replacement by more intensive employment and residential uses. These areas will accommodate the majority of growth and development within the city and they are selected based on their potential to accommodate growth and to be served by sustainable modes of transport. Other parts of the city will develop based on their capacity to absorb development without undue impact on existing character and residential amenities.

2.21 As well as having potential for development some of these key development areas are also **gateways major approaches** to the city and, if developed to a high quality urban design standard, have the capacity to greatly improve the image of the city at the major city approaches by road and also by rail and air. Strategies for these areas will therefore place considerable emphasis on design quality.

2.22 The Key Centres constitute the City Centre and a series of District Centres around the city which traditionally were mainly retail centres but the strategy sees them evolving into mixed use urban centres, providing a range of services and employment to their local population. Objectives for the Key Centres are outlined in Chapter 14. **The retail strategy for the city and the wider area is set out in Chapter 4 and is based on providing for the needs of the expanded population envisaged in CASP and the RPGs, having had regard to the Retail Planning Guidelines.**

2.23 The **Core Strategy will be complemented by an integrated transport system with the emphasis on sustainable modes of transport, including high quality public transport, includes an integrated transport strategy with particular focus on public transport, walking and cycling, with particular emphasis on providing sustainable transport choices to serve the key development areas,** and this is outlined in Chapter 5.

Population targets and Housing needs

2.24 The population targets set in the RPGs for Cork City have been converted to households and housing units in table 2.5 below. The number of housing units needed in 2016 and 2022, the horizon years for the RPGs, has been estimated. Account has been taken of declining household size and a need to make provision for frictional vacancy and non-household or communal population in the estimates. Housing policy including the Housing Strategy is further detailed in Chapter 6 of this Plan.

Table 2.5 Cork City - Population, household formation and housing unit targets

| Cork City | 2006 (actual) | 2016 (target) | Growth 2006-2016 | 2022 (target) | Growth 2016- 2022 | Total Growth 2006-2022 |
|----------------------------------|------------------|------------------|---------------------|------------------|-------------------------|------------------------------|
| Population¹ | 119,418 | 134,710 | 15,292 | 150,000 | 15,290 | 30,582 |
| Households² | 43,971 | 55,088 | 11,117 | 64,352 | 9,264 | 20,381 |
| Housing Units³ | 50,567 | 63,351 | 12,784 | 74,005 | 10,654 | 23,438 |

2.25 Housing units completed or under construction between 2006 and 2010, amounted to approximately 3,500 units. This leaves a requirement of 9,284 units to be provided for 2016 and a total of approximately 20,000 units by 2022 to meet the population targets set in the RPGs.

2.26 Given the current economic climate, these targets are ambitious in the timeframes set. However the objective of planning for a significant increase in the city's population and targeting regional growth at sustainable locations, particularly brownfield land in accessible locations, such as Docklands, remains valid and is central to CASP and RPG objectives for sustainable development of the region. Any further changes in population targets as set out by the NSS and the RPGs will be taken into account as appropriate.

City Sector Development

2.25 The envisaged spatial distribution of population envisaged in the CASP Update is summarised in Table 2.6 which gives population targets for 2020 for each city sector. Corresponding targets for Employment and Households are given in Chapters 3 and 6 respectively.

Table 2.6 CASP Update Population Projections for Cork City Sectors

| City Sector | 2006 Actual | Original CASP Targets for 2020 | Updated Targets for 2020 |
|-----------------|-------------|--------------------------------------|-----------------------------|
| City Centre | 8,094 | 9,420 | 11,283 |
| Northeast | 22,387 | 26,030 | 24,084 |
| Northwest | 26,601 | 27,220 | 30,218 |
| Southwest | 37,120 | 37,720 | 39,390 |
| Southeast | 25,320 | 35,430 | 45,025 |
| Total Cork City | 119,522 | 135,820 | 150,000 |

Housing Land supply and capacity

2.27 All land within Cork City is zoned for some purpose in this Plan. There is very little developable 'greenfield' land and most of the land identified as being suitable for development is 'brownfield' land, which is

¹ Source – Regional Planning Guidelines.

² Based on estimate of household formation rate as follows: 2006 – 2.61 (actual), 2016 – 2.35, 2022 – 2.24 Change in household size is based on the rate of change assumed in the RPGs, but taking account of smaller average household size in Cork City than in the region in 2006. 'Communal establishment' population is excluded from calculation – estimated at 3.9% of total in Cork City

³ Based on the RPG assumption of a conversion rate of households to housing units of 1.15 (RPG 4.2.8) to allow for frictional vacancy, holiday homes, etc.

either vacant or underutilised with potential for intensification. The standard approach for Core strategies cannot therefore be readily applied and a modified approach has been utilised. The Annual Residential Land Availability Survey for Cork City has been used to identify land with development potential which is suitably zoned i.e. for primarily residential purposes or for residential and other uses. Estimates have then been made of the capacity of this land for residential purposes, with density assumptions varying with location, taking account of DEHLG Planning Guidelines No. 19: Sustainable Residential Development on Urban Areas.

Table 2.6 Cork City – Housing requirement and land availability

| Cork City | Population allocation | Housing Requirement (post 2010) | Estimated zoned land (ha) for development | Yield from residential lands | Yield from mixed use lands | 2016 Excess/ shortfall | 2022 Excess/ shortfall |
|-----------|-----------------------|---------------------------------|---|------------------------------|----------------------------|------------------------|------------------------|
| By 2016 | 134,710 | 9284 | 200.58 | 5547 | 9686 | +5949 | |
| By 2022 | 150,000 | 19,938 | * | | | | -4705* |

* Zoning of additional land to fully meet the 2022 target will be a matter for future City Development Plans

2.28 Table 2.6 above indicates land available in Cork City and estimates that there is sufficient land zoned for an estimated 15,233 units on suitably zoned land in Cork City. This more than meets the target to 2016 to provide 9,284 units, but does not fully meet the targeted requirement for 2022. The excess indicated in 2016 is covered by the provision in the Core Strategy Guidance for land to be zoned as part of a long term strategy for major regeneration areas such as Cork Docklands over and above the needs of the current Development Plan without it being considered excess zoning of land.

2.29 Table 2.7 shows that the greatest concentration of housing land is in the South-East sector, which includes the South Docks. The plans for Cork Docklands, a major brownfield regeneration project which will run beyond the timeframe of the current City Development Plan and includes lands in excess of immediate needs. This is considered acceptable in the Core Strategy Guidance Note (DEHLG Nov. 2010). The pace of development in Docklands will have significant bearing on the total amount of development which occurs in the city. Provision of the necessary transport and other infrastructure in a timely fashion is essential to facilitate development of Docklands.

Table 2.7 Indicative Capacity of city sectors for residential development

| Area | Zoned Land for development (ha) | Residential Zoning (ha) | Estimated Capacity (housing units) | Residential and Other Use Zoning (ha) | Estimated Capacity (housing units) | Total Housing Units |
|------------------------|---------------------------------|-------------------------|------------------------------------|---------------------------------------|------------------------------------|---------------------|
| City Centre | 14.75 | 6.82 | 652 | 7.93 | 825 | 1,477 |
| North East | 18.66 | 18.66 | 914 | 0 | 0 | 914 |
| North West | 38.54 | 33.85 | 1364 | 4.69 | 254 | 1,618 |
| South West | 29.21 | 25.33 | 1406 | 3.88 | 170 | 1,576 |
| South East | 99.42 | 25.13 | 1211 | 74.2 | 8437 | 9,649 |
| Total Cork City | 200.58 | 109.79 | 5,547 | 90.70 | 9,686 | 15,233 |

Source: Annual housing availability survey for Cork City which identifies land suitably zoned and with potential for housing, plus capacity figures prepared as part of the South Docks Local Area Plan.

2.30 There is further potential for development of 'brownfield' land in the city in addition to that currently zoned and identified for development, which can cater for targets beyond the current city plan to meet the RPG 2022 population targets. Additional or alternative sites and land-use mixes will be identified during preparation of Local Area Plans, in for example Blackpool and Mahon. Capacity will also emerge from so called 'windfall' sites, which have not been identified in the above table but which come forward for development where existing uses cease or relocate, allowing for future redevelopment for alternative uses and where appropriate for intensification. Areas such as Tivoli and Tramore Road/Kinsale Road also have significant potential for development and intensification in the future. The future potential of these lands for residential and other uses and the appropriate phasing of same will be assessed through Local Area Plans and in the

preparation of the next City Development Plan to ensure that sufficient land is zoned to meet population targets to 2022.

Key Development Areas

2.31 The areas which will be the main focus of new development in the city over the period of the Plan and beyond are outlined below. These areas are mainly 'brownfield' sites which can be redeveloped to enable the city to provide for the needs of the existing and expanded population as well as facilitating the implementation of the CASP update economic strategy. These areas will act as key development and employment nodes in the city. They will meet sustainable development objectives through the provision of:

- Mixed use development
- Economic activity and employment provision
- Higher density development, where appropriate
- Potential for high quality public transport provision
- Good quality environment and services
- High quality urban design

2.32 The strategy for each area is set out in the plan in Chapters 13 and 14 and where necessary it will be developed through the preparation of local area plans. The regeneration of the City Centre and the development of a new urban quarter in Docklands are the key development opportunities for the city. However, it is necessary to have a range of other development opportunities to allow choice in location and to facilitate a range of development types.

2.33 The indicative capacity of the key development areas for residential development is indicated in Table 2.7. All of the key development areas have potential for a mix of land uses in addition to residential use. This is detailed in Local Area Plans which have been prepared or will be set out in future Local Area Plans. The City Centre, Docklands, Mahon and Blackpool are identified for development in this development plan. However, Tivoli and Tramore Road are identified as future development areas (see Figure 2.3) and the Plan does not provide for intensification or residential uses at present, pending preparation of appropriate Local Area Plans. The figures in Table 2.8 are indicative and additional or alternative sites and land-use mixes may be identified during preparation of Local Area Plans, in, for example, Blackpool and Mahon.

Table 2.8 Indicative Capacity of Key Development Area for Residential Development

| Area | Zoned Land for development (ha) | Estimated Capacity (housing units) |
|---------------------------|---------------------------------|-------------------------------------|
| City Centre | 7.68 | 829 |
| North and South Docklands | 82.90 | 9,389 |
| Blackpool | 29.43 | 1,301 |
| Mahon | 9.61 | 563 |
| Rest of City | 70.97 | 3,151 |
| Total Cork City | 200.58 | 15,233 |

CITY CENTRE

2.34 The City Centre has seen significant new development in the last 6 years with new office developments completed at its eastern edge and major new retail developments underway in the retail core area. The public realm has been much upgraded and the overall environment of the City Centre has been greatly enhanced. There is considerable potential for further expansion in the economy of the City Centre through new developments in the retail core area and at the edge of the City Centre. The transition area to the east between the City Centre and Docklands has particular potential for expansion of offices and other

activities. The City Centre also has capacity for further expansion in residential and tourism functions, particularly in the Shandon and South Parish areas. The strategy for the City Centre to continue as the economic, social, and cultural heart of the city, supported by further public realm improvements and protection and enhancement of its existing character, is described in more detail in Chapter 13.

DOCKLANDS

2.35 The redevelopment of the North and South Docks as a major new mixed use quarter is the most significant sustainable development opportunity for the City Region. Together they have the capacity to deliver 225,000 people and 27,000 jobs in an attractive waterfront location which can be well served by public transport. Local Area Plans have been prepared and adopted for both areas which set out the framework for delivery of infrastructure and development to these areas. The delivery of Docklands development is critical to the city achieving its population and employment targets and to the implementation of the CASP update strategy as a whole. **The provision of the appropriate transport and other infrastructure in a timely fashion is essential to facilitate the development of Docklands as envisaged.** The strategy for Docklands is set out in Chapter 13.

MAHON

2.36 The Mahon area saw significant new development since the last Development Plan with new residential developments in southern Mahon, major retail development at Mahon Point, as well as new office and technology development. There is however potential for further development in the area through the development of remaining "greenfield" land and through the intensification of existing sites, in particular areas currently in use for industrial and technology sites. Upgraded public transport provision will be an important issue to be addressed in strategies for this area which are outlined in more detail in Chapter 14.

BLACKPOOL

2.37 The Blackpool Valley, Kilbarry and the Old Whitechurch Road area, have opportunities for both 'brownfield' and 'greenfield' development for a range of uses. There is potential for mixed use development in Blackpool itself and in the Sunbeam Complex to the North, while there are opportunities for residential development at Old Whitechurch Road and technology/office based industry development at Kilbarry. The opening of the new Blackpool commuter rail station in 2009 will improve access to the area (see Chapter 14).

TRAMORE ROAD/KINSALE ROAD

2.38 The CASP Update identifies the potential for intensification of this area for mixed uses which could help support the development of a high quality public transport route from the Northside through the City Centre to the airport. It is proposed to prepare a local area plan for the area over the lifetime of this plan to determine, in conjunction with Cork County Council, the appropriate extent, timing and mix of uses for the area. It is envisaged that the large-scale redevelopment of this area would be linked to development of a **rapid transit high quality public transport link** to the airport during Phase 3 of CASP. The strategy for this area is considered in more detail in chapter 14.

TIVOLI

2.39 The planned relocation of the Port of Cork container operations from Tivoli creates the potential to consider the future development of this area for alternative more intensive uses. ~~It is envisaged that the development of this area will follow on after significant progress has been made in the development of the North and South Docks.~~ **The development of this area will need to be examined in the context of the phasing of the proposed relocation of Port of Cork activities downstream and the development of the North and South Docks. Having regard to this** a local area plan will be prepared to determine the appropriate mix of uses, extent and timing of development and access over the course of this development plan (see Chapter 14).

Key Suburban Centres

2.40 The key suburban centres are Mahon, Douglas and Wilton District Centres on the south side, and Blackpool and Ballyvolane District Centres on the north side, with potential for a further District Centre in the north-west. The objective is that these centres would over time evolve into mixed use urban centres with good public transport access and high quality urban design. Objectives for these centres are outlined in Chapters 4 and 14.

Development Core Strategy Diagram

2.41 Figure 2.3 below illustrates the Development Strategy for the city. The main elements shown, which are further developed later in the plan, are:

- Key Development areas: including those where development can proceed in the short term as the strategy for the area is sufficiently developed at present through the Development Plan or Local Area Plans, and areas where Local Area Plans will be a prerequisite for redevelopment, i.e. Tivoli and the Tramore Road/Kinsale Road.
- Key Centres: the proposed District Centres at Mahon, Douglas, Wilton, Blackpool and Ballyvolane, and a possible new District Centre to be located in the North-West.
- RAPID Areas: The areas with the highest level of economic and social deprivation which are in need of good access to services and employment as well as an upgraded environment.
- Transport System: Key elements of the public transport system are indicated, to emphasise their importance to the future development of the city. The ~~three~~ **two** rapid transit corridors i.e. the Blarney to Middleton/ Cobh rail line and, a possible east-west corridor linking Mahon to Bishopstown via Docklands and the City Centre and a possible north-south **high quality bus service corridor** linking Ballyvolane to the airport via the City Centre. **'Green routes' which provide for bus priority as well as upgraded pedestrian and pedestrian facilities are also indicated.**
- **National roads in or bordering Cork City are also indicated.**

Policy 2.5 Development Strategy

Cork City Council will seek to implement the Development Strategy for the city as outlined above over the lifetime of the Plan and beyond through the development of planning strategies for key growth areas and the provision of appropriate infrastructure.

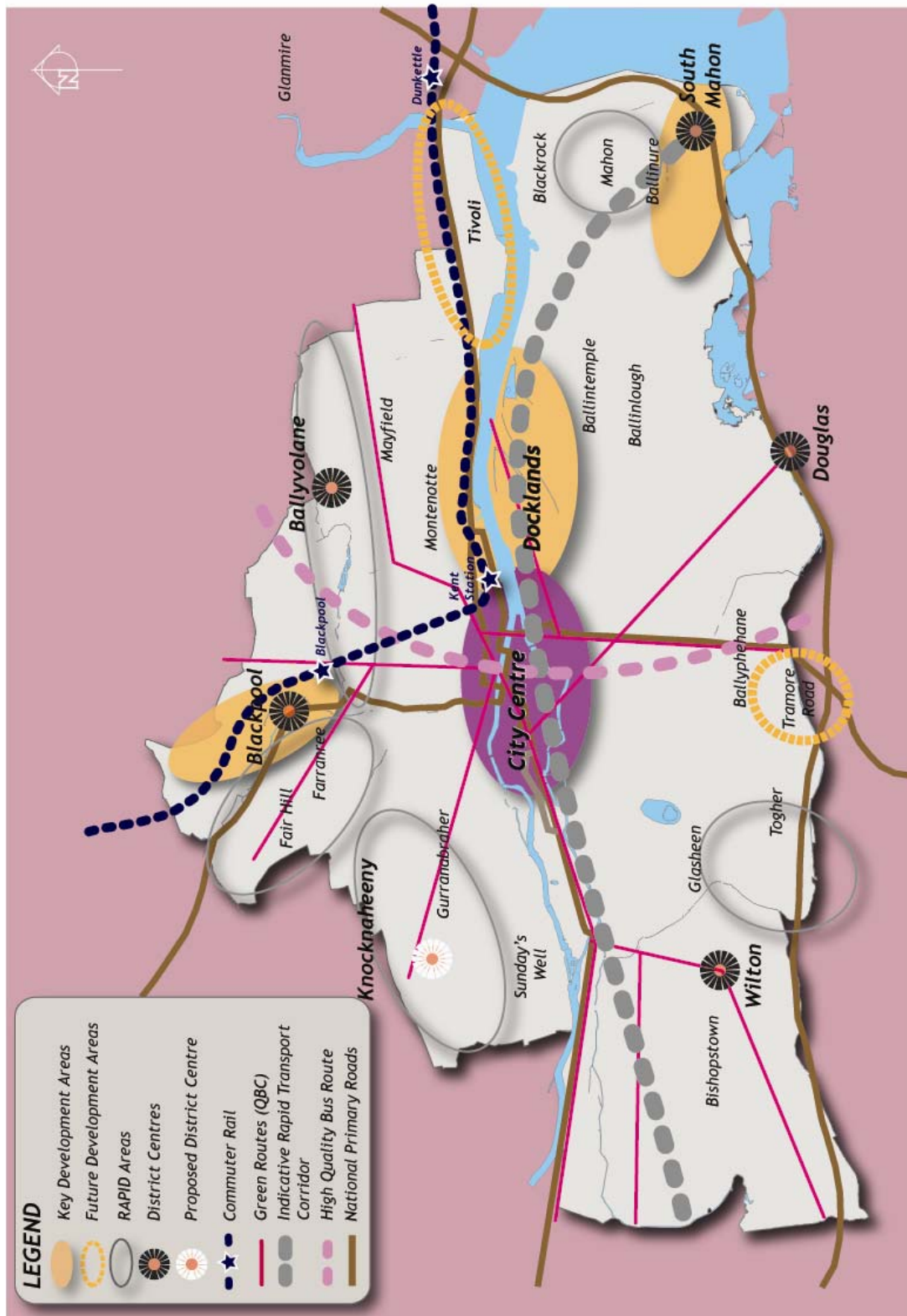


Figure 2.3 Core Strategy Map

Amendments to Chapter 6 – Housing

Housing Demand and Supply

Housing Demand

6.6 Cork City had approximately almost 44,000 households in 2006, up 3% from 2001, although the overall population of the city fell slightly. Approximately 3,500 units were constricted between 2006 and 2010 and achieving the CASP, NSS and RPG targets for the city would require an additional 20,000 residential units, if the population target of 150,000 is to be reached by 2022 (see Table 2.5). Approximately 9,284 units would be needed by 2016, with the remaining 10,654 by 2022 at the end of Tranche 3, in 2020. These figures take cognisance of the fact that household size will continue to decline towards the European norm and will probably fall from 2.61 currently, to 2.41 by 2020. Achieving this level of growth over the period will be dependent on strong economic growth and the delivery of a significant amount of housing units in the main 'brownfield' development opportunity in Docklands.

6.7 The CASP updated projections for the city sectors in 2020 are shown in Table 6.1. The figures are indicative and the actual distribution of households may vary depending on the order and pace at which development opportunities and sites emerge, however it gives an overall broad indication on the capacity and potential for household growth within the city.

Table 6.1 – Household formations targets – Cork City Sectors

| City Sector | Original CASP 2020 Target – Households | Actual Households 2006 | Updated CASP 2020 Targets – Households |
|-----------------|--|------------------------|--|
| City Centre | 3,570 | 3,228 | 4,682 |
| Northeast | 9,860 | 8,278 | 9,993 |
| Northwest | 10,310 | 9,764 | 12,539 |
| Southwest | 14,290 | 13,743 | 16,344 |
| Southeast | 13,420 | 8,958 | 18,683 |
| Cork City Total | 51,450 | 43,971 | 62,241 |

Housing and Land Supply

6.8 The indicative housing formation targets are set out in Chapter 2 in Table 2.5. Table 6.1 above The indicative capacity of each city sector to accommodate additional housing units is shown in Table 2.6. broadly reflect the potential within the various city sectors to accommodate new residential development. Most opportunities for new residential development in the city will be in the Key Development Areas referred to in the Overall Core Strategy in Chapter 2. The North and South Docklands have the potential to accommodate by far the largest proportion of new housing units, and the City Council will seek to ensure that Docklands will be an attractive residential location providing a range of dwelling types for residents of all age groups and social backgrounds, which will be well served by sustainable modes of transport.

6.9 The other Key Development Areas also have potential for varying amounts of residential development, such as at the Whitechurch Road site in Blackpool and sites in south Mahon. Areas like Tivoli and Tramore Road also have potential in the future for mixed use development including residential uses, when the necessary local planning frameworks have been put in place. There will also be capacity on upper floors of new and existing developments in the City Centre and on upper floors in redeveloped District Centres. 'Windfall' development sites will also arise in other suburban locations, with the relocation of other uses.

Policy 6.2 Adequate supply of zoned land

The City Council will seek to ensure that sufficient land is zoned to meet the housing requirements of the city over the lifetime of the Plan.

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