



CHAPTER 10

Suburban Areas

Aim: To promote the sustainable development of the suburban parts of the City for a range of residential, services and employment opportunities.

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Introduction

- 10.1** The purpose of this chapter is to outline Cork City Council's land use policies and specific objectives for the parts of the City outside of the central area. The suburbs have been divided into five sectors, two on the northside of the City and three on the southside. Land use zoning objectives common to all suburban areas are first briefly described and cross referenced to earlier parts of the Plan where the policies are explained more fully. A description of the more specific policies for each of the five sectors is then given. The chapter is accompanied by a zoning map for each sector. As well as showing zoning objectives the maps also indicate more specific projects such as road improvements, pedestrian routes and cycling routes.



Land Use Zonings

- 10.2** The purpose of land use zoning is to indicate the land use planning objectives of the City Council for all lands in its administrative area. Twelve such zones are indicated in this chapter. These zonings should be read in association with the policies set out in earlier chapters and with the specific objectives within this chapter.

Residential, Community and Local Services

Objective: To protect and provide for residential uses with other uses open for consideration, including community and local services, having regard to employment policies outlined in Chapter 3.

- 10.3** The provision and protection of residential uses and residential amenity is the main objective of this zoning, which covers much of the land in the suburban area. However other uses, including community and local services, are open for consideration provided they do not detract from residential amenity and do not conflict with the employment use policies in Chapter 3 and related zoning objectives. These policies designate particular locations for offices, office based industry and major retailing development and these uses are not generally open for consideration in this zone (see Chapter 3: Enterprise and Employment).

Light Industry and Related Uses

Objective: To provide for light industry (and related uses)

- 10.4** The zoning objective for areas zoned light industry is to protect the industrial nature of the development and provide for light industry where the primary activity is the manufacturing of a physical product. The following uses will be acceptable in principle in this zone: light industry; warehousing and distribution; wholesaling; trade showrooms; retail showrooms (where ancillary to manufacturing, fitting and trade); and incubator units (see Chapter 3: paras.3.34–3.43).

General Industry

Objective: To provide for general industry.

The zoning objective for these areas is to allow for general industry. The majority of these activities would not be compatible with residential environments. The substantial industrial estate at Tivoli is zoned for this use. Light industrial activities will also be allowed in this zone. (see Chapter 3: para. 3.36)

10.5**Business and Technology**

Objective: To provide for high technology related office-based industry.

The purpose of this zoning objective is to encourage the provision of office based industry. These industries include software development, commercial research and development, publishing, information technology, telemarketing, data processing, media recording and media associated activities. Light industrial uses will also be permitted in this zone. Companies providing technical professional services to industry may be considered as an office based industry where they occupy space greater than 1000 sq.m. (see Chapter 3, paras. 3.25–3.33)

10.6**Mixed Use Opportunity Sites**

Objective: To promote the development of Mixed-Use Opportunities Sites.

There are three mixed-use opportunity sites identified in the suburban areas, each being located at important gateways into the City. Site specific policies relating to these sites define the appropriate range of uses and development form for each site. Policy S8 and paras. 10.45–10.49 relate to the Polefield and Sunbeam South sites in North Blackpool, and Policy S22 and paras. 10.105–10.107 relate to the South City Link Road site.

10.7**District Centres**

Objective: To protect, provide for and/or improve the retail function of the district centre and provide a focus for local services.

These centres are characterised by a mix of convenience and comparison shopping. The quality of comparison goods shopping is generally a combination of high order and middle order. Blackpool, Wilton and Douglas function as the district centres for the City, while the development of Mahon will provide an additional district centre. In addition to retail uses, district centres will also provide a focus for other uses, including: retail warehouse; retail office; commercial leisure; residential; and local services (e.g. libraries, personal and medical services). Future development of these centres will be considered in the context of the retail strategy outlined in the retail section in Chapter 3. Retail offices within district centres will be subject to the restrictions on size and extent outlined in paras. 3.15–3.17 (e.g. a maximum size of 75 sq.m. floorspace).

10.8**Neighbourhood Centres**

Objective: To protect, provide for and/or improve the retail function of the neighbourhood centre and provide a focus for local services.

The Level 4 Neighbourhood Centres are listed in Table 3.3 and shown in the suburban sectoral zoning figures. The primary purpose of these centres is to fulfil a local shopping function, providing a mix of convenience shopping, lower order comparison shopping, and local services to residential and employment areas. Some of these centres could be enhanced significantly in terms of their retail offering, mix of uses, public realm, and overall viability and vitality. Limited retail offices will be acceptable in these local centres to serve local needs and are subject to the cap of 75 sq.m. per unit (see Chapter 3: Policy E1). Where neighbourhood centres are located in areas of historic significance, for example, former villages now within the suburbs of the City such as Blackrock, policies to protect and enhance their architectural character will be applied (see Chapter 6: Policy BE 19).

10.9**Landscape Protection Zones**

Objective: To conserve and enhance the distinctive landscape character of the City.

These areas have been identified due to their sensitive character and are deemed to be in need of special protection for one or all of the following reasons:

10.10

- A** Visually important land including land forming a setting to existing landmark buildings.
- B** Land with amenity value which has potential for development as open space.

- C Areas with existing woodlands or significant tree groups or areas with potential for new woodlands.
- D Areas which provide a habitat for wild flora and fauna.

10.11 There will be a general presumption against development in Landscape Protection Zones unless it can be demonstrated by means of a landscape assessment and through appropriate landscape and building design proposals that the proposed development will enhance the overall landscape character of the site and its visual context and subject to criteria as set out under in Chapter 8: Policy NHR 4. Recreational uses and those permitted under the Residential, Community and Local Services zoning may be open for consideration in Landscape Protection Zones subject to the criteria set out for development in such zones.

Ridge Protection Zones

Objective: To preserve and enhance the appearance of the ridges, through allowing land uses compatible with the landscape feature.

10.12 This zoning objective should be read in conjunction with the overall policy NHR 5 for ridge protection areas as outlined in Chapter 8: Natural Heritage and Recreation. The ridge protection policy applies to ridges and hillsides whose appearance would be adversely affected by insensitive developments. There will be a general presumption against development in Ridge Protection Zones unless it can be demonstrated by means of a landscape assessment and through appropriate building and design proposals that the proposed development will enhance the overall landscape character of the site and its visual context and subject to criteria set out under in Chapter 8: Policy NHR 5. Uses that may be open for consideration in Ridge Protection Zones are those permitted under the Residential, Community and Local Services zoning and recreational uses, subject to the criteria set out for development in such zones. In areas zoned for sports and public open space within ridge protection zones, ridge protection policies and objectives will still apply. There are five distinct ridge protection zones, each of which are described in further detail within the sectoral areas later in this chapter:

- Shanakiel
- Farranferris
- The Commons
- Montenotte/Tivoli
- Douglas

10.13 Proposals for new development in ridge protection zones should be accompanied by a design statement prepared by the applicant, following the criteria set out in Chapter 8: Policy NHR 5.

Sports Grounds

Objective: To protect and enhance the range and quality of sports facilities.

10.14 Chapter 8: paras. 8.59–8.64 outline the City Council's position in relation to development of sports pitches. Sports grounds zoning protects the City's sports grounds which will not be available for others types of development. Only development that is ancillary to the principle use of the site for sports (e.g. clubhouses), and which will only affect lands incapable of forming part of the playing pitches, will be considered in these areas.

Public Open Space

Objective: To protect and provide for recreational uses, open space and amenity facilities.

10.15 It is an objective of the City Council to retain all public open space in its current use. Policy NHR 11 in Chapter 8 outlines the City Council's approach to the development of public open space.

Street Improvement Areas

Objective: To protect and improve the architectural character of the area.

10.16 These areas are zoned for the following reasons:

- To maintain the architectural character of these areas.
Insensitive alterations which would detract from their character will be discouraged.
- To reduce the impact of traffic on residential amenities.

Northern Suburbs

Context

The northern suburbs are made up of the ridges of Knocknaheeny, Fairhill/Gurranabraher in the West and Montenotte/Tivoli in the East and Blackpool Valley which creates the spine of the City to the North.

10.17

Social Character

The northside of the City is often considered as disadvantaged when measured against socio-economic indicators for the City as a whole. There has been a persistent imbalance between development on the northside and elsewhere in the City. The proportion of local authority housing in the northside is much greater than in the rest of the City. As a result, the northside experiences higher rates of unemployment, dependency ratio and related problems such as lower levels of educational attainment. A number of initiatives in recent years have sought to address the important social issues in the area: the EU *Urban Programme*, *Blackpool Valley Local Plan*, the *Integrated Area Plan for Blackpool/Shandon* and the *RAPID Plans*. Although population growth has occurred in some areas (e.g the Commons and Tivoli), the overall population of the northside has decreased by some 6% to 48,536 since 1996.

10.18

Economic Character

The northern suburbs have not expanded as rapidly as those on the southside. Economically, the northern suburbs have a mixed profile. In summary they comprise a district centre at Blackpool providing a comparison and convenience anchor store and neighbourhood centres at Ballyvolane, Dillion's Cross, St Luke's Cross, Mayfield, and Hollyhill providing principally for day-to-day convenience goods needs. There are established industrial estates characterised by warehousing and low order industrial and commercial uses across the northside of the City with some modern industry at Hollyhill and Kilbarry. The general absence of higher order office or service type uses in the area is conspicuous. Higher value skilled activities such as education, research and development, software development, call centres and others are not represented.

10.19

Overall employment in the North West sector has increased by 5% since 1996, by far the smallest increase in the City. The total employed has risen by 223 people to 4,824. The main employers in this sector are Apple and Banta, located in the Hollyhill and Hollymount industrial estates.

10.20

There has been an increase of 3,224 (62%) in the number employed in the Northeast sector. The figure now stands at 8,393. Retailing recorded the largest increases. A 26% increase in the number of retailing outlets has seen retailing employment rise to 1,611, a 182% increase on the 1996 figure.

10.21

Strategy

The overall strategy aims at the promotion of the northern suburbs through:

10.22

- Renewal of the Blackpool Valley.
- Regeneration of the outlying residential areas east and west of Blackpool.
- Promotion of economic development.
- Provision of affordable housing and improved access.

The northern suburbs have been divided into two sectors for the purpose of the Plan.

North West

Knocknaheeny

The *Knocknaheeny Masterplan* was prepared in 2001 and puts forward an integrated approach to addressing the social, economic and environmental needs of the Knocknaheeny area. Knocknaheeny is also one of the areas covered by a RAPID Plan on the northside of the City which proposes a number of actions for the rejuvenation of the area.

10.23

Housing

- 10.24** There is a need to tackle housing provision from a quantitative and qualitative perspective in this area. Cork City Council have initiated this process with the preparation of the *Knocknaheeny Masterplan* which contains proposals for housing improvements, the provision of amenities and services, childcare and education infrastructure and the upgrading of roads, footpaths and public lighting.

Industry

- 10.25** Additional industrial land has been zoned adjoining the Hollyhill Industrial Estate to provide for further employment opportunities. This adjoins land zoned for industry in the *Cork County Development Plan 2003*.

Neighbourhood Centre

- 10.26** It is proposed to strengthen the neighbourhood centre in Knocknaheeny around the existing commercial centre and school, grouping together the important amenities and creating a vibrant and sustainable centre. The Knocknaheeny community has also been working on proposals for a sports, leisure and community activities centre.

Amenity

- 10.27** The creation of a regional park to the north of Knocknaheeny is proposed. A linkage from Kilmore Heights will be provided to create accessibility from the surrounding residential areas. There is also scope for redevelopment of the former reservoir on the Kilmore Road for recreation-related purposes.

Access

- 10.28** It is a policy of the City Council to encourage and promote the use of public transport through the implementation of a 'green route' linking Knocknaheeny/Gurranbraher to the City Centre. The *Knocknaheeny Masterplan* also contains proposals for improved linkages between the area and the rest of the City.

Blarney Street

- 10.29** The Blarney Street area is to a large extent a self-renewing inner city housing area. Cork City Council will seek to enhance the general character of the area having regard to building scales, proportions, historical plot sizes, materials, building lines and heights as well as general land use.

Chapel Field, Gurranabraher

- 10.30** These lands are zoned as public open space but suffer from problems of vandalism and unsociable gatherings. It is an objective of the Plan that some housing be developed on part of the Field to provide overlooking and supervision and make the remaining open space safe and attractive for recreational use. A detailed proposal for the use of the field for housing and amenity purposes will be drawn up in consultation with the local community.

Ridge Protection Zones

Shanakiel Ridge Zone

- 10.31** This ridge forms part of the western gateway into the City. It is visually very sensitive. The ridge largely consists of an area of open land at the upper level falling to a wooded escarpment overlooking the River Lee and the City to the south. Much of the ridge consists of medium to steep slopes, creating difficulties for development, with the central areas of the site vulnerable to views in, particularly from the South along Model Farm Road, Sarsfields Road and parts of the Carrigrohane Road.

- 10.32** There are views out over the City to the south and towards the west over the adjoining agricultural lands. Much of the ridge forms a background setting for the south facing Our Lady's Hospital, an important protected structure which overlooks the River Lee. Development is underway to the rear of Our Lady's while the building itself is undergoing renovation for conversion to apartments. Potential for development on the ridge protection zones will only be considered in the context of a landscape assessment of any particular site. St Anne's Pitch and Putt club is an established sports use in the area and has been zoned as such to protect its sports use, the ridge protection policies and objectives will continue to apply to this area. Policy NHR 5 will apply to the Shankiel Ridge Protection Zone.

Shanakiel Ridge Zone

- *To preserve and enhance the landscape character and visual amenity of the ridge protection zones through the control of development and the adoption of measures to protect the landscape.*
- *To prepare a landscape assessment for the Shankiel Ridge Protection Zones.*
- *To protect existing trees and tree groups within the Ridge Protection Zone.*

POLICY S1**The Commons Ridge Zone**

There are two separate ridge zones located along the Commons and New Mallow Roads northwest of the Blackpool Valley. The ridges form an imposing part of the northern gateway into the City along the Commons Road and New Mallow Road. There has been relatively little development pressure on these zones largely due to their steepness and unsuitability for development. The ridges generally consist of open fields with some small areas of tree growth. There are views across the valley to Kilnap in the north and Kilbarry in the west. Substantial development has occurred in the valley area, with the construction of the Blackpool Shopping Centre and the Northpoint and Westlink business parks. The residential areas of Parklands, Fairhill and Farranree are situated behind the ridges to the south. Previous development plans have proposed extensive tree planting on the ridges and this remains an objective. Policy NHR 5 will apply to the Commons Ridge Protection Zone.

10.33**Commons Ridge Zone**

- *To preserve and enhance the landscape character and visual amenity of the ridge protection zones through the control of development and the adoption of measures to protect the landscape.*
- *To prepare a landscape assessment for the Commons Ridge Protection Zones.*
- *To implement a landscaping programme on the Commons Ridges at the northern approach road into Cork City.*

POLICY S2**Farranferris Ridge Zone**

The Farranferris Ridge Zone is situated in the North West of the City on the western slopes of the Blackpool Valley. It is bordered on all sides by housing. The northern part of this zone is dominated by the Farranferris secondary school and seminary buildings (protected structures), which overlook the valley. To the rear of these are the school's playing fields, which are bordered by hedgerows and a number of trees. The ridge is very sensitive to views in from the Blackpool Valley, particularly distant views across the valley on the eastern slopes around Collins' Barracks and The Glen. The North Monastery school and grounds form the southern part of the ridge zone and are sensitive to views from the immediate area around Cathedral Road. Another section of this ridge zone is located immediately east of the Farranferris building on the ridge between Seminary Walk and The Commons Road. This area is also sensitive to views from the Blackpool Valley. Ridge protection policies and objectives will apply to the areas zoned for sports within this ridge protection zone. Policy NHR5 will apply to the Farranferris Ridge Protection Zone.

10.34**Farranferris Ridge Zone**

- *To preserve and enhance the landscape character and visual amenity of the ridge protection zones through the control of development and the adoption of measures to protect the landscape.*
- *To prepare a landscape assessment for the Farranferris Ridge Protection Zones.*
- *To protect the setting of the protected structures and their attendant grounds which dominate most of this ridge zone.*
- *To protect existing trees and tree groups within the ridge protection zone.*

POLICY S3

Public Walkways

- 10.35** There are vast areas of connecting green open spaces with good road frontage that can be developed as public walkways. Within the North West sector, walkways already exist through parks such as Bantry Park, Gerry O'Sullivan Park and down into Blackpool Village through Sun Valley Drive. Through the implementation of further environmental improvements these walks can be extended to connect with the existing walkway at Nashes Boreen in the County Council area (see Chapter 8: paras. 8.65 and 8.66 for further details on amenity walks).

POLICY S4

Public Walkways: North West Sector

To promote walking through the provision of safe and pedestrian friendly routes which are accessible, well lit and secure.

Education

Sustainable City Campus

- 10.36** Cork City Council in partnership with University College Cork has proposed an innovative and exciting development in one of Cork City's most unique sites – The Old Lee Road Waterworks. The site is unique in terms of its architectural and industrial heritage as well as its riverside location and its proximity to the City Centre and primary tourist locations.

- 10.37** The strategy behind the Sustainable City Project is to establish Cork as a leading “Eco-City” where the principles of sustainable development are integrated into all aspects of living, infrastructure and plans for future development. The focal point of the Sustainable City Project will be at the Lee Road Waterworks site, which will be redeveloped into a valuable educational, heritage and tourist attraction.

The Sustainable City Project will consist of:

- An industrial heritage building used to demonstrate the history of water supply.
- A visitor centre and 'urban eco' site used to demonstrate best environmental practice and prototypes of sustainable equipment.
- The offices of the City Council's Environment Directorate.
- An Environmental Research Institute (ERI) run by UCC.

POLICY S5

Sustainable City Campus

To support the objectives of developing a Sustainable City Campus in order to promote awareness of environmental issues and to enhance Cork City as a centre of environmental excellence for the future.

Northside Centre for Education

- 10.38** *The Northside Study* (1990) highlighted the need for educational provision adapted to the needs of the area which would equip individuals with the skills needed for employment and provide communities with the capacity for further development. There is a serious need to tackle social disadvantage in the northside of Cork and a key objective of this Plan is to provide a centre for Higher Education on the northside.

The Centre for Higher Education is a unique partnership between UCC and CIT in so far as both colleges provide, under one roof, a series of courses which will be tailored to meet identified needs.

- 10.39** The location of the centre will be in the Blackpool Valley with a possible site identified in the grounds of the Diocesan College at Farranferris.

POLICY S6

Northside Third Level Institution

To promote and facilitate the development of a Third Level Institution in the northern suburbs in order to provide higher education for the northside of the City and sub region, to increase participation of students and meet the employment needs in the economy.



North East

Blackpool Valley

The Blackpool Valley was the industrial heart of Cork up until the turn of the 20th century. Industries such as brewing, distilling, victualling and tanning were typical in the area. The Sunbeam Complex was opened in 1928. Traditional industrial activity in Blackpool however has declined over the past quarter of a century with Sunbeam closing in 1990.

10.40

Blackpool provides the main entrance into Cork from Limerick where the N20 national primary route enters the City via the newly constructed Blackpool Bypass. This road has increased accessibility to the regional road network and provides a direct link to the City Centre. The completion of the bypass has improved the attractiveness of the area as a business and commercial location and the removal of through traffic has created a more attractive residential environment.

10.41

The Blackpool Valley acts as a retail and local service centre as well as providing industrial activity and has the potential to act as a catalyst for renewal in the northern suburbs.

10.42

The overall objectives for the Blackpool area are as follows:

10.43

- To continue the renewal and expansion of Blackpool.
- To implement improvements to the public realm.
- To encourage the development of the neighbourhood centre and expand the uses therein to provide for the surrounding residential areas.
- To promote smaller scale office development including local health, education and social services to serve the north of the City.
- To promote development of the district retail centre.
- To facilitate the development of a variety of employment uses in zoned areas throughout the Blackpool valley.
- To create linkage with the proposed railway station at Kilbarry.

From a retailing perspective the priority for the Blackpool area will be to use retail development to regenerate Blackpool Village, through development in or adjacent to the existing village or the district centre, preferably development that will link the two, rather than in locations more remote from the village or district centre. These are also the most sustainable locations from a transport perspective and are in keeping with the retail strategy outlined in Chapter 3: Enterprise and Employment. Blackpool is one of the main areas in the City with significant development opportunities such as:

10.44

- Renewal of the historic core of Blackpool.
- Brownfield redevelopment in the Sunbeam Complex and the Polefield site.
- Development of greenfield sites at Kilbarry and Whitechurch Road.

Shandon/Blackpool Integrated Area Plan

10.45 National Government approved an urban renewal scheme for Cork based on an Integrated Area Plan prepared by Cork City Council for Blackpool/Shandon. The *Blackpool/Shandon Urban Renewal Scheme 1999–2004* offers incentives for both residential and commercial development. This scheme has now been extended to July 2006.

10.46 The principle objective of the *Blackpool/Shandon IAP* is to bring about the rejuvenation of the area through a series of actions which aim to:

- Support the existing residential function of the area through the refurbishment of existing properties, the promotion of sensitively designed new apartments, environmental improvements and the provision of adequate amenity/recreation space.
- Exploit the construction of the Blackpool Bypass through a comprehensive traffic management system.
- Provide opportunities for employment uses to locate in the area.
- Improve linkages from within the area to both the City Centre and the rest of the northside.
- Bring vacant and unused buildings/sites back into productive use.

POLICY S7

Integrated Area Plan

To implement the objectives and strategies of the Shandon/Blackpool Integrated Area Plan.

North Blackpool Area Plan

10.47 A detailed masterplan for the North Blackpool Area was prepared in 2001 for Cork City Council in association with local landowners, for the area known as the northern Polefield and the former Sunbeam complex. The Masterplan provides a framework for redevelopment of the area as a catalyst for the regeneration of surrounding areas and a basis for building consensus between the various landowners. It sets out an urban design structure for the area, identifying a proposed development block structure, street layout and access strategy with the emphasis on development of public transport including bus and rail services, public spaces and amenity areas. It proposes the development of a new park and river walk centred on the River Bride. This park and a proposed road from the Brother Delaney Road to the Sunbeam Complex, will help integrate the Polefield with Sunbeam. Planning permission for the redevelopment of the Polefield has been granted and is being implemented. The land-use concept for the area sees the creation of a new mixed-use precinct as an extension of the existing village, with transition over time from low value and obsolete uses to higher value and more intensive uses.

10.48 The land-use strategy for the area is indicated on Fig 10.1: North West Sector and 10.2: North East Sector. Blackpool Village is zoned as a Neighbourhood Centre while Blackpool shopping centre is zoned as a District Centre. The northern Polefield and the southern part of the Sunbeam Complex are zoned as 'Mixed-Use Opportunity Sites' with slightly different policies applying, reflecting the distance from Blackpool Village. A wide range of uses are appropriate for the Polefield Mixed-Use Opportunity Site including general offices, office based industry, light industry, residential, educational, community and leisure uses, hotel and retail warehousing. Limited comparison retailing may be acceptable immediately adjoining the District Centre for urban design purposes.

10.49 The objective for the Sunbeam Mixed Use Opportunity Site area is the regeneration of the former industrial complex for mixed uses and to link it to the redevelopment of the Polefield to the south. Appropriate uses include general offices, office based industry, light industry, educational, residential, hotel, a limited amount of appropriate forms of retailing, community uses such as a crèche and local services, subject to an overall mixed-use scheme for the redevelopment of the area. The remainder of the Sunbeam Complex is zoned 'Business and Technology' to allow a gradual upgrading of the existing industrial uses.

POLICY S8

North Blackpool Area Plan

To support and promote the objectives and strategies of the North Blackpool Area Plan (2001) and to encourage a viable mixed use development that responds to local needs providing easy access to a wide range of facilities.

Regeneration of Blackpool Village

A range of measures are proposed to promote the regeneration of Blackpool Village:

10.50

- Environmental improvements to improve the public realm along Watercourse Road and Thomas Davis Street complementing the works already completed around Blackpool Church and along Great William O'Brien Street.
- Main drainage improvements are due to be completed by 2004.
- Development of infill sites, derelict properties and the upgrading of housing.
- Mixed uses including retail, office and residential will be encouraged in Blackpool village.

There are a number of derelict and vacant sites available for development in Blackpool Village, e.g. sites along Thomas Davis Street, abutting Blackpool Shopping Centre and the Blackpool bypass/North Ring Road. In order to raise the profile and attractiveness of Blackpool village it is intended to create a mix of viable use types in the village core. A design scheme is being drawn up at present for the former Blackpool flats site for affordable housing and other uses. Redevelopment should include the re-instatement of the traditional streetscape on Thomas Davis Street with the design of this frontage in keeping with the design of existing development in the area in terms of plot width and external finishes.

10.51

Respond Housing Agency is developing a scheme of 62 units on the remaining Blackpool flats which will include a day care centre.

10.52**Military Cemetery**

The military cemetery at Assumption Road on the eastern ridge of Blackpool Valley is a valuable open space that should be retained, developed and opened to the public. A walkway exists through the park and the City Council will seek to secure the required environmental improvements to enable this park and walkway to become a usable amenity.

10.53**Kilbarry**

Kilbarry Industrial Estate, which is owned by IDA Ireland, has potential for substantial development and employment growth. In the period of its development since the late 1970's, uptake of sites has been slow. There is still over 60 hectares of land available for development most of which is located in the County area.

10.54

Analysis of the existing labour force has shown that the Blackpool Valley area requires manufacturing employment. Kilbarry is the optimum location for this type of employment. The completion of the Blackpool bypass coupled with the planned regeneration of Blackpool will help improve the attractiveness and accessibility of Kilbarry as an industrial location.

10.55

The general absence of higher order office or service type uses in the area is conspicuous. Higher value skilled activities such as education, research and development, software development, call centres and others are generally not well represented in the northern suburbs. An opportunity exists however at the Kilbarry Industrial Estate to encourage the development of technology and innovation activities.

10.56**Land for Housing**

While there are few available sites for housing remaining in the City, a large tract of land is available at the Old Whitechurch Road, north of Blackpool. This land is adequately serviced and close to many amenities in the Blackpool area and proposals are well advanced for its development for a mix of housing types.

10.57**The Glen****Housing Refurbishment**

The regeneration of the Glen area focuses not only on the improvement of the existing housing stock but also on upgrading both infrastructure and the natural environment. Work on phase 1 commenced in early 2002. This includes the refurbishment of the existing flats, construction of new dwellings, construction of a centre for the elderly, upgrading of services, construction of new roads, provision of traffic calming measures and the development of amenity areas.

10.58

The Glen Amenity Park

10.59 The Glen Amenity Park is a substantial and significant open space in the North East sector. The Glen is a natural river valley, unique as an amenity area with a variety of vegetation. Sections of the park have been developed namely:

- Refurbishment of the Black Patch.
- Completion of the Community Resource Centre.

10.60 It is the policy of Cork City Council to improve accessibility to the Glen Amenity Park, provide footpaths and carry out general environmental improvements, while having regard to its semi-wild setting.

Mayfield

10.61 The Mayfield neighbourhood centre is comprised of a small retail and commercial centre located near the old village, surrounded by large residential areas. It is considered desirable to encourage a variety of local services within this centre including retailing and small-scale offices (see Chapter 3: paras. 3.15–3.17).

10.62 It is the policy of Cork City Council to support this existing mixed-use neighbourhood centre through promoting increased levels of commercial activity and an expansion in the range of shops within the centre. The City Council also recognises the importance of providing community, sporting and other recreational facilities to cater for the area’s expanding population.

10.63 Mayfield is included in one of the three RAPID Plans for the northside of the City. Various projects have been advanced under the RAPID Programme, one of which is the development of the Kerrigan/Tyrell Centre which has proved to be a valuable resource to the Mayfield area. The City Council will continue in its efforts to improve such facilities in the area.

Montenotte/Tivoli Ridge Protection Zone

10.64 Located in the North East sector of the City this is the most extensive ‘Ridge Protection Zone’ in the City. The Montenotte/Tivoli ridge runs east-west from the City boundary at Lota to St. Lukes, north of the City Centre.

10.65 The ridge overlooks the River Lee as it flows out of the City towards Lough Mahon and forms part of the eastern gateway to the City along the Lower Glanmire Road. There are important views in from the Marina amenity area on the other side of the river and Blackrock village and castle. There are distant views from most of the southside as far as Douglas, Ballinlough and the areas around the City Centre.

10.66 Although there is substantial tree covering all along the ridge, there are variations between the eastern and western parts.

10.67 The western section nearing the City Centre is more developed with an established pattern of one-off housing set in wooded gardens.

10.68 The eastern section, consisting of the Silversprings complex and the large estates of St Dominic’s and Lota, has large areas of both wooded and open space. The old country houses of Lotabeg and Fort William are located here. These lands represent the last remains of the once extensive Fortwilliam Estate, which dates back to the era of Cork’s merchant princes in the Nineteenth Century. There is a railed perimeter around 30 acres of estate lands and a number of mature trees that give structure and maturity to the area. It is an objective of the Planning Authority to provide a park in this area. Ridge protection policies and objectives will also apply to this area.

10.69 The Lower Glanmire Road, which runs along the length of the ridge’s southern boundary, has a streetscape of architectural merit with many buildings and terraces which are Protected Structures. The Middle Glanmire Road, which runs along the northern boundary, also has a number of Protected Structures. Policy NHR5 will apply to the Montenotte/Tivoli Ridge Protection Zone.

Montenotte/Tivoli Ridge Protection Zone

- *To protect the setting of the Protected Structures and their attendant grounds which dominate a large part of this Ridge Protection Zone.*
- *To preserve and enhance the landscape character and visual amenity of the Ridge Protection Zones through the control of development and the adoption of measures to protect the landscape.*
- *To provide a park in this Ridge Protection Zone.*
- *To prepare a landscape assessment for the Montenotte/Tivoli Ridge Protection Zones.*
- *To protect existing trees and tree groups within the Ridge Protection Zone.*

POLICY S9

There is substantial pressure in the Silversprings/Lotamore area both within the City and County area for residential development. It is an objective to prepare a local plan/master plan for this area in conjunction with Cork County Council.

10.70

Southern Suburbs

Context

For the purposes of this Plan the southern suburbs are divided into three sectors: the South East sector, which lies to the east of the South City Link Road, the South Centre sector and the South West sector, which both lie to the west of the South City Link Road. The southern suburbs consist of a combination of historical and mature residential areas stretching from inner suburban areas adjacent to the City Centre to the City boundary, intermixed with employment locations.

10.71

The southside of the City, set against the backdrop of the Frankfield/Rochestown ridges, is bounded by a number of waterways e.g. River Lee, Lough Mahon, Douglas Estuary, Tramore River and Curragheen/Twoport River.

10.72

The City's southern suburbs had a population of 62,577 people in 2002, a decrease of 2,602 people (4%) from the 1996 census figures. Both the South Centre and the South West sectors show a decrease in population, while the South East recorded a small increase. The decrease in population is indicative of a maturing community with children leaving home as well as the overall trend towards smaller household size. There is considerable potential for population growth in the South East sector where land is available for development in the Mahon Peninsula.

10.73

South East

Access to the South East has been greatly increased with the opening of the Jack Lynch Tunnel and South Ring Road. The area has considerable potential for employment and residential development and is likely to see extensive change over the period of the Plan with a number of major developments planned. The most notable of these is the Mahon Point development which includes a Shopping Centre, Retail Park, Business Park, Residential Development, a Hotel and Trade Centre. There is also potential for further recreational development at locations such as Mahon, the Marina and on the Kinsale landfill site.

10.74

Mahon/Blackrock Area

Employment

The existing Lough Mahon Technology Park and Mahon Industrial Estate provide considerable employment in Office-Based Industry, High-Tech Industry and Light Industry. This will be further expanded by the business park element of the Mahon Point Development. The other uses in the Mahon Point Development will provide a range of employment opportunities in the area.

10.75

The City Council recognises the importance of this area as a developing economic base for the City as a whole and at the same time wishes to integrate the area with the surrounding residential area. The treatment of boundaries between the industrial zone and the adjacent residential areas is an important consideration and buffer zones should be created to soften the impact and assist the integration of the different land uses. Visual and amenity aspects of industrial developments facing onto residential areas can be improved by the provision of adequate landscaping.

10.76

Recreation

10.77 The *Mahon Landscape Masterplan* (1998) proposes a hierarchy and network of open spaces for the area. This network will include:

- A sports pitch development of 17 ha adjacent to the South Ring Road and Lee Tunnel approach, which will be centrally managed and will act as a support centre for clubs in the South East.
- A neighbourhood park on 10 ha of reclaimed land, north of the proposed sport pitches. The network of walkways around Mahon will connect into the sport pitches and park.
- A Local Park north of Skehard Road adjacent to Nagle Community College.
- Other open spaces throughout the residential areas.
- Tree planting.

10.78 The Masterplan shows how the strategy could be implemented by a series of linked facilities which would not only provide optimum public enjoyment of recreational facilities but also contribute significantly to the visual and ecological enhancement of the area.

Public Walkways/Cycleways

10.79 The existing public walkways/cycleways follow a route through the Mahon and Blackrock areas making use of the former Passage West Railway Line, linked to a walkway along the shores of Lough Mahon. There is potential to complete the circuit by improving the linkage from the new car park at Castle Road via Blackrock Castle to Blackrock Harbour, possibly via a riverbank route. See Chapter 8: paras. 8.65–8.66 for further detail on public walkways/cycleways.

10.80 To the south of Mahon an east-west extension of the existing public walkway system has been added as part of the completion of the South Ring Road, which leads from the Mahon Industrial Estate along the border of the Bessborro Convent eastward. This walkway provides an ideal opportunity for creating a link to the Cork Heritage centre, which suffers from a lack of accessibility. These public walkways provide an excellent recreational facility that can be utilised by residents from elsewhere in the City.

POLICY S10

Mahon Recreation Proposals

- *To implement the proposals contained in the Mahon Landscape Masterplan (1998).*
- *To facilitate physical and social linkage to the recreational facilities, open spaces, amenity areas and public walkways.*
- *To improve and extend a linked network of public walkways /cycleways and recreational open spaces in the Blackrock/Mahon area.*

Housing

10.81 There is considerable potential for residential expansion and employment growth arising from the availability of developable land at Mahon and the Ursuline Convent and a number of other smaller development sites.

10.82 The Mahon Point residential development south of the Ring Road is the largest of these residential opportunity sites and is proposed as a large residential development made up of houses and duplex units in a variety of sizes. The development will be served by an access road from the South City Link Road. Amenity provision includes the provision of landscaped open space including the formation of a wetland park and restoration of the existing public walkway adjacent to Lough Mahon.

10.83 The site is somewhat isolated from the rest of Mahon and pedestrian links across the Ring Road and via the public walkway that runs along the foreshore will be important. Careful landscaping will be required to limit the impact of the development as viewed from the Lough Mahon/Douglas Estuary foreshore and beyond.

10.84 The other major residential opportunity is the land around the Ursuline Convent in Blackrock. A development brief for the lands has been prepared and sets out the main objectives for the area. The land to the south has potential for medium to high-density residential development. The City Council considers it desirable that a number of accesses be provided to serve a development of this size. Three access points are being

considered at present: the existing access from Blackrock Harbour and two possible access points from Shehard Road and Convent Road. The protection of the existing convent buildings and their settings is sought, as well as improved linkage to Blackrock Village.

Ursuline Convent

- *To promote the proposals highlighted in the Development Brief - Ursuline Convent (2002).*
- *To retain the "parkland landscape" character of the area in the proposed development and ensure the protection of significant landscape elements.*
- *To ensure that development is carried out in a sensitive manner so as to enhance the historic character of Blackrock Village.*
- *To retain and improve the existing protected buildings.*
- *To ensure that the necessary access points are provided to facilitate the development.*
- *To improve the linkage with Blackrock Village and the harbour, while retaining the front garden area as an accessible amenity area and protecting the views towards Blackrock harbour.*
- *To improve pedestrian access to the convent grounds e.g. pedestrian walkways..*

POLICY S11

Mahon Point Development – Access issues

The proposed Mahon Point development will result in a significant increase in traffic generation which will require road improvements and traffic measures. These road improvement works relate to the Mahon Link Road, Mahon Interchanges, Mahon Interchange bridge and the South Ring Road. The cycle/pedestrian links proposed should be linked with those proposed in the *Mahon Landscape Masterplan*. The proposed Park & Ride site which forms part of the development will be incorporated into a citywide transportation strategy. A proposed 'Green Route' facilitating frequent bus connections between the proposed Park and Ride site and the City Centre (actual route yet to be determined) will further improve access to this area.

10.85

Access for Mahon Point

- *To ensure that the necessary road infrastructure is provided to facilitate the development.*
- *To facilitate bus connection from the Park and Ride site in Mahon to the City Centre via a Green Route (actual route yet to be determined).*

POLICY S12

Blackrock Village

It is the City Council's policy to strengthen and protect the historical character of Blackrock Village as one of historic villages within Cork City. The redevelopment of Blackrock harbour and the development of the Ursuline Convent lands should be undertaken in a sensitive manner so as to enhance and strengthen the village character of the area. Blackrock Village is identified as a neighbourhood centre of historic character as outlined in Chapter 6: Policy BE19 . This zoning provides guidelines for the protection and enhancement of the village's architectural, historical and amenity character.

10.86

Blackrock Village Improvement

To protect and enhance the historical and architectural character of Blackrock Village.

POLICY S13

Blackrock Harbour Urban Design Strategy

The potential of Blackrock Harbour for renewal is considerable and it could be a huge asset to Blackrock Village and the general area. The waterfront amenity could be made more accessible to the general public through the redevelopment of the harbour while also protecting its historic character. Proposals for the upgrading of the harbour area were drawn up in 1999. These are now being further developed through the preparation of an urban design strategy for the area. The strategy will develop proposals for upgrading the public realm around the harbour and for the redevelopment of key sites. Re-establishing a spatial link between the harbour and the Ursuline Convent lands could strengthen the historical character and amenity of the village and harbour and will be an important element of the strategy.

10.87

POLICY S14

Blackrock Harbour Urban Design Strategy

To prepare and implement an Urban Design Strategy for Blackrock Harbour which will upgrade the public realm, promote development of strategic sites and establish linkages between the Harbour and the Ursuline Convent lands.

Avenue de Rennes Refurbishment

10.88 The Avenue de Rennes area is in need of regeneration in terms of the redevelopment of social infrastructure, improved urban design, landscaping and the upgrading of the existing local shopping centre. The Avenue De Rennes area has been identified as a neighbourhood centre. A Plan for regeneration of the Avenue De Rennes area was prepared for the City Council in 2001. Higher density apartments and new community facilities were some of the key proposals.

10.89 The public realm will be improved by the urban design and landscaping proposals contained in the *Mahon Landscape Masterplan* (1998). A need also exists for a variety of community/ educational facilities in the area. The City Council supports an approach of optimising social and community facilities by housing community groups with similar needs in the upgraded/extended community hall.

POLICY S15

Regeneration of Avenue de Rennes

- *To support the regeneration of Avenue de Rennes area according to proposals made in the Mahon Centre Master Plan (2001). The improvement of the public realm, encouragement of a "sense of place" and the provision of social infrastructure are important objectives in this regard.*
- *To support the local shopping centre in the area in providing for local needs and services.*

Local Planning

10.90 The Mahon Peninsula is entering a period of complete transformation. The development pressures in the area are likely to continue in the short term and this will continue to place pressure on the existing physical and social infrastructure and the existing residential areas. The proposed Mahon Point Development together with the recreation, open space and walkway proposals, the proposed redevelopment of the Avenue de Rennes local centre and the Ursuline Convent opportunity site etc. has created the need for a more co-ordinated approach. It is considered that the variety of issues in the area could best be addressed through a Local Area Plan/Action Plan.



Cork Heritage Centre/Bessborro Convent complex

10.91 The Cork Heritage Centre and Bessboro Convent provides for a variety of educational, recreation and amenity needs in the South East. The main constraint of this area is its lack of accessibility and isolation from the existing residential areas, which is caused by enclosure of the complex by industrial uses and the limited road access.

10.92 The possibility of providing road access from the Mahon Link Road could be considered, as it would greatly improve accessibility to the complex. A need also exists for more co-ordination of future development in the North East area of the grounds. The convent grounds and associated amenity views that lie to the south will be protected as an amenity area that forms part of the Douglas Estuary. It is an objective to improve linkage with the adjoining walkway and along the Douglas Estuary.

Cork Heritage Centre/Bessboro Convent Complex

- *To improve accessibility and linkage from Cork Heritage Centre to the existing residential areas, and the surrounding industrial estate.*
- *To protect the amenity views to the front of the Sacred Heart Convent, facing onto the South Ring Road.*
- *To recognise the open spaces to the south of the convent as forming part of continuous open space that bounds the Douglas Estuary.*
- *To encourage a more co-ordinated approach to the development of the Sacred Heart Convent lands at Bessboro.*

POLICY S16**Beaumont Quarry**

Beaumont Quarry located in the heart of the South East area provides a good opportunity to create a valuable amenity area that could serve the wider area. Proposals for the site include partially filling the quarry to create a safe and attractive park linked to the recreational facilities to the west.

10.93**Beaumont Quarry**

To develop Beaumont Quarry into an amenity park to serve the adjoining residential community.

POLICY S13**Ballinlough**

Ballinlough is an established residential area within the south east of the City. The widening of the Boreenmanagh Road will be completed within the period of the development plan. A new cycle route is planned for Borreenmanagh Road as part of an envisaged cycle network for the City.

10.94

The public open spaces in the Ballinlough area have been upgraded and consolidated in the recent years and this will continue where necessary. There are also plans for upgrading of the swimming pool at Douglas.

10.95**Douglas****Douglas Ridge Protection Zone**

The Douglas Ridge Protection Zone is located on the south-facing slope of the Douglas Estuary and faces onto Mahon Golf Course, Douglas Estuary and the South Ring Road. The ridge consists of a number of different sites, which vary between residential estate development, open space, an old quarry, a listed manor house and gardens. A number of trees and groupings of trees exist on these sites. Although less significant than the northern ridges, the Douglas ridge is considered worthy of protection as an important landscape feature on the southside. The important views are those seen from the south e.g. the South Ring Road and the Douglas/Rochestown suburbs located in the county. Policy NHR5 will apply to the Douglas Ridge Protection Zone.

10.96**Douglas Ridge Protection Zone**

- *To preserve and enhance the landscape character and visual amenity of the ridge protection zones through the control of development and the adoption of measures to protect the landscape.*
- *To prepare a landscape assessment for the Douglas Ridge Protection Zones.*
- *To protect the setting of the protected structures and their attendant grounds.*
- *To protect existing trees and tree groups within the ridge protection zone.*

POLICY S18**Douglas Estuary**

The City Council recognises the importance of the Douglas Estuary as a Proposed Natural Heritage site and a major recreational and amenity asset to the South East area and the City as a whole. The recognition of the lands bounding the Douglas estuary as a continuous stretch of open land that runs from the Bessboro Convent grounds in the east, to the Douglas Tennis Club and beyond is important in order to protect the area. Protection of the foreshore as a natural amenity remains an important objective and any intrusion on the natural ecology should be avoided. The community's enjoyment of this area could be enhanced by sensitive improvements to accessibility e.g. walkways, bird viewing shelters, etc.

10.97

POLICY S19

Douglas Valley and Estuary

- *To protect the Douglas Estuary and foreshore as a Proposed Natural Heritage site.*
- *To improve accessibility to this natural amenity in an environmentally sustainable manner.*

10.98

Tramore River: Environmentally Sensitive Area

The Tramore River forms a natural southern boundary between Cork City and County. Urban development and road construction have had a detrimental effect on the river. The river has been identified as an environmentally sensitive area within which salmon spawning should be protected. It is therefore important that the impact of development on the river be carefully controlled.

POLICY S20

Tramore River

To recognise the Tramore River as an environmentally sensitive area and to guard against the negative effects that development could have on the river.

10.99

Park at Kinsale Road Landfill Site

The redevelopment of the Kinsale Road landfill site as an open space and amenity area is an objective that can be progressively implemented over the period of the Plan, as landfill operations are phased out. It has the potential to be a varied and attractive city park catering for a range of recreational activities. The park will include areas for passive and active recreation as well as wetland and wildlife areas.

10.100

There is a long term objective to link this park with recreational areas in the County on the Vernon Mount Ridge. This would require the provision of a pedestrian/cycle over-bridge or some other form of linkage nearer the planned Kinsale Road interchange and will be further investigated over the period of the Plan.

10.101

Public walkway/cycleway (along the South Ring Road)

The redevelopment of the Kinsale Road landfill site will incorporate the provision of a new walkway/cycleway along its southern boundary. Further elements of this walkway will be constructed in conjunction with the upgrading of the South City Link Road and the Kinsale Road roundabout grade separation project.

10.102

It is proposed that this walkway, generally following the alignment of the Tramore River, will eventually stretch from the Togher Road to the South Douglas Road facilitating access to the proposed city park at the landfill site from a wide range of residential areas. The provision of pedestrian crossings over the South Ring Road and the South Link City Road will have to be considered to complete the route (see Chapter 8: paras. 8.65 and 8.66 for further details on amenity walks).

POLICY S21

City Park at Kinsale Landfill site

- *To develop the Kinsale landfill site as a city park that would cater for a variety of recreational needs.*
- *To co-operate with the County Council in creating greater pedestrian and cycling accessibility to the new city park.*

South Centre

10.103

The South Centre sector is an established area that has developed into full maturity and consists of stable residential areas and an existing industrial area to the south east. The population is declining steadily and the 2002 Census indicates a fall from 20,827 to 19,318, a result of an ageing population combined with the decline of household size. Opportunities for residential development are mainly limited to small infill developments and redevelopment proposals.

10.104

Employment & Enterprise

The main focus of employment in the area stretches along the Tramore Road/Kinsale Road and consists of mixed manufacturing, wholesale, distribution and showroom uses. The City Council's objective is to maintain this mixed-use employment area as it provides a range of employment opportunities and business functions. The significant development opportunities that exist are two sites in the south-eastern corner of the sector, bounded by the Kinsale Road and South City Link Road.

Opportunity sites: (South City Link Road)

This is a strategically located site divided into two sections, the northern section is proposed as a mixed-use development and the southern section as a Park and Ride site. The northern section has considerable potential for development due to its strategic location at one of the main entrances to Cork City. It is important that any proposals for development should serve to enhance the City's image.

10.105

The northern site is zoned for mixed use, as described in para. 10.7 above and could be developed for a range of uses, with access from the Kinsale Road. The site would be ideal for a development that requires a high level of accessibility and visibility in close proximity to the City. Office based industry will be a permitted use here and consideration could be given to a certain amount of retail warehousing and reorganisation of the existing car showroom uses. It is important that building form and signage be appropriately designed. A high quality building design will be a priority at this gateway location. Proposals for retail will be assessed within the parameters of the retail strategy as outlined in Chapter 3. It is considered that the site is not appropriate for comparison retailing. Regard must also be had to the impact of the nearby Seveso site (Vita Cortex) on any proposed uses.

10.106

On the southern section of the overall site, a park and ride site is proposed to provide parking for traffic which would otherwise enter the City. This will include the provision of public transport to and from the site.

10.107**Developments at South City Link Road**

To promote the development of the South City Link Road sites for a Park and Ride site and uses that will make a significant contribution to the image of the City.

POLICY S22**The Lough Neighbourhood Centre**

The Lough shopping centre acts as the local neighbourhood centre for the surrounding residential area. It is considered desirable to encourage a variety of local services within this centre, including retailing and small scale offices (see Chapter 3: paras. 3.15–3.17).

10.108**The Lough Neighbourhood Centre**

To protect the character of the neighbourhood centre and encourage a variety of local services.

POLICY S23**South West**

The South West sector has seen sustained employment growth supported by the strong institutional base in the form of healthcare and third level educational uses and by the strong industrial base. The importance of the major institutional, educational and training institutions are recognised by the City Council as making a significant contribution to the South West and the character of Cork City as an educational, cultural and innovative city. The presence of the IDA Cork Business and Technology Park on Model Farm Road consolidates the areas economic base.

10.109

The South West sector remains a predominately mature and settled residential area. The 2002 Census figures indicate that there was a decline in the local population from 20,204 in 1996 to 18,950 in 2002. Residential development potential is mainly limited to infill development and redevelopment proposals.

10.110**University College Cork**

University College Cork is the largest educational facility in the City and has made a significant contribution to the "student city" character of Cork City. The university is fundamental to economic and social interaction within the City. UCC is currently in the process of reviewing its Development Plan and the City Council will facilitate the implementation of the plan in as far as it is in accordance with the City Development Plan.

10.111

UCC proposes to expand and develop the campus to follow a strategy of East/West development of the University forming a "Greater Campus" zone. Planned new developments include an I.T. building on the site of the old Greyhound Track and the development of Brookfield House for medical and nursing schools. Further development at the Enterprise Centre on the North Mall distillery site owned by UCC is also envisaged.

10.112

- 10.113** The issue of student accommodation will be addressed through a citywide policy that will take account of access to social and economic facilities, public transportation and most importantly, pedestrian and cycling mobility (see Chapter 5: para. 5.47). The problem of traffic congestion around UCC will be alleviated through the implementation of a Mobility Management Plan which will include promotion of alternative transport modes for students and staff and management of car parking on and off site.
- 10.114** Increasing demand for student accommodation in the established residential areas around UCC is having a negative impact on the residential amenity and character of these areas. The City Council will encourage the provision of student accommodation in purpose-built blocks in appropriate locations rather than intensification of use or demolition of existing residential houses.



- 10.115** The City Council will facilitate improvements to pedestrian linkages throughout the greater campus zone and into the suburbs and City Centre. A pedestrian bridge is envisaged at the Mardyke to link with UCC lands at the Enterprise Centre and North Mall. Linkages from the former greyhound track to Brookfield and back to the main campus are also envisaged.
- 10.116** The UCC area and adjoining areas including the Mardyke to the north and the County Hall area to the West would greatly benefit from a Local Area Plan and this will be considered over the period of the Plan.

POLICY S24

UCC

- To facilitate the implementation of the UCC Development Plan in as far as it is in accordance with the City Development Plan.
- To address student accommodation through a citywide policy (see Chapter 5 para. 5.47).
- To improve pedestrian linkage throughout the greater campus zone and into both the suburbs and the City Centre.
- To facilitate implementation of a mobility management plan for UCC to manage student and staff access while encouraging alternative transport e.g. pedestrian, cycling and public transportation and 'park and ride' provision.
- To encourage the provision of student accommodation in purpose built blocks in appropriate locations rather than intensification of use or demolition of existing houses.

Cork Institute of Technology

- 10.117** The Cork Institute of Technology is proposing a major expansion of its Bishopstown campus. The proposed developments are part of a development plan prepared for CIT in 1997. The expansion proposals include:
 - A three-storey student centre building on the Northern portion of the CIT campus.
 - A new central administration building on the North Eastern portion of the campus.
 - A new tourism and catering studies building on the North-Western portion of the campus.

Parking and traffic congestion is a problem for the CIT complex due to the enclosed location of the area within a mature residential area. The Ballincollig By-Pass, the proposed links to CIT and Model Farm Road and the Curraheen Road to Ardostig Cross link (see Chapter 4: Transportation) will help address this problem. In addition to traffic management proposals, development of public transport, cycling and walking will help provide a solution to the accessibility problem as part of an overall Mobility Management Plan for the Institute.

10.118**CIT**

- *To facilitate the implementation of a Mobility Management Plan for CIT.*
- *To support the CIT authorities in the expansion of the campus as an educational facility that is of regional importance including the provision of student accommodation in a manner compatible with the adjoining residential areas.*

POLICY S25**Wilton**

Wilton Shopping Centre serves as a District Centre for the South West of the City (see Chapter 3: paras. 3.54–3.58). The centre is in need of reorganisation to allow it to operate more efficiently both internally and in relation to access and parking. Road improvements to Sarsfield Road will improve accessibility to the centre. There is scope for additional mixed-use development, which could include residential uses, adjacent to the planned extension. The Council's preferred option would be to see the shopping centre comprehensively redeveloped and a high quality mixed use district centre developed.

10.119

The residential area along the Wilton Road is under pressure for conversion of housing to other uses particularly medical uses. However such uses could have a negative impact on residential amenity and will create additional traffic movements and therefore will not be permitted. It is an objective of this plan to retain the residential function of this area and protect residential amenity. Any proposed uses, medical or otherwise will be encouraged to locate within the neighbourhood centre at Bishopstown and on the upper floors of buildings in the redeveloped Wilton District Centre.

10.120**Recreation****Bishopstown Park**

The South West sector is bounded to the north by the River Lee, and to the west by the Curragheen River. Some of the City's most important amenity areas are located along these rivers – the Mardyke, the Lee Fields, Curragheen walkway and Bishopstown Park.

10.121

Bishopstown Park has potential for further upgrading through the implementation of proposals contained in the *Bishopstown Park Conservation and Development Plan* (2000). Proposals in the plan include restoring the pond, clearing of the quarry, planting the Limekiln wood and creating a visitor's facility and playground.

10.122**Bishopstown Park**

To upgrade Bishopstown Park, taking cognisance of the proposals in the Bishopstown Park Conservation and Development Plan 2000.

POLICY S26**Linking Bishopstown Park, Lee Fields and the Mardyke to North Mall**

The completion of the linkages from Bishopstown Park, the Lee Fields, the Mardyke and the Distillery Fields to North Mall remains an objective in order to create a continuous riverside walk. This requires the completion of the outstanding links near Inchigaggin Bridge, Model Farm Road and to the rear of the Kingsley Hotel. The westward extension of the Lee Fields into the County is an objective, to be achieved through close co-operation with Cork County Council. The County Council has compatible objectives on the adjoining land in the county area taking the form of a tree lined walk linking to the Ballincollig Regional Park (see Chapter 8: paras. 8.65 and 8.66 for further details on amenity walks).

10.123**Creation of Riverside Walk**

To complete the linkage between Bishopstown Park, the Lee Fields, the Mardyke and North Mall Distillery in order to create a continuous riverside walk.

POLICY S27



Lee Fields and Mardyke (The Banks of the Lee Project)

10.124 The Mardyke walk dates from the 18th century. In 1902 the area was developed for a national cultural festival. Remnants of the Victorian pavilions specially built for the event still exist in Fitzgerald Park, in the tennis club and the adjacent cricket clubhouse. For three centuries the Mardyke, which includes the Lee Fields, has been used as Cork’s main recreational ground. As part of a millennium initiative ‘The Banks of the Lee Project ’ was initiated.

- 10.125** The project addresses a number of issues:
- The availability of accessible green spaces which are important to sustain the renewal of the City Centre as a living city.
 - While people of all social backgrounds use the Mardyke facilities, improvement of recreational facilities will benefit the north west of the City in particular, where social disadvantage is concentrated.
 - The expansion of the City’s third level educational institutions creates a need for opportunities to improve recreational facilities and pedestrian links.

10.126 The redevelopment of the Mardyke will strengthen its function as a regional and city park and rekindle the amenity heritage of the area. It will also complete the linkage from the Lee Fields to the City Centre as part of the continuous walkway from Bishopstown Park to the City Centre. While substantial parts of the Mardyke and Lee Fields have been zoned as Landscape Protection Zones to protect their landscape and visual character, other areas have Sports, Public Open Space or Residential, Community and Local Services zonings. Any development proposals in such areas will have to ensure that there is not a negative impact on the landscape or visual character of the site and the area as a whole.

POLICY S28

Mardyke - Banks of the Lee Project

- To regenerate the Mardyke area, including linkage to the Lee Fields, as a regional and city park and one of the City’s major recreational and amenity open spaces;
- To implement the proposals of the Banks of the Lee Project including:
 - Linking the Lee Fields to the Mardyke, including the construction of a pedestrian/cycle bridge over the south channel of the River Lee.
 - Upgrading the Mardyke Walk itself.
 - Improving Fitzgerald Park.
 - Linking the Mardyke Walk to the Distillery Fields including construction of a pedestrian/cycle bridge across the North Channel.
 - Provide a public walkway by securing a way-leave through the lands at the rear of the Sacred Heart, linking the proposed South Channel bridge to the Western Road.