



MAHON LOCAL AREA PLAN 2014

**Cork City Council
City Hall, Cork**



**Comhairle Cathrach Chorchai
Halla na Cathrach, Corcaigh**

MAHON LOCAL AREA PLAN 2014



Adopted 24 March 2014

Strategic Planning and Economic Development Directorate
Cork City Council
City Hall, Cork



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SECTION 1: INTRODUCTION

1.0 Introduction

This section sets out the background to the plan and outlines its key contexts and components.

1.1 The Need for a Local Area Plan (LAP) for Mahon

The need for a local area plan for the Mahon area was identified during the process of preparing the *Cork City Development Plan 2009-2015*.

The impetus for the local area plan was increased developer activity in the Mahon area in which significant increases in the intensity of use of Mahon were being proposed. Following an initial analysis of the development capacity of the Mahon area in November 2007 the City Council was convinced that there was a need to provide a coherent strategy for the sustainable development of the Mahon area as it became apparent that a piecemeal approach to development could lead to incoherent and massive change to the area, as well as presenting significant challenges for the wider Mahon area.

The likelihood of large-scale change within the life of the development plan led the City Council to:

- Commission MVA Consultancy to carry out a transport assessment study of Mahon Development to inform Cork City Council understanding of development and infrastructure issues. The *Mahon Transport Assessment Study 2009* was completed in October 2009;
- Make a submission to the *Developing Areas Initiative* in May 2008 to flag the need for future investment in infrastructure in Mahon;
- Acknowledge the strategic role of South Mahon as an employment location in the City and the wider CASP area, and the need for a local area plan in the *CASP Update 2008* (finalised in July 2008); and
- Include South Mahon as a “major development area” in the *Draft Cork City Development Plan 2009-2015*, which was published in August 2008. The plan was adopted in May 2009.

The overall development and enhancement framework is intended to be feasible and flexible to enable delivery of projects over the next twenty years, and beyond. The LAP provides a general land use, transport and planning framework with a focus on achieving high environmental performance standards within the Mahon area. The LAP provides a vision document that sets out an ambitious strategy for the transformation of Mahon into a thriving area for working, living, playing, shopping and visiting.

1.2 The Legal Status of the Plan

This local area plan is a statutory local area plan prepared under Section 20 of the *Planning and Development Acts 2000-2013*. It was made (or adopted) by resolution on 24 March 2014.

The Local Area Plan (LAP) will provide a long term strategy for the development of the Mahon area for the period of 2011-2031. The local area plan provides a statutory framework for a 6 year period. The life of the plan could be extended in the future by 4 years, making it a 10 year plan, if this is deemed appropriate.

The local area plan has been prepared taking into account relevant published national guidance. In particular, *Local Area Plans: Guidelines for Planning Authorities* (DECLG, 2013) and its companion



document, *Manual for Local Area Plans* (DECLG, 2013) have informed the plan (please refer to Table 2.5 for a schedule of guidance).

1.3 The Plan Area

Mahon is a suburb of Cork City with mixed land uses. It is located approximately 4km to the east of the City Centre and 1 kilometre south of the proposed Docklands neighbourhoods. It is approximately 2 square kilometres in area and bounded by the River Lee to the north, Lough Mahon to the east and the River Douglas to the south. Access to Mahon is provided to the south by the N40 South Link Road and to the west mainly by Skehard Road and Blackrock Road. Section 2 sets out a description of the Mahon area, its land use and transportation issues.

The Plan Area includes the following sub-areas:

- Skehard Road (West)
- Mahon Industrial Estate;
- Bessboro House and grounds;
- Ursuline Convent grounds;
- Avenue De Rennes
- Skehard Road (East)
- Mahon Technology Park
- Mahon Point Shopping Centre; and
- Jacob's Island.

1.4 The Purpose of the Plan

The purpose of the Mahon Local Area Plan is to set out objectives that, when implemented, will transform the area into a cohesive, connected and well-serviced neighbourhood and employment area.

The future of Mahon will be plan led. The rationale for future growth is based upon Mahon's strategic significance within Metropolitan Cork as a suburban employment location and residential neighbourhood capable of being supported by high quality public transport.

The Plan builds upon the following existing and proposed assets:

- Investment in the area since the opening of the South Ring Road / Mahon Interchange in 1999;
- The growth of high density employment;
- The growth of new residential areas at the Ursuline Convent and Jacob's Island;
- Proposed improvements in transport infrastructure;
- The high level of visual and landscape amenity in the wider Mahon area for residents and workers;
- The Mahon Point Shopping Centre.

Development of Mahon has largely been the product of two large-scale masterplans:

- The Mahon Housing Lands masterplan of the 1980s; and
- The Mahon Point lands masterplan submitted in support of planning application for development of those lands in 1999, permission for which was granted in 2002 by An Bord Pleanála.

Whilst these two plans have provided the physical structure for much of the area there is a need to provide a better quality environment to meet the needs of Mahon, the south-east of Cork City and beyond. Critically, there is a need to effect a fundamental shift from car-dependent



development to a more sustainable compact pattern of development that allows people to live and work in Mahon and enjoy its many assets.

1.5 Rationale for the Mahon Local Area Plan and its content:

The following underpin the Mahon Local Area Plan and are an extension of paragraph 14.5-14.8 of the *Cork City Development Plan 2009-2015*:

- To promote and facilitate appropriate levels of employment growth in Mahon recognising its status as a Major Employment Focal Point within the context of the Regional Planning Guidelines, CASP 2001-2020 [as Updated], and the Cork City Development Plan and the related economic strategies;
- To encourage a diverse and appropriate range of uses to meet the needs of Mahon as a place to live, work and visit;
- To promote a high standard of urban design with a clear sense of place and architectural quality, and to improve the structure and character of Mahon's urban form through appropriate land use zoning and guidance on typology, density, and built form and by promoting excellence in the design of buildings and spaces;
- To protect the residential amenity of existing residential areas and ensure that appropriate community, civic and other infrastructure is provided to ensure that citizens have focal spaces and facilities to enable for the functioning of a cohesive, healthy and happy;
- To ensure a range of high quality new homes to promote choice and achieve a social mix;
- To create a clear hierarchy of public streets and spaces within Mahon equipped to meet the needs of residents, workers and visitors;
- The consolidation of development to address severance and lack of connectivity between uses and areas;
- To maximise the contribution of sustainable travel modes in meeting travel demand, including improved public transport services, demand management measures, and ensuring the provision of a comprehensive local and strategic walking and cycling network;
- To conserve and enhance Mahon's natural heritage and built heritage assets, including Bessboro House and parkland and the Natura 2000 habitats at Douglas Estuary and Lough Mahon;
- To promote development within the District Centre, which should be adapted to have a more urban format i.e. mixed uses, a restructured layout, reduced surface parking, higher density and buildings fronting on to the street edges; and
- To integrate the communities within Mahon and Blackrock by ensuring better connectivity, the provision of improved common services (e.g. the proposed Mahon-Blackrock Library and commercial leisure uses at Mahon Point Shopping Centre) and effective focal public democratic spaces (e.g. parks, streets and squares) to bring people together.

1.6 The Structure of the Plan

The Plan is set out under the following sections:

- The Plan Area and its context;
- Area-Wide Strategy
- Sub-Area Strategies
- Delivery and Infrastructure Strategy.

1.7 Key Plan proposals

The long term strategy set out in the *Mahon Local Area Plan* will deliver a transformation of Mahon that will produce the following specific development outcomes:

- New employment opportunities within the Mahon Technology Park in the form of offices and light industry;

- A new “Bessboro House” residential neighbourhood within the Mahon Industrial Estate and Bessboro House grounds;
- The completion of Ursuline Convent and Jacob’s Island as residential neighbourhoods;
- An improved Avenue De Rennes and Mahon Point Shopping Centre to provide focal points for community, social and services activity;
- A new Neighbourhood Park on the grounds of Bessboro House, providing a focus for recreational activity in Mahon and a valuable landscape asset for public benefit;
- Significant improvements to transport, community and civic infrastructure to provide for the needs of the area;
- A significantly improved network of streets and spaces of character;

1.8 Delivery

The economic climate in Q1 2013 is starting to show signs of positive energy and activity in Cork and some of its business sectors (e.g. the ICT sector). However, there can be no doubt that the delivery of the Mahon development strategy will have a long delivery programme due to a range of economic and practical factors. The Mahon LAP will be delivered in two tranches, as set out in Table 1.2 (below).

Table 1.2: Mahon development tranche concept

	Name	Development	Infrastructure
Tranche 1	Pre-Rapid Transit	Employment Residential Local Services Community and Civic Infrastructure	Significant improvements to non-car mode infrastructure
Tranche 2	After Rapid-Transit	Employment Residential Local Services Community and Civic Infrastructure	Rapid Transit Infrastructure Rapid Transit Service Bessboro Neighbourhood Park

Section 5 sets out the Infrastructure and Delivery Strategy, including details of constituent projects.

1.9 Environmental Impacts of the plan

As well as economic, social and environmental issues relating to the Mahon Plan Area, the City Council is required to consider strategic environmental issues by EC Directives and consequent national regulations / guidance.

- The *Environmental Report* and its *Proposed Alterations Addendum* have been prepared to assess the potential impacts of the proposed strategic plan on the environment, in accordance with SEA Directive (2001/42/EC) and consequent national guidance / planning regulations.
- The *Habitat Directives Assessment Screening Report* and its *Proposed Alterations Addendum* have been prepared to assess the potential impacts of the objectives contained in the draft local area plan on protected habitats, in accordance with the Habitats Directive (43/92/EEC) and consequent national guidance.
- A *Strategic Flood Risk Assessment Screening* and its *Proposed Alterations Addendum* has been prepared to assess the impacts of development on flood risk, following on from the *Floods Directive* (2007/60/EC) and consequent national guidance in the form of *The Planning System and Flood Risk Management: Guidelines for Planning Authorities* (DEHLG / OPW, November 2009).

The three environmental assessments are available as separate documents.

1.10 Habitat Directives Assessment

The area included in the Draft Mahon LAP is immediately adjacent to the Cork Harbour SPA (sitecode 004030) protected under the EU Birds Directive (79/409/EEC) and within xxxx km of Great Island Channel SAC (sitecode 001058) which is protected under the *EU Habitats Directive* (43/92/EEC). Together the Habitats and Birds Directives provides for the establishment of a coherent ecological network of protected areas known as NATURA 2000. NATURA 2000 sites are considered to be of exceptional importance in terms of rare, endangered or vulnerable habitats and species within the European Community.

In accordance with the EU Habitats Directive (43/92/EEC) and the EU Birds Directive (79/409/EEC) the impacts of policies and objectives of all statutory land use plans on certain sites that are designated for the protection of nature (Natura 2000 sites) must be assessed as an integral part of the process of drafting of the plan. This is to determine whether or not the implementation of plan policies could have negative consequences for the habitats, plants or animal species for which these sites are designated. This assessment process is called a Habitats Directive Assessment (HDA) and must be carried out for all stages of the plan making process.

The objectives contained in the Mahon LAP will ensure that there will be no significant impact on Natura 2000 designated sites. All projects arising from this plan will also be subject to the Habitats Directive Assessment Screening process.

1.11 Development Plan variations

As a result of the Local Area Plan preparation process the *Cork City Development Plan 2009-2015* was updated by means of *Variation No. 11 (Mahon Local Area Plan)* on 24 March 2014 (see Table I.3). Other changes may be proposed through the *Cork City Development Plan 2015-2021*.

Table I.3: Proposed amendments to the Cork City Development Plan 2009-2015

No.	Name	Amendment proposed
1.	City Gate Park block, Mahon Link Road	Change zoning objective from Residential, Local Services and Institutional to Business and Technology.
2.	Land Uses that are “open for consideration”	Refer to the fact that the Local Area Plan will define uses that will be open for consideration in the plan area.
3.	Skehard Road walkway / bridge	Omit mapped objective to provide a walkway extending eastwards from the junction of Skehard Road and Ringmahon Road over the N40 to Lough Mahon.
4.	Jacob’s Island Centre	Replace “Indicative Location for Local Centre” with “Location for Neighbourhood Centre on Jacob’s Island” symbol.
5.	South Mahon Key Development Area	Update development to refer to adopted Local Area Plan.
6.	Mahon Point District Centre	Update development to refer to adopted Local Area Plan.

1.12 Consultation on the Draft Plan

This Local Area Plan has been shaped by input from a range of people, including prescribed bodies, environmental authorities, key stakeholder groups and individuals from the Mahon plan area and beyond. The key contributions were made at the following stages:

Stage	Consultation type	Nature of contributions
1	Pre-Plan Consultation	<ul style="list-style-type: none"> Stakeholder Consultation Workshop (49 participants); and 106 written submissions
2	Draft Plan Consultation	<ul style="list-style-type: none"> Public exhibitions in Mahon attended by over 70 people; and 102 written submissions.
3	Proposed Material Alterations consultation	<ul style="list-style-type: none"> 35 written submissions.

The City Manager's Reports for each stage set out who contributed to the plan-making process.

SECTION 2: THE PLAN AREA AND ITS CONTEXT

2.0 Introduction

This section sets out an overview of the Mahon plan area and the policy context to its planning and development.

2.1 The Mahon Plan Area

Location

The Mahon Plan Area lies approximately 4 kilometres from Saint Patrick's Street and 3 kilometres from the edge of the City Centre, to the south-east of the Docklands area. Mahon's context is illustrated in Figure 3.1, below. Mahon lies just 1 kilometre from the edge of the proposed Docklands development. The Old Passage Railway Line provides the most direct connection between the two development areas.

Mahon forms part of the south-east of Cork City and is located on a peninsular of land surrounded on three sides by water:

- the River Lee and Blackrock Village to the north;
- Lough Mahon to the east;
- Douglas Estuary to the south.

Figure 2.1: Mahon LAP Area in Context



Mahon is a mixed use area which combines a number of primary uses, including:

- Residential;
- Employment (industry and office); and
- Retail at the Mahon Point Shopping Centre;
- Institutional uses on the grounds of Bessboro House;
- Small-scale non-conforming uses.

Secondary commercial and community services are located at a number of neighbourhood centres, including:

- Avenue De Rennes,
- Skehard Road; and
- Blackrock Hall (Ursuline lands).

The Plan area is divided into a number of Sub-Areas, each of which is a distinct character area. These are illustrated spatially in Figure 2.4 and listed in Table 2.4 (overleaf).

Figure 2.2 Mahon LAP Boundary and Sub-Areas



Table 2.1: Mahon LAP Sub-Areas Data

Sub-Area	Name	Type of Existing Uses	Area	Existing Residential	Existing non-residential
			(has)	(Units)	(sq.m.)
1	Skehard Road (West)	Residential / local services	15.53	230	4,130
2	Bessboro Industrial Estate	Offices / warehousing / distribution	23.91	0	66,547
3	Bessboro House	Institutions / Residential	31.25	30	22,582
4	Lough Mahon Technology Park	Offices / local services / infrastructure	23.42	0	69,046
5	Ursuline Convent	Residential / local services	15.34	160	4,000
6	Avenue De Rennes	Residential / local services / schools	52.41	625	14,150
7	Skehard Road (East)	Residential / open spaces	30.75	400	300
8	Mahon Point	Retail / commercial leisure / industry	27.99	0	84,281
9	Jacob's Island	Residential	33.17	331	0
Totals			220.6	1776	265,036

Table 2.2 identifies the sub-areas within Mahon that have the greatest potential to accommodate new residential and non-residential development.

Table 2.2: Potential to Accommodate New Residential + Employment Development

		Employment	Residential
SA1	Skehard Road (West)	Limited	Yes
SA2	Bessboro Industrial Estate	Very limited	Yes
SA3	Bessboro House	Limited	Yes
SA4	Lough Mahon Technology Park	Yes	No
SA5	Ursuline Convent	Limited	Yes
SA6	Avenue De Rennes	No	Limited
SA7	Skehard Road (East)	No	Limited
SA8	Mahon Point	Yes	Yes
SA9	Jacob's Island	Yes (neighbourhood centre related and limited business and technology employment)	Yes

2.2: Historical Context

Mahon was developed from the 1980s onwards according to a Cork City Council masterplan as a mixed-tenure residential suburb, laid over a historic network of lanes, houses, parklands and cottages.

Figure 2.3 clearly illustrates the historic landscape elements that influence the character of Mahon to this day. This includes the following:

- Historic laneways (e.g. the main Mahon Road and Ballinure Road);
- Clover Hill House and grounds (in the area of Clover Hill Park, golf course and City Council depot);
- Beaumont House and demesne (Skehard Road / Church Road);
- Bessboro House, Bessboro Farm and demesne – one of only two relatively intact historic landscapes left in the city;
- Ursuline House and demesne (Eden);
- Ringmahon House;
- Ferney House (all that remains are the large trees on Ringmahon Road / Ferney Grove);
- Ballinure House and grounds (Castle Park);
- Lakeland House, Lakeland Farm and demesne (Jacob’s Island); and
- The “Old Passage Railway”.

A small number of pre-suburban cottages also remain.

Figure 2.3: Mahon in 1845



source: 1845 OS map.

(NB: area to east not included in original map).



New CSO headquarters mid 1990s



Mahon Point Masterplan lands 1988

The area has benefited from the delivery of the South Ring Road (the N40) and the Jack Lynch Tunnel in 1999, which were developed to take traffic out of Cork City Centre following on from the *LUTS Study 1978*.

The proposed South Ring Road provided the impetus for significant employment development in the area from the 1980s onwards in the IDA Mahon Industrial Estate. The Lough Mahon Technology Park, developed from the 1990s onwards providing a home for large employers, including the CSO Headquarters (in 1997), the RCI call centre (in 1999) and Project Management (2000).

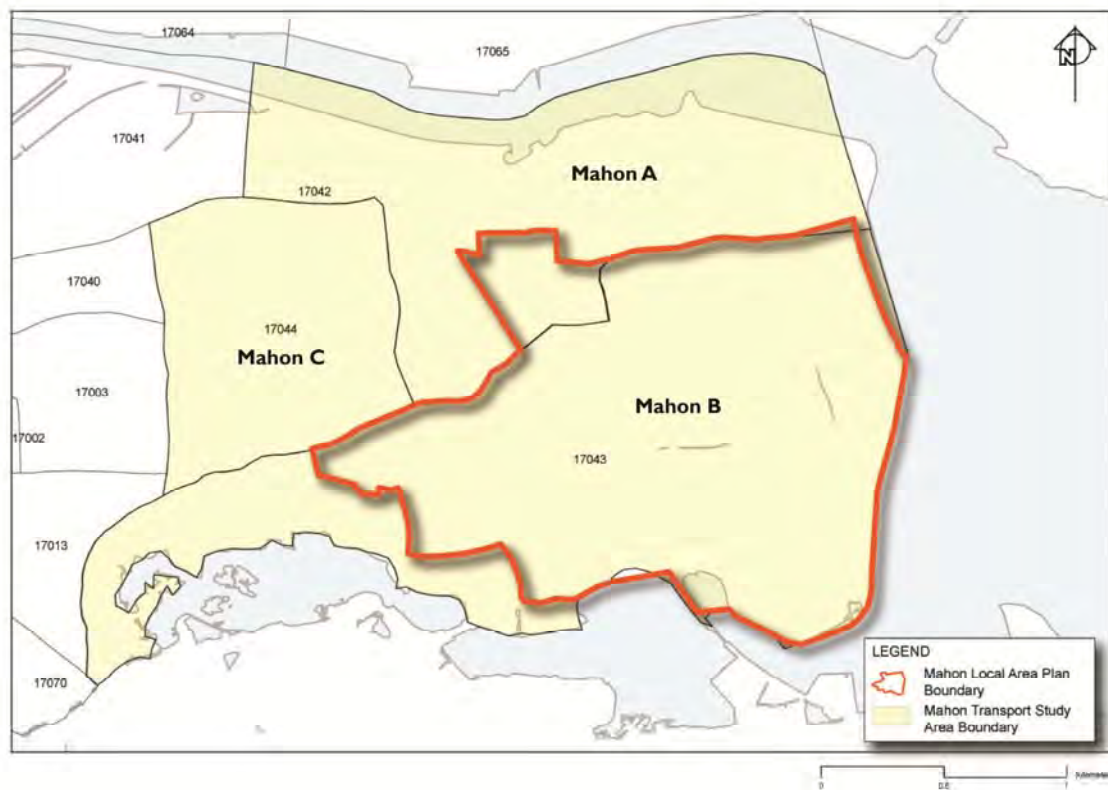
In the late 1990s the City Council disposed of lands in southern Mahon adjacent to the proposed Mahon Interchange to a private development consortium. A masterplan was put together involving the development of lands north of the South Ring Road for the shopping centre and non-residential uses and the land to the south for residential and other uses. The masterplan was given planning permission in 2002 and the area was gradually developed, with the Mahon Point Shopping Centre opening in 2006. The former Lakelands Farm lands south of the N40 have been developed as a residential waterfront area branded as “Jacob’s Island”.

Following the opening of Mahon Point Shopping Centre there has been a shift in the nature of the area, including the development of new higher and more urban density office buildings with basement car parking. This has been in response to the area’s accessibility from the N40, the proposed Rapid Transit service, and ease of development. This wave of development has seen City Gate and City Gate Park being completed and occupied by a range of businesses, including the Mater Private Hospital and Quest / Dell.

2.3: Population and Employment Data

This sub-section provides a summary of the population and employment levels in Mahon based upon the CSO Census of Population and the Cork City Council Employment and Land Use Survey. The Mahon Planning Unit is comprised of three DEDs. These are illustrated spatially in Figure 2.4. The diagram also illustrates the Mahon Local Area Plan Area, which is largely comprised of the Mahon B DED plus the Ursuline Convent lands of the Mahon A DED.

Figure 2.4: Mahon DEDs



Population

Table 2.3 sets out the population for the Mahon Planning Unit. Mahon has enjoyed a 9% increase in population levels since 2006, and compares favourably to other suburban areas in the southern portion of Cork City, with most areas suffering population declines of between 3% and 18% [see www.cso.ie for further details].

Table 2.3 Population for the Mahon Area

DED	2001	2006	Percentage change 2001-2006	2011	Percentage change 2006-2011
Mahon A	4,168	4,206	+0.9%	4,835	+13%
Mahon B	4,275	4,241	-1.1%	4,839	+12.4%
Mahon C	3,576	3,477	-3.3%	3,332	-4.4%
Mahon A + B + C	12,019	11,924	-1%	13,006	+9%

The estimated population of the Mahon Local Area Plan is 4,650, allowing for:

- Omission of Well Road area from the Mahon B DED (225 dwellings); and
- Inclusion of an area of Mahon A at Ursuline Convent and Ballinsheen Court (145 dwellings).

Employment

The number employed within the Mahon area has increased steadily since the late 1980s. Table 2.4 illustrates the level of employment change within Mahon between 2006 and 2011.

Table 2.4 Employment change between 2006 and 2011

DED	Total Employment		Change	
	2006	2011	Numerical	Percent
Mahon A	500	570	70	14%
Mahon B	4,595	6,011	1,416	31%
Mahon C	236	230	-6	-3%
Total	5,331	6881	1,480	20%

[Source: Cork City Council Employment and Land Use Survey data]

The degree of change has been particularly dramatic in the period between 2006 and 2011 with jobs being created at the Mahon Point Shopping Centre and Retail Park [1500 jobs approximately] and City Gate. However, it should be noted that the figures represent net change, and that there have also been significant job losses over the same period, including 650 jobs lost from Motorola. Without the losses jobs growth would have been much more significant.

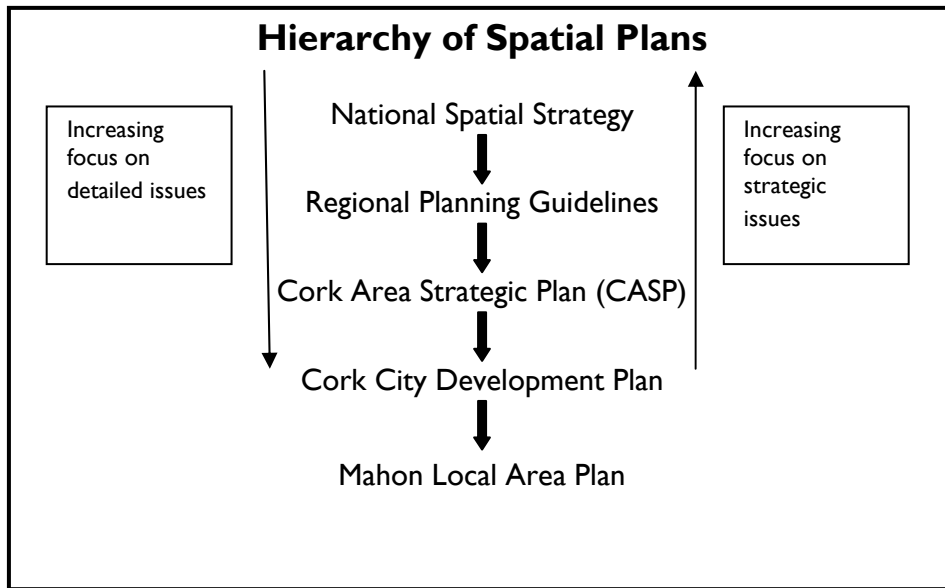
2.4 Strategic Planning Context

The Mahon Local Area Plan falls within a hierarchy of planning and development guidance at national, regional and local level. This sub-section sets out an overview of the hierarchy of spatial plans and also the context relevant to the planning and development of the Mahon area (summarised in Table 2.5 and Figure 2.5, below).

The *Planning and Development Act 2000* (as amended) provides that a planning authority may prepare a local area plan for any area within its jurisdiction for which it considers such a plan to be suitable, and in particular for those areas that require economic, physical and social renewal, and for areas likely to be subject to large scale development within the lifetime of the development plan. The *Cork City Development Plan 2009-2015* identifies Mahon as a key suburban development area within the city for which a Local Area Plan will be prepared which will set out an integrated land use, transportation and urban design framework for the future development of the area.

The Mahon Local Area Plan falls within a hierarchy of plans concerned primarily with spatial development and land use. The plan also has links with other plans, strategies and programmes that have land use implications. Figure 2.5 illustrates the hierarchy of plans and their relationship.

Figure 2.5: Hierarchy of Spatial Plans



The *Planning and Development (Amendment) Act 2002* requires that a Local Area Plan shall be consistent with the objectives of the Development Plan for the area. This Local Area Plan is informed by the policies and objectives of the *Cork City Development Plan 2009 – 2015* which sets out the overall strategy for the proper planning and sustainable development of the City and includes employment and population targets as well as objectives for the economy, retail, transport, housing, natural and built heritage, community and arts, culture and tourism.

Due regard has been given to Ministerial Guidelines and Directives issued by the Department of the Environment, Communities and Local Government.

Table 2.5: Key Strategic Planning Context

Policy Document	Key Policies	Issues for Mahon
National policy context		
<i>National Climate Change Strategy 2007-2012</i>	Promote integrated land use, transport and appropriate technologies to effect a change in Ireland's contribution to climate change.	Promotes integrated approach to sustainable urban development.
<i>National Development Plan 2007 – 2013</i>	National investment plan for delivery of National Spatial Strategy focused on major infrastructure projects, such as helping to deliver the development of Cork' Gateway and its major Docklands project.	Mahon is complementary to the development of the City Centre / Docklands / Mahon corridor and mutually supportive of the intended transportation system..
<i>National Spatial Strategy 2002-2020</i>	<ul style="list-style-type: none"> • Cork is a Gateway City and a focus for economic activity, education, and specialisation; • Create greater employment opportunities • Better quality of life / place to live • Urban consolidation. 	Formed key input into Regional Planning Guidelines and CASP 2001-2020 [as updated].
<i>Transport 21 – 2006-2015</i>	A capital investment framework for major infrastructural projects.	Potential park and ride connection from proposed Dunkettle rail station / park and ride.

Policy Document	Key Policies	Issues for Mahon
Relevant National Planning Guidelines (e.g. <i>Retail Planning / Retail Design Manual; Local Area Plans; Development Contributions; Appropriate Assessment, Sustainable Residential Development in Urban Areas 2009; Sustainable Urban Housing: Design Standards for Apartments; Flood Risk Management, etc.</i>).	Good planning policy and practice vital for local area plan.	<ul style="list-style-type: none"> • Ensure Mahon Point and other retail provision is appropriately scaled and designed; • Ensure infrastructure meets the needs of development and is included in development contributions scheme.
<i>Smarter Travel: A New Transport Policy for Ireland 2009-2020</i>	A national policy document setting out targets to reduce car-borne development and achieve a material shift to non-car modes based upon co-ordinated land use and transport strategy.	Mahon to include a land use and transport strategy that optimises sustainable transport modes and achieves low levels of environmental impacts.
<i>Strategic Environmental Assessment</i>	EU requirement to assess strategic impact of plans on environment.	Primary issue is protected habitat.
<i>Appropriate Assessment</i>	EU requirement to assess effects of proposals on protected habitats and species.	Mahon is located immediately adjacent to the Cork Harbour SAC.
Design Manual for Urban Roads and Streets (DECLG / DTTS, 2013)	Design streets for people within cities, balancing place and movement needs.	Retrofitting existing roads / streets (e.g. Mahon Link Road) to ensure that it is a successful street
Relevant National Transport Authority guidance (e.g. National Cycle Manual).	Designing streets to accommodate cycle infrastructure to best practice standards.	Ensuring best practice in transport development to help in achieving smarter travel targets.
<i>Spatial Planning and National Roads</i>	Department of Transport / NRA policy to achieve a shift towards non-car travel demand and to minimise impact of new travel demand on the national roads network.	Evidence based approach to estimating travel demand and impact on national roads network has been applied in <i>Mahon Strategic Transport and Traffic Assessment 2012</i> .
Regional Planning Context		
South-West Regional Planning Guidelines 2010-2022 [RPG]	Identifies strategic development locations and strategic development quantum for Cork City.	Input to Cork City Development Plan 2009-2015.
Cork Area Strategic Plan 2001-2020	Provides the strategic context to considering land use, transport and economic strategy for the metropolitan area, including the primacy of the City Centre / Docklands.	Updated in 2008.
CASP Update 2008	South Mahon identified as a major Development Area, major employment location, and corresponding transport, employment and population strategies.	Confirms status of Mahon and forms a key input into the <i>Cork City Development Plan 2009-2015</i> .
Draft Lee CFRAMS Study	Flood risk assessment prepared for the River Lee catchment.	Mahon does not fall in the areas of flood risk. Strategic Flood Risk Assessment necessary to illustrate the impact.

Policy Document	Key Policies	Issues for Mahon
Cork Strategic Retail Study 2008	Defines the strategic role of Mahon Point District Centre, lower level centres, retail warehousing and principles for distribution of new development.	Comparison role of Mahon Point to be restricted to existing levels but much scope for development of complementary local services.
Local Planning Context		
Cork City Development Plan 2009-2015	<p>Landscape protection objectives set out in Chapter 10</p> <p>Objectives for South Mahon set out in paragraph 14.8;</p> <p>Objectives for Mahon District Centre set out in paragraph 14.44</p> <p>Mapped Objectives set out in Volume 3/ Map 8:SE Suburbs Objectives</p> <p>ZO5: Uses permitted in Residential, local Services and Institutions;</p> <p>ZO8 – Uses permitted in Business and Technology</p> <p>ZO9: Uses permitted in District Centres</p> <p>Zoning Objectives set out in Chapter 15</p> <p>Core Strategy identifies residential capacity of Mahon [563 units, to be reviewed by LAP].</p>	<p>A large-scale urban development utilising the sustainable location and assets of Mahon whilst responsive to the overall strategic land use and transportation context.</p> <p>The majority of lands are zoned for:</p> <ul style="list-style-type: none"> • Residential, Local Services and Institutions; • Business and Technology; and • District Centre.
Cork Area Public Transport Feasibility Study 2009	Identifies Stage 3 of the Cork Rapid Transit project from Docklands – Mahon, with the system being feasible in the post-CASP period based upon additional development.	This was an input into the Mahon Strategic Transport and Traffic Assessment 2012;
Mahon Strategic Transport and Traffic Assessment 2012	<p>Identifies mixed use development of Mahon is feasible providing:</p> <ul style="list-style-type: none"> • Residential development is maximised to ensure a balanced transportation system; • Limited employment development prior to BRT; • High quality public transport system to serve pre-BRT Mahon; • Bessboro Bridge essential. 	This has formed a key input into the formulation of the development strategy for Mahon.

2.4.1: Development Plan Core Strategy

The current *Cork City Development Plan 2009-2015* Core Strategy is summarised diagrammatically in Figure 2.4 (overleaf). This strategy will be updated by the *Cork City Development Plan 2015-2021* currently under preparation.

Of direct relevance to the development of Mahon are the following:

- Mahon is identified as a Key Development Area for residential development and the implementation of the CASP Update economic strategy;
- Mahon Point is identified as a District Centre to serve the Mahon-Blackrock area of the city;



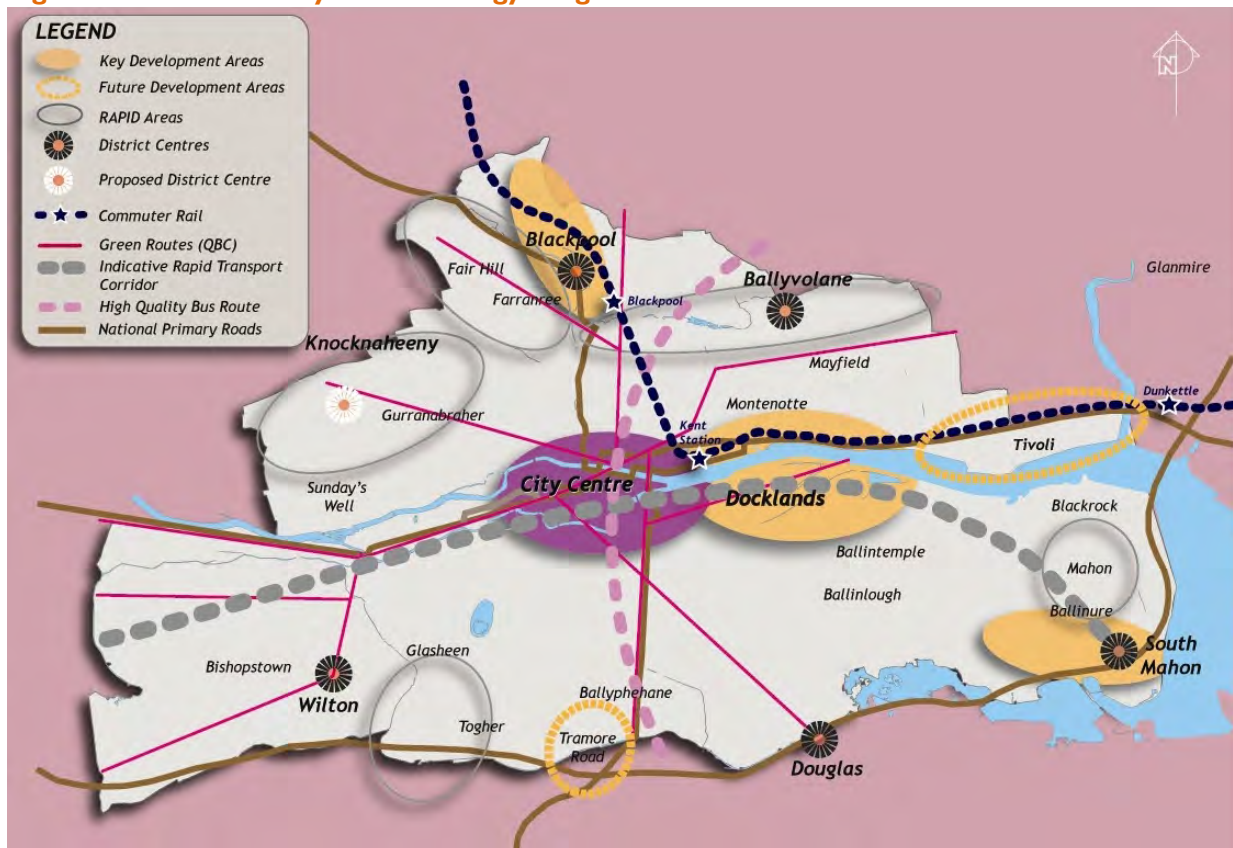
- Mahon RAPID area is identified for measures to address deprivation and environmental upgrade (see 2.41);
- An east-west Rapid Transit System is proposed to extend from Ballincollig to Mahon. An indicative corridor is illustrated in Figure 2.4.
- The Core Strategy identifies an estimated housing unit capacity for Mahon in Table 2.8: *Indicative Capacity for Key Development Area for Residential Development*. An area of 9.61 hectares of zoned land is indicated and 563 units to be developed on this land. Paragraph 2.33 amplifies this by clearly stating that the target is indicative and additional or alternative sites and land-use mixes may be identified during preparation of the Mahon Local Area Plan.

The Core Strategy does not identify employment strategy targets for Mahon or the city sectors but provides an overall growth figure of 15,000 jobs (approx) for Cork City for the period to 2020 (see Table 2.3, p11). The Core Strategy also states that an upgraded public transport provision will need to be addressed in strategies for the Mahon Key Development Area (see paragraph 2.36, p16).

This high level policy is complemented by text in the *Chapter 14: Suburban Areas of the Cork City Development Plan 2009-2015*:

- South Mahon Key Development Area Objectives (paragraphs 14.5 to 14.8, pp206-207); and
- Mahon District Centre Key Objectives (paragraphs 14.42-14.44, pp214).

Figure 2.5: Cork City Core Strategy Diagram



[Source: Cork City Development Plan 2009-2015]

2.5: Transport Context

Mahon's status as a Key Development Area in higher level plans means that it is a strategic objective to ensure that Mahon continues to be accessible for those living, working and visiting the area and its offer.

The accessibility of Mahon is directly affected by its geography as part of a peninsula of land surrounded by water on three sides. This means that Mahon has limited connectivity to the wider Metropolitan Cork area, except via Douglas, the City Centre or the N40.

The *Mahon Strategic Transportation and Traffic Assessment 2012* (hereafter referred to as the MSTT+TA 2012) assesses land use and transportation strategy options for the development of the area and makes clear conclusions about the capacity of Mahon to accommodate change and the need for infrastructure to serve development. The assessment responds to concerns expressed by the National Roads Authority in 2010 [and subsequently] that development in Mahon should conform to national transport policy and minimize the impact of travel demand on the South Ring Road (N40).

The National Transport Authority *Cork Metropolitan Area Five Year Investment Framework 2013 to 2017* [October 2012] identifies the City Centre – Docklands – Mahon corridor as a strategic route for investment in transportation measures for the period indicated. This framework aims to prioritise investment in sustainable transport measures in order to improve accessibility within the city, including:

- Public Transport measures (following on from network improvements proposed by the *Public Transport Feasibility Study 2009*);
- Cycle network / safety improvements;
- Walking network / safety improvements.

The framework focuses resources on small-scale project investment to achieve material improvements to the transport environment and encourage non-car transport modes. The overall annual budget for the delivery of the framework is between €7 million to €9 million for the Cork City and County Council area. Further details are provided in Section 5: Infrastructure and Delivery.

In addition to investment in non-car modes the City Council has recently completed a project to reduce congestion on the Mahon Link Road by improving access to the Mahon Point Shopping Centre. This has reduced congestion and queue length for those accessing Mahon via the Mahon Interchange from the South Ring Road.

2.6 Mahon Opportunities and Constraints

A summary of the key opportunities, constraints and issues for development of the Mahon Plan area is set out in Table 2.6, below. Figure 2.6 illustrates the main issues spatially.

Figure 2.6: Mahon Opportunities and Constraints



Table 2.6 Mahon Opportunities and constraints

Issue	Description	Sensitivity and significance	Implications for development of Mahon
Transport			
Bessboro Bridge	Key multi-modal connection across Old Passage Railway Line.	Key link connecting Bessboro Lands to central Mahon	Land to provide bridge to be acquired. Bridge design to be developed. Agreement of delivery strategy for bridge to be an early priority. Temporary pedestrian / cycle bridge an option in short term.
Rapid Transit	Future public transport service to be provided to meet the needs of Mahon and Docklands as indicated in the <i>Public Transport Feasibility Study 2010</i> .	Essential for long term development of Mahon and to achievement of national transport targets.	Development to be constrained prior to delivery of RT to levels indicated in <i>Mahon Strategic Transport and Traffic Assessment 2012</i> .

Issue	Description	Sensitivity and significance	Implications for development of Mahon
Transport	Contd.		
High Quality Bus-based system	Significant improvements to bus-based network and service to meet needs and increase modal share.	Bus network to be upgraded on Skehard Road, Mahon Link Road and related streets.	Include measures in LAP. Delivery to be advanced through public, private and Mobility Management investment.
Area-Based Mobility Management	Concentration of non-residential uses in area will lend itself to mobility management partnership initiative supported by public / private sectors.	Potential for effective mobility management significantly enhanced by cost-sharing and partnership. Without this potential for non-car commuting trips will be reduced.	Model to be defined in LAP and appropriate resources indicated.
N40	National road serving Cork City and Mahon, and other locations.	NRA concern that additional travel demand does not result in unacceptable levels of congestion / queuing at Mahon Interchange.	Land use and transport strategy that maximises potential for non-car trips.
Walking and cycling network	Increase levels of walking / cycling	Barriers at limited desire line connections inhibit attractiveness of walking / cycling for short trips.	Proximate development, connections and infrastructure, including priority at junctions and on desire lines.
Conservation			
Landscape	Historic landscape, water, views, etc.	Bessboro House and grounds, historic house landscapes and built elements, old railway corridor, Douglas Estuary, Lough Mahon, views of significance, and elements indicated in section 2.2: Historical Context.	Conserve and enhance landscape assets, including those Landscape Preservation Zones and Areas of High Landscape Value set out in the <i>Cork City Development Plan 2009-2015</i> , and use them to create a strong sense of place and contribute to amenities in the area.
Protected habitats and species	<p>Cork Harbour SPA (site code: 004030) Cork Harbour, Douglas Estuary pNHA and Lough Mahon pNHA and adjacent habitats with potential for roosting for protected species.</p> <p>Affects most of the intertidal mud flats and salt marshes within the harbour, including Douglas Estuary and Lough Mahon. The site is significant as it supports national and internationally important populations of wintering waterbirds (Annex 2</p>	<p>Site would be sensitive to loss of habitat, high levels of disturbance, pollution run off from neighbouring areas, inappropriate lighting, etc.</p> <p>Mahon fronts onto a small proportion of the overall protected harbour habitats. There is the potential for a collaborative approach to managing the protected habitat, including the Mahon portion of it.</p>	<p>Conservation Objective: To maintain or restore the favourable conservation condition of the bird species</p> <p>Developments required to demonstrate no significant effects on habitat and protected species.</p> <p>Protection of significant trees / tree groups and ecological design of private and public open spaces.</p>

Table 2.6 Mahon Opportunities and constraints (contd.)

<i>Issue</i>	<i>Description</i>	<i>Sensitivity and significance</i>	<i>Implications for development of Mahon</i>
Conservation (contd.)			
Protected habitats and species / contd.	species). In addition protected species could be present in area (e.g. bats, amphibians, otters).		
Biodiversity	Douglas Estuary, Lough Mahon, Old Passage Railway corridor, trees, hedgerows, walls [including Bessboro and former Lakelands grounds].	Trees, walls, waterside meadows and hedgerows form locally-valued habitats.	To conserve and enhance the ecological potential of these areas for to encourage urban wildlife and rich environments and connect to other open space assets.
Archaeology	Sites protected by the Record of Monuments and Places (RMP), such as Bessboro House and Ringmahon Castle; Newly discovered Sites of archaeological significance (e.g. CO074-130 and CO075-083).	Potential for insensitive development that affects the heritage assets and their setting.	Conserve, enhance monument and setting and interpret.
Record of Protected Structures (RPS)	Ringmahon House, Bessboro House, Ursuline Convent.	Potential for insensitive development that affects the heritage assets and their setting.	Conserve and enhance structure and setting.
NIAH structures	Bessboro Farm Buildings Bessboro Graveyard Folly Railway bridges	Conservation and enhancement.	Identification and protection of NIAH structures, and integration into development schemes.
Architectural Conservation Areas	None.	Groups of buildings of significance limited to Old Passage Railway, Wallace's Row and Coakley's Row.	Potential ACAs: Railway corridor and Cottages.
Other Buildings of Significance	Pre-suburban houses and estate buildings / structures, including: Houses on Skehard Road and Ballinure Road, walled gardens (City Council depot at Clover Hill House and Ringmahon House), walls.	Conserve assets of architectural and social significance to the Mahon peninsula.	Identification of buildings and structures for protection and interpretation.

Table 2.6 Mahon Opportunities and constraints (contd.)

<i>Issue</i>	<i>Description</i>	<i>Sensitivity and significance</i>	<i>Implications for development of Mahon</i>
Infrastructure			
Surface-water drainage	Surface-water drainage.	On-site surface water drainage to be required on all development sites. Protected Habitat may require surface-water filters to remove hydrocarbons from runoff to ensure pollution does not have an adverse impact on habitat and species.	The employment of SUDS and achievement of conservation objectives for habitat / species are key priorities.
Foul-Water Drainage	Existing foul-water main crosses the plan area.	No issues. Surface water separate to foul-water.	No response necessary.
Water Supply	Water supply adequate to meet needs of proposed development.	Water supply sensitive to increased demand for water from development of Docklands and other proximate major sites.	Water supply adequate to meet needs of proposed development. Grey-water recycling pilot project in Bessboro Neighbourhood.
Gas	Plan area served by adequate supply. Existing high pressure gas main follows Old Passage Railway.	Above ground facility in Bessboro grounds. Potential hazard risk on high pressure main. Reduce demand for energy and on-site renewable.	7 metre wayleave on either side of the gas mains, from the centre line of the main [or 3m when in a public road].
Electricity	Plan area served by adequate network and supply.	All major developments to consider energy issues and ensure appropriate building design and renewable energy provision.	Developments to be designed taking into account energy issues. Potential for District Heat and Power Scheme.
Telecoms	Telecommunications infrastructure to serve the needs of the development.	Existing network extensive. Some enhancement may be required. Telecom masts may need to be relocated due to proximity to proposed residential development.	Telecom mast in Bessboro lands should be relocated as adjacent to proposed residential area and in highly conspicuous location.
Green infrastructure	Open space, allotments, greenways, passive recreation and active sports facilities (e.g. swimming pool, ice rink, all-weather pitch, etc.)	Ensure existing provision meets need and future demand. Plan area does not have a supply of allotments.	Recreational needs to be assessed and sites identified to meet need. Allotment sites to be identified.

Table 2.6 Mahon Opportunities and constraints (contd.)

<i>Issue</i>	<i>Description</i>	<i>Sensitivity and significance</i>	<i>Implications for development of Mahon</i>
Urban Design			
Interface with existing development	Existing adjacent development presents constraints and opportunities.	New development is to be sensitive to established height. Opportunities to integrate development and ensure positive frontage and connections.	Ensure linkages and development to provide positive frontage as far as possible. Building height restrictions.
Bessboro House grounds	Bessboro House and grounds have heritage significance. Opportunity to create Neighbourhood Park public open space	The area to the west of Bessboro House has been identified as a park to serve the needs of the area in the development plan. The area to the east and north of the house has been identified for sensitive development.	Integrate lands into their context, reinstate historic landscape, ensure high quality park.
Mahon Point Shopping Centre	Suburban format shopping centre disconnected from its northern context.	Further development of the centre should aim to integrate the centre into its context and provide a strong sense of place with activities and spaces that complement the existing centre and do not undermine the role of Avenue De Rennes.	Precinct Strategy to define development potential and potential configuration. A strong landscape and tree structure is necessary.
Tree Structure	Mahon has a weak tree structure in the area to the south of the Skehard Road (identified in Figure 10.5 of the development plan / Policy 10.11).	New development should be conscious of the need to integrate a strong tree structure to create attractive places and also to foster biodiversity.	New development and public realm enhancements to include strong tree structure, and also generous public realm to accommodate medium / large tree species.
Wayleaves	The Water Supply and Foul Water pipes cross the Bessboro House grounds	City and Harbour water main (1.2m at Bessboro) with wayleave of 20m [approx.] – 10m from the centre line. Cork City Foul Water main has 5 metre wayleave from centre line.	Reduces extent of developable lands within Bessboro lands [prohibitively expensive to relocate]. Potential for localised reduction in wayleave.
Land use	Development lands held in multiple ownerships.	Co-ordination of major landholdings desirable in Mahon Industrial Estate but not essential to facilitate proper redevelopment.	Strategy to increase residential population of the area and to focus employment growth in specific areas.
Noise pollution	N40 and Mahon Link Road corridors	Significant areas adjacent to the N40 are affected by noise pollution of greater than 60db, including limited existing residences and proposed development sites.	Noise mitigation along N40 corridor. Schemes for development sites need to respond to noise pollution constraints.

Table 2.6 Mahon Opportunities and constraints (contd.)

Issue	Description	Sensitivity and significance	Implications for development of Mahon
Urban Design			
Skehard Road [East]	Street designed as a main road to provide access to South Ring Road, with little housing fronting onto the street and space left over without a clear purpose / design.	Windswept street with little frontage, high vehicle speeds, limited activity and poor landscape quality.	Proposals to enhance Skehard Road in terms of urban and landscape design and taming the car.
Jacob's Island	Unfinished suburban residential community to the south of N40 / Mahon Interchange, and therefore suffers from severance from the rest of Mahon.	Further development of the area should aim to provide a strong sense of place with activities and spaces that complement the existing residential development.	Precinct Strategy to define development potential. A strong landscape and tree structure is necessary.

2.7 The Mahon Opportunity

The significant opportunities offered by the Mahon Local Area Plan area for new development can be summarised as:

- Mahon is strategically located within Cork City and Metropolitan Cork and suited to development in a sustainable manner;
- The development lands are strategically located to benefit from proximity to the City Centre and Docklands and the proposed public transport system upgrade, including rapid transit that will also provide high frequency access to UCC, CUH, CIT and Ballincollig;
- Mahon has a strong existing residential community and has benefited from RAPID status for the duration of the programme;
- Mahon offers a very attractive environment for residential development with a high landscape value, views, amenities, walkways and services;
- Mahon offers a cluster of employment uses and opportunities of benefit to those who will live in the area and served by local and retail services;
- Mahon is well served by shopping and local services at Mahon Point, Avenue De Rennes and other neighbourhood centres.
- The Mahon businesses cluster provides the potential for synergies between businesses and complementary services and amenities to meet the needs of workers.

In general terms the plan area touches a number of communities:

- Mahon;
- Blackrock;
- Beaumont / Skehard Road (West); and
- Jacob's Island.

There are currently limited services and spaces that bring these diverse areas together in democratic / public spaces. This is something that the plan seeks to address.

Mahon was designated as part of the Togher/Mahon RAPID (Revitalising Areas through Planning, Investment & Development) programme in 2001. This is one of 51 areas of disadvantage in the state and the aim of the programme is to revitalise these areas through increased investment, improved service co-ordination and better community participation.

There has been significant investment in community facilities in Mahon during that time, particularly in the early half of the last decade. These included:

- A new community centre was built led by Cork City Council and Mahon community Association,
- A state of the art family centre was built, led by the HSE and the family centre board
- Ringmahon house was redeveloped by Cork City Council to house a Youthreach project which is funded by the Cork Education Training board
- A new park and playground was developed by Cork City Council
- Various sporting pitches have been developed
- A new south-city orbital bus route was established by Bus Éireann, facilitating access to UCC, CIT and CUH

Other interagency initiatives which have developed include the Mahon community safety forum, which is a partnership between the Garda Síochána, Cork City Council and the local community. This has proved very successful and has been replicated in various parts of the city. Project ReFocus is another interagency initiative, led by the Dept of Social Protection, which works with young unemployed people to enable them to get back into further education, training and employment.

Significant progress has been made in the Mahon area through the various agencies and the local community working together. Other issues and challenges still remain, but it is through working through the RAPID process that these can continue to be overcome.



SECTION 3: VISION + AREA-WIDE STRATEGY

3.0 Introduction

This section sets out the overarching vision and high-level area-wide objectives for the planning and development of the Mahon Plan area.

3.1 Vision

Statement

Mahon will develop into a coherent mixed use suburb that meets the needs of the community and make it an attractive place to live. The sustainable development of Mahon will be achieved by:

- *Expanding the population of Mahon and improving residential amenity;*
- *Gradually replacing low density industry with higher density employment accessible to those living in the area;*
- *Creating strong focal places at Mahon Point and Neighbourhood Centres providing local services and a physical focus for their areas;*
- *Supporting a future shift to non-car modes for environmental, social and health reasons; and*
- *Conserving landscape, built heritage and environmental assets.*

3.2 Population and Employment targets

3.2.1 LAP Employment target

South Mahon is identified as a strategic employment location in the *CASP Update 2008* (see page 35 of *CASP Update 2009*) and a Key Development Area in the *City Plan 2009-2015* (see Figure 3.5, below).

The strategic employment designation and growth is contingent upon the provision of a high quality public transport system indicated in *CASP Update 2008* (see page 44 of the *CASP Update 2008*), as amplified by the *CATS Study 2010*. It is envisaged that the key public transport service that will facilitate development will ultimately be the proposed rapid transit (BRT) system after it has been developed to serve Docklands. In the meantime South Mahon would benefit from a high quality bus-based public transport service.

Since the *CASP Update 2008* there has been a significant net growth in jobs in the Mahon area due principally to the development of Mahon Point and City Gate. Table 3.1 (below) illustrates net jobs growth since 2006. It also illustrates the implications on jobs growth of the occupation of completed building stock and jobs growth upon completion of permitted office buildings.

Table 3.1: Employment growth since CASP Update 2008 baseline

	2006 <i>[CASP Update 2008 baseline]</i>	2011 <i>(Cork City Employment + Land Use Survey)</i>	Upon occupation of existing building stock	Upon occupation of committed planning permissions
Mahon Jobs total	4,600	6,881 (+2,221)	8,831 (+4,221)	12,400 (+7,800)

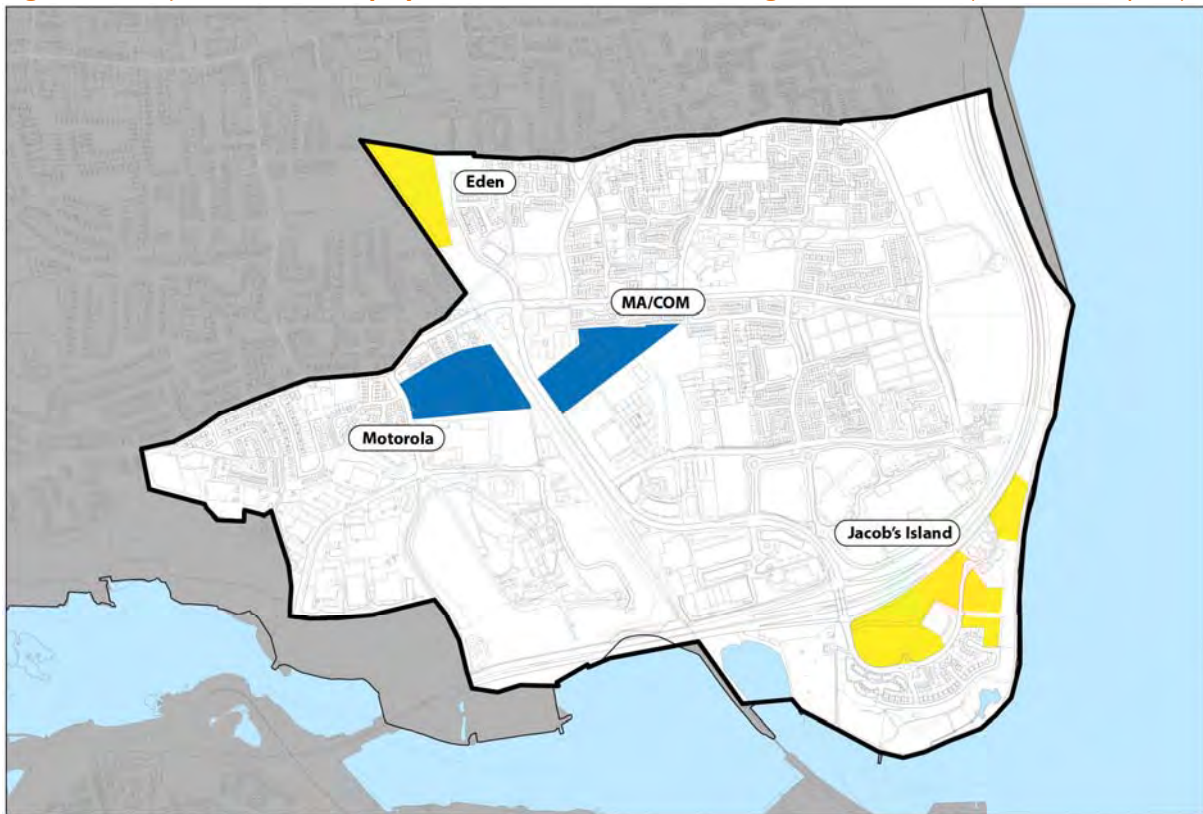
The context to identifying an employment growth target to Mahon is:

- The strategic need to improve the employment function of the City Centre and Docklands and the benefits that new employment in these locations will have. Job creation in the centre of the city is likely to require incentives to make it happen to make the relative cost of developing and occupying space in the City Centre cheaper; and
- The market reality that businesses who don't wish to locate in Cork City Centre / Inner Docklands may locate in suburban or exurban locations outside of the city in far less sustainable locations, resulting in car-borne commuting, loss of jobs to the city, loss of commercial rates to the city, and a lack of regeneration in Blackpool and redevelopment in Mahon.
- Existing planning permission that would allow for employment growth to the levels indicated in Table 3.1;
- Existing and committed growth would result in Mahon achieving over 50% of the CASP Update 2021 total jobs target of 15,000 jobs for Cork City. However there is no impediment to additional jobs in the City over the CASP Update jobs target as the City is strategically the most important economic location for business and employment as well as being a sustainable location from a transport perspective.
- Compared to other locations (including the City Centre) the Mahon location is easy to develop and can be seen as complementary to the long term development of Docklands and to the long term investment in BRT. It is also deliverable in the short term and attractive to the market.

The employment target for 2011-2021 set out in Table 3.2 (below) reflects the level of employment that has already been committed in Mahon. Equivalent indicative floor-space targets are also included in Table 3.2 based upon an employment density of one worker per 15 gross square metres (gsm). This is indicative and based upon a local assessment of employment densities. In the UK and Ireland office market employment densities have steadily increased and are currently on average 1 person per 12 net square metres according to *the Employment Densities Guide* (DJD, 2010). Whilst it is difficult to keep an exact employment figure for the Mahon area (or any area) the City Council will monitor trends as far as it can with the resources that it has available to get an up-to-date figure for use in assessing new development proposals in the Development Management process.

The *Mahon Strategic Transportation and Traffic Assessment 2012* shows that the transport capacity of the Mahon area, based upon a wide range of assumptions, is for 7,400 jobs over 2006 levels. Existing planning permission commitments exceed this maximum transport capacity by 350 jobs. Figure 3.0 (below) identifies the major sites with employment and residential planning commitments (current and expired).

Figure 3.0: Major sites with Employment and Residential Planning Commitments (current and expired)



Floorspace targets for 2021-2031 are set at a level that reflects a strategic view of desirable growth and transport capacity of the area based upon specific infrastructure development.

Table 3.2 Mahon LAP employment growth target and floorspace targets

	2011 (over CASP 2006 baseline)	Tranche 1 (2011- 2021) (Occupation of existing building stock)	Tranche 1 (2011- 2021) (New building stock)	Tranche 1 total 2011-2021 (over CASP baseline)	Tranche 2 (2021- 2031)	2031 Total (over 2006 baseline)
Employment target	+2,221 (CCELU)	+2,000	+3,500	5,500	3,000	10,700
Floorspace target				52,000gsm	45,000gsm	97,000gsm

Whilst it is difficult to keep an exact employment figure for the Mahon area (or any area) the City Council will monitor trends as far as it can with the resources that it has available to get an up-to-date figure for use in assessing new development proposals in the Development Management process. The practical implications of this employment target include:

Strategic implications

- The CASP Update 2008 employment targets for other locations in the city are likely to be affected negatively (the number of jobs to be created in the City Centre / Inner Docklands / Outer Docklands / Blackpool will be affected by jobs growth in Mahon).

Mahon implications

- The potential for new development that would exceed the Mahon employment growth target is restricted (see Section 5: Infrastructure and Delivery).

- Significant and early investment in transport is required to make Mahon function efficiently and to meet the needs of the proposed new employment (see Section 5: Infrastructure and Delivery).

3.2.2 LAP Population target

The CASP Update 2008 and the Cork City Development Plan 2009-2015 do not define a specific population / dwelling unit target for Mahon. Rather, a preliminary target of 563 dwelling units is identified in the Core Strategy (Variation No. 4 to the development plan) based upon existing supply land benefitting from residential zoning objective. This target is to be updated by the Mahon Local Area Plan.

The challenge facing the local area plan is how to maximise residential development in the plan area, including the rezoning of lands currently in non-residential zonings. Table 3.3 sets out the population target and the dwelling unit targets for the Local Area Plan area over the two development tranches.

The population targets are based upon the City Council's ambitious plans to accommodate residential development in Mahon and the capacity of the lands that it would like to see developed for residential uses.

Table 3.3 Mahon LAP Plan Area Population and Dwellings targets

Targets	2011	Tranche 1 increase (2011-2021)	Tranche 2 increase (2021-2031)	Net increase 2011-2031	Total 2031
Population LAP Area	4,650	4,000	3,000	7,000	11,650
Dwelling Units	1,800	1,650	1,200	2,850	4,650

3.2.3: Breakdown of Targets

The overall targets for the plan area are broken down into indicative yields for each sub-area in Table 3.3a (below).

Table 3.3a: Indicative breakdown of targets

Sub-Areas	DWELLINGS (units)		EMPLOYMENT (jobs)	
	Tranche 1	Tranche 2	Tranche 1	Tranche 2
SA1: Skehard Road (West) (SRW)	0	0	0	0
SA2: Mahon Industrial Estate (MIE)	500	700	0	0
SA3: Bessboro House & Grounds (BHG)	300	0	0	0
SA4: Lough Mahon Technology Park (LMTP)	0	0	5,500	1,000-1,500
SA5: Ursuline Convent (UC)	340	0	0	0
SA6: Avenue De Rennes (ADR)	0	0	0	0
SA7: Skehard Road East (SRE)	0	0	0	0
SA8: Mahon Point (MP)	0	300	0	1,000-1,500
SA9: Jacob's Island (JI)	410	0	0	500-1,000
Windfalls	100	200	0	0
TOTALS	1,650	1,200	5,500	3,000*

*Range indicated in different locations but overall target 3,000

These indicative targets are intended to supersede the indicative targets set out in the *Cork City Development Plan 2009-2015 Core Strategy* for the Mahon area:

- There are no employment targets in the Core Strategy for Mahon; and
- The target of 563 dwelling units was intended to be updated by this local area plan.

However, it should be noted that the residential yields and employment yields (to a lesser degree) are dependent upon a range of factors, including changes in the development plan zoning objectives and permissible uses for sites in the major development areas. Section 5 sets out the infrastructure that is considered necessary to allow the delivery of the targets indicated.

3.3 Proposals for development

3.3.1 Land use strategy

The land use strategy for the Mahon Plan area stems from the context provided for it by the development plan, higher level plans, the requirement to ensure that a coherent land use and transportation strategy for the area, and the need to improve Mahon so that it functions as a coherent place.

Coherent land use and transport strategy

There is a need to ensure that any place has a healthy balance of residential and non-residential uses for reasons of good planning, good transport planning, and good place-making, amongst other reasons.

A mix of uses is very important from a transport planning perspective because the key challenge is to ensure that there is a coherent land use and transportation strategy so that:

- There is an appropriate balance between the number of jobs in Mahon and the number of residents in Mahon in order to achieve a balance of origin / destination movements on the transportation system;
- The potential for non-car trips is maximized. In other words – the number of short trips (for walking and cycling) and public transport trips are both optimized to encourage individuals to use a feasible alternative to the car; and
- The appropriate distribution and mix of uses is developed to support the development of a viable and high quality public transport system, and in the future a rapid transit system, that will require a balanced pattern of trip generation (i.e. two-way movements) to make it work.

If the land use proportions are imbalanced then this results in a more inefficient transport system and consequent delays, congestion and related negative impacts.

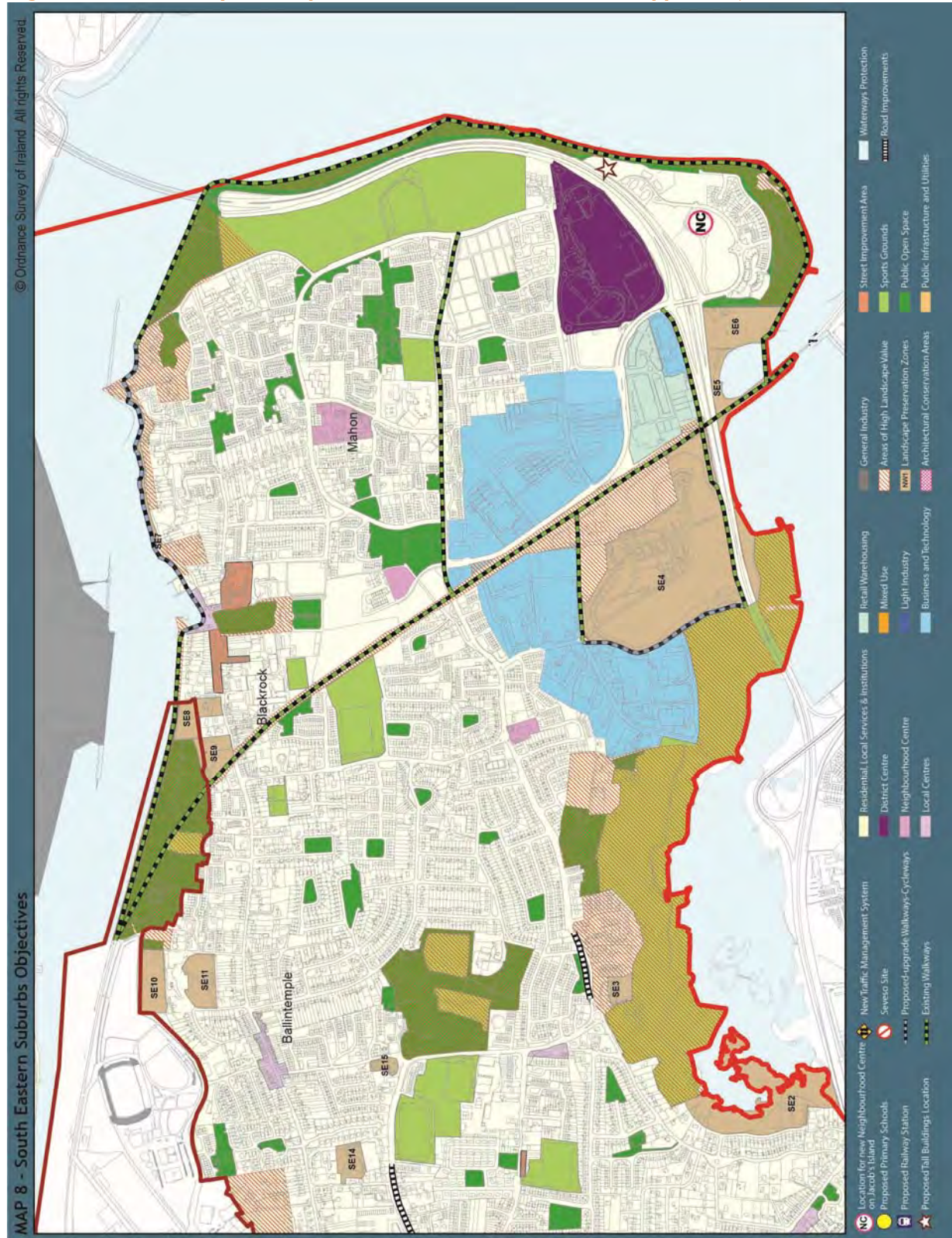
The current ratio between jobs and population for the Mahon transport assessment study area is approximately 0.53:1 (jobs: population). This ratio is comparable to other key suburban development areas, with major retail components, that have benefitted from analysis by the National Transport Authority in the Dublin area. Whilst the precise ratio between jobs and population varies from place to place, it is clear that the higher the proportion of jobs in any place that this imposes increased strain on the transport system. The implication of this is that new employment development should be accompanied by new residential development of an appropriate quantity to ensure that the uses remain broadly in balance and if they aren't then they are supported by appropriate transport measures. In tandem to this, large amounts of retail floorspace significantly affect weekend and evening traffic flow peaks.

The land use strategy set out below responds to this key context to the development of Mahon and its analysis through the *Mahon Strategic Transport and Traffic Assessment 2012*.

Land use Concept

The current mapped objectives for the plan area are illustrated in Figure 3.1a (below), which illustrates adopted zoning and specific objectives.

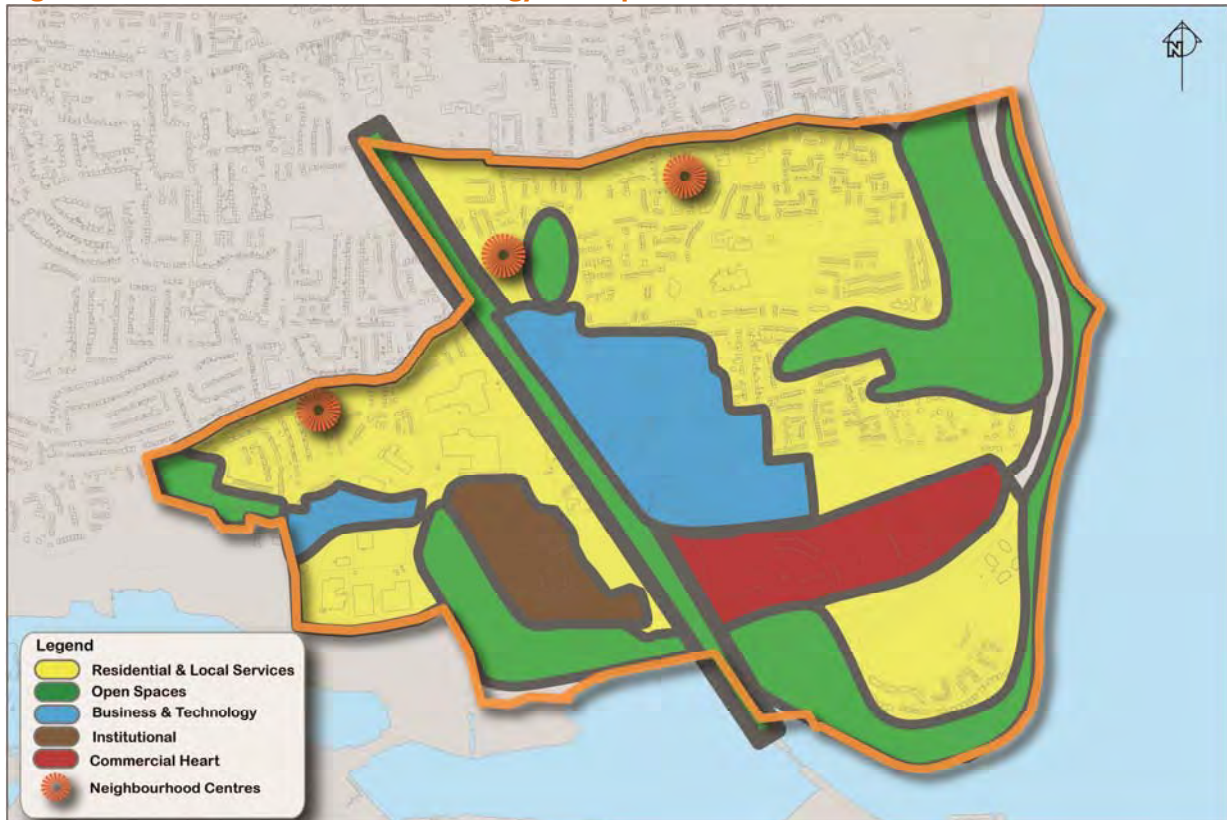
Figure 3.1a: Cork City Development Plan 2009-2015: Mahon Mapped Objectives



The *City Plan 2009-2015* stipulates that the local area plan should “ensure an appropriate mix of uses in the area, including a high quality business park, district centre, housing and related uses.” (paragraph 14.8, p207). In addition the objectives for land uses in the District Centre are set out in paragraphs 14.42-14.44, p214, including retail / local services, office and residential uses. This statutory planning framework has been the starting point for the consideration of an appropriate land use strategy for Mahon, and the development of appropriate land use options.

The local area plan land use strategy is illustrated in Figure 3.1 (below).

Figure 3.1: Mahon Land Use Strategy concept



The land use strategy has the following specific objectives:

- To provide a coherent and balanced land use and transport strategy that optimises the potential for Mahon as a Key Suburban Development Area;
- To provide a strategy that provides the right conditions for the urbanisation of Mahon, whilst still retaining, enhancing and expanding its amenities and infrastructure assets;
- To allow for the intensification of the key development areas at Mahon Industrial Estate, Bessboro House, Lough Mahon Technology Park and Mahon Point;
- To create strong residential neighbourhoods that are attractive places to live and accessible to local, district and city-wide infrastructure and opportunities (including places of work, education and leisure).
- The creation of coherent sub-areas capable of being attractive to their constituent communities;

Key components of the land use strategy are:

- The creation of a new residential neighbourhood within the Bessboro area, accessible to employment and other services / infrastructure, and fronting onto a new Bessboro Neighbourhood Park to serve the needs of the wider area;

- The consolidation of the Mahon Technology Park as a focus for employment in Mahon and the city as a whole, providing a cluster of compatible enterprises that meet the needs of the city enterprise strategy; and
- An improved urban district around Mahon Point that provides the “Commercial Heart” to the Mahon area.

3.3.2 Future Land Uses Zones

Section 2 set out the nature of the plan area and its context. This section considers main development types that will occur in Mahon:

Employment

Employment uses are not homogenous in their nature within Mahon, with the area including a mix of the following main categories:

- Higher density office-based employment;
- Lower density light industry and warehousing employment (incorporating ancillary offices in the main);
- Health services at the new Mater (Shanakiel) Hospital and VHI Swiftcare / Healthcare at City Gate; and
- Retail, retail services and local services employment.

Within these main categories there are a wide variety of business sectors. The Mahon Industrial Estate and Lough Mahon Technology Park are important strategic employment locations in the city and Metropolitan Cork. The businesses that are located in these zones also provide valuable employment to those working in the local, City and metropolitan areas. It is intended that over a 20 year period the business / employment role of the Mahon Industrial Estate will gradually be reduced to allow for residential development, with key lower density sites being brought forward for residential uses in the short-medium term (i.e. Tranche 1, see Section 5). It is intended that medium / higher density employment uses will gradually be developed in the Lough Mahon Technology Park / Mahon Point overflow car park in the medium-long term.

It is possible that a few existing higher density office buildings will remain in the Mahon Industrial Estate in the long term as non-conforming compatible uses within the residential neighbourhood. As indicated in Table 3.3a. Lough Mahon Technology Park will be the key area for new business and technology uses in the area. If existing business and technology planning permissions in the Mahon Industrial Estate are not implemented the employment equivalent will transfer to this core employment area.

In the event that sites are rezoned from “Business and Technology” uses to residential uses in the development plan then the City Council will carefully consider the appropriateness of new development proposals for employment uses under *Policy 3.15: Non-Conforming Uses of the City Development Plan* (or any replacement), which states that where uses exist as non-conforming uses it is the policy of the City Council to facilitate their continued operation provided they do not seriously detract from the zoning objectives for the area or from residential or other amenities. Within the Mahon Industrial Estate decisions will be taken in the context of the overall land use and delivery strategy for the area.

The Local Area Plan envisages that there would be net growth in the workforce over 2011 levels (as set out above). Overall employment will be measured via means of the Employment and Land Use Survey and the POWSCAR census data. Redevelopment of some sites in the Mahon Industrial Estate may result in the transfer of existing employment capacity to the higher density Lough Mahon Technology Park area, which would not necessarily result in a net increase in employment growth.



Employment growth will occur in the areas with the following land use / zoning objectives, subject to that set out below:

- Business and Technology;
- District Centre;
- Neighbourhood Centre;
- Local Centre.

Definitions for these zoning objectives are set out in Chapter 15 of the *Cork City Development Plan 2009-2015* (as updated by new development plan policy).

Residential

The Mahon area is comprised of predominantly established residential areas and also newer residential developments that are part finished within the former Ursuline Convent and on Jacob's Island.

The residential development concept is to:

- Consolidate established residential areas and improve their amenity;
- See the completion of part-finished residential neighbourhoods / areas;
- Develop a new residential neighbourhood within the Mahon / Bessboro Industrial Estate and Bessboro House grounds (see *Section 4*). This will involve the replacement of existing employment sites with residential uses and the proposed relocation of lower density businesses from the area;
- Seek a mix of uses within the District Centre to include a significant component of residential use; and
- Allow for small-scale residential developments on windfall sites (e.g. on sites with non-conforming uses); and
- Allow for high quality intensification of residential sites within existing residential areas.

Residential development will occur in the areas with the following land use / zoning objectives:

- Residential, Local Services and Institutions;
- District Centre;
- Neighbourhood Centre; and
- Local Centre.

The redevelopment of the above areas would result in the achievement of the City Council target to provide an additional 2,850 residential units in the Plan area. As a first step before the next development plan it is proposed to make an amendment to the development plan to allow residential uses to be "open for consideration" on those sites with a Business and Technology zoning objective. This would allow proposals to be considered positively in those areas conceived as evolving towards a residential use.

3.3.3 Land Use Policies and Objectives

This sub-section sets out strategic land use policies and objectives for the Mahon Plan Area. These are supplemented by area-based objectives set out in Section 4.

This plan assigns land uses having regard to:

- Higher level strategic objectives and economic strategy
- Transport capacity of the Mahon area;
- Mixed-use core areas
- Existing built form and the setting

Residential Development

Social and affordable housing should be provided in accordance with the objectives set out in the current *Joint City and County Housing Strategy*, as incorporated into the development plan. Residential density and design performance will conform to development plan standards.

Residential development in Mahon will, in general, be medium density housing of between 40dph and 75dph with a plot ratio of between 0.45-0.75, comprising a mix of terraced housing and apartments / duplexes. Residential uses will be encouraged within the Mahon Point District Centre, neighbourhood centres and local centres on upper floors and, where appropriate, at ground floor level. Further guidance can be found in *Section 4: Sub-Area Strategies*.

Non-Residential Development

A maximum net increase of 7,800 jobs in Mahon over 2006 levels are permissible in the long term strategy for Mahon in Tranche 1. Whilst it is difficult to be precise this is likely to translate into mainly jobs in office environments plus approximately 500 additional jobs in local services uses. This level of non-residential development needs to be matched by a range of factors, including:

- Significant quantum of residential development over and above that envisaged in the Core Strategy; and
- Significant improvements to the transport environment.

Floorspace equivalent calculations are based upon employment densities of 1 person per 15 gross square metres, as set out in Section 3.2.1.

Retail development

The Retail Strategy in the *Cork City Development Plan 2009-2015* sets out the retail hierarchy, the quantum and location of new retail development, as well as relevant objectives. Table 3.4 (below) sets out the relevant retail hierarchy within Mahon and the scope for retail development in Mahon based upon the *Metropolitan Cork Joint Retail Study (April 2013)*, currently being updated for incorporation into the new development plan for city and county areas. The study is based upon the provisions set out in *Retail Planning: Guidelines for Planning Authorities (DECLG, 2012)* – the “Retail Planning Guidelines”.

New retail development will be located to meet the needs of the population of Cork, while taking account of the retail hierarchy and the primacy of the City Centre, especially for comparison shopping. Retail development will be located with other relevant local services and community infrastructure in centres that will provide the physical, social and economic focus for units of the city. Table 3.4 (below) sets out the scope for retail provision in the Mahon Plan area.

The area is currently very well served by convenience floorspace with larger units located at the Church Road Neighbourhood Centre, Blackrock Avenue Neighbourhood Centre and Mahon Point Tesco. The Mahon Point Tesco has 2.6% of the 2012 Metropolitan Cork convenience retail



market and is considered to be “undertrading” compared to other stores (*Draft CRSRS, 2013*). New population growth will result in new convenience spending power that is likely to be largely met by local shopping provision but some additional provision may be needed to meet the needs of the area.

The City Council is conscious that a discount convenience retailer is currently seeking a store in the Mahon area. The City Council’s preferred location for this type of store size is the Avenue De Rennes Neighbourhood Centre, and is aware that site assembly is required to enable a store of this size to be developed here for the benefit of Avenue De Rennes and the Mahon community (see Section 5). In the event that site assembly by Cork City Council is not an option then the District Centre is considered the appropriate location for a store of this size due to the benefits of multi-purpose trips.

The City Council is committed to implementing the policy and objectives set out in the Retail Planning Guidelines, as well as the key principles of urban design set out in its companion *Retail Design Manual* (DECLG, 2012). These will be applied through the development management process.

Table 3.3: Mahon: Scope for retail and local services development

District Centre	Mahon Point SC and retail park	<ul style="list-style-type: none"> • There is little scope for expansion of comparison floor-space in Mahon Point due to the current level of higher order comparison shopping. Any minor increase in the size of the centre would be for urban design reasons; • Retail warehouses - the overall distribution of retail warehousing throughout the city will not justify additional retail warehousing in Mahon. Specific planning gains, such as over-riding urban design benefits, may justify some additional space; • Local street frontage retail / retail services and commercial leisure to meet the needs of the Mahon area and to create an attractive urban street environment.
Neighbourhood Centres	Avenue De Rennes	Comprehensive redevelopment desirable to include a convenience anchor of 1,000sqm. (approximately).
	Ursuline	No additional extension envisaged.
	Skehard Road / Church Road	Limited extension onto large site fronting onto Skehard Road at edge-of-centre to provide small units.
	Jacob’s Island	A new neighbourhood centre on Jacob’s Island of a scale to serve the needs of the residential population and those visiting the riverside walkway. (1,200sqm is already permitted, of which 300sqm is pure retail).
Local Centres	Bessboro	Possible additional local centre to meet the needs of the new substantial residential community.
Local ancillary shopping / services	Key focal points within development areas	<p>Local services for urban design reasons on Mahon Link Road / Bessboro Bridge Node and additional key streets / nodes / Mahon Point District Centre / Retail Park.</p> <p>These are identified in the sub-area strategies.</p>

Evening Economy and activity

The City Council would like to see the development of a social focal point to provide for the south-east of the city within the Mahon Point District Centre. This would include evening economy uses such as bars, restaurants, cafes and eateries that front onto a focal public space / streets. These could be complemented by other local services to meet the needs of those living and working in the area. Restaurants could be ancillary to a hotel if it were found to be an economic use in Mahon.

3.3.4 Community and Civic Infrastructure

In order to provide the needs of Mahon it will be necessary to ensure that there is an appropriate range of community and civic infrastructure provided.

This will include:

- Facilities to serve the south-east of Cork City;
- Community facilities and non-commercial local services;
- Active Sports provision;
- Sufficient commercial local services.

In particular, Mahon requires four essential elements of civic and community infrastructure:

- A Mahon Library to serve the south-east of the city (principally Blackrock and Mahon); and
- A Youth Centre on Avenue De Rennes
- Childcare services to meet the needs of the community; and
- A focus for evening economy and local commercial activity within the District Centre to provide for the needs of the area; and

The overall improvement of Avenue De Rennes is also a very strong community need (see Section 4.6, below).

Mahon Library

The City Council has been exploring the options for a permanent library in the south-east of Cork City over recent years. A permanent facility is being designed for the former Abode Site at the corner of Skehard Road and Ballinure Avenue for a Part 8 planning application later in 2013. Once approved then the library can then be programmed for delivery.

The proposed location of the library is a practical response to the availability of a site for development. It is also located at an important corner within Mahon and will have many benefits if developed in this location for the immediate area and the wider Mahon area. It is 300m to 700m from the three schools that are located on Avenue De Rennes. There is also the potential to incorporate a use compatible to the library immediately adjacent to it (or within it) that would offer an additional local service and contribute activity to this part of Mahon. A purpose-built community crèche facility could provide an appropriate compatible use.

In the event that a redevelopment of the Avenue De Rennes area is advanced prior to the delivery of the Skehard Road facility then appropriate consideration could be given to locating the library within Avenue De Rennes (see Section 4.6, below). This would provide benefits for Avenue De Rennes and synergies between the library and the other local community and commercial services that are present on the street, including the schools.

Mahon Youth Centre

The provision of a purpose-built youth centre to provide a focal point for the young people of Mahon and its youth services is considered to be a high priority for investment in Mahon. The facility should include the appropriate range of services that aim to improve the quality of life of young people in Mahon for leisure and other purposes (e.g. a Youth Cafe), ultimately targetting the reduction in anti-social behaviour in the Mahon area and beyond, as well as providing a social and activity hub.

The *Mahon Masterplan 2001* proposed the development of a Youth Centre to meet the needs of young people in Mahon. The masterplan proposed a facility on the grounds of Nagle College (VEC Community School) fronting onto Avenue De Rennes. The issues relating to the development of a Youth Centre are considered in more detail in Section 4.6: Avenue De Rennes sub-area strategy.

This proposal was developed into a project by Cork City Council. Planning permission was granted in 2008 and a funding application made to the DCYA in 2009. Funding has not been allocated to the project by 2013 and there is currently no obvious immediate funding stream for the centre. However, the City Council is actively considering location options for the centre. The delivery of the centre is highlighted in Table 5.5 on page 96.

Childcare

The present childcare situation in Mahon is as follows:

- Beginnings Crèche in the Family Centre (sessional and some full day care)
- Mahon CPD Crèche (under 3s)
- Mahon Community Pre-school (pre –school)
- Naionra Cro na Og at the Gaelscoil Machan (pre-school)
- Scoil Ursula (pre-school)
- Holy Cross Crèche (drop in for courses)
- Scoil Ursula Crèche (drop in for courses)
- Gaelscoil Machan (afterschool)

All of the above services are community not for profit run by local boards of management.

There are two childcare services just outside Mahon these are;

- Bessborough Early Years Centre (community full day care)
- Nurture (civil service full day care operating for OPW)

Further needs:

It is essential to ensure the number of pre-school places is maintained as each child living in the area must have access to the free year of pre-school.

There is still a need for additional full day care in the Mahon area. Currently all of the providers are located in the Avenue De Rennes area. There is the potential for one of these services to relocate to the area on the southern side of the Skehard Road (in eastern Mahon) to ensure a balanced provision in the area, as existing services are on the western side of Mahon.

Care will need to be taken in relation to planning childcare provision and future development of employment in the Mahon area. There is a challenge to ensure the connection of the community, resident in Mahon and those coming in to Mahon to work. The provision of accessible childcare with a mix of families helps to overcome this challenge. An affordable full day care centre could serve both needs.



3.3.5 Recreational and green infrastructure

Active sports provision in Mahon is considered in a strategic context as the South-East of the city serves the existing population, the projected Docklands population and the projected Mahon population.

Preliminary analysis by the City Council regarding active sports needs show that supply meets current need overall, apart from a couple of gaps, but that the proposed population growth in the south-east at Docklands and Mahon would lead to a shortfall in provision that would need to be met. Potential sports pitch locations are identified in the *Section 4: Sub-Area Strategies*. In the event that these cannot be provided within the South-East of the city then the City Council will work with the County Council to provide facilities in the South City Environs. There is an existing pitch located to the east of the railway within SA2 that could be lost through development.

The Mahon community would like to see the delivery of additional multi-use games area to serve the needs of the area, as currently there are only two to meet the needs of the 4,650 people in the plan area. Within Mahon A and C there are no MUGAs to meet the needs of the 7,800 people living in those areas. Provision could be in the form of a managed bank of pitches and / or informal ones provided in local parks.

Cork currently has no permanent ice rink. This is recognised as a gap in active sports provision in the city to provide for informal ice-skating, figure skating, ice hockey, roller blading sports, etc. Provision of such a facility could take the form of:

- A stand-alone facility on its own site; or
- A facility provided as part of a mixed use development.

Options for the provision of a permanent or semi-permanent ice rink have been considered by the City Council in previous years and the City Council found that it would not be economic to run the facility itself. However, the City Council would be willing to consider the development of such a facility to be run by a private operator. The City Council owns a number of sites in Mahon that have the potential to provide a home for such a facility.

Swimming pool

It is Council policy to redevelop the existing Douglas (Gus Healy) Swimming Pool on its present site to serve the needs of the south-east of the city. In the event that the City Council takes the decision to relocate the South-East swimming pool to Mahon instead of the existing facility, then the City Council would consider whether this is possible within the constraints offered by Mahon, including the landholdings of Cork City Council. The area is currently served by the Oakgrove private pool on Ringmahon Road and there is the potential for a second private pool to be provided as part of a hotel or office development in the major development areas.

Green Infrastructure

The Mahon Plan Area has a good supply of green infrastructure. Residential areas tend to be well provided for but employment areas tend to lack public space. The main gap is the absence of a high quality higher level multi-purpose park.

New development will require additional green infrastructure to meet the needs of development, and this should be provided according to the policies and standards set out in the *Cork City Development Plan 2009-2015*. Open space in Mahon, as a major development area, will need to be in the order of 15% of development area (in line with national guidance). This space will provide for:

- Passive recreational needs of a local nature;



- Children's playgrounds;
- Multi-Use Games Areas (MUGAs) for informal active recreation;
- Strong tree structure to open space and an ecological approach to park design;
- Allotments / community gardens; and
- Sustainable Urban Drainage Schemes (SUDS) within streets and spaces.

It will not include:

- Higher level parks;
- Active sports provision, unless it is incidental to the park.

Bessboro Park is the key item of green infrastructure that will be provided by the plan. This will be a neighbourhood park of substantial size to serve the needs of the resident and working population within 800-1000 metres from the park. The park will be linked to the rest of Mahon by a coherent landscape structure and connections.

It is City Council policy to provide for the active recreational needs of all sections of the community. The City Council will seek to deliver outdoor gym facilities in the plan area in appropriate locations to provide for the health and wellbeing of adults / the elderly and an expanding population. These will be grouped and incidental to spaces. One possible location for the provision of such a facility will be the riverside walkway and related public spaces. In addition, the City Council will seek to identify appropriate picnic areas in attractive locations.

Allotments

Within Mahon there is one existing allotment facility within the grounds of Bessboro House to provide for local demand. The City Council aims to provide new allotments to meet demonstrable need as far as possible on suitable sites. One possible location for a new facility is Sean Cronin Park, or the City Council sites to the west of Blackrock Avenue which could be put to a temporary use as an allotment / community garden in advance of development for housing.

Population and Human Health Objectives

Objective P01: High quality development

Improve the quality of life of people through the provision of high quality residential, employment and other development.

Objective P02: Recreational and green infrastructure

Ensure the provision of recreational and green infrastructure to meet people's needs and maximise opportunities to link the spaces and to seek Bessboro House Park as a neighbourhood park to meet the needs of the Mahon Neighbourhood.

Objective P03: Community, Civic and other Infrastructure

To ensure that Mahon is served by high quality community, civic, and other infrastructure and local services to meet the needs of the area and to provide for social cohesion and sustainable patterns of development in urban villages / neighbourhoods. This will include a new Mahon Library, youth centre and childcare facilities.

Objective P04: Tree Structure and landscape

To ensure that the tree structure in Mahon is strengthened and that trees and tree groups are conserved and complemented by high quality landscape, including an enhanced network of attractive streets and trees.

Objective P05: Street design

It is an objective that all streets should be designed to reflect their status in the hierarchy of streets, urban design role and adopt self-enforcing speed design.

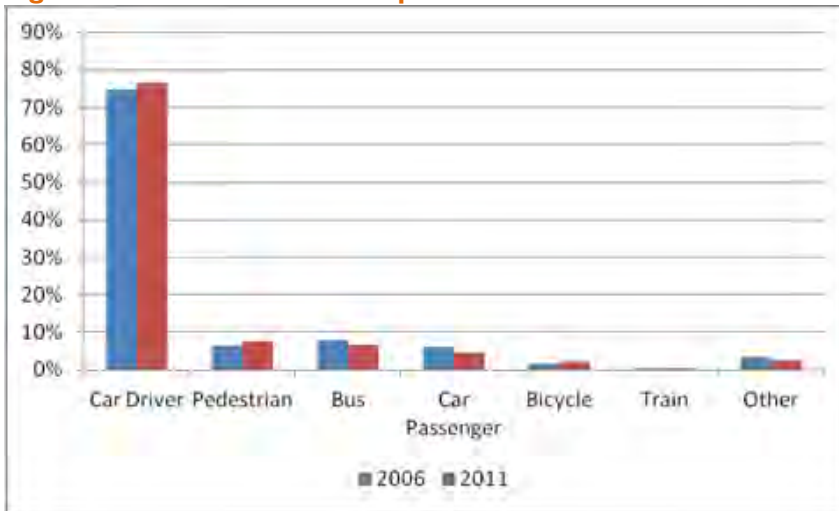
3.4 Transport (Movement and Access) Framework

3.4.1 Introduction

The Mahon Plan Area forms part of the wider Mahon peninsular that is isolated from areas to the south, east and north by its geography. It has good connections to the rest of the peninsular and to Douglas and the City Centre. Access to the south, east and west is predominantly via the N40 (South Ring Road). The geography of Mahon therefore presents challenges to providing access to Mahon.

Figure 3.2 illustrates Mahon’s modal split for journeys to work in 2006 and 2011, with 76% commuting by car and 24% by non-car modes in 2011.

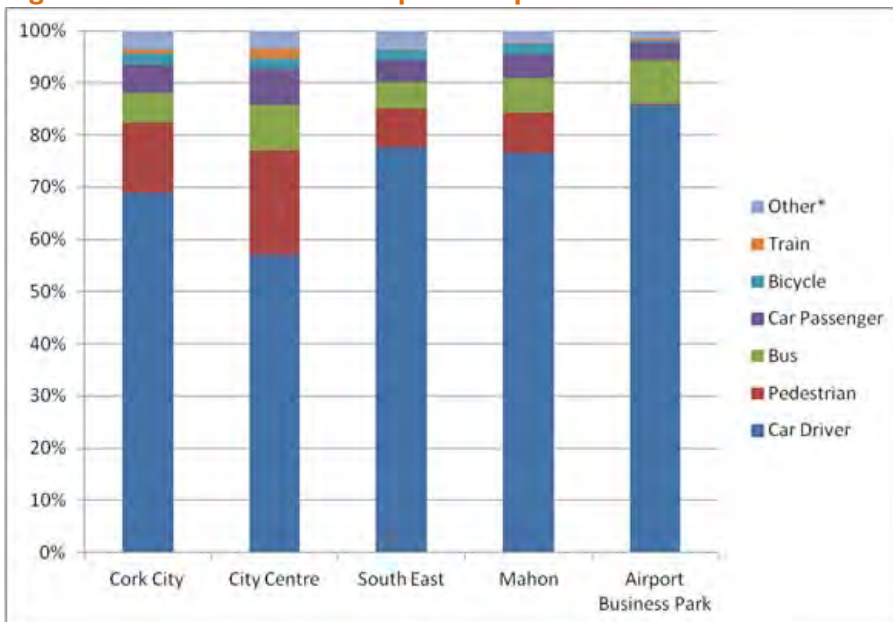
Figure 3.2 Mahon Modal Split



(Source: POWSCAR Census data)

Figure 3.3 illustrates Mahon’s modal split compared to a Cork City average, the City Centre, the South-East Sector and the Airport Business Park. The clear difference of city locations is the potential for short trip commuting compared to exurban locations like the airport business park. Mahon has a high level of people driving to work by car and a higher than average bus patronage.

Figure 3.3: Mahon Modal Split Comparison 2011



(Source: POWSCAR Census 2011 data)

3.4.2 Transport aims and objectives

The *Cork City Development Plan 2009-2015* transport objective is “to ensure that an appropriate transportation system serves the area”. The *Mahon Strategic Transport and Traffic Assessment 2012* sets out the City Council proposals for an appropriate transport system for Mahon. As has already been stated the land use strategy for Mahon aims to optimize the potential for non-car trips.

The proposed transport system is based on the following transport objectives:

- Provision of residential development proximate to employment opportunities in Mahon and to the public transit system (City-wide stats from the Census 2011 show that 65% of those living and working in the city commute by non-car modes);
- To achieve a shift towards the achievement of national transport targets for modal split and to prioritise non-car modes as a transport solution for Mahon;
- To reduce the requirement to provide significant levels of car parking in Mahon and instigate the delivery of sustainable transport in Mahon that is not predicated on costly infrastructure;
- To optimize the number of short trips for walking and cycling and public transport trips to encourage individuals to use a feasible alternative to the car for a range of trip purposes, including work, education, leisure and shopping / local services;
- Support and encourage walking and cycling so that short trips by these modes are encouraged due to safe and attractive routes and improved connectivity within, and to, the Mahon area;
- Support the provision of improved public transport network with viable public transport services levels and infrastructure and the potential for rapid transit to be delivered to connect Mahon to Docklands, the City Centre, Bishopstown and Ballincollig;
- Reduce the impact of development within Mahon on the N40 and to reduce the peak hour tidal flow of traffic;
- To minimize the impact of congestion on car trips and the character of the streets and the wider Mahon environment.

The City Council believes that national transport targets for modal split set out in “Smarter Travel” are achievable in Mahon in the medium-to-long term, and has adopted the target as an ambitious high-level objective.

Objective TO1: Smarter Travel Targets

To require all future non-residential development in Mahon to aim to achieve a transport mode split of 45% private car trips and 55% non-private car trips, or better.

In order to achieve the target it will be necessary to create the right conditions for maximizing short trips and to provide the right public transport system to meet trip demands. The transport objectives set out above will be achieved by the implementation of a range of transport measures that are set out under the following headings:

- Planning system projects
- Street network improvements
- Pedestrian / cyclist projects
- Public Transport projects

Infrastructure and project delivery are set out in Section 5. The specific infrastructure measures and targets set out in this section (below) and Section 5 are indicative proposals and subject to amendment through the *Cork City South-East (Mahon) Corridor Study* currently being prepared by Cork City Council in partnership with the National Transport Authority (NTA).

3.4.3 Planning system projects

Land use

The primary measure available to the City Council to influence the optimization of non-car trips is the control that it has over land use. Locating residential uses within short distances of work, education, shopping / local services and public transport services provides the potential for non-car trips. Current trends show:

- 65% of those living and working in the city use the car to get to work; compared to
- 89% of those who live in the County and work in the city drive to work.

This shows the power of proximate development in creating more sustainable travel choices and hence development.

Car parking

The development plan provides overall policies and objectives for car parking in Cork City within the context of an overall transportation and accessibility framework.

The Mahon area currently falls within the “rest of Cork City” (Zone 3) area that is applied to all areas outside of the central area of the city, areas accessible to railway stations, and the South Docks area (see paragraphs 17.112-17.122 of the *City Plan 2009-2015* for non-residential standards and *Table 17.4* for residential standards). The medium-to-long-term strategy is to gradually make car parking standards more restrictive as feasible alternatives are developed and are committed (e.g. if there is a commitment to delivering rapid transit to Mahon then more restrictive parking standards would apply). The aim in the longer term is to have a common car parking policy for the city and adjoining parts of Metropolitan Cork, linked to land-use strategies and public transport provision, which would facilitate further reductions in car parking requirements in areas such as Mahon.

The current car parking standards under the Cork City Development Plan 2009-2015 means that, for example, developers can provide a maximum of 1 car parking space per 50 square metres for new office developments, which equates to somewhere between 1 car parking space per 2 workers (at a very low employment density) and 1 car parking space per 5 employees (at a high employment density). Whatever the employment density it is clear that constraining car parking supply for office and other uses will encourage non-car transport choices. It is therefore imperative that alternative modes are both feasible and available. On-street parking controls may be necessary in the event of further constraints to car parking supply to ensure that on-street parking by commuters and shoppers does not occur.

Mobility Management

Cork City Council aims to introduce an area-wide mobility management system in the Mahon area to significantly enhance the potential for the achievement of mode split targets due to economies of scale and efficiencies that can be achieved from a shared responsibility. Similar approaches have been developed in other places, such as the Sandyford Urban Framework area in Dun Laoghaire-Rathdown County Council.

The model for Mahon will need to be place-specific but the intention is for the public sector to assist in setting up the system over a three year period and then take a step-back to adopt a support role to the established project.

The City Council will seek to develop the Area-Wide Mobility Management System during the lifetime of the LAP (between 2014 and 2020) in partnership with key stakeholders (e.g. developers, landowners and the National Transport Authority) and in the context of systems for

other major development areas in Cork City and the wider metropolitan area. Such a system can include a role for private mass transit systems (such as private shuttle bus services provided by companies or groups of companies to serve their workers) as well as measures to encourage use of public transport, walking and cycling.

Guidance from the NTA in the form of Achieve Effective Workplace Travel Plans and Toolkit for School Travel is available to assist stakeholders in achieving positive results.

Demand management

The City Council is exploring the potential for a range of demand management measures to reduce car-borne trips to Mahon via the N40. This has included consideration of the following:

- Measures to reduce the attractiveness of driving to Mahon Point for shopping purposes; and
- Measures to reduce the attractiveness of driving to Mahon as a place to work

The Council intends to use its powers as local planning and transport authority for Cork City to manage demand for car-borne trips through the planning process and projects completed with other stakeholders, such as the NRA and NTA. The N40 Demand Management Study currently being prepared by the NRA will provide a key strategic context to any demand management measures along the N40 corridor. Shifts to public transport will be achieved along the length of the corridor, rather than in isolation at Mahon. Demand management measures may include reductions in car parking levels, or charges for car parking to provide public transport advantage, amongst other things.

Objective T02 Demand Management and Mobility Management

To explore the potential for demand management and mobility management to contribute to achieving modal split targets.

3.4.4 Street Network / Transport Infrastructure

The Mahon area has an existing network of streets that combined with other place characteristics form the urban structure for the development of the area.

The purpose of the proposed street network is to adequately serve the maximum extent of development permitted whilst discouraging unnecessary through-traffic into the future (e.g. to the Docklands development area). However, it is acknowledged that the street network within Mahon is at present very limited, with only one road (the Mahon Link Road) connecting the south-east of the city to the Mahon Interchange and Mahon Point.

The impact of development and new transport infrastructure (and other variables) on the nature of the streets in the area was tested through traffic simulation modeling to enable an assessment of the impacts of proposals.

Development of the Bessboro lands requires the provision of a new bridge from Bessboro to the Mahon Link Road. This will provide significant benefits for green modes and will provide access to the lands for vehicular movements. The new bridge will, in particular, provide a short and direct access to employment opportunities for those living and working within the Mahon area. It will also provide an appropriate medium-to-long-term location for the provision of an access point to the Old Railway Line for those using the line for leisure, shopping or employment. The bridge will also have the potential to have a public transport role.

In addition to the Bessboro Bridge a range of other multi-modal transport proposals are set out on the following pages. Streets will be designed to minimize the impact of vehicles and to ensure that the allocation of space reflects the aim to achieve smarter travel targets, user hierarchy and the efficient functioning of the city. Particular emphasis will be placed on ensuring that streets and junctions are designed to work for non-car modes, as until now the focus has been on designing road corridors with less emphasis on non-car modes.

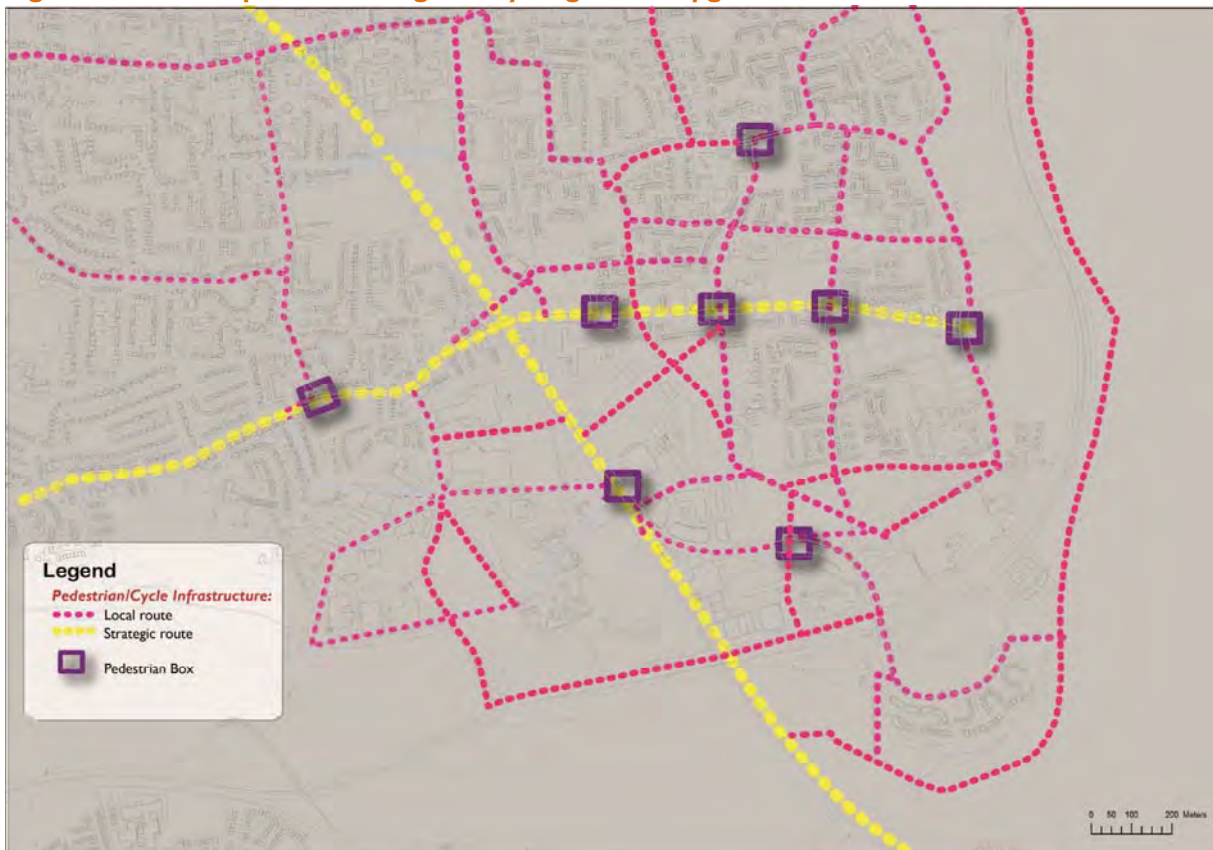
Objective T03: Minimising impact of vehicles

Minimise the impact of vehicles, in the form of traffic and parking, on the area as a result of development.

Walking and Cycling

Improvements to the street and route network to make walking and cycling attractive modes for short trips will be a priority in Mahon. Improvements will be of a strategic and local nature to meet differing transport needs. Routes are illustrated in Figure 3.5 and Section 4: Sub-Area Strategies. The term “pedestrian boxes” denotes traffic-controlled junctions / pedestrian crossing points to make walking / cycling safer and more attractive. The *Design Manual for Urban Roads and Streets* (DECLG / DTTS, 2013) and the *National Cycle Manual* (NTA) are available to assist in developing appropriate street design / cycle and pedestrian infrastructure solutions.

Figure 3.5: Proposed Walking and Cycling Route Upgrades



Objective T04: Walking and Cycling

Improve pedestrian and cycle access, permeability, safety and priority throughout Mahon to encourage shorter trips by non-car modes and the creation of attractive streets. The routes are set out in Table 3.5.

Table 3.5: Walking and cycling measures

Strategic cycle / walking routes	
WCM1	Rochestown to Docklands and City Centre;
WCM2	Mahon to Douglas (and further west via Tramore Valley routes);
WCM3	New connections across the Old Passage Railway.
WCM4	Upgrade of Old Passage Railway environment, including link from Old Passage Railway to Mahon Link Road, resurfacing, lighting and planting.
WCM5	Ringmahon Road to Saint Michael's Drive via Avenue De Rennes and area to the south of Skehard Road
WCM6	Significant improvements to the pedestrian environment at key junctions (pedestrian boxes).
Infrastructure	
WCM7	Bessboro Bridge (over Old Passage Railway Line)
Local walking route improvements	
WCM8	Church Road to Ursuline School;
WCM9	Improvements to key local streets to ensure walking / cycling attractive and safe.

Public Transport

Development in Mahon will be reliant on an improved public transport offer. The City Council will work with transport stakeholders to improve the bus network and services connecting Mahon to the rest of metropolitan Cork. Work has commenced on the reconfiguration and improvement of the bus-based services to those set out in the *Cork Public Transport Feasibility Study 2010* (as illustrated in Figure 3.6, below). In addition to these measures network are likely to be required to meet the needs of those travelling to / from Mahon. Proposed bus-based network improvements are set out in Figure 3.7 (overleaf) and defined as High Quality Public Transport Corridors. This designation implies that they are strategic bus corridors at a city scale that will benefit from improvements and bus priority. The designation does not imply a blanket solution to street corridor widths or the need for continuous bus lanes along the corridor. Bus priority will be provided where possible and necessary to provide advantage, and this can be achieved in a variety of ways, including street corridor widening.

Figure 3.6: CATS Bus network Schematic

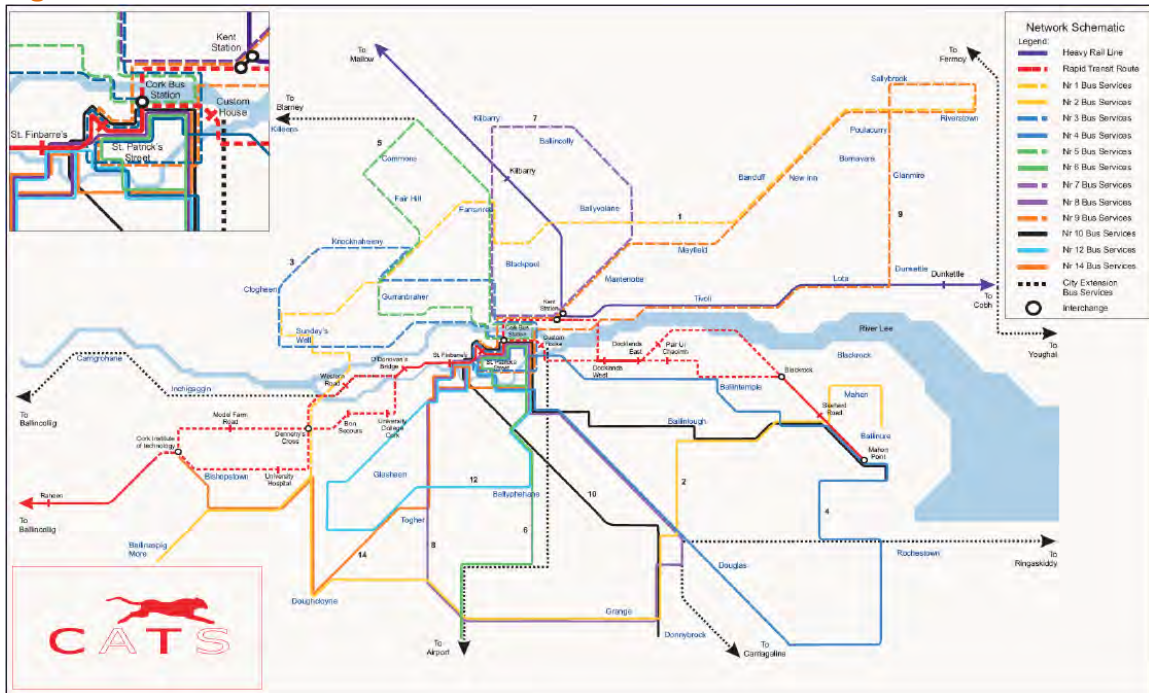
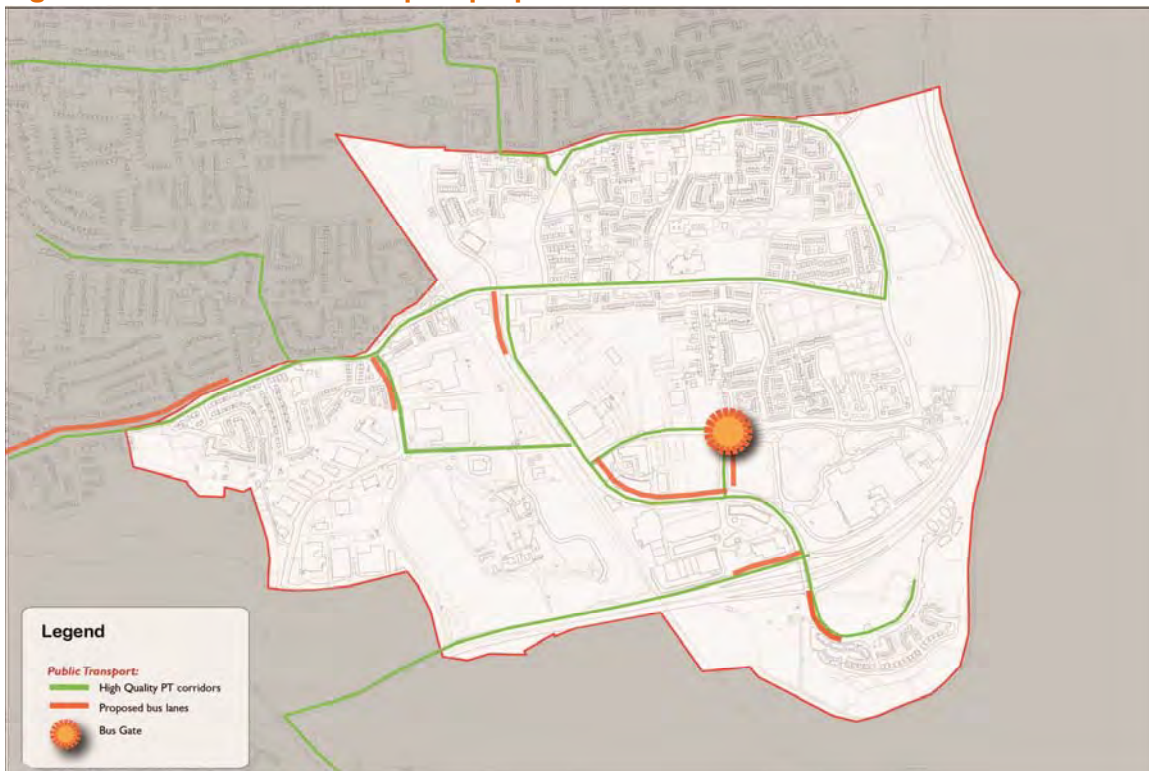


Figure 3.7: Bus-based transport proposals



The proposed Bus Rapid-Transit (BRT) system will be essential to the development of jobs growth in Mahon and to meet the travel needs of residents and those visiting Mahon Point Shopping Centre. The extension of the BRT service to Mahon will follow on from the delivery of the service to Docklands to meet the travel demands of development in the central area of the city. The precise timing of this delivery is not yet determined and is subject to national funding. The principle of the BRT service to Mahon is contained in the *Cork Public Transport Feasibility*

Study 2009 (CATS Study 2009). The physical feasibility of the proposed BRT system will be subject to a feasibility study and is outside the scope of this local area plan.

Objective T04: Potential Public Transport Measures

Enhance the bus network to enable the bus-based transport system to achieve a greater share of journeys by improving bus infrastructure, bus services and measures to improve pedestrian and cycle connectivity to the bus stops on bus routes.

Table 3.7: Public transport measures

Strategic	
PTM1	CATS bus route No.2 (Mahon – Douglas – Grange – Frankfield – Doughcloyne)
PTM2	CATS bus route No.4 (Mahon – Rochestown – Douglas – City Centre)
PTM3	CATS bus route No.10 (SE radial)
PTM4	Service level improvements
Infrastructure	
PTM5	Bus lane northbound on Mahon Link Road;
PTM6	Bus lane on Skehard Road (eastbound)
PTM7	Bus lane on Mahon Link Road (south bound)
PTM8	Bus gate from Saint Michael’s Drive to Mahon Point;
PTM9	Bus lane Mahon Point Access Road (southbound) from bus gate;
PTM10	Bus lane on Mahon Interchange slip (eastbound) from N40;
PTM11	Bus lane on Skehard Road east of Mahon Link Road (westbound)

3.5 Urban Design Strategy

This section covers four issues:

- High level urban design strategy objectives;
- Density of development across the Plan Area;
- Scale of development across the Plan Area;
- Public realm

The guidance contained in this section is amplified in *Section 4: Sub-Area Strategies*.

At the Mahon Plan area level there is a need to create a coherent urban structure that connects all of the sub-areas effectively and builds upon the existing network of streets and spaces to make a permeable and legible place. In particular there is a need to create effective links across the Old Passage Railway and to better connect and integrate the existing Mahon neighbourhoods to the Mahon Technology Park and Mahon Point Shopping Centre. Other strategic urban design issues are addressed in this section, below.

Generic urban design guidance is provided in the *Urban Design Manual* (DEHLG, 2008) and the *Retail Design Manual* (DECLG, 2012).

3.5.1 High Level Urban Design Objectives

The character of the Mahon sub-areas are set out in Section 4. In a general sense Mahon will remain a largely suburban area in character, with a strong landscape structure and generous green space for the benefit of all.

The key development areas of Mahon Technology Park, Mahon Industrial Estate and Mahon Point Shopping Centre will intensify in use compared to their existing form. However, constraints on development capacity will mean that development of the area will not be as urban

or to the same densities and character as the most recent City Gate Park development, which has a plot ratio of 2:1.

Mahon will therefore have a medium density character suited to its location. This will result in a character that will differentiate Mahon from competing locations, which is positive for a number of reasons:

- Mahon will have a distinct place identity and property product that differentiates it from central areas of the city and suburban / exurban areas outside of Cork City; and
- Mahon will retain and enhance its green character and mix of buildings and space.

This will result in better streets with strong enclosure provided by new buildings interspersed with green space in the Mahon Technology Park area rather than a very dense character. This will most likely give a campus feel to the area.

Mahon's key urban design assets and place qualities:

- The Mahon peninsula fronts onto water on three of its sides, providing very attractive aspect and environmental qualities;
- Mahon's historic landscape provides key spaces and tree groups that contribute to the area's character and visual amenity;

Objective UDI: **Creating a Legible Mahon**

It is the policy of the Council to make Mahon an attractive and successful place by creating a legible and coherent spatial pattern of development, reinforcing and enhancing the existing urban structure.

The urban design objectives for the Mahon Plan Area are summarised in Figure 3.8, overleaf.

Figure 3.8: Mahon Strategic Urban Design Objectives



It is an objective to seek the delivery of the elements set out in Table 3.8, to contribute to the creation of a coherent Mahon Plan Area.

Table 3.8: Urban design objectives

Design component	Objective	Projects
Existing landmarks	To conserve and enhance the significance and setting of these buildings in the Cityscape.	
Proposed Landmark	To provide a landmark tall building to denote the significance of this specific location of importance in the urban structure of Cork and the wider harbour area.	<ul style="list-style-type: none"> Northern end of Jacob's Island
Key Corners	To mark the significance of a number of key corner locations by locating buildings that are designed to address the corner and be viewed from key street aspects.	<ul style="list-style-type: none"> Skehard Road / Mahon Link Road junction (NW / SE corners) Mahon Point Access Road (NE and SW corner) Mahon Interchange (SE corner)
Activity Node	To provide a focus for active ground floor uses responding to important locations in the urban structure.	<ul style="list-style-type: none"> Mahon Point District Centre Bessboro Bridge / Mahon Link Road Avenue De Rennes Bessboro Road
Key frontages	To create a positive street frontage in order to improve the appearance of the Mahon area in key locations	<ul style="list-style-type: none"> Jacob's Island spine road Mahon Link Road Frontage onto Mahon Golf Course
Key Street Improvement	To enhance the urban design qualities of key streets in the area by means of public realm enhancements and / or restructuring.	<ul style="list-style-type: none"> Skehard Road (East); Avenue De Rennes; Saint Michael's Drive; Skehard Road (West)
New Public Open Space	To provide higher level open spaces to meet the needs of the area and provide a key structuring element.	<ul style="list-style-type: none"> Bessboro House Grounds RTE Mast site
New Connections	To create new key routes through streets and spaces that connects parts of Mahon.	<ul style="list-style-type: none"> Bessboro Bridge Bessboro Road to Skehard Road Avenue De Rennes to Mahon Point and Bessboro Mahon Point SC to Estuary Road Skehard Road to Millennium Walkway

Views

There are a limited number of views of strategic amenity significance protected by the development plan that affect the Mahon Plan Area. These are:

- View of Bessboro House from south (View AR4);
- View across the area from Bloomfield Interchange / N27 to Tivoli Ridge / Docks (view LT14).

In addition to these protected views there are a number of other visual factors that provided a context to the development of the area:

- Whilst Mahon has a very shallow gradient, and in general lies on a south-facing slope, it is highly visible from the Rochestown / Douglas Ridge;

- The area is visible from the Harbour approach to the city and the water bodies surrounding the peninsula.

It is Council policy to resist development that threatens to obstruct or compromise the quality or setting of views and prospects of special amenity value. Building heights should respond to the visual context of Mahon in the form of specifically protected views and general views of the area.

Legibility and identity of Mahon

There are a number of streets with no name in Mahon, or with names that make little sense to people from outside of the area. It is an objective to rename the following streets with names that contribute to the identity and legibility of Mahon:

- Mahon Link Road;
- Saint Michael's Drive / Inchera Close / Estuary Drive (East-west section);
- Jacob's Island Spine Road; and
- Mahon Point Access Road.

The naming of streets is a reserved function of the City Council. Where existing streets with existing names are proposed for renaming then appropriate consultation with key stakeholders will be undertaken.

3.5.2 Density of development across the Plan Area

The *City Plan 2009-2015* provides indicative plot ratios for the development of residential areas in the city (see Table 17.3, p254). These are based upon the plot ratios set out in the national *Residential Density Guidelines* dating back to 1999. The use of plot ratio guidance does not imply particular design solutions as plot ratio will be secondary to other design considerations such as building height guidance, site context, site coverage ratio and other factors (see paragraphs 17.52-17.57, p254, *City Plan 2009-2015*).

Dwellings per hectare is considered a more appropriate density performance indicator for pure residential developments as it provides greater clarity on the mix of units proposed. Plot ratio is most appropriate as a density indicator for commercial and mixed-use developments.

The distribution of future development capacity of Mahon has been informed by a number of issues, including:

- The existing character of Mahon and its built form and landscape;
- Accessibility to public transport (bus-based and proposed rapid transit); and
- Accessibility to existing and proposed local services;

Higher levels of accessibility justify higher densities where:

- Employment is within 200 metres of the indicative rapid transit stops; and
- Residential uses are within 400 metres of the indicative rapid transit stops.

Amplification of this guidance is found in *Section 4: Sub-Area Strategies*.

The capacity of Mahon is constrained by its transport context and this means that plot ratios are constrained below what might be desirable for urban design reasons alone. Development capacity will need to be shared out between sites in the area to achieve development that provides a good spread and variety of uses but also achieves the urban design objectives.

The City Plan states that the indicative plot ratio in Major Development Areas is between 1.0:1 and 2.5:1 and that Suburban Offices should be between 0.75-1.0. Amplifications of this development plan policy are set out in Table 3.8, below, and Section 4.

Table 3.8: Specific Plot ratios

Non-residential development area	Plot ratio maximums
SA4 – Mahon Technology Park	1.0-1.25
SA8 – Mahon Point	1.0-1.25, apart from: <ul style="list-style-type: none"> • Overflow car park – 1.25-1.75

3.5.3 Scale of development across the Plan Area

Building height refers to the number of storeys within a building including ground floor level. Building height guidance and limits across the Mahon Plan Area are set out in Section 4: Sub-Area Strategies. The height limits indicated do not imply a right to a particular height.

Building height limits have been established through an assessment of location and character of an area and proposed land use. In the main development in the Mahon area is between 2 and 3 storeys in height. Building height shall be determined by how it responds to its surrounding environment and be informed by:

- Location;
- Strategic design issues, such as street hierarchy, specific views and general long-distance views of the area;
- Local issues such as impact on adjoining private properties, impact on public realm (streets and spaces), sunlight, daylight and overshadowing issues.

Corner focal buildings at key corners / junctions are identified to give the potential for excellent buildings and building features, and the potential for additional floorspace at the corner, to emphasise the significance of locations in the cityscape and to make the environment more legible to those experiencing it. This guidance is amplified in the Sub-Area Strategies.

One location is identified in the *City Plan 2009-2015* as a tall building location of greater than 31 metres. This is at the eastern end of Jacob’s Island. Policy 16.11 of the development plan and related policies provide the basis for assessing any proposals on this site (see page 240). Any proposal is subject to planning and other assessment, including Appropriate Assessment.

Objective UD2: Building height

It is Council Policy that building height in the Mahon Plan Area should accord with the height limits indicated in Precinct Strategies in Section 4.

3.5.4 Public Realm

As a major development area a greater proportion of public space is required to meet the needs of the area, as set out in the development plan and national guidance. A minimum of fifteen per cent of the plan area should be public open space. The *City Plan 2009-2015* provides additional policy and quantitative and qualitative criteria for public space in the city. New developments will be required to meet the requirements set out in the development plan, including the requirement for public space in all types of development and for a hierarchy of parks to provide for a range of types and needs.

This will mean that some recently developed areas will need to incorporate public open space in the form of soft and hard space, including Mahon Point Shopping Centre and the employment areas.

The development plan also sets out generic policies for the development of high quality public realm, and this is supplemented by national guidance in the form of the Urban Design Manual and other relevant documents.

Public realm in the form of streets and spaces should meet the needs of those living, working and visiting the city. In addition private spaces, such as sports grounds or services, can complement public facilities but these are required in addition to open spaces.

Policy 10.1: Landscape and Natural Heritage (of the City Plan 2009-2015) provides an appropriate context and objective for the management of open spaces, landscape and natural heritage assets:

To ensure that Cork's Landscape and natural heritage are preserved and enhanced, and that the overall combined potential and value of the network of green spaces and related assets within the city, is recognised, retained and enhanced.

An analysis of the open space and recreational needs has shown a need for a number of strategic open spaces and amenities. These are set out in Table 3.10, below.

Table 3.10 Strategic Parks, landscape Open Space provision in the Mahon Plan Area

	<i>Existing</i>	<i>Proposed</i>
Neighbourhood Parks		Bessboro Neighbourhood Park
Local Parks	Castle Park, Lakelands Avenue	--
Pocket Parks	Clover Hill Park, Skehard Road Sean Cronin Park Saint Michael's Lawn	Upgrade of Sean Cronin Park.
Sports facilities / grounds [public / private]	Mahon Fields Blackrock Hurling Club Nagle Community School Ursuline School Blackrock Tennis Club Bessboro Football pitch Motorola soccer pitch	<ul style="list-style-type: none"> • Estuary Drive Recreational Opportunity Site
Amenity Spaces / Civic Spaces within residential and employment areas	Many	<ul style="list-style-type: none"> • Mahon Point Shopping Centre • Mahon Technology Park (RCI site) • Residential / employment developments • Avenue De Rennes

Figure 3.10 overleaf identifies spatially a number of the recreational / public open space opportunity sites outlined in the above table. These provide the opportunity to significantly improve the quantity and quality of open space provision (green and hard) in Mahon. Each one will have different characteristics.

Figure 3.10: Mahon Landscape and Open Space Strategy



3.5.4: Trees

Table 2.6 highlights the poor tree structure in Mahon as a key issue to be addressed. The City Plan 2009-2015 highlighted that the Mahon area generally suffers from a lack of significant tree coverage compared with other areas of the city, and that this is particularly pronounced in the area to the south of Skehard Road (East). This was based upon the findings of the *Cork City Landscape Strategy 2008*. This probably reflects that the area was stripped of a significant proportion of its existing tree coverage before it was redeveloped from the 1980s onwards. The areas with a more normal tree coverage are those older landscapes that still survive, including the Ursuline Convent, Old Passage Railway Corridor, Bessboro House, and the Jacob's Island area [the former grounds of Lakelands]. Tree coverage and networks are very important for reasons of landscape and biodiversity, but also have a range of other benefits within the urban landscape. The area around Saint Michael's cemetery has significant potential for the planting of medium and large tree species to improve the landscape character of this area of Mahon.

Policy 10.11 of the *Cork City Development Plan 2009-2015* identifies that it is an objective:

- To protect and maintain existing important individual and groups of trees; and
- To ensure that new development benefits from adequate landscape structure / tree coverage, particularly in areas of the city with inadequate tree coverage [such as Mahon].

This plan seeks to redress this deficit by Objective P04: Tree Structure and Landscape (see page 34) and seeks to enable the planting of trees of a small, medium and large sizes. This may require public open space provision above the standard proportion levels, as allowed for in the *City Plan 2009-2015* (see paragraph 17.17). Table 3.11, below, identifies significant tree groups in the Mahon area for protection and for designation as Tree Preservation Order, as resources allow.

Table 3.11: Significant Trees and Groups

Name	Address	Description	Current protection status [TPO / LPZ / AHLV / No protection]
Ringmahon House	Ringmahon Road	Grounds to Ringmahon House and former grounds to east within street corridor	Tree Preservation Order
Bessboro House	Bessboro Road		Landscape Preservation Zone
Ursuline Convent	Blackrock Road		Partially protected (area to south not protected)
Jacob's Island / Ballinure Road	Jacob's Island	Former Lakelands House, farm and grounds	Area of High Landscape Value in the main
Pine Court	Church Road / Skehard Road	Former grounds to Sylvan Bank House	None
Castle Park and related lands	Lakeland Crescent / Loughmahon Road / Nagel Community School	Grounds to former Ballinure House	None
House and Nursery grounds	Clover Hill lane	Former grounds to Clover Hill House	Partially protected by AHLV
House	Skehard Road	Grounds to house (opposite Skehard Lawn)	None

A number of landscape opportunity sites have been identified to provide focal points in the urban landscape. These are explained in Section 4: Sub-Area Strategies.

3.6 Built heritage and archaeology

Policies regarding the protection of Cork's built heritage are set out in the *Cork City Development Plan 2009-2015* (in Chapter 9: Built Heritage and Archaeology).

Section Two of this document provides a description of Mahon's built heritage, which is limited in extent due to the clearance of most of Mahon to facilitate development.

The key built heritage assets that the City Council will seek to conserve due to their architectural, historic, social or other significance will include:

- Bessboro House and grounds;
- The Old Passage Railway Corridor and its structures of significance;
- Structures within Jacob's Island (formerly Lakelands House and buildings); and
- Pre-suburban houses and structures of significance (e.g. Clover Hill House and a number of cottages on older streets).

Consideration will be given to whether the former railway and its structures should be protected by means of an Architectural Conservation Area in the new development plan.

Table 3.12 (overleaf) sets out a list of pre-suburban structures of significance that have been identified through the NIAH Survey / a supplementary survey of the area. These structures do not currently benefit from statutory protection. Pre-suburban houses of character are protected by development plan Policy 9.30: *Individual Houses of Character in Suburban Areas / Villages*. This policy will be used to secure other buildings considered to be of significance.

There are a number of structures on the Record of Monuments and Places (RMP), including:

- Bessboro House (CO-074-077; Country House) and icehouse (CO-074-051);
- Ursuline House (CO-074-100; Country House);

- Ringmahon House (CO-074-053; Castle in ruins); and
- Ballinure Railway Bridge (CO-074-121);

In addition to sites / structures on the RMP two newly discovered sites have been recorded:

- CO-074-130 – a prehistoric site on the site of City Gate Park; and
- CO-075-083 – a post-medieval site within the Mahon Point Shopping Centre.

Given the presence of these newly discovered sites the City Council may seek archaeological conditions in relation to developments, particularly in their vicinity.

Objective: Conservation of Built heritage and archaeology

BH01: Archaeology

To protect and enhance the archaeological value of the sites (and their settings) listed in the Record of Monuments and Places (RMP). In addition outside the Zone of Archaeological Potential of a RMP, where in the opinion of the City Council a development involves major ground disturbance; archaeological conditions may be applied, particularly in the vicinity of newly discovered sites, such as CO074-130 and CO075-083.

BH02: Pre-suburban built heritage assets

To respect all pre-suburban built heritage and conserve assets of significance set out in Table 3.12.

BH03: High quality design

Promote high quality place, landscape and building design that contribute positively to Mahon and improves its environmental qualities, ensuring places are people-centred rather than car-centred.

Table 3.12: Built Heritage of significance

Name	Location	Period	Building Type	Status <i>NIAH / not previously identified (NPI)</i>
Two cottages	(Old) Ballinure Road	1900s	Cottages	Local
Sylvan Bank	Church Road	1920s-1930s	House	NPI
Boundary wall to Pine Court	Church Road / Skehard Road	TBC	Boundary wall	NPI
Bessboro House Farmbuildings	Bessboro Road	1850s (TBC)	Farmbuildings	Ref: 20872006 NIAH
Bessboro House Graveyard Folly	Bessboro Road	1900	Burial ground folly	Ref: 20872007 NIAH
Former Skehard Road bridge	Skehard Road	1860	Railway Bridge (road)	Ref: 20868052 NIAH
Rockfield Avenue / Ursuline Pedestrian Bridge	Bridge connecting Ursuline Convent to Church Road	1890s	Railway Bridge (pedestrian bridge)	Ref: 20868052 NIAH (regional)
Douglas Creek Railway viaduct	Douglas Creek, Monfieldstown	1850s	Railway Bridge	Ref: 20872013 NIAH
Slipway, Jacob's Island	Former Lakelands House / farm	1800s	Slipway	NPI
Boat house, Jacob's Island	Former Lakelands House / farm	1880s	Boat House	NPI
Former farmbuilding	Former Lakelands House / farm	1880s	Farmbuilding	NPI
Boundary wall, Jacob's Island	Former Lakelands House / farm	1880s	Boundary wall	NPI
Slipway, Mahon shoreline	TBC	1800s	Slipway	NPI

3.7 Natural heritage and biodiversity

This sub-section deals with the conservation of natural heritage and biodiversity.

The City Council aims to ensure that Cork's landscape and natural heritage are preserved and enhanced, and that the overall combined potential and value of the network of open spaces and related assets within the city is recognised, retained and enhanced (see Policy 10.1, *City Plan 2009-2015*, p110). As well as protecting landscape assets and views and prospects the development plan also set out policies of direct relevance to Mahon for:

- Designated Areas and Protected Species (Policy 10.9);
- Rivers and Waterway Corridors (Policy 10.10);
- Trees and Urban Woodland (Policy 10.11); and
- Non-designated areas of Biodiversity Importance (Policy 10.13).

There are also strong linkages between conservation of existing assets and the adaptation of existing landscapes to accommodate new development, and the potential to create an improved landscape structure. Of particular relevance is the nature of public and private spaces, connections and networks of spaces (see *Section 3.6: Public Realm*, above).

Biodiversity

It is Cork City Council policy to:

- Protect plant and animal species and habitats which have been identified by the Habitats Directive, Birds Directive, Wildlife Act and the Flora Protection Order; and to avoid any significant adverse impact to the features for which the site is designated (see *Policy 10.9: Designated Areas and Protected Species*).
- To protect and promote the conservation of biodiversity in areas of natural heritage importance outside of designated sites and to encourage the management of features which are important for wild flora and fauna (see *Policy 10.13: Non Designated Areas of Biodiversity Importance*).

Of particular relevance within the context of Mahon will be:

- Open spaces adjacent to Lough Mahon that may be roosting sites for protected bird species;
- The Old Passage Railway Corridor;
- Bessboro House and Grounds;
- Ursuline House and grounds;
- Saint Michael's Cemetery;
- Parks and open spaces;
- Larger gardens to houses and blocks with larger gardens.

Development projects will be assessed to ensure that protected species in the city, such as bats and otters, will be protected through the planning process and the delivery of development proposals with appropriate amelioration. (see paragraph 10.46 of the *City Plan 2009-2015*).

Objective B01: Biodiversity

Maintain and enhance the diversity of habitats and protected species, promote and maximise the opportunities for the creation of biodiversity.

Objective B02: Designing for Biodiversity in developments

It is an objective that new developments should be designed so that they provide new ecological potential and enhances existing ecological assets by creating new habitats, extend existing habitats and also providing connections between habitats.

Designated Areas

The area included in the Mahon LAP is immediately adjacent to the Cork Harbour SPA (sitecode 004030) protected under the EU Birds Directive (79/409/EEC) and within 3.61 km of Great Island Channel SAC (sitecode 001058) which is protected under the EU Habitats Directive (43/92/EEC). Together the Habitats and Birds Directives provides for the establishment of a coherent ecological network of protected areas known as NATURA 2000. NATURA 2000 sites are considered to be of exceptional importance in terms of rare, endangered or vulnerable habitats and species within the European Community.

The conservation objectives and threats for these designated sites are listed below

Cork Harbour SPA (sitecode 004030)

Conservation Objective: To maintain or restore the favourable conservation condition of the bird species

Threats: Threats for this area include Reclamation (e.g. industrial, port-related and road projects), water pollution (e.g. run-off and discharges due to industrial or shipping activities), and disturbance (e.g. recreational activities, dog walking).

Great Island Channel SAC (sitecode 001058)

Conservation Objective: To maintain or restore the favourable conservation condition of the Annex I habitat(s) and/or the Annex II species for which the SAC has been selected:

Threats: Threats for this area include Reclamation (e.g. industrial, port-related and road projects), water pollution (e.g. run-off and discharges due to industrial or shipping activities), and disturbance (e.g. recreational activities, dog walking).

The objectives contained in the Mahon LAP will ensure that there will be no significant impact on Natura 2000 designated sites. All projects arising from this plan will also be subject to the Habitats Directive Assessment Screening process. The NPWS should be consulted in relation to the provision of appropriate street lighting to minimise impact on the fauna of the Lower Douglas Estuary.

The potential for a collaborative approach to the future management of the designated habitats falls under the aegis of the Cork City Heritage Plan.

Objective B03: Designated Sites

Ensure that there will be no significant impact on *Natura 2000* designated sites. All projects arising from this plan will be subject to the Habitats Directive Assessment Screening process.

3.8 Environmental Issues

Water and drainage objectives are set out in *Section 5: Infrastructure and Delivery*. Noise pollution objectives are set out below. Objectives for other environmental issues can be found in *Chapter 12: Environmental Infrastructure and Management* of the development plan.

Noise Pollution

Policy 12.42 of the *City Plan 2009-2015* (see page 167) provides the policy objective context to the consideration of noise pollution issues in Mahon. In response to EU Directive 2002/49/EC Cork City Council has prepared the *Cork City Council Noise Action Plan* (October 2008). This included a mapping of noise levels throughout the city.



A number of noise pollution objectives regarding this issue are set out in Section 5: Infrastructure and Delivery. Responding to noise pollution could involve a landscape design response relating to two objectives:

- To seek mitigation measures for all dwellings in the 60-65dB noise contour;
- To take noise pollution issues into account when planning the design and development of open space and buildings in areas affected by noise pollution above 55dB.
- To seek a reduction in the speed limit on the N40 to reduce vehicle speed and traffic noise in the Mahon area and / or to seek to the retrofitting of noise amelioration measures to reduce the impact of traffic noise on Mahon.

Proposals to address noise issues at these locations will be developed and funding sought. See Sub-Area 1: Skehard (West), p 54. It is noted that the DECLG guidance 'Spatial Planning and National Roads' (2012) states that the cost of mitigating noise is the responsibility of the developer. Mahon is not affected by unacceptable noise pollution levels from non-traffic sources.

Noise Objectives

Objective N01:

Ensure that new development is not adversely affected by unacceptable levels of noise pollution.

Objective N02:

Seek to ameliorate the impact of unacceptable levels of noise pollution on existing areas.

Energy Conservation

The Development Plan provides the context to the local area plan and sets out city-wide energy conservation policy based upon national regulations and guidelines. Please refer to pages 162-166 of the current development plan. Whilst there is merit in pursuing energy and environmental standards that exceed national policy / regulations there is currently no resource in place to develop this as a project and follow on from best practice in other places, such as the Clonburris SDZ in South Dublin County Council. The potential for this will be explored.

3.9 Flood Risk

The *Planning and Development Acts 2000-2012* and *The Planning System and Flood Risk Management* (DECLG / OPW, 2009) requires flood risk issues to be fully assessed as part of the local area plan process. Fluvial, pluvial and tidal flood risks have been considered, however tidal flood risk has the most relevance for this area. Figure 3.11a (overleaf) illustrates the Mahon LAP area and the area affected by flood risk, with maps 11b and 11c illustrating a detail of the area affected on Jacob's Island. The area affected by the ten-year flood risk zone is confined to Jacob's Island and no changes to the land use or specific objectives for this area are proposed by the LAP. The areas are designated as public open space or Landscape Preservation Zone and are therefore not proposed for development that would be adversely affected by flooding.

Figure 3.1 Ia: Flood risk zone in Mahon

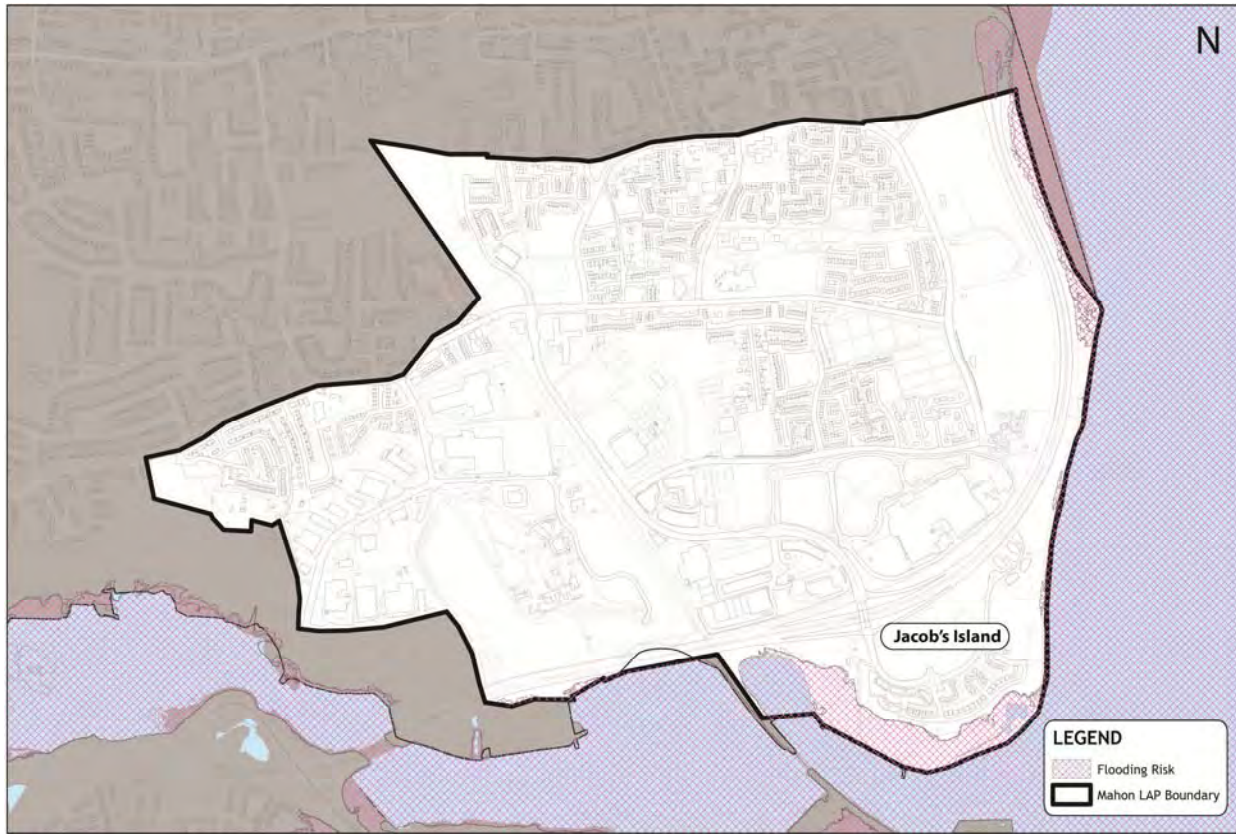


Figure 3.1 Ib: Flood risk zones A with defences – Jacob's Island detail

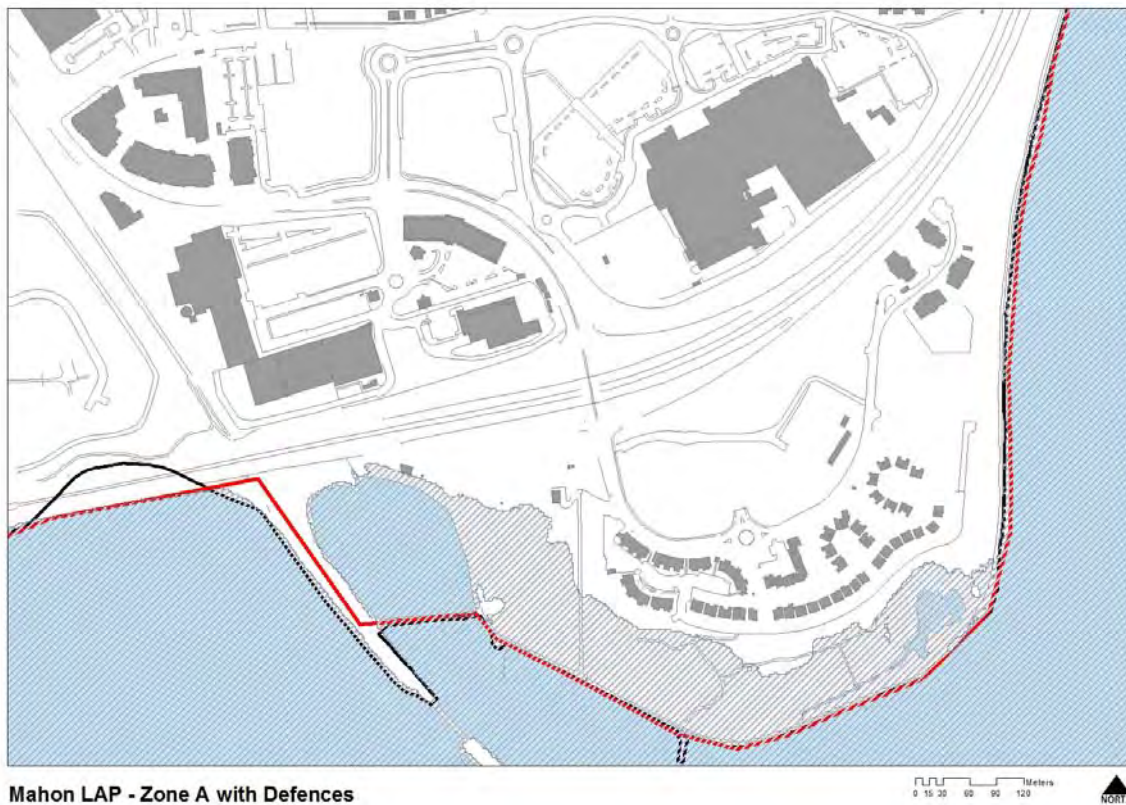
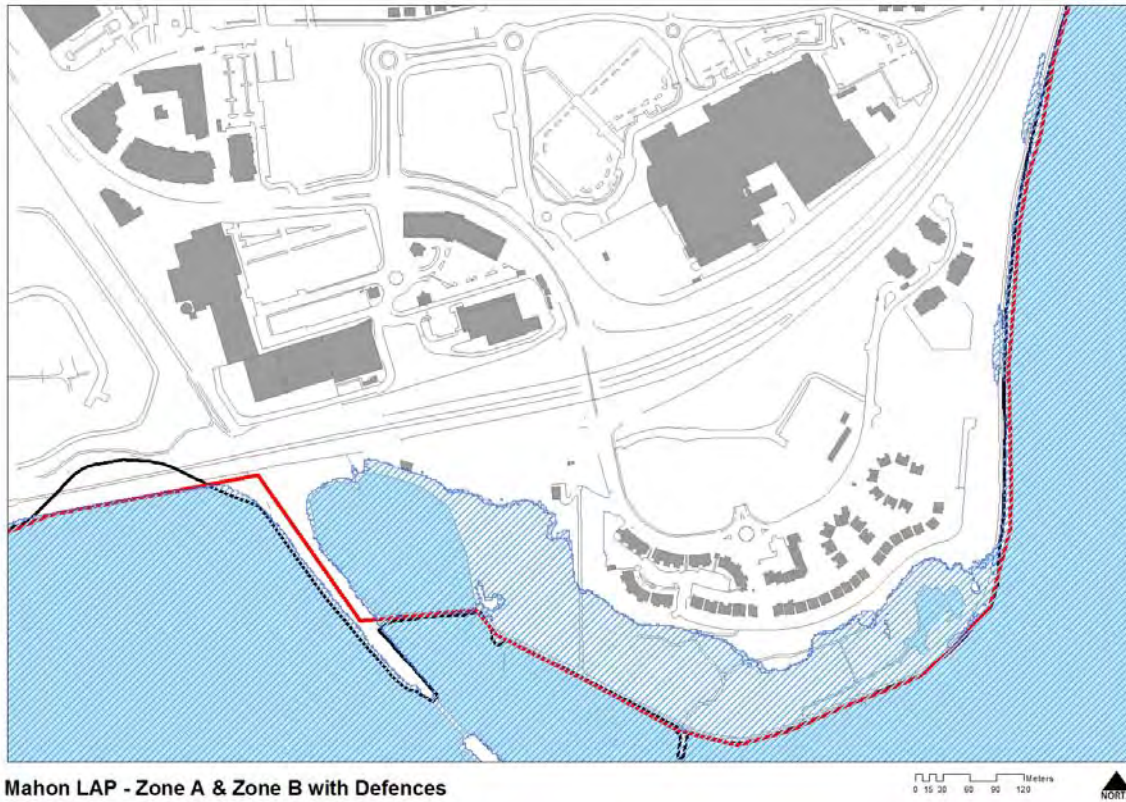


Figure 3.1 Ic: Flood risk zones A and B with defences – Jacob’s Island detail



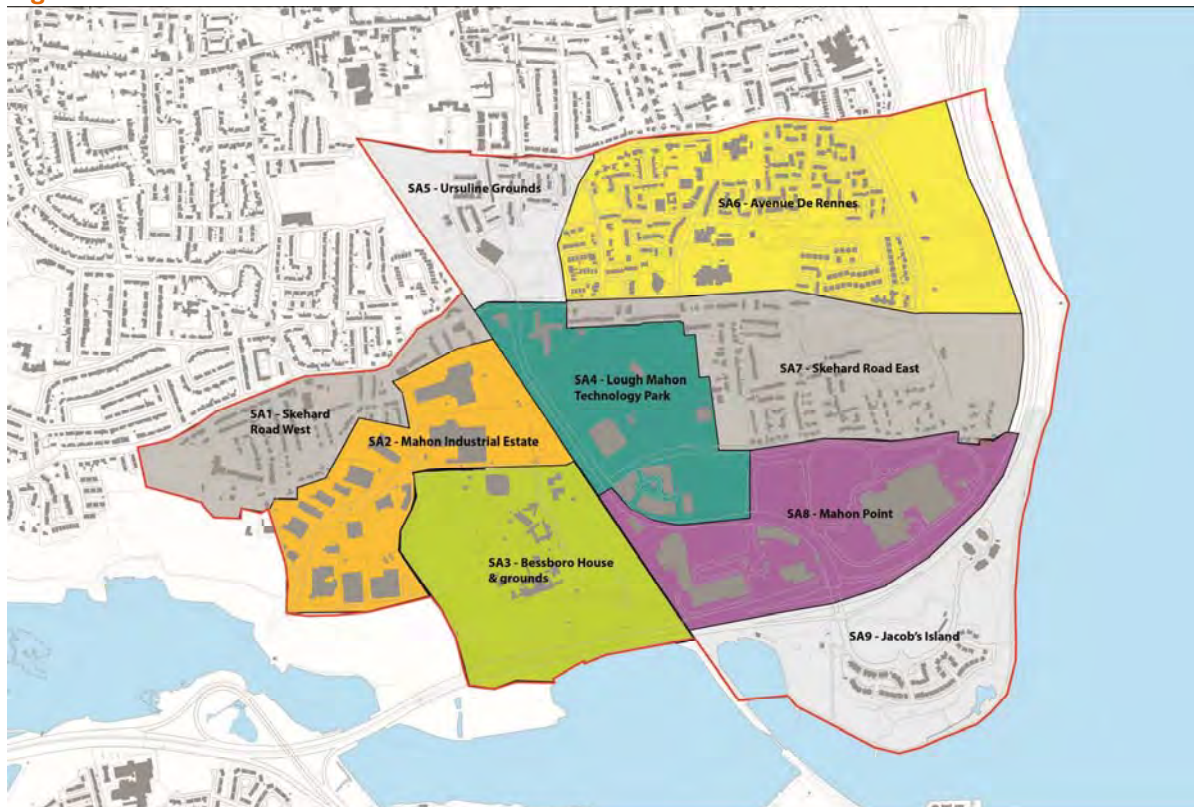
SECTION 4: SUB-AREA STRATEGIES

4.0 Introduction

This section sets out development objectives and guidance for each of the sub-areas / precincts. The sub-areas are illustrated in Figure 4.1, below, with major development zones highlighted in colour and existing residential areas / those with residential development strategies indicated in a grey-tone.

Specific guidance is preceded by a sub-section that sets out the concept for the proposed “Bessboro Neighbourhood”.

Figure 4.1: Mahon Sub-Areas



4.1 Bessboro Residential Neighbourhood

Description

The proposed Bessboro Neighbourhood lies to the west of the former Old Passage Railway line, to the north of the N40: South Ring Road and the Mahon Golf Course, and includes the following sub-areas:

- SA2: Mahon Industrial Estate; and
- SA3: Bessboro House and grounds.

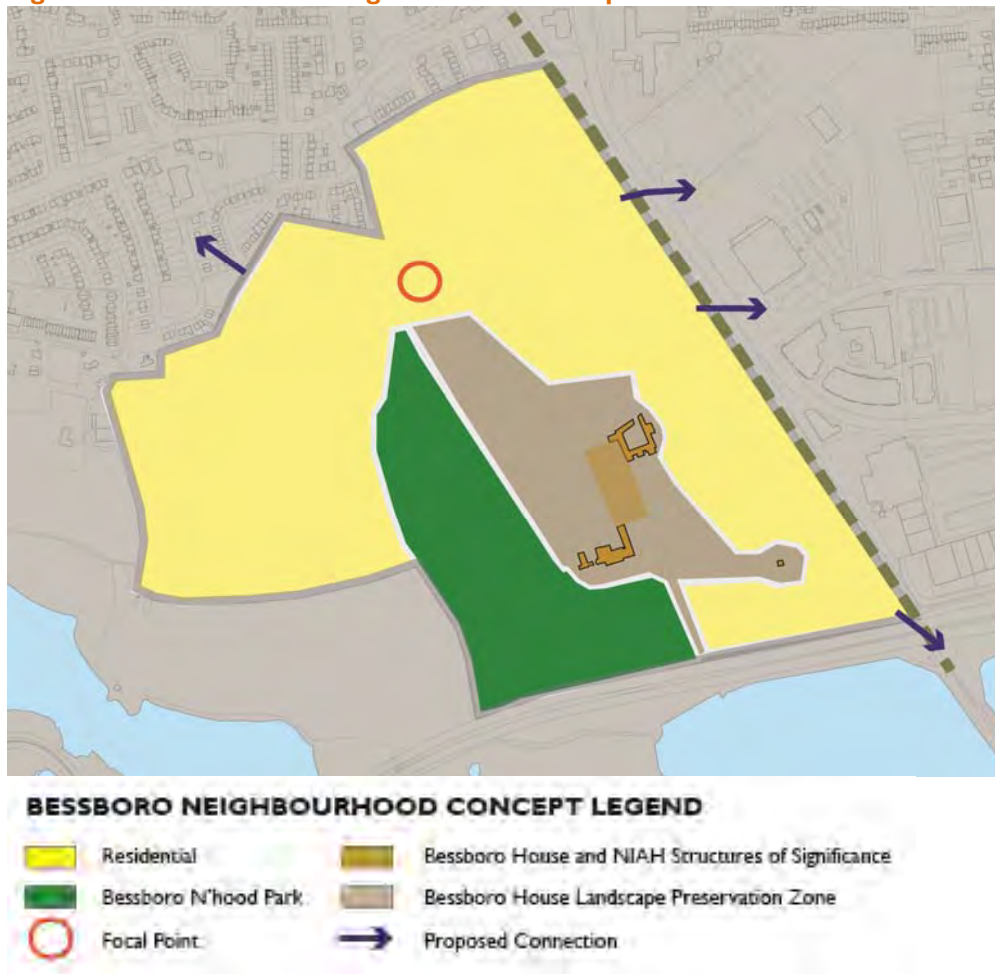
The Mahon Industrial Estate was originally an IDA Park laid out in the 1980s to provide employment, and includes a mix of light industrial, warehouse, business and technology offices and vacant sites and buildings. It is currently served by a single access point from Skehard Road and an additional exit via Clover Hill Lane.

Bessboro House and grounds are also accessed from Skehard Road via Bessboro Road and a lane that extends from the Mahon Golf Course to Skehard Road. Bessboro House is a Sacred Heart institution run on ethical / religious values to meet the needs of the community. As well as the core area around the house in institutional use, there is also a group of serviced sites to the east of the house.

Land Use Concept

The land use concept for the proposed Bessboro Residential Neighbourhood was illustrated in Section 3: Area Wide Strategy and is amplified in Figure 4.2 (below).

Figure 4.2: Bessboro Neighbourhood Concept



The transformation of the area is an essential building block for the further development of Mahon, as without it the Mahon area can accommodate limited additional employment development.

The neighbourhood includes five principal elements:

- A new residential neighbourhood on sites of former low density employment uses;
- The Bessboro House and grounds core;
- The proposed Bessboro Park;
- The proposed focal space at the centre of the area to provide a focus for local services; and
- New connections to Mahon Link Road and Skehard Link Road to better integrate the neighbourhood into its surroundings and to provide convenient access to public transport, employment, shops, schools and other services.

It is envisaged that the delivery of the neighbourhood will happen over a twenty year timeline, although this is subject to variation. In practical terms some areas of the Mahon Industrial Estate are likely to remain in employment use in the medium-long term until businesses decide that it is appropriate to relocate from the area. This matter is elaborated upon in SA2: Mahon Industrial Estate (below).

The neighbourhood will be a very desirable place to live with:

- A very attractive network of green space and a sylvan [treed] character and views to the south of Douglas Estuary, the Mahon Golf Course and the ridge beyond making it visually a very attractive residential environment;
- The Bessboro Neighbourhood Park providing for active and passive sports needs of the area and beyond;
- Proximity to a range of local services and amenities within walking distance and on-site local services of a scale to meet local need;
- Proximity to employment opportunities within Mahon and elsewhere in the city and a public transport service that provides access to employment opportunities in the City Centre, Docklands, UCC, CIT and CUH, amongst other locations;
- Proximity to Mahon Point Shopping Centre and its shopping and other services;
- Access to walkways and cycleways providing for recreational and commuter needs;

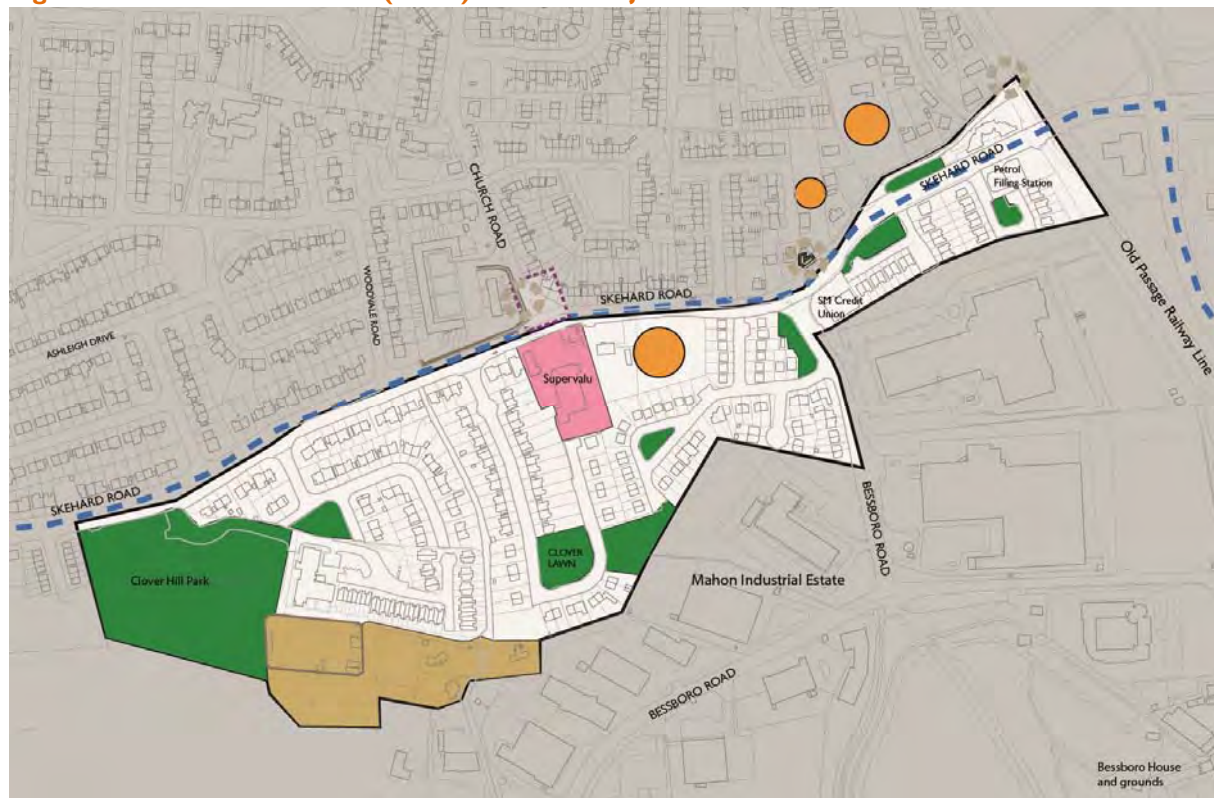
The residential product will be medium density housing, of between 40dph and 75dph, set within an attractive and generous landscape setting with local services. The Bessboro Neighbourhood will be differentiated in the market from other medium density housing in the city and also from higher density apartment neighbourhoods proposed in the City Centre, Docklands and other locations. The development will combine a mix of houses, duplexes and flats, and will complement that offered within *Eden* on the former Ursuline Convent grounds.

4.2: Sub-Area 1: Skehard Road (West)










This established residential area has limited scope for development. Specific objectives are set out in Figure 4.3. Objectives include:

- Identification of sites with the potential for residential development.
- Identification of small amenity areas in housing estates as public open spaces;
- Identification of the former Clover Hill walled garden (part of Cork City Council Parks Depot), Old Ballinure Road Railway Bridge, boundary wall to Pine Court (former Sylvan Bank boundary) and a vacant cottage on Skehard Road as built heritage assets for protection;
- To designate a Tree Preservation Order to protect trees at Pine Court, Church Road / Skehard Road and at the Clover Hill House area / ridge.
- To revise the Area of High Landscape Value to exclude the Abode Housing site but include one additional dwelling with high tree coverage to the east of Clover Hill House Lane;
- To seek the delivery of bus / cycle priority measures on Skehard Road west of Woodvale Road within the existing street corridor, and to consider the provision of priority measures between Woodvale Road and Church Road in the context of the significant trees and historic wall of Pine Court. Priority could be provided by advanced traffic signals or street corridor widening. Acquisition of property would be necessary to widen the road corridor.
- To upgrade the junction of Church Road / Skehard Road / Scally's Neighbourhood Centre so that it is safe and functional for all modes of transport.

Figure 4.3: Skehard Road (West) Precinct Objectives

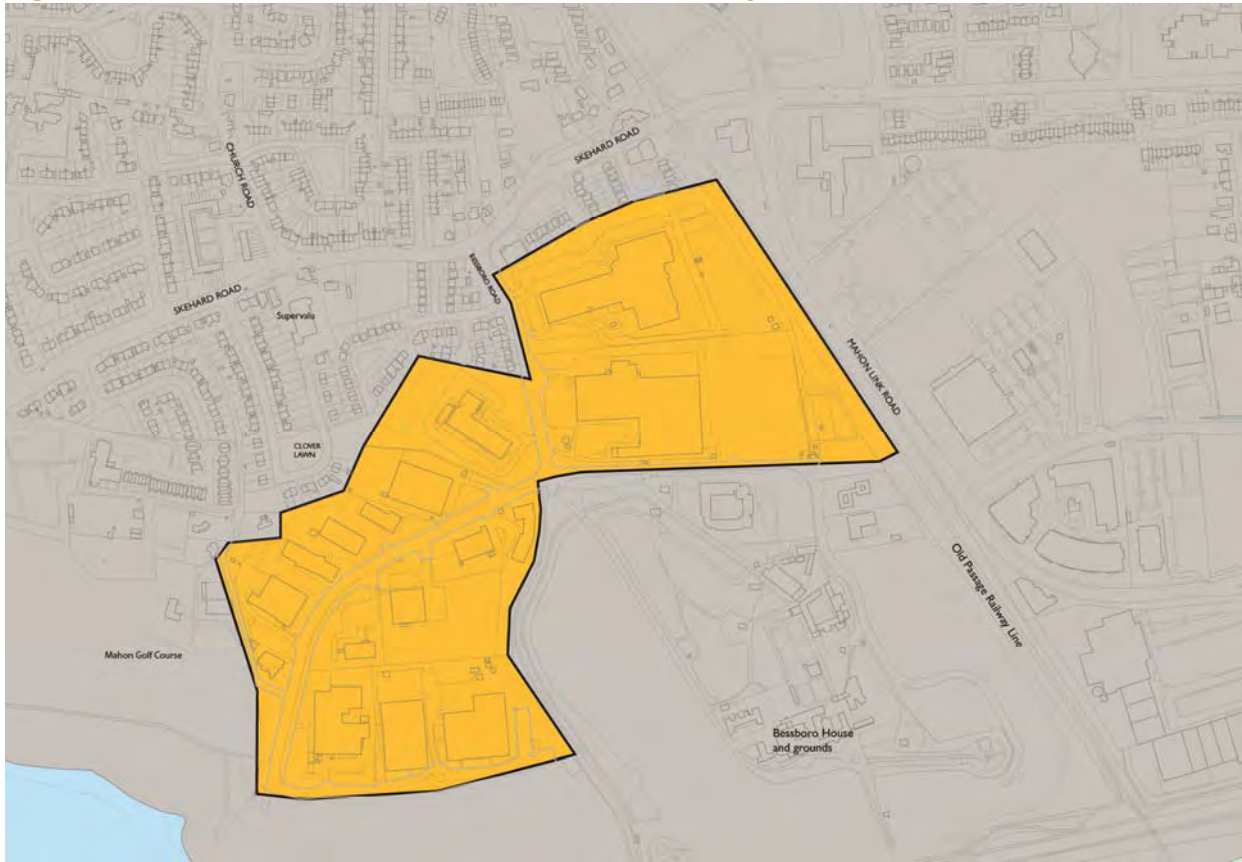


SKEHARD ROAD (WEST) PRECINCT OBJECTIVES LEGEND

 Neighbourhood Centre	 Development Opportunities	 Proposed Connection
 Public Open Space	 Heritage Structure	 Suggested Connection
 Area of High Landscape Value	 Enhanced pedestrian / cycle junction	 High Quality Bus Corridor

4.3: Sub-Area 2: Mahon Industrial Estate

Figure 4.4a: Mahon Industrial Estate Precinct Boundary



Mahon Industrial Estate Sub-area

Gross precinct area	23.91 hectares
Development potential	19.5 hectares
POS	15% minimum
Plot ratio range	0.4:1 to 0.75:1
Residential Development	
Gross floor area as a % of total	95%
Residential yield [dwellings per hectare]	40-75dph
Indicative residential yield (dwelling units)	660-1,240 units
Non-residential development	
Gross floor area [as a % of total]	5% maximum
Non-residential type	<ul style="list-style-type: none"> Local services and local shopping Minor intensification of employment in one zone
Community facilities	Childcare facilities

Figure 4.4b (below) illustrates the proposed objectives for the development of the area.

Figure 4.4b: Mahon Industrial Estate Precinct Objectives



SA2: MAHON INDUSTRIAL ESTATE PRECINCT OBJECTIVES LEGEND

- | | | |
|----------------------|-------------------------|------------------------------|
| Proposed Connection | Proposed Building Line | Area of High Landscape Value |
| Suggested Connection | Suggested Building Line | Existing Trees |
| Focal Point | Public Open Space | |

Objective MSA2: Mahon Industrial Estate

It is an objective of the City Council to seek to ensure that the Mahon Industrial Estate is developed as part of the wider Bessboro Neighbourhood in the medium-to-long term. The following projects will be promoted:

- Critical connections to integrate the area better into its context;
- A centrally located focal space for local commercial and community services.
- Maximise the potential of the landscape and ecological value of the site, including retention of trees and connecting spaces to adjacent landscape assets, such as the railway corridor and the Bessboro House grounds.
- Upgrading of streets and spaces to a high standard of public realm design; and

Residential uses will be open for consideration in areas zoned for Business and Technology Uses.

It is an objective to seek the relocation of the telecom mast located adjacent to the BGE above-ground installation.

Connections

The following connections are considered essential to the development of the Mahon Industrial Estate Sub-Area:

- 1 Bessboro Road to Mahon Link Road 1 (pedestrian / cycle)
- 2 Bessboro Road to Mahon Link Road 2 (mixed transport modes)
- 3 Bessboro Road (Lower) to Bessboro Lane (existing) and Riverside Walkway (pedestrian / cycle)
- 4 Bessboro Road (Lower) to Bessboro Neighbourhood Park (pedestrian)

The east-west access road to the east of the access to Bessboro House and grounds should be given a name to enable legibility and identity.

Delivery

The delivery of a new residential neighbourhood in this sub-area is a long-term project. This local area plan will result in a proposed change to the development plan policy to allow residential uses to be open for consideration in this area in advance of the new development plan.

Some land parcels within the sub-area are suited to early residential development and others that are either currently in active employment use or recently developed are likely to change slowly towards residential use. In particular the area to the west of the “Hormann Electronics site” is likely to remain in employment use in the long term.

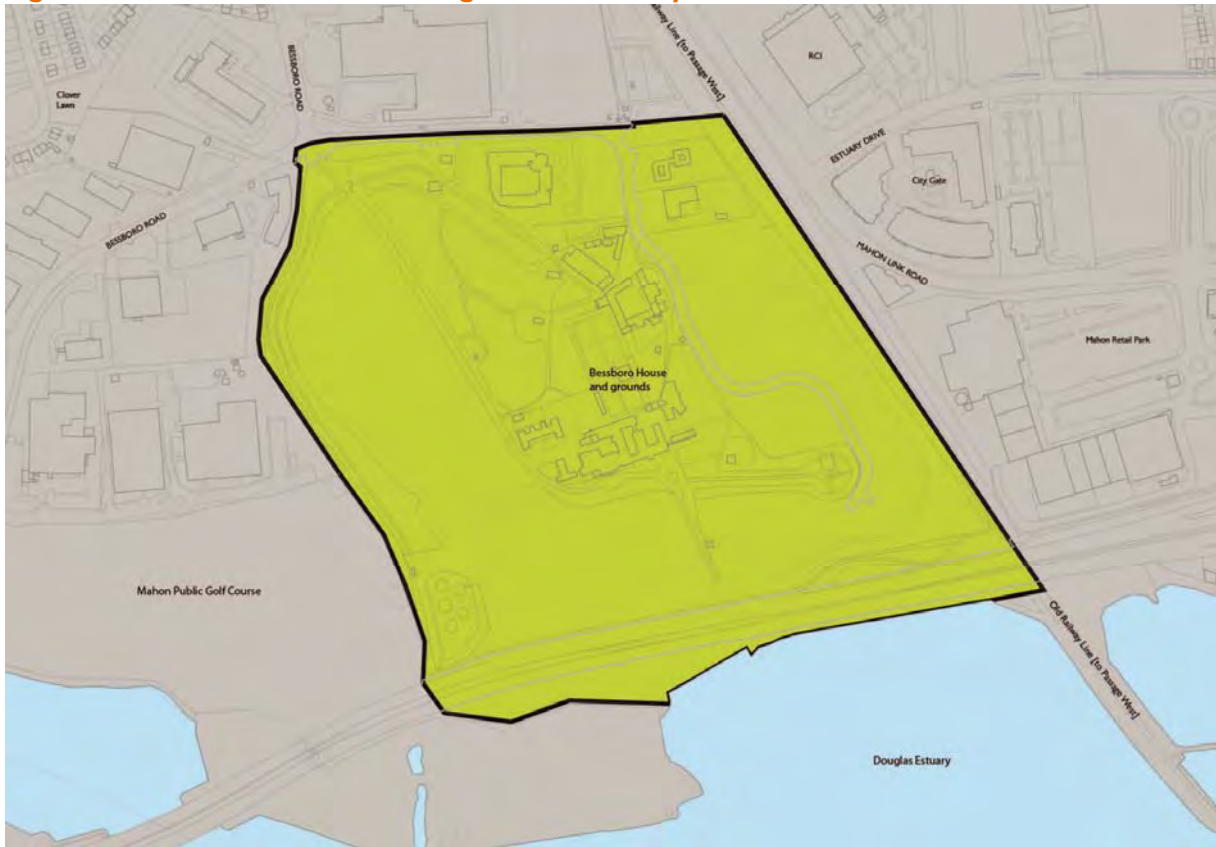
The City Council does not wish to lose valuable employment in the industrial estate to the city due to land speculation. However, sites with a very low plot ratio and which are in a low intensity use or vacant (e.g. former Motorola / former Galvins sites) could change to residential use in the short-medium term.

In the event that sites are rezoned from “Business and Technology” uses to residential uses in the development plan then the City Council will carefully consider the appropriateness of new development proposals for employment uses within the area under *Policy 3.15: Non-Conforming Uses of the City Development Plan* (or any replacement), which states that where uses exist as non-conforming uses it is the policy of the City Council to facilitate their continued operation provided they do not seriously detract from the zoning objectives for the area or from residential or other amenities. Within the Mahon Industrial Estate decisions will be taken in the context of the overall land use and delivery strategy for the area.

It is envisaged that lower density employment would over time be replaced by higher density employment within the Mahon area. However, within the Mahon Technology Park it is also possible that lower density light industrial uses could be accommodated within the middle of the block (please refer to s3.3.2, p28).

4.2.4 Sub-Area 3: Bessboro House and grounds

Figure 4.5a: Bessboro House and grounds boundary



Mahon Industrial Estate Sub-area

Gross precinct area	31.25 hectares
Development potential	5 has (approximately)
Plot ratio range	0.4:1 - 0.6:1
Residential Development	
Existing residential units	Institutional residential
Gross floor area as a % of total	97.5%-100%
Density range	40-60dph
Indicative residential yield (dwelling units)	200-300
Non-residential development	
Gross floor area [as a % of total]	0-2.5%
Non-residential type	<ul style="list-style-type: none"> Limited local services Sensitive intensification of Bessboro House complex
Community facilities	<ul style="list-style-type: none"> Possible Childcare facilities [to meet local need] Intensification of Bessboro House institutional use within confines of core area

Description

Bessboro House and Grounds is comprised of a number of land parcel units:

- Bessboro House and its immediate attendant grounds (including the house, Eist Linn, farm buildings, crèche and former parkland);
- The area of the historic parkland to the south and west of the house, and currently in use for pasture;
- The serviced land holdings to the east, and in different ownerships;
- The developed parcels to the north-east of the sub-area, including Lough Mahon House, Bessboro Day Care Centre (Alzheimers SOI) and the Sacred Heart Convent.

Land Use Concept

The land use concept (illustrated in Figure 4.4a) for the area conforms to the development plan objectives for the sub-area and its constituent land parcels. The basic components of this are:

- The creation of a new neighbourhood park;
- The development of lands to the east for residential use; and
- The sensitive development of the Bessboro House complex and its attendant grounds.

The residential yield for the site could be increased by the omission of institutional uses from the “Residential, Local Services and Institutions” zoning objective at a development plan level or as a specific objective for this site. The development of sheltered housing within the residential area would be a compatible residential use.

Development plan objectives

The Bessboro House and grounds benefits from significant protection in the *Cork City Development Plan* due to the landscape value of the site. It is one of only two historic houses in Cork City with its parkland left undeveloped. Development plan objectives to protect the landscape include:

- Reinstatement of the Historic Landscape (Table 10.2, p122);
- Use of the grounds as a public park or private setting to the principle use of the House (Table 10.2, p122);
- To allow development within the immediate environs to the north of Bessboro House consistent with the landscape and protected structure significance of the site (Table 10.2, p122); and

The area to the east of the site is an Area of High Landscape Value (see Policy 10.5 of the plan, p117). This means that the area has potential to be developed providing development is sensitive to the landscape value of the site and is landscape dominated.

In addition, the site has various built heritage significances, including:

- Bessboro House and its former ice house are included on the RMP;
- Bessboro House is included on the RPS; and
- The farm buildings and burial ground folly are included on the NIAH, and therefore recommended for protection by the Minister.

Additional objectives

This local area plan provides a small number of objectives additional to those set out in the development plan, which are summarised in the diagram above and the following written objective.

Movement and access

The following connections are considered essential to the development of the Mahon Sub-Area:

Bessboro Road to Mahon Link Road Bessboro Grounds to Old Passage Railway Bessboro Grounds (park) to Mahon Industrial Estate (south)

The east-west access road to the east of the access to Bessboro House and grounds should be given a name to assist legibility and identity.

Objective MSA3: Bessboro House and grounds

It is an objective of the City Council to seek to ensure that the Bessboro House and grounds is protected as a built and landscape heritage asset.

The following projects will be promoted:

- The development of a substantial Bessboro Neighbourhood Park in the medium-to-long term within the Bessboro House Landscape Preservation Zone, including the reinstatement of the historic landscape design;
- To protect the trees within the Bessboro House grounds and related lands by means of a Tree Preservation Order;
- Maximise the potential of the landscape and ecological value of the site, including retention of trees and connecting spaces to adjacent landscape assets, such as the railway corridor and the Bessboro House grounds.
- Upgrading of streets and spaces to a high standard of public realm design; and
- To integrate the grounds into its context by means of the provision of additional connections and access points.

Figure 4.5b: Bessboro House and Grounds Sub-Area Objectives



Delivery

The development of the Bessboro House and grounds could proceed in the short-medium term as the sites are greenfield and relatively straightforward to deliver, subject to planning and funding. The sensitive development of the house and its attendant grounds is likely to proceed slowly as appropriate institutional projects are proposed to meet the needs of the community and values of the Board of Management. Development could provide passive surveillance and supervision of the park and the proposed links through the site.

The delivery of the proposed park would be a medium-to-long term project. However public access and connections across the park could be delivered in the short-medium term.

4.2.5 Sub-Area 4: Lough Mahon Technology Park

Figure 4.5a: Lough Mahon Technology Park boundary



Lough Mahon Technology Park

Gross precinct area	23.42 hectares
Gross development potential	18 hectares (approximately)
Plot ratio range	1.0-1.25
Non-residential development	
Gross floor area [as a % of total]	90-100%
Existing floorspace to be occupied	City Gate, City Gate Park and other smaller spaces
New floorspace potential	<u>Tranche 1</u> – Subject to overall maximum employment growth <u>Tranche 2</u> – Subject to overall maximum employment growth
Non-residential type	<ul style="list-style-type: none"> • Employment • Local services • Commercial leisure
Community facilities	Childcare facilities Potential for other services requirements.

Description

This precinct is comprised of three blocks of land:

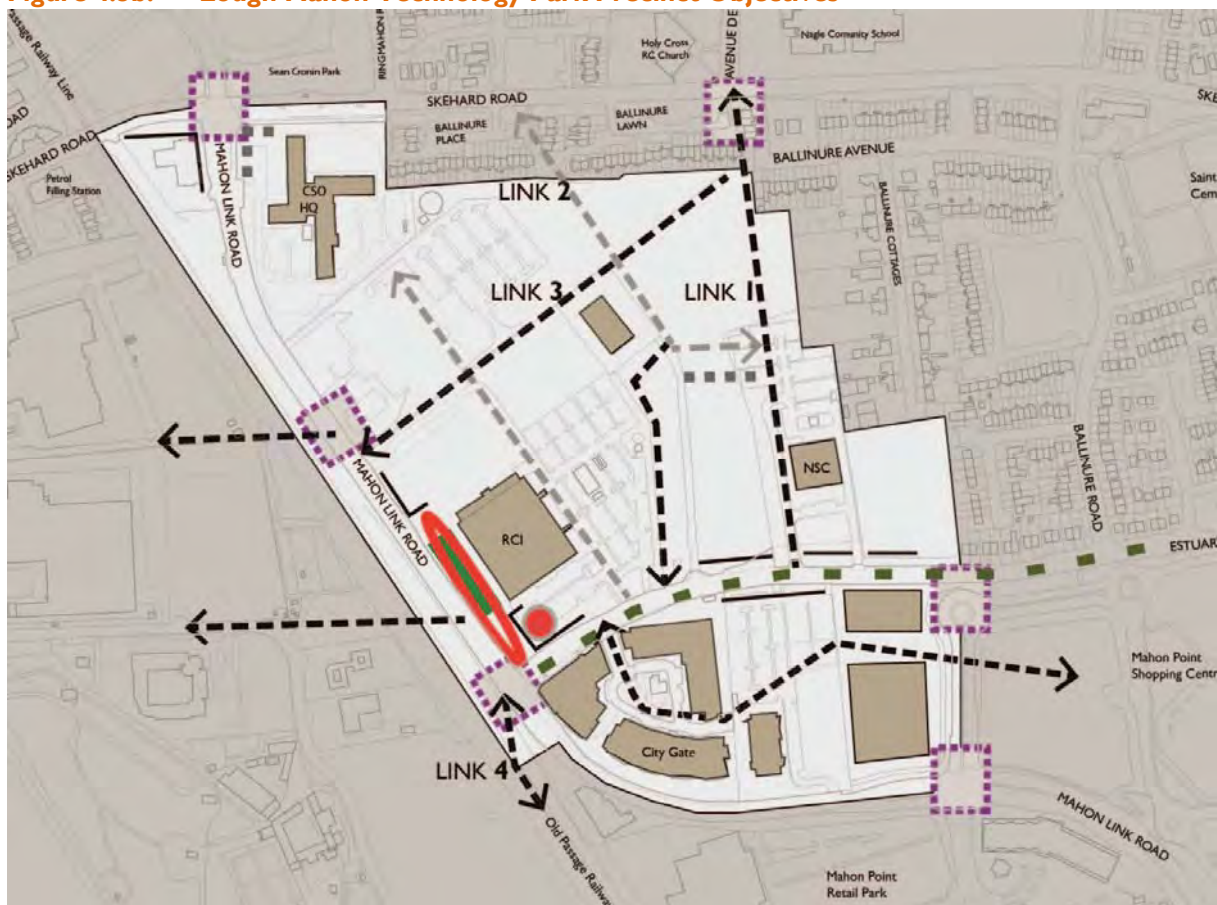
- The block to the south of Saint Michael's Drive (including City Gate and City Gate Park)
- The central block to the north of Saint Michael's Drive and east of Mahon Link Road; and
- The western block (small land parcel currently occupied by the O'Leary Insurance building).

The central block includes the Ballinure Header Chamber and utilities that connect to this across the RCI site and Cork City Council owned lands. These areas should be included within new streets to be created to provide access to development lands and wider connections.

Precinct Objectives

The Precinct Objectives Diagram (Figure 4.5b) demonstrates the proposed specific objectives for the development and improvement of the sub-area.

Figure 4.5b: Lough Mahon Technology Park Precinct Objectives



SA4: LOUGH MAHON TECHNOLOGY PARK PRECINCT OBJECTIVES LEGEND

	Focal Point		Proposed Building Line		Proposed Connection
	Corner Focal Building		Suggested Building Line		Suggested Connection
	Enhanced ped / cycle junction		Existing tree protection		Street enhancement

Land use strategy

Zoning objective definitions are set out in the current *Cork City Development Plan*. The vision for the area is to see its continued transformation from low density employment / greenfield sites to higher density employment uses supported by necessary local services and community services to meet the needs of those working in the area, with buildings grouped to frame and improve the qualities of the streets - Mahon Link Road, Saint Michael's Drive and Skehard Road. For urban design reasons the preferred location for higher density development will be along the main road frontages.

Within the central block there is the potential for new light industrial / low intensity employment uses in the centre of the block to the east of the Ballinure Header Chamber.

A number of uses will be open for consideration within the sub-area in addition to the primary land use objective of business and technology use. Live ground floor uses on key frontages with a strong relationship to the public realm will be considered favourably providing they are of a scale and use that conform to local services uses (as defined in the Development Plan). Thus local shopping, retail services, commercial leisure and community services will be considered favourably. The priority for new active street frontage will be the proposed building at the corner of Mahon Link Road and Saint Michael's Drive.

Movement and access

The City Council has identified an aspiration to widen the Mahon Link Road corridor to provide an additional lane between the CSO and Mahon Point to reduce congestion on Mahon Link Road. The South-East Corridor Study currently being prepared by the City Council and the NTA will inform decisions on pedestrian, cycle, bus and road infrastructure, as well as improvements to service levels.

Pedestrian traffic between Bessboro, the RCI Focal Point and Mahon Point Shopping Centre will have a choice of routes along: Saint Michael's Drive; Mahon Link Road; and a new pedestrian route through the southern block (via City Gate, PM site and City Gate Park). Saint Michael's Drive will benefit from an environmental improvement project. The area-wide mobility management project will help to reduce car borne commuting in this high density employment location.

Urban design

The focal point for the precinct will be the corner of Mahon Link Road, Saint Michael's Drive and the proposed Bessboro access road (within the RCI site). A new public civic (hard) space and public open space is proposed for this area to be framed by new built form. Buildings in this location should provide local services at ground floor level to meet local need. All sites will be required to provide public open space to development plan standards.

Objective MSA4: Lough Mahon Technology Park

It is an objective of the City Council to seek to ensure that the Lough Mahon Technology Park is developed to provide a high quality working and urban environment.

The following projects will be promoted:

- To integrate the precinct into its context by means of the provision of additional connections and access points.
- To upgrade existing streets and provision of new streets and spaces to a high standard of public realm design, including consistent pedestrian / cycle friendly layout and significant tree planting;
- The development of sites in a manner that ensures plot ratio targets are not exceeded and streets are fronted onto by buildings;



Connections

The following connections are considered important to the development of the Sub-Area and its integration with its surroundings, and particularly to better connect it to the area to the north of the Skehard Road. These connections are indicated on Figure 4.5b.

	<i>Link</i>	<i>Type</i>	<i>Level of priority</i>
1	Link between Avenue De Rennes and Saint Michael's Drive (via Ballinure Lawn)	New street or pedestrian / cycle route via Cork City Council site	Proposed
2	Link between Avenue De Rennes and Saint Michael's Drive (via Ballinure Place)	New pedestrian / cycle route via MA/COM / City Council sites	Suggested
3	Link between Mahon Link Road and Avenue De Rennes	New street via MA/COM site	Proposed
4	Link from Old Passage Railway and Mahon Link Road	New pedestrian / cycle link (e.g. ramp / steps) to provide means to overcome level differences	Proposed

A number of streets would benefit from renaming / consistent naming so that the area is comprehensible and has a strong sense of place. In particular consideration should be given to renaming / naming the following streets:

- Mahon Link Road;
- Saint Michael's Drive / Inchera Drive / Estuary Road;
- Street providing access to Mahon Point Shopping Centre.

Plot ratio and building height

Building height in the area should be to a maximum of 3-4 storeys and dependent on the sensitivity of adjacent uses. The area's potential for intensification is limited by its transport context and plot ratios are limited to 0.75:1 to 1.25:1 range indicatively. This plot ratio reflects a combination of the major Development Area and Suburban Office target set in the development plan. The plot ratio range has been selected for good planning reasons so that:

- Buildings are grouped to frame public streets and public spaces, resulting in a greater degree of landscape dominance the further from the street frontage; and
- There is the potential for development to spread between sites and more sites in the precinct to benefit from intensification (subject to the overall cap).

This level of intensification is lower than has been achieved on the City Gate and City Gate Park developments and will, by definition, result in a different character of development.

Cork City Council lands

The City Council owns a number of sites in the sub-area – adjacent to the Ballinure Header Chamber and part of the RCI reverts to the City Council's ownership. The City Council will explore the potential for the development of these sites for Business and Technology related uses and / or uses in the common good. The Cork City Council former sports ground site on Saint Michael's Drive, to the south of Ballinure Cottages, is also zoned for Business and Technology use in the development plan.

Delivery

Development in this area is constrained by the strategic economic and transport context to Mahon. The existing permission on the former MA/COM site could be developed. If the planning permission on the site expires then this latent employment capacity could be developed on any of the sites in the area.

4.7 Sub-Area 5: Ursuline Grounds

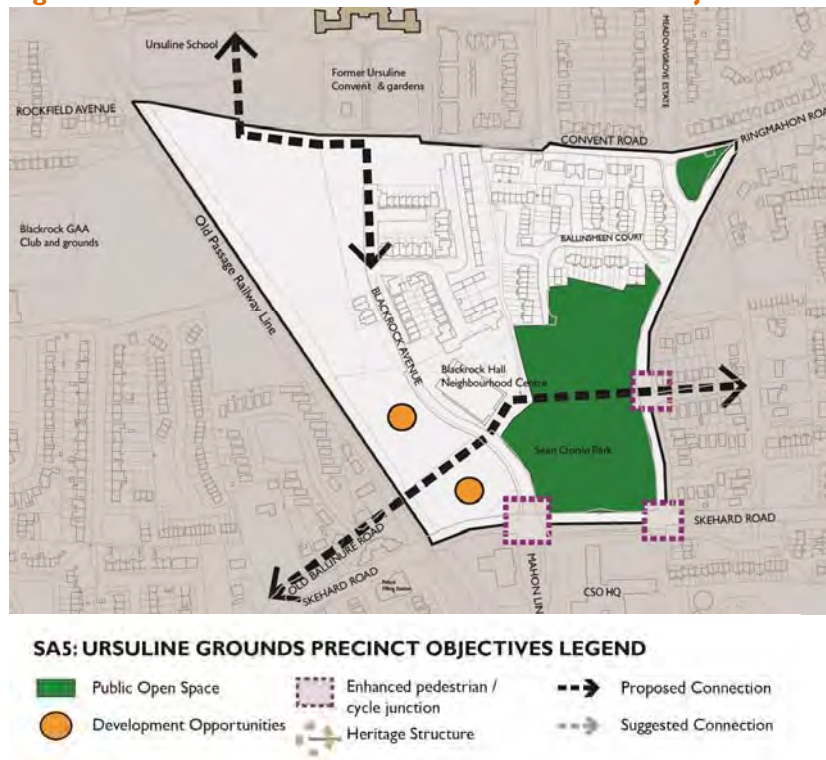
The former Ursuline Convent Grounds have seen significant change since planning permission was granted for the development of the site in 2003, including the conservation of the Ursuline Convent building, development of the grounds for residential use and the development of the Blackrock Hall Neighbourhood Centre incorporating a mix of convenience retail, comparison pharmacy uses, and primary health services. The Ursuline Convent and adjacent Old Passage Railway Line have a high landscape value.

A portion of the Ursuline Convent planning permission remains to be completed, including 292 dwelling units. Two sites to the west of the Blackrock Avenue in Cork City Council’s ownership are available for development. These sites benefit from a “Residential, local services and institutions” zoning objective, and residential use is the preferred use. Alternatives could include public open space / allotment use- / men shed / community garden / non-pitch sports use.

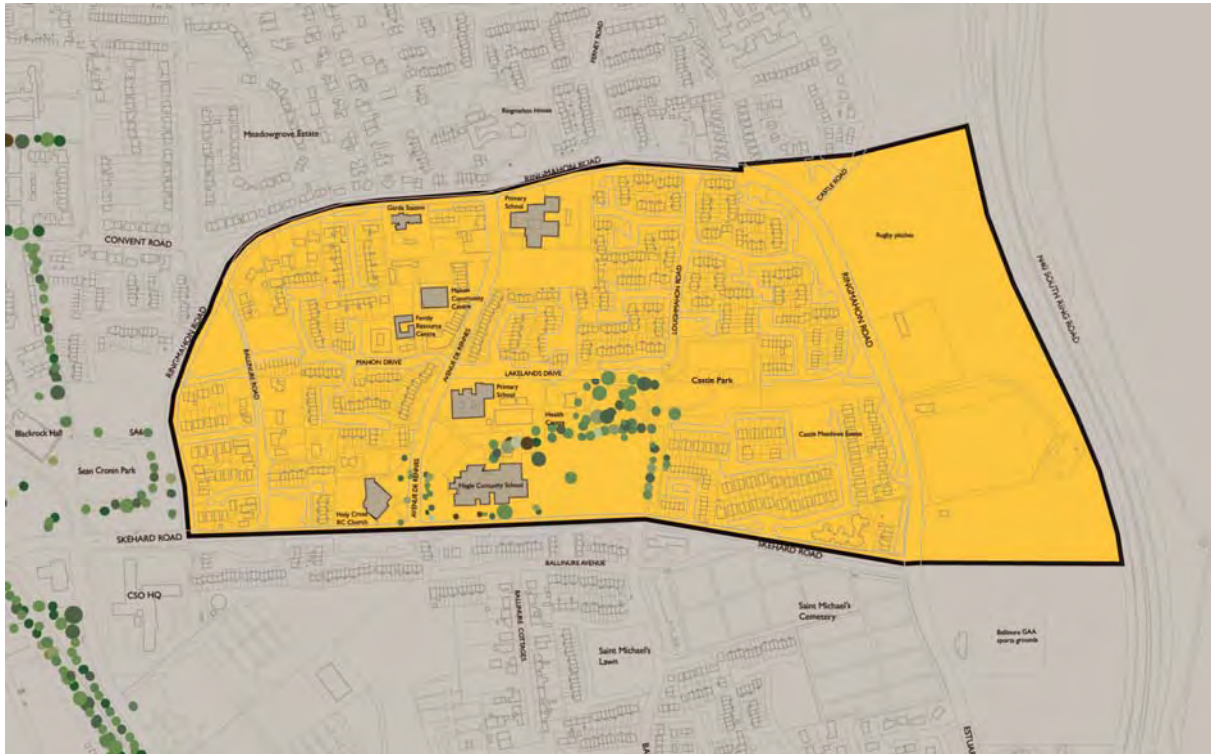
Specific objectives are set out in Figure 4.7 (below). Objectives include:

- To designate a Tree Preservation Order to protect trees at the former Ursuline Convent / Ursuline School / Old Passage Railway;
- The proposed connection from Eden to Blackrock Park / Village indicated in Figure 4.7 is conceptual. The precise route will be subject to detailed design.
- To explore the feasibility of a right-hand turning lane on the westbound section of Skehard Road to provide access into Blackrock Avenue, and to provide it if it is both feasible and would result in desirable form of street design for all users;
- To improve the access to the Old Passage Railway from Skehard Road;
- To seek the development of the two available development opportunity sites to the west of Blackrock Avenue (currently in City Council ownership) for residential uses or a suitable alternative. Proposals for the temporary use of these sites will be considered on their merits, such as for public space (see below); and
- To explore the potential for the upgrade of Sean Cronin Park, including consideration of the potential for community amenities, such as allotments / community garden to serve the Mahon-Blackrock communities, and also for users of the railway walkway.

Figure 4.7: Ursuline Convent Grounds Precinct Objectives.



4.7 Sub-Area 6: Avenue De Rennes



Avenue De Rennes

Gross precinct area	52 hectares
Development potential	4 hectares
Plot ratio range (indicative)	0.35-0.75
Residential Development	
Gross floor area as a % of total	65%
Density range	35-50dph
Existing units	625
Opportunity sites	Avenue De Rennes
Indicative residential yield (dwelling units)	0-40
Non-residential development	
Gross floor area [as a % of total]	Up to 35%
Non-residential type	<ul style="list-style-type: none"> Neighbourhood Centre {convenience shopping, retail services and local services} Community uses Sports and recreation
Community facilities	Youth centre Sports and recreation Community creche Possible library

Description

The Avenue De Rennes sub-area is defined by roads to the east and south and Ringmahon Road, which as an attractive street. The area is an established residential area with ancillary the heart of Mahon on Avenue De Rennes in the form of local services on Avenue De Rennes in the form of schools, community services and some commercial services. The newly laid out sports at the eastern end of the area provide for the needs of Mahon as a whole.

Avenue de Rennes forms the neighbourhood centre of Mahon located at the centre of the main residential community of Mahon and linking the Skehard Road to the Ringmahon Road. It was designed as Mahon's high street but has suffered with a weak commercial performance. There are a number of community uses located along Avenue de Rennes including the Church of the Holy Cross, the Nagle Community College, Gaelscoil Mhachan, Holy Cross National School, the Mahon Community Centre, Mahon Family Support Centre, the Garda Station, Mahon Youth Centre, as well as a number of local retail services and two bars.

Much of the development which has taken place in the Avenue de Rennes area in recent years has been City Council led development with little if any private development taking place.

Historical context to Avenue De Rennes improvements

Mahon was conceived as a mixed tenure residential development and implemented from the 1980s onwards.

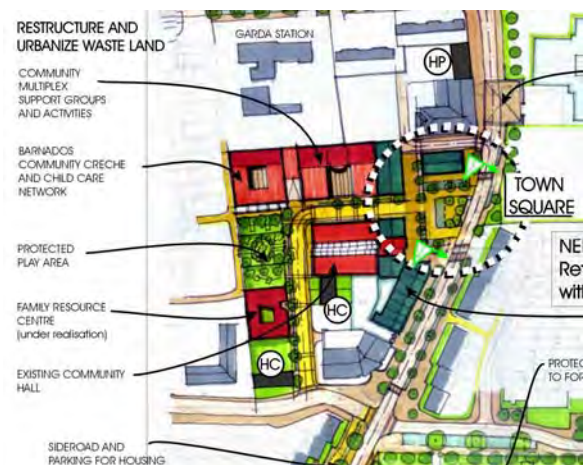
The *Mahon Landscape Masterplan 1998* was completed and many recreational projects were delivered between 1999 and 2008, including public open space and sports facilities at Estuary Drive / Ringmahon Road.

In 2001 a Masterplan was prepared for the development and improvement of the Avenue de Rennes area specifically. The Masterplan proposed a new town square and the redevelopment of the existing retail units into mixed use buildings with retail / residential accommodation, as well as other improvements to the public realm. The Plan also proposed:

- A purpose-built community crèche / child care network facility,
- A dedicated youth facility on lands at Nagle Community College; and
- Some new housing to the rear of the existing retail units and the Red Cove bar.



Mahon Landscape Masterplan 1998 (detail)



Mahon (Avenue De Rennes) Masterplan 2001 (Town Square detail)

Since 2001 significant elements of the masterplan have been delivered, including the following:

- Gaelscoil Mhachan national school opened on Avenue de Rennes in 2001 with the pre-school extension opening in 2008.
- The new Family Resource Centre building was constructed and opened in 2006;
- Ringmahon House centre opened in 2007;
- Street planting and pavement works were carried out in 2007.;
- Housing infill development; and
- Parks and recreational facilities have been provided.

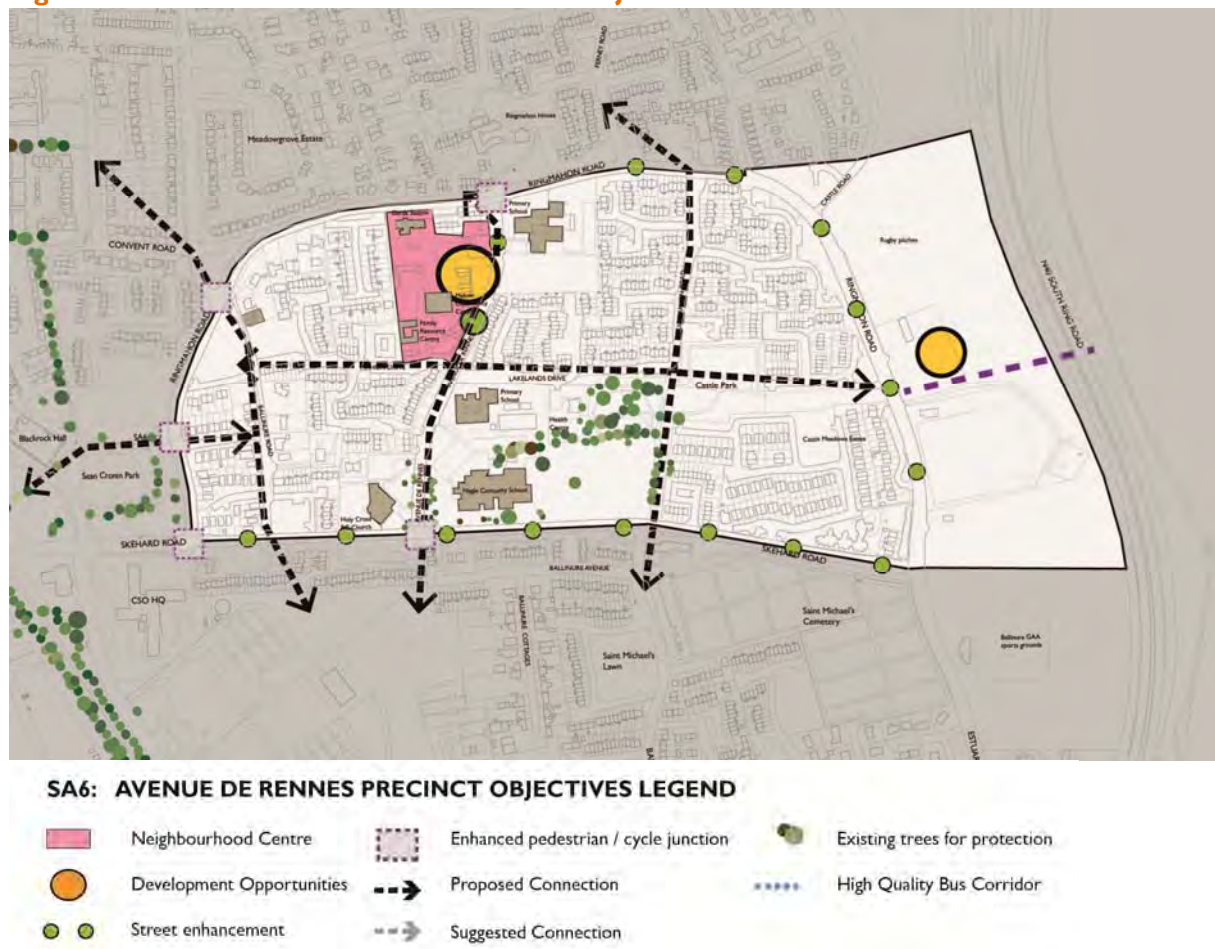
More recently, the City Council have carried out a safety upgrade of Avenue de Rennes to improve the organization of the street for safety reasons.

However, the proposed redevelopment of the retail units and related sites and the town square never came to fruition due to landownership difficulties and financial constraints.

4.8.1 Avenue De Rennes Sub-Area Objectives

Figure 4.8 sets out the high level objectives for the Avenue De Rennes Sub-Area.

Figure 4.8: Avenue De Rennes Precinct Objectives



The key objectives for the Avenue De Rennes sub-area are:

- To make the most of the Avenue De Rennes Development Opportunity to ensure that the area fulfils its role as a neighbourhood centre and also offers an attractive high street for Mahon and a real physical focus for the community;
- To improve connectivity between Avenue De Rennes and Mahon Point Shopping Centre and nearby employment areas;
- Enhance key streets to ensure that they offer attractive environments and also encourage walking and cycling. This will include reconfiguration of streets where they are too wide, additional tree structure, and provision of pedestrian crossings at key conflict points to make crossing the road safer for all (see Figure 4.8). Streets for enhancements will include: Skehard Road, Ringmahon Road (East) / Estuary Drive, Saint Michael’s Drive and Ballinure Road.
- To ensure that the pedestrian realm is continuous and safe, and to seek to reconfigure streets where footpaths are missing or ambiguous (e.g. to front of Brothers of Charity on Mahon Drive).
- Development of the Ringmahon Road Recreational Opportunity Site, which is owned by Cork City Council.

Connections

The closer integration of the Avenue De Rennes sub-area into its context is highly desirable. The following connections are considered desirable to better integrate Avenue De Rennes into the area to the south of Skehard Road in order to provide a more permeable environment, and also to provide specific improvements in connectivity with Mahon Point Shopping Centre:

1	Avenue De Rennes to Saint Michael’s Drive	
2	Skehard Road to Saint Michael’s Drive	

Precinct Land Use Strategy

The Avenue De Rennes sub-area has limited potential for development, apart from at:

- The Avenue De Rennes Development Opportunity at the Neighbourhood Centre; and
- The Ringmahon Road Recreational Opportunity Site.

A strategy for the improvement and development of Avenue De Rennes is set out below. This site provides the potential to provide for active sports need in the medium term and to contribute towards meeting the recreational needs of the community and the wider south-east area. This could include a swimming pool and leisure centre, ice rink, allotments, an all-code all-weather pitch, MUGAs, etc. The *Recreational Needs Study 2013* will inform the strategic future of this important site.

4.8.3 Avenue De Rennes street: development and environmental improvement strategy

The Avenue De Rennes parade / neighbourhood centre has a strong community services profile and a very limited commercial profile. The appropriate uses for a neighbourhood centre are set out in the development plan (insert reference) and include convenience shopping, local comparison shopping, retail services, residential, commercial leisure and community uses. Community Uses to include a purpose-built community crèche and a Youth Centre on the VEC owned grounds at Nagle Community School.

The *Mahon Masterplan 2001* set out a vision for the development of the street based upon a “retail, residential and community uses with family support facilities” complemented by a Town Square. This vision imagined small commercial units (i.e. no larger convenience anchor). Occupiers for these small units have continued operating in the period but the opening of

Blackrock Hall and the lack of a real anchor convenience store (compared to that on offer in other neighbourhood centres) has resulted in the loss of some occupiers in recent years.

Twelve years have elapsed and limited progress has been made on the improvement of Avenue De Rennes itself, although many projects have been delivered (as set out above). The purpose of this sub-section is to set out:

- Options for the long term development of the area; and
- Identify a suite of environmental improvements that could be delivered in advance of major developments on the street, as and when resources become available.

Long term development of Avenue De Rennes

The future development and improvement of Avenue De Rennes is likely to be comprised of lots of smaller-scale projects rather than one large transformation.

Redevelopment is likely to include the following components:

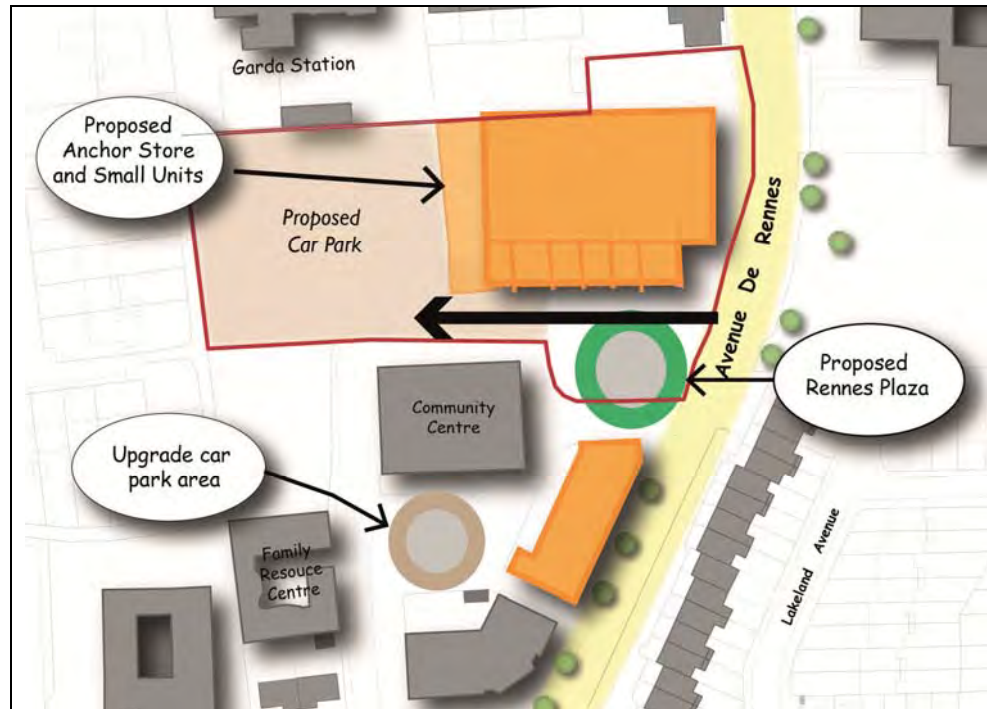
<i>A new "Town Square" and enhanced spaces around the shopping centre area on Avenue De Rennes</i>	Avenue De Rennes requires environmental enhancement generally but the creation of a plaza to the front of Units 8-14 / Lakelands Bar is a long-standing objective. This would create an attractive heart to the street and its community. In addition the area to the rear of Units 1-7 require improvement and resurfacing is required more widely to improve the condition of the area.
<i>Anchor Convenience Store</i>	A potential anchor convenience unit to meet the needs of the area and provide a synergy with other uses on the street; The neighbourhood centre could be attractive to additional local services if a neighbourhood-scale convenience anchor of 1,000 net square metres were located there. This would need to be approximately 6000 square metres in size and would require site assembly.
<i>A purpose-built Youth Centre</i>	A lot of work was done in the 2000s by the City Council, service providers and the community in putting a brief together for this building. The previous scheme was proposed for part of the Nagle College site at the corner with Skehard Road. Other possible sites are the HSE site on Lakelands Avenue and the site where the facilities are currently located.
<i>Redeveloped Lakelands Bar Site</i>	This building / adjacent car park is underutilised and should be redeveloped to provide an attractive face to the proposed "plaza" as well as buildings that contribute to the life of the space. The car park requires resurfacing.
<i>Possible redevelopment of commercial Units 8-14 Mahon Shopping Centre Improvements to the area to the front of 1-14 Avenue De Rennes and 15-30 Avenue De Rennes</i>	The redevelopment of this northern area is highly desirable due to the currently poor configuration of the area and vacant backland sites / buildings. Improve forecourts to the front of houses on Avenue De Rennes to make efficient use of space for residents and the public, as well as improve the appearance of the street.
<i>Possible redevelopment of Units 1-7 Mahon Shopping Centre / Red Cove Inn / backlands area.</i>	The redevelopment of this area is desirable in the long term but it functions to a reasonable level at the moment, subject to environmental improvements (see below).
<i>A purpose-built community crèche</i>	It is a long-standing objective to see the development of a new purpose-built community crèche to house an existing crèche provider with sub-standard accommodation / external space. This may be located in Avenue De Rennes or in the area to the south of Skehard Road.

Avenue De Rennes (north) Planning Strategies

There are two main options for the future of Avenue De Rennes (north):

- Comprehensive development of the group of sites to based upon the objective of delivering an anchor convenience store (e.g. 1,000sqm) to provide an attractor for this neighbourhood centre, and related development to accommodate existing users of the space. This development could be mixed use but is more likely to be single-storey development due to economic conditions; or
- Piecemeal development based upon the future of the street as a local centre, complete with a convenience store to suit the needs of the area / street, completed development sites, and significant environmental improvements;

Option I: Comprehensive redevelopment



This scheme reconfigures the northern portion of the centre in order to achieve the delivery of an anchor convenience store. Delivery of this scheme is dependent upon site assembly by Cork City Council and relocating the Youth Centre to an alternative location in the immediate vicinity. Any development should seek to enable businesses / operations to continue during the construction phase as far as possible, in order to keep life on the street going and also to ensure that the businesses are viable and can return to new premises after the completion of construction.

This option assumes that the area to the south of the community centre could develop in the future as a single unit or assembled site.

Illustrative birds-eye perspective of potential block layout



**Option 2:
Piecemeal
development**

This light touch approach involves the creation of a new street and the development of residual sites to finish the centre and make sense of its backlands.



Environmental improvements

Significant investment in Avenue De Rennes is necessary to improve the environmental quality of the area. Key areas for improvement will be:

- Rennes Plaza; and
- Middle Section of Avenue De Rennes.

Rennes Plaza

The Rennes Plaza is intended to be provided on the site of the Avenue De Rennes surface car park, currently owned by a private interest.

The vision for this space is to create a pedestrian plaza that meets the needs of the community and provides an attractive setting to the commercial units.

Figure 4.7d illustrates the concept for the space, including:

- the creation of a car free space and the relocation of car parking onto streets;
- The upgrading of streets adjacent to the space to emphasise that the plaza is the focal point for Mahon;

Figure 4.7d: Rennes Plaza Concept Layout



The precise nature of the square will be the subject of further consultation with the community.

Middle section of Avenue De Rennes

Proposals for this section of Avenue De Rennes include three main elements:

- Replacement of banked slope to the front of Units 1-7 Shopping Centre with a new widened street level footpath, retaining wall and wider retail unit level walkway and closure of laneway;
- Upgrades to the footpath on the western side of Avenue De Rennes (including tree planting, seating and lined public car parking spaces); and
- Improvement of the area to the front of 16-30 Avenue De Rennes by narrowing footpath to 3.5 metres, enlarging front gardens and provision of on-plot parking platform, and boundary walls.
- Improved street lighting to ensure people feel safe after dark.



Red Cove Inn Car Park / Community Centre area

The area to the south of the Mahon Community Centre has recently been reconfigured to reflect the new extent of the community centre land parcel following the conclusion of a land-swap with the City Council. This area is to be used as an enclosed car park accessed from the front entrance on the Avenue De Rennes side of the building.

The area to the rear (north) of the Red Cove Inn is in the same private ownership as the bar. The area is informally used as a surface car park by those using the Mahon Shopping Centre and related community services. This area needs environmental improvement in the short term, including:

- Resurfacing;
- Tree planting; and
- The closure of the lane between the Red Cove Inn and Unit 1 Mahon Shopping Centre.

In the medium-long term the site could be either:

- The future of the Red Cove Inn land parcel may be as part of a comprehensive mixed use redevelopment; or
- Left as a separate parcel of land to provide surface car parking (public or private) or development to front onto the access road (e.g. residential or community infrastructure use). The existing mixed use building works well at the moment and a smaller scale piecemeal development of the car park as a separate unit that provides frontage, activity and supervision onto the new street would be of similar benefit for the area.

Southern Section of Avenue De Rennes: Area to the front of 1-3 The Dell / 1-15 Avenue De Rennes

The forecourt to the front of these houses requires environmental improvement and reconfiguration. Elements will include:

- Extension of front gardens for those dwellings within 10 metres of the rear edge of pavement and provision of on-plot parking surfaces;
- Boundary walls;
- Resurfacing of parking courts for 1-11 Avenue De Rennes;
- Insertion of green spaces for visual amenity and resident benefit;
- Softening the landscape with street trees.

Consideration will also be given to blocking off the pedestrian link (via the wedge green space) between Mahon Crescent and green space if residents consider this necessary. A dwelling unit could be placed on this plot to front onto Mahon Crescent.



Figure 4.7g: Lower Avenue De Rennes

Delivery of development and environmental improvements

The delivery of development in Avenue De Rennes will be contingent on a range of factors, including the availability of public and private funding to enable progression.

The delivery of Development Option 1 would require site assembly by the private sector and / or Cork City Council utilising its compulsory acquisition powers. Cork City Council is currently considering whether it has the capacity to intervene in the short term to assemble this group of sites. Delivery of Option 2 would be dependent upon public / private / third sector project development and delivery.

Table 4.3 sets out projects identified by the Mahon community as **short term inexpensive quick-wins** to make significant improvements to the local area to the benefit of the community:

Table 4.7g Indicative costs of short term quick-win environmental improvements proposed

1	Name the new road (with the Family Resource Centre fronting onto it)	€0	2014
2	Mark out space to front of Mahon Community Centre (between Ladbrokes and Mahon CDP) in line paint to indicate pedestrian space, vehicular access and parallel parking for 3 vehicles.	€1,000	2014
3.	Mark out space on Mahon Drive to the front of Brothers of Charity facility	€1,000	2014
3	Close of lane between Red Cove Inn and No. 1 Mahon Shopping Centre. Erection of wall to block the lane off at the west and eastern ends of the lane.	€5,000	2014
3	Resurface Red Cove Inn car park for use by patrons of the Mahon Family Resource Centre and line new road to indicate parking / plant street trees	€15,000	2014
4	Resurface "plaza" space in temporary bitmac surface and line space to indicate pedestrian space and parking space.	€30,000	2015
5	Resurface Lakelands Bar car park in bitmac and provide street lighting	€30,000	2016
	TOTAL	€82,000	

Indicative costs for the proposed environmental improvements works are set out in Table 4.2:

Table 4.7h: Indicative costs of proposed Avenue De Rennes environmental improvement works

		Cost estimate
1	Rennes Plaza and related sections of streets	€325,000
2	Middle Avenue De Rennes (west)	€85,000
3	Area to rear of Red Cove Inn	€30,000
3	Middle Avenue De Rennes – front of nos. 15-30	€30,000
4	Lower Avenue De Rennes – front of nos. 1-15	€30,000
	TOTAL	€505,000

Sub-Area 7: Skehard Road (East)

This established residential area has limited scope for development. The area currently has 400 homes and a small amount of non-residential use, including a corner shop fronting onto Saint Michael's Lawn and non-conforming uses at Ballinure Cottages.

Specific objectives are set out in Figure 4.8 (below). Objectives include:

- Identification of sites with the potential for development and improvement at:
 - The former Abode Housing site at the corner of Skehard Road and Ballinure Road for which planning permission for a library to serve the Mahon and Blackrock is permitted.
 - The City Council site on Saint Michael's Drive recently in use as the construction compound for the City Gate Park development. This site is zoned for Business and Technology Use in the development plan and previous proposals envisaged an expansion of a technology campus onto the site.
 - The area at the north-west corner of Ballinure Road, where there is the potential to provide development that addresses the corner, Skehard Road, Ballinure Road, and Ballinure Avenue.
- Upgrading of the environmental qualities of Skehard Road, Estuary Drive, Ballinure Road and Saint Michael's Drive, including strong and direct pedestrian connections into Mahon Point Shopping Centre. In particular, there is a need for a much stronger tree structure in the area.
- A proposed pedestrian / cycle connection between Avenue De Rennes and Saint Michael's Drive via Ballinure Place (and Lough Mahon Technology Park); and
- A suggested connection between Ballinure Road and Saint Michael's Drive via Ballinure Lawn (and Lough Mahon Technology Park);
- Upgrading of the environmental qualities of Skehard Road, Estuary Drive, Ballinure Road and Saint Michael's Drive, including strong and direct pedestrian connections into Mahon Point Shopping Centre. In particular, there is a need for a much stronger tree structure in the area.

Figure 4.8: Skehard Road (East) Sub-Area Objectives



4.9: Sub-Area 8: Mahon Point

Figure 4.9a: Mahon Point Sub-Area boundary



Mahon Point

Gross precinct area	27.99 hectares
Gross Development potential	9 hectares
Gross Plot ratio range	1:1-1.75:1
Residential Development	
Gross floor area as a % of total	50%
Density range	40-75dph
Indicative residential yield (units)	160 - 300
Non-residential development	
Gross floor area (as a % of total)	50%
Non-residential development types	<ul style="list-style-type: none"> • District Centre • Business and Technology • Retail Warehousing (open for consideration) • Local services and local shopping (open for consideration)
Community facilities	Possible location for community infrastructure.
Public Open Space	
	10-15% of total sub area 2.8 hectares - 4.2 hectares

Description

The sub-area is bounded by the South Ring Road [N22], Old Passage Railway, Mahon Link Road and Saint Michael's Drive / Inchera Drive / Estuary Drive. The sub-area consists of three elements:

- The Mahon Point Shopping Centre;
- The Mahon Point overflow car park; and

- The southern block, including the Mahon Retail Park, Johnson and Perrott Motor Company, Webprint and CSPCA / Vet facility.

The area is recently developed and therefore the likelihood that there will be significant change over a twenty year period is diminished. Despite the area's recent vintage the development of the area has resulted in a car-borne suburban development with a poor quality of urban design in the main. The area is divided by the Mahon Link Road and its traffic-dominated environment and increasing pressure for increased corridor width to accommodate traffic growth.

Sub-Area Strategy

The vision for the area is to:

- Allow the area continue to develop as the commercial core of the Mahon plan area, with the Mahon Point Shopping Centre continuing its role as a District Centre serving Mahon, the south-east of the city and a wider catchment.
- Stitch the area back together, providing buildings, streets and spaces that are to a high standard of urban and building design in order to create a coherent and attractive environment.

The strategic retail context and transportation constraints in the area mean that the main development potential lies in the Overflow Car Park block and the area to the north of the Shopping Centre building, currently a surface car park, for non-retail uses.

The focal point for this development will be a new public (civic) space that will provide an attractive and lively connection between City Gate Park and the shopping centre. The space will provide a focus for the local services, evening economy / commercial leisure uses and public open space that will be provided to meet the needs of the area. A new public space should also be provided between the main northern entrance and Saint Michael's Drive.

Land use Strategy

Zoning objective definitions are set out in the *Cork City Development Plan*.

Mahon Point Shopping Centre

The development of Mahon Point Shopping Centre is subject to constraints set out in the *Cork Strategic Retail Study*, as incorporated in the current development plan. This provides a clear policy basis for considering future retail development at the shopping centre. The Draft Retail Strategy states that:

- The shopping centre should not grow significantly;
- The comparison shopping function of the shopping centre should not expand beyond its existing size;
- There is scope for the development of local services and commercial leisure uses (e.g. bars / cafes) as there is little current provision in these sectors.

The further development of the area to the north of the shopping centre will therefore be driven by non-retail uses. The future of this area is most likely to include a mix of residential, local services uses, and public open space to meet the needs of the shopping centre and the wider sub-area and in compliance with development plan open space standards.

The further development of the area to the north of the shopping centre will therefore be driven by non-retail uses. The future of this area is most likely to include a mix of residential, local services uses (e.g. commercial leisure and retail services) and public open space to meet the needs of the shopping centre and the wider sub-area and in compliance with development plan open space standards. A detailed strategy for the development of this area will be developed in partnership with the developer through the development management system.

Mahon Point Overflow car park

The overflow car park will be given a Business and Technology land use zoning objective. The employment targets for Lough Mahon Technology Park outlined in Table 3.3a will also cover this site, in recognition of the business and technology zoning. A public space will be required to provide a focal space within the block fronting onto its eastern side. This will provide a focal point for active ground floor uses. In addition to the primary uses the following uses will be open for consideration:

<i>Ground floor uses:</i>	Local services (excluding comparison shopping) and commercial leisure (e.g. bar / restaurant / café / gym);
<i>Upper floor uses:</i>	Residential and hotel.

Employment-related development will be subject to the employment targets set out in Section 3 and 5.

Southern block

No amendments to the zoning objective for this block are proposed.

Movement and Access

The future development of the Mahon Point Shopping Centre and related lands will be subject to measures to improve the transport environment, including the following measures:

Car parking measures

- There will be a cap on car parking to serve the shopping centre and retail / quasi retail functions, with existing car parking levels being maintained at their present maximum levels. The long term objective will be to reduce the level of car parking for retail uses in the context of improvements in public transport provision in the area;
- Limit overall car parking growth for non-retail uses by exploring the potential for shared parking facilities;
- Seek existing surface car parking to be placed in an alternative configuration, including basement level and multi-storey parking provision.

In the event that car parking charges are brought into being at the Mahon Point Shopping Centre then consideration will be given to complementary parking management measures for the surrounding streets.

Connections

The following connections are considered essential to the development of the Sub-Area and its integration with its surroundings:

1	New street from Saint Michael’s Drive to Mahon Point Access Road with bus gate to allow public transport and walking / cycling.
2	Link between Mahon Point Access Road and N40 walkway via Retail park
3	Link between Old Passage Railway Line and Mahon Link Road
4	Link between Mahon Point Access Road and Mahon Point shopping Centre (via overflow car park);
5.	Suggested future link between Mahon Point Shopping Centre and Old Passage Railway via Retail park block and Mahon Link Road.

Connections will be delivered through the development management process and be subject to negotiation and agreement with the landowner. Improved connectivity is of benefit to all parties and in the common good.

Other measures

- Mobility Management relating to employment uses on the site;
- Improved public transport routes and service, including bus priority and dedicated park and ride to serve areas to the east of the Jack Lynch Tunnel;
- Improved connectivity to surrounding residential areas;
- Improved cycle accessibility.

The Mahon Point Access Road corridor will incorporate a bus route in a north-to-south direction, accessed from a bus gate between Saint Michael's Drive and the access road. The street will incorporate a bus stop to serve customers accessing Mahon Point Shopping Centre and adjacent employment. There may be a need for a dedicated bus lane in this stretch of street following assessment by Cork City Council's Transportation / Roads Design Divisions.

The provision of new cycle connections to the Old Passage Railway and the N40 cycle / walkway [giving access to the railway, Rochestown and beyond] are essential to encouraging easy access to employment and retail services in the area.

There is the potential for a new pedestrian / cycling connection bridge between Mahon Point Shopping Centre and Jacob's Island will:

- Provide access to employment and retail services within Mahon Point for those living in Jacob's Island;
- Provide access to Jacob's Island for those living, working and shopping in Mahon.

Urban design

The redevelopment of the Overflow Car Park will make a significant contribution to improving Mahon Point Shopping Centre sub-area, improve the character of Mahon Link Road, help to stitch the shopping centre to its context, and provide a focus for street activity and live uses. The general building height on the Overflow Car Park site should not exceed 4 floors / 17 metres in height. The focal corner building should not exceed 5 storeys / 21 metres in height.

The plot ratio of the site is likely to be at the upper end of the indicative plot ratio and should not exceed a plot ratio of 1.75 :1). This is a higher plot ratio than that considered appropriate on other business and technology sites. This intensity of development reflects the importance of the site in the urban structure as it provides a link between City Gate Park and Mahon Point Shopping Centre, and will be developed as an urban block with frontages onto all streets minus the public focal space on the eastern side of the block. Minor differences to the plot ratio target will be considered on their merits.

A key challenge in the development of this area will be the replacement of surface car parking that currently meets the needs of the shopping centre with parking in other formats [e.g. basement / multi-storey formats] and locations within the sub-area. Proposals for alternative provision will be considered on their merits.

The sub-area will benefit from a coherent landscape structure that helps to stitch the various sites and buildings together and creates focal spaces for the benefit of the sub-area and its catchment. Streets, green and hard spaces will accommodate a strong trees structure. New public spaces will be required to meet development plan standards and provide significant urban design benefits.



Figure 4.9b sets out the following urban design objectives:

- A focal corner building at the north-east corner of the Mahon Point Access Road;
- Proposed building lines to front onto the north-east corner of the Mahon Point Access Road junction and suggested building lines at the south-west corner of the Mahon Link Road Access junction and to the front of Tesco to frame the Mahon Link Road / Mahon Interchange;
- A direct “on level” pedestrian connection between the Mahon Link Road and the shopping centre via the “Overflow car park site”; and
- Two focal spaces that will be (public) civic spaces making a significant contribution to the public open space requirements for the Mahon Point Shopping Centre sub-area, providing for the activity and recreational needs of the development.

The City Council does not intend to acquire land for the purposes of providing public open space but aims to secure these through the development management process as part of developments.

Taking in charge

It is a City Council objective to take in charge the Mahon Point Access Road and to formalise it as a city street. The City Council will seek to undertake this through negotiation and agreement. The priority for taking in charge is the north-south street connecting the Mahon Link Road to Saint Michael’s Drive, as this will accommodate public transport services in the future. This street will need to include a traffic-controlled junction to replace the roundabout in order to incorporate the proposed bus gate and a safe and create an attractive environment for pedestrians / cyclists.

In the event that the lands to the north of the centre are redeveloped it would also make sense for these to be normal city streets managed by the City Council. It is recognised that the “circulatory road” to the west / south / east of the centre should remain within the control of the Mahon Point shopping centre in perpetuity.

Northern boundary of sub-area

The City Council would like to see a significant environmental improvement to the area around the boundary between the Mahon Point Shopping Centre and the residential Saint Michael’s Drive / Inchera Drive / Estuary Road. At the moment the boundary provides an undesirable barrier between these two areas.

The delivery of an upgrade to this zone is most likely to be delivered in the context of the future development of the overflow car park site and / or the northern car parks to the shopping centre. Objectives for the improvement of this space include:

- To allow for the free movement of pedestrians and cyclists between the two areas and provides for vehicular needs according to governing planning permissions.
- To frame the space with new buildings that have a positive relationship with it and supervise it, including at ground floor level as far possible;
- To provide a landscape treatment that is urban in nature and that is designed to reflect the status of the space, is integrated, provides an attractive shared zone for passive recreational purposes between the shopping centre and the residential area to the north, incorporates medium-sized street trees and removes low-level planting to design out the potential for anti-social behaviour.

Specific Objectives

Objective MSA8 sets out the specific objectives for the sub-area that are additional to that set out in the development plan. Figure 4.9b (overleaf) illustrates the spatial configuration of objectives for Mahon Point Shopping Centre sub-area.

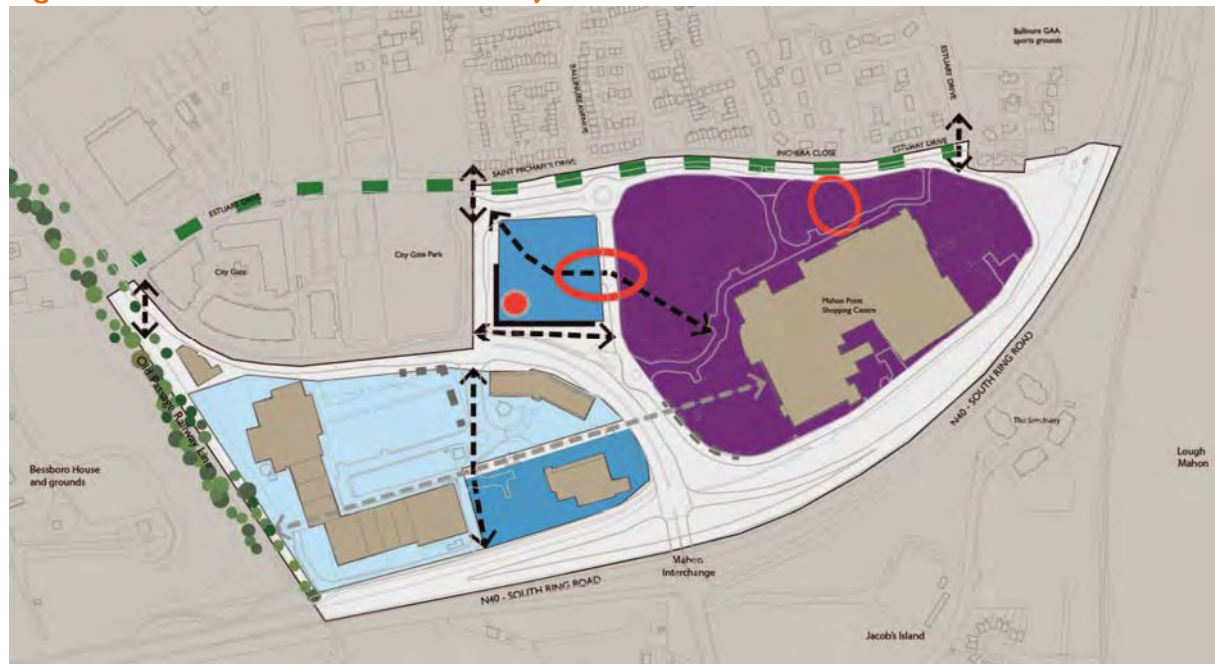
Objective MSA8: Mahon Point

It is an objective of the City Council to seek to ensure that the Mahon Point Shopping Centre Precinct is developed to provide a high quality shopping, leisure, working, residential and urban environment.

The following projects will be promoted:

- The environmental enhancement of the Mahon Point Access Road / Saint Michael's Drive area with a view to creating a single coherent street to a high standard of urban design;
- The possible widening of the Mahon Point Access Road on its eastern side to provide for the needs of pedestrians / cyclists and public transport. A bus stop will be required on the access road in a location convenient to the new pedestrian spine providing access to the shopping centre;
- Upgrading of existing streets and provision of new streets and spaces to a high standard of public realm design, including significant tree planting to improve the landscape character of the area;
- The development of sites in a manner that ensures plot ratio targets are not exceeded and streets are fronted onto by buildings.

Figure 4.9b: Mahon Point Precinct Objectives



SA8: MAHON POINT PRECINCT OBJECTIVES LEGEND

District Centre	Focal Point	Proposed Connection
Business and Technology	Corner focal building	Suggested Connection
Existing trees for protection	Proposed Building Line	Street enhancement
	Suggested Building Line	

4.10: Sub-Area 9: Jacob's Island Sub-Area Objectives

Jacobs Island Sub-area data

Residential Development	
<i>Existing residential units</i>	331
<i>Gross floor area as a % of total</i>	70% minimum
<i>Residential yield [dwellings per hectare]</i>	35-90dph (medium – medium-high density)
<i>Indicative new units</i>	250-635
<i>Indicative additional population</i>	600-1,530 Some additional residential capacity may arise in the remaining areas of land which do not have current planning permissions.
Non-residential development	
<i>Gross floor area (as a % of total)</i>	30% maximum
<i>Non-residential type</i>	New Neighbourhood Centre to include a convenience anchor and ancillary local services and up to 15,000gsm business and technology employment uses:
<i>Neighbourhood Centre</i>	1,200 gsm local centre committed (convenience and local services). New Neighbourhood centre to serve the needs of the catchment, including convenience anchor.
<i>Community facilities</i>	Childcare facilities

Description

The area south of the South Ring Road (N40) was developed following planning permission in 2001 / 2002 for residential uses, including a mix of houses and flats with attractive waterfront views and locations. The units on Jacob's Island have provided a ready source of homes for those working in businesses in Mahon, such as City Gate.

The area was formerly occupied by Lakelands House and grounds, its ancillary Lakelands Farm and Fairyville Cottage. The development of the South Ring Road and Mahon Interchange involved the loss of these developments and the severance of the lands from the rest of Mahon. The only connection between the two is via the Mahon Interchange.

The area includes a waterfront area that is of landscape significance in its own right, the majority of which is in open space / public open space use. The areas to the west of the Old Ballinure Lane are Landscape Preservation Zones. Much of the area adjacent to the N40 / South Ring Road is blighted by noise pollution to levels in excess of 60 decibels, and this will have an effect on the development potential of areas affected by noise.

The objectives for Jacob's Island emanate from the *Cork City Development Plan 2009-2015*. This local area plan does not significantly amend the higher level objectives for Jacob's Island but seeks to amplify them.

Land Use Strategy

Development should conform to the zoning objectives set out in the development plan, that being residential, local services and institutions. This local plan makes provision for a neighbourhood centre and the location for this is indicated in Figure 4.10 and for employment uses therein.

An existing planning permission for a local centre of 1,200gsm has been granted to provide for the local commercial services needs of the area. Any additional neighbourhood centre development must complement the existing commitment and must also front onto the spine road.

Limited Business and Technology Uses will be open for consideration on Jacob's Island up to a maximum of 15,000 gross square metres on land benefitting from a "Residential, Local Services and Institutions" land use zoning objective. The provision of this proposed use is subject to appropriate transport and traffic capacity assessment and appropriate consideration of residential amenity.

Community infrastructure additional to that already granted may also be required to meet the needs of the area, including additional creche capacity and a community centre.

In the event that the RTE site becomes surplus to requirements consideration should be given to development as a Sports Ground use. The specific nature of this use and its development would need to be compatible with the site's landscape significance fronting onto the Douglas Estuary. One possible use is a sports pitch, as there is an undersupply of these in the south-east of the city. The impact of this use on the protected habitat would need to be carefully considered at project stage.

Movement and access

The geography of Jacob's Island means that vehicular access to the island is limited to a single point, from the Mahon Interchange. Mahon is also accessible via walking / cycling from the Mahon Walkway / Old Passage Railway. Public transport does serve Jacob's Island.

There is the potential to create an additional pedestrian / walkway connection between Jacob's Island and central Mahon to provide for the needs of residents but this is very unlikely to be justified on transport grounds.

The City Council wishes to take-in-charge the streets and spaces on Jacob's Island and is working towards this. This will provide the potential for on-street car parking to meet the needs of residents and visitors to Jacob's Island.

Urban Design

- The neighbourhood centre should be designed to provide a real physical, social and economic focus for Jacob's Island;
- A tall building of an excellent of design should be provided in the location and to the height set out in the *Cork City Development Plan 2009-2015 (Policy 16.10)*. The location is illustrated in Figure 4.10, below. Any proposed building would need to be designed (e.g. massing and treatment) to respond to its location adjacent to the protected habitat (e.g. to minimise the proportion of reflective surfaces) and be subject to *Appropriate Assessment*;
- A focal corner building could be provided in the location indicated in Figure 4.8, to provide a local landmark at the south-eastern corner of the Mahon Interchange.
- The frontage onto the new spine road should be to a high standard of architectural and urban design;
- The sub-area should be developed to have a strong sense of place. This should include a strong landscape and tree structure throughout the development area, complementing the retained historic landscape / treed area at the southern edge of the area and retained open spaces.



Building heights on Jacobs Island should conform to existing planning permissions or be determined through the development management process.

Specific objectives

- Noise pollution mitigation will need to be designed into layout and building design on Jacob's Island due to noise emanating from the South Ring Road. An Bord Pleanála has stated that this should take the form of a 10 metre landscaped buffer in relation to one permission on the site. Noise issues will require detailed assessment at the project stage;
- Residential development should include a mix of houses and flats with the majority of housing being to a medium density;
- In the event that the RTE site becomes surplus to requirements consideration should be given to development as a Sports Ground use. The specific nature of this use and its development would need to be compatible with the site's landscape significance fronting onto the Douglas Estuary. One possible use is a sports pitch, as there is an undersupply of these in the south-east of the city. The impact of this use on the protected habitat would need to be carefully considered at project stage;
- To preserve and enhance the areas built heritage assets, including Ballinure Road, stone boundary walls, the slipways, former Lakelands Boathouse and farm structures.
- To designate a Tree Preservation Order to protect trees in the precinct, particularly those around.
- For reasons of legibility the spine road (and other streets) should be named.

Figure 4.8: Jacob's Island Precinct Objectives



SA9: JACOB'S ISLAND PRECINCT OBJECTIVES LEGEND

Residential, Local Services & Institutions	Proposed Tall Building Location	Proposed Pedestrian Connection	Key frontage
Location for New Neighbourhood Centre on Jacob's Island	Landscape Preservation Zones	Suggested Pedestrian Connection	Noise Pollution Buffer
Public Open Space	Development Opportunity	High Quality Public (Bus) Transport	Corner focal building
	Heritage Structure	Existing Trees for Protection	

Environmental issues

The area is significant as it fronts onto Douglas Estuary and Lough Mahon, which form part of the Cork Harbour SAC and are proposed Natural Heritage Areas / Special Protection Areas. These designations mean that development has the potential to affect the assets are subject to the requirements of the Habitat Directives Assessment. In practice this means that strategic plan for Jacob's Island (e.g. this Local Area Plan) and development projects will be subject to rigorous assessment to establish whether there is any significant risk of harm to the habitat. The fact that a parcel of land has specific objectives does not imply that development of a particular type or form is possible, as it is subject to project level AA (appropriate assessment). Potential threats to the bird habitat could include:

- loss of habitat;
- loss of related roosting sites;
- negative impact on flightpaths;
- run-off pollution; and
- disturbance.



SECTION 5: INFRASTRUCTURE AND DELIVERY STRATEGY

5.0 Introduction

This section sets out the proposed strategy for the phasing of development, the indicative timescales for the delivery of infrastructure, and the funding options for the projects indicated.

5.1 Development Phasing

Objective DP01: Development phasing

It is City Council policy to ensure the orderly development of the Mahon Plan Area by the phasing of future development around the delivery of infrastructure.

The Mahon Plan area has the potential, subject to compliance with the policies and objectives set out in this and higher level plans, to provide space for approximately 8,000 additional workers, as well as residential and complementary ancillary development. This capacity has been derived from a variety of factors, including: economic strategy, transport capacity, planning strategy and physical constraints within the area, amongst other things. Understanding of the transport capacity was informed by the *Mahon Strategic Transport and Traffic Assessment 2012*.

Timing of development

The amount of development that can proceed in Mahon is linked to the capacity of the available infrastructure that serves the area. The City Council will seek the delivery of development for Mahon over two development tranches (see Table 5.1, below, for further details):

- **Tranche 1: Pre-BRT** - This tranche of development can be delivered prior to rapid transit being delivered. There are two sub-tranches within this tranche, the portion being the occupation of existing stock and the second the construction of new stock. These are elaborated upon in Section 5: Phasing and Delivery; and
- **Tranche 2: Post BRT** - This development can be delivered after rapid transit is delivered / committed.

The indicative period for the delivery of the two tranches is 2011-2031 (i.e. a 20 year time horizon). The actual period for delivery of this development will vary according to market conditions and the ability of the City Council to deliver the infrastructure necessary to release development capacity. Please refer to *Section 5: Phasing and Delivery* for further details.

Objective DP02: Extent and timing of development

It is an objective of the City Council to link development to the provision of infrastructure to meet the needs of the development, the population of Mahon and its wider catchment.

Table 5.1: Mahon Development Targets

Tranche	Tranche detail	Employment <i>(at an employment density of 1115gsm)</i>	Residential
Tranche 1: Pre-BRT [e.g. 2012-2025]	MST+TA Tranche 1 + 25% of Tranche 2	52,000gsm In addition to vacant constructed stock (including City Gate 1 + City Gate 2)	1,650 units
Tranche 2: Post BRT [e.g. 2025-2031]	MST+TA 75% of TA Tranche 2	45,000gsm	1,200 units
		97,000gsm	2,850 units

Jobs and Employment growth and related development targets

Table 5.2 illustrates projected increases in employment and population and the related development requirements.

Table 5.2: Mahon ABC Employment, Population and Development Targets

	Additional Jobs	Additional Population	Employment Floorspace <i>(at employment density of 1115gsm)</i>	Residential units <i>(at HHS of 2.41)</i>
Tranche 1: Pre BRT [e.g. 2011-2025]	5,500	4,000	89,000gsm	1,650 units
Tranche 1A: Occupation of existing building stock (e.g. 2013-2016)	2,000	0	37,000gsm	0 units
Tranche 1B: New stock construction (e.g. 2016-2025)	3,500	4,000	52,000gsm	1,650 units
Tranche 2: BRT [e.g. 2025-2031]	3,000	2,900	45,000gsm	1,200 units
Totals	8,500	6,900	134,000gsm	2,850 units

Tranche 1 is comprised of two sub-tranches:

Tranche 1A:

This tranche involves the occupation of residential and non-residential property products that have already been constructed and are vacant in whole or part. This includes City Gate and City Gate Park (which was completed in October 2012).

Tranche 1B

This tranche of development involves the construction of new property products for occupation. This new development will require significant improvements to the transport environment to serve it (see Section 5.2, below).

Objectives: Phasing

It is critical that development occurs in tandem with the commensurate provision of infrastructure and facilities. The following phasing objectives will therefore be applied to development in the Mahon Plan area:

Ref	Name / text
P1	<p>Infrastructure provision</p> <p>It is an objective of the City Council that infrastructure and facilities should be delivered according to the tranche timescales set out in section 5.2 of this plan.</p>
P2	<p>Bus Rapid Transit</p> <p>It is an objective of the City Council that satisfactory progress should be made with the implementation of the Bus Rapid Transit System prior to Tranche 2 planning permissions.</p>
P3	<p>Bessboro House / Mahon Industrial Estate</p> <p>It is an objective of the City Council that a temporary bridge should be provided to connect lands to the west of the railway to the Mahon Link Road to facilitate the delivery of Tranche 1B.</p> <p>It is an objective of the City Council that a permanent Bessboro Bridge be provided prior to Tranche 2 planning permissions in these sub-areas.</p> <p>It is an objective that the Bessboro Neighbourhood Park should be provided prior to Tranche 2 planning permissions.</p>
P4	<p>Area-Wide Mobility Management System</p> <p>It is an objective of the City Council that a Mobility Management Plan and mobility management resource should be in place prior to the granting of new employment developments.</p>

5.2 Infrastructure

Mahon is currently served by a plethora of public infrastructure and facilities. As with any area of the city there is a need for new infrastructure to serve the latent needs of the existing constituent communities and the area that it serves. In addition to this need the additional development proposed will also result in a need for infrastructure and facilities to meet the needs of the expanding customer base.

The development of Mahon can occur in the main without the requirement for large-scale infrastructural investment, apart from BRT. There is a need for small and medium-scale infrastructural projects to:

- Meet the needs of the existing community, occupied and completed but unoccupied development (Tranche 1A);
- Meet the needs of future development (Tranche 1B and Tranche 2).

Infrastructure and facilities required are broken down into four main types and listed below:

- Transport Infrastructure;
- Civic and community infrastructure: open space, recreational and community facilities, education, landscaping works and ancillary services;
- Environmental and utility infrastructure; and
- Necessary site acquisition.

5.2.1 Transport Infrastructure

It is an objective of the City Council to seek the delivery of transport infrastructure and facility projects to improve movement and accessibility within and to Mahon, including those projects proposals set out in Table 5.3 (below) and others in the plan.

The *Cork Metropolitan Area Five Year Investment Framework 2013 to 2017* (Cork City Council and Cork County Council) (NTA, 2012) outlines the rationale to be used to identify projects that may receive funding over the time period of the framework. Potential Mahon transport infrastructure proposals are set out in Table 5.3, below. A South-East Transport Corridor Study is in preparation at present and this will provide further guidance on appropriate transport projects for the Mahon area. Annual applications for funding will be made to the NTA for projects that meet the NTA criteria.

Table 5.3a: Transport Infrastructure Project Proposals

Project Type / Title	Tranche	Indicative timescale	Project Lead / Partner
Public Transport			
Bus Route 219 – CIT-Mahon	Tranche 1	Sub-tranche IA – 2013-2017	Cork City Council / NTA
Bus Route 202 – corridor	Tranche 1	Sub-tranche IA – 2013-2017	Cork City Council / NTA
Bus Route 215/ 224 - corridor	Tranche 1	Sub-tranche IA – 2013-2017	Cork City Council / NTA
Skehard Road pinch-point - bus / cycle / pedestrian improvements.	Tranche 1	Sub-tranche IA – 2013-2017	Cork City Council / NTA
Bus gate at Mahon Point / Saint Michael's Drive	Tranche 1	Sub-tranche IB – 2017-2025	Cork City Council / NTA / landowner
Dunkettle Park and ride to MPSC / employment	Tranche 1	Sub-tranche IB – 2017-2025	Developers / business (e.g. MMP*)
Direct bus from Carrigaline to Mahon	Tranche 1	Sub-tranche IB – 2017-2025	Developers / business (e.g. MMP*)
Public Transport (BRT)			
Bus Rapid Transit (BRT) Feasibility Design Study (Docks to Mahon)	Tranche 1	Sub-tranche IB – 2017-2025	TBC
BRT infrastructure delivery (Docks to Mahon)	Tranche 1 / 2	Sub-tranche IB – 2017-2025	TBC
RT service (i.e. additional operating costs relevant to Docks – Mahon)	Tranche 2	2025-2031 onwards	TBC
Area-Wide Mobility Management			
Area-Wide Mobility Management project initiation (over 3 years)	Tranche 1	Sub-tranche IA – 2013-2017	Cork City Council / NTA / private sector

MMP = Mobility Management Plan outcome*

Table 5.3b: Transport Infrastructure Project Proposals

Project Type / Title	Tranche	Indicative timescale	Project Lead / Partner
Pedestrians / Cycle / Road Safety			
Link from Old Passage Railway to Mahon Link Road (see Link 4 in Figure 4.5b).	Tranche 1	Sub-tranche 1A – 2013-2017	Cork City Council / NTA
Skehard Road Junction at CSO (36)	Tranche 1	Sub-tranche 1A – 2013-2017	Cork City Council / NTA
Mahon-Docklands-City Centre Cycle route [46]	Tranche 1	Sub-tranche 1A – 2013-2017	Cork City Council / NTA
Upgrade to Old Passage Railway strategic walking / cycling corridor (lighting, surfacing, entrances / ramps, planting, etc.)	Tranche 1	Sub-tranche 1A – 2013-2017	Cork City Council / NTA
Local Mahon network pedestrian / cycle improvements including junctions, crossings, environmental enhancement, surfaces, lighting, etc.	Tranche 1	Sub-tranches 1A and 1B	Cork City Council / NTA
Bridges and “Roads” infrastructure			
Upgrade of Mahon Link Road between Mahon Interchange and Mahon Point SC	<i>Completed 2012</i>		Cork City Council / developer
Temporary Ped / Cycle Bessboro Bridge [to be relocated to second location when permanent bridge provided]	Tranche 1	Sub-tranche 1A – 2013-2017	Cork City Council / NTA
Renovation / opening of pedestrian bridge of Rockfield / Ursuline link	Tranche 1	Sub-tranche 1A – 2013-2017	Cork City Council / NTA
Minor works to improve Mahon Interchange / bridge	Tranche 1	Sub-tranche 1A – 2013-2017	Cork City Council
Bessboro Bridge (full roadbridge) – subject to feasibility study	Tranche 2		Cork City Council / NTA

5.2.2 Civic and Community Infrastructure

Civic and community infrastructure includes buildings, spaces and facilities to serve the needs of the local community and the wider South-East district of Cork City within which the Mahon area sits. For the purposes of the Mahon Local Area Plan infrastructure of this type will address: green infrastructure and community facilities.

Green infrastructure / Open Space objectives

Policy 11.2: Hierarchy of Parks of the *City Plan 2009-2015* requires that a hierarchy of parks be provided as part of the network of open spaces in Cork to serve the needs of all members of the community.

It is an objective of the Council to create a clear hierarchy of open spaces that addresses the needs of the different users and to do this in a manner that reinforces the Plan for the area, and to provide the parks and open spaces set out in the Area-Wide Strategy and Sub-Area Strategies of the Plan, whilst not having an adverse impact on the adjacent Natura 2000 sites.

Table 5.4: Parks and Environmental Improvement Projects

Project Type / Title	Estimated cost [€]	Tranche	Timescale	Project Lead / Partner
Avenue De Rennes quick-win environmental improvements	75,000	Tranche I	Sub-tranche IA – 2013-2017	Cork City Council
Avenue De Rennes environmental improvements	600,000	Tranche I	Sub-tranche IB – 2017-2025	Cork City Council
Neighbourhood Park development at Bessboro House grounds	1,500,000 (excluding land costs)	Tranche I	Sub-tranche IB – 2017-2025	Cork City Council
TOTAL	€2m			

5.2.3 Community facilities

Public consultation has resulted in the identification of a number of civic and community facilities for delivery in Mahon to be considered as a matter of priority. It is an objective of the City Council to seek the delivery of the new and enhanced facilities set out in Table 5.5, below.

Table 5.5: Community and civic infrastructure

Project Type / Title	Estimated cost (€)	Tranche	Indicative timescale	Project Lead / Partner
Mahon Youth Centre	2m	Tranche I	Sub-tranche IB – 2017-2021	Cork City Council / DCYA
Mahon Library Abode site or Avenue De Rennes	2m	Tranche I	Sub-tranche IA – 2013-2017	Cork City Council DECLG
Active sports provision [leisure centre / sports / MUGAs]	2m	Tranche I	Sub-tranche IB – 2017-2021	Cork City Council / DTTS
TOTAL	€6m			

5.2.4 Environmental and Utility Infrastructure

The *City Plan 2009-2015* sets out the relevant policy objectives for environmental infrastructure and management. Infrastructure provision is addressed under the headings of Water Supply, Foul Drainage, Surface Water Drainage, Communications and other networks.

Water Supply

The Water Supply network is considered adequate to meet the projected water supply demands of the Mahon Plan Area during Tranche 1. There may be some need for improvements to the water supply network to meet the needs of Tranche 2, and as the development of Docklands progresses. Services cross non-street network / private lands at Bessboro House and grounds, including a 1.2m Trunk main and a 600mm watermain.

Foul Drainage

The Foul Drainage network is considered adequate to meet the projected foul drainage demands of the Mahon Plan Area during Tranche 1. There may be some need for improvements to the foul sewer network to meet the needs of Tranche 2.

Of particular significance is the Main Drainage system, which includes the Ballinure Header Chamber that is located to the east / rear of the RCI premises. This is a very important item of infrastructure that is at the head (upper end) of a gravity-fed siphon that takes sewage from the entire city and Tramore Valley, via Mahon, to the Carrigrennan Treatment Plant on Little Island.

Services cross non-street network / private lands at RCI and the City Council site adjacent to the Ballinure Header Chamber. These services provide constraints that will have an effect on the development potential of these sites.

Surface Water Drainage

Surface Water from the Mahon Plan area and a wider area drain into the Douglas Estuary and Lough Mahon, which are protected habitats (see Section 3.7, above).

Objective SWD01: Surface Water Drainage

- It is an objective of the City Council to ensure that water entering the protected habitats is of a standard that is appropriate to conserve and enhance the protected habitats.
- It is an objective of the City Council that Sustainable Urban Drainage Systems [SUDS] measures shall be provided on all major development sites [of 0.5 hectares, or larger] to ensure that all surface water run-off enters the ground within the confines of the site boundary. SUDS measures will be required on some smaller sites depending upon their capacity to incorporate systems.

Communications

The City Council is exploring the potential for communication upgrades within the city. Mahon has been identified as a possible portal for higher speed broadband upgrades to serve the needs of the City. This may require facilities to be provided that are ancillary to the portal, such as large-scale server facilities.

Objective C01: Communication

It is an objective of the City Council to actively engage with providers of communication links to support growth in economic activity reliant on improving services.

Other issues

District Heating

The City Council is keen to promote the development of combined heat and power / district heating facilities in major development areas in the City for environmental reasons. The City Council will explore the potential for the delivery of a suitable facility to serve new and existing development in the Mahon area. The City Council owns a number of sites in the area that could provide the hub of such a facility. Pilot project funding for such a facility would be essential from central government.

There are potential benefits to combining the provision of a district heating facility with a thermodynamically compatible benefit, such as a swimming pool or an ice rink. This potential synergy will be considered at the feasibility stage of potential projects.

Noise pollution

The *Cork City Noise Action Plan 2012* has identified areas of the city that suffer from adverse noise pollution. There are number of areas that are affected in Mahon, including those areas adjacent to the N40 and the Mahon Link Road. Section 3.8 addresses this issue and projects are outlined in Table 5.6, below.

Air Quality

The City Council will seek to ensure that air quality is maintained at safe levels and will monitor to ensure that this is achieved.

Common Ducting

It is an objective of the City Council to seek the delivery of common ducting on key streets and major development sites. The City Council will promote use of this infrastructure by utility providers, including by means of pricing structure when appropriate.

Projects

It is an objective to seek the delivery of the environmental and utility infrastructure projects set out in Table 5.6, below.

Table 5.6: Environmental Infrastructure projects

Project Type / Title	Estimated cost (€)	Tranche	Indicative timescale	Project Lead / Partner
Drainage (hydrocarbon filters on all storm-water outfalls to Estuary)	100,000	Tranche I	Sub-tranche IA – 2013-2017	Cork City Council
Noise mitigation feasibility study	50,000	Tranche I	Sub-tranche IA – 2013-2017	Cork City Council
Noise mitigation works	300,000	Tranche I	Sub-tranche IB – 2017-2025	Cork City Council / developers
TOTAL	450,000			

5.2.5: Necessary Site Acquisition

The delivery of some projects may require the City Council to acquire sites to enable them to be brought forward for development. Table 5.7 identifies the key sites that may need to be acquired.

Table 5.7: Potential site acquisitions

Project Type / Title	Relevant objective	Cost
Avenue De Rennes	Delivery of a neighbourhood centre with an anchor convenience store to bring commercial activity to the centre.	TBC
Bessboro Park	Delivery of a new neighbourhood park to meet the needs of the proposed Bessboro Neighbourhood and the wider catchment.	TBC
Bessboro Bridge	Delivery of a new bridge to provide an invaluable connection between Mahon Link Road and the Bessboro Neighbourhood.	TBC

5.3 Funding of infrastructure projects

The delivery of the necessary infrastructure to serve the Mahon Plan area will be costly and will need to come from a combination of the following sources:

- Cork City Council funds;
- Central government funds;
- Development Contribution levies; and
- Direct private sector funding by means of planning permissions.

It is the policy of the City Council that infrastructure facilities and services that benefit the development of the area will in many cases be dependent on funding by way of one, or more, of the following:

- The current s48 *Cork City Development Plan 2009-2015 General Development Contributions Scheme* or its successors. Development Contributions schemes will take account of the Development Contribution Guidelines (DECLG 2013)
- Special contributions may also be levied under section 2[c] where specific exceptional costs not covered by a scheme are incurred in respect of public infrastructure and facilities which benefit the proposed development. Such contributions will only be appropriate where infrastructure which is not included in the scheme is proposed for delivery in the short term.

Central government funding for infrastructure delivery will be sought where appropriate for the projects outlined from the relevant government departments.

Private sector investment will also play a key role in the delivery of development and the infrastructure specified through direct investment and via special contributions levied by condition in exceptional circumstances where this is justified and reasonable.

Rapid Transit System

The delivery of the proposed rapid transit system to serve Metropolitan Cork is a project of a significant scale and the programming and funding of this project has not been progressed significantly since the adoption of the *Cork Area Transit System: Public Transport Feasibility Study 2010* due to the current economic climate.

The funding of the system is likely to come from a combination of sources. At this stage it is not possible to say whether a s49 supplementary levy scheme will be developed and adopted to make a financial contribution to the provision of this major infrastructure project. Clarity on this matter will be provided following completion of the Detailed Design Feasibility Study and approval of the funding model by the City Council and central government.





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