



# **Bishopstown and Wilton Area Action Plan**



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**Planning Policy Section  
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## ABBREVIATIONS

<b>AAP</b>	Area Action Plan
<b>CUH</b>	Cork University Hospital
<b>CIT</b>	Cork Institute of Technology
<b>DoT</b>	Department of Transport
<b>DoEHLG</b>	Department of the Environment, Heritage and Local Government
<b>HSE</b>	Health Service Executive
<b>LPZ</b>	Landscape Protection Zone
<b>MMP</b>	Mobility Management Plan
<b>PSZ</b>	Public Safety Zone
<b>RPS</b>	Record of Protected Structures
<b>SEA</b>	Strategic Environmental Assessment
<b>UCC</b>	University College Cork

## EXECUTIVE SUMMARY

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### Bishopstown and Wilton Area Action Plan

The Bishopstown and Wilton Area Action Plan has been prepared to guide the area's development and change over the next five years. The area is a mature and well-established residential suburb which also makes an important contribution to the employment, educational and healthcare needs of Cork City and the wider region with the presence of a number of major institutions such as Cork University Hospital, Cork Institute of Technology and the IDA Cork Business and Technology Park. Given the pressure for change the area has experienced in recent years, there is a need to provide clear guidance on its future development.

The Plan area is defined by the City / County Boundary on the southern side (Glasheen River) and the western side (Curragheen River), the River Lee to the north and the Glasheen River / Glasheen Road / Sarsfield Road to the east.

The Area Action Plan is a "non-statutory" local area plan which forms a corporate policy document amplifying the existing planning policy framework and providing a vision for the future development and improvement of the area.

### The Aim

The Plan aims to provide an integrated planning and development framework for Bishopstown and Wilton that enables the future orderly and sustainable development of the area

Some of the key features of the plan include:

- The control of development in established residential areas
- The creation of a strong mixed-use district centre
- The creation of a heart to Bishopstown on the Curraheen Road
- The appropriate development of major development opportunity sites in the area to meet the needs of the city region and the local community (including the Victoria Cross / Carrigrohane Road / Dennehy's Cross area, Cork University Hospital and CIT)
- A strategy for recreation and leisure provision, including the protection and enhancement of public spaces within the area
- Making it easier to get around the area for all modes of transport

### Residential Development

The plan provides guidance for new development within existing residential estates as well as larger development sites. Within existing estates, new development generally consists of infill and should conform to the existing character and pattern of development within the area. Exceptional development sites include large brownfield sites as well as neighbourhood and local centres.

### Getting Around

The plan aims to provide real transport choice through the provision of an integrated system that promotes safe and sustainable transport. Measures to achieve this include:

- Pedestrian junction improvements at Victoria Cross, Dennehy's Cross, Wilton Roundabout and Dunnes Stores
- New Green Route on Carrigrohane / Model Farm Road
- The provision of a Park and Ride facility for the Southwest of the City with linked improvements in public transport provision.
- New Link Road from Ballincollig to Model Farm Road incorporating an access to CIT
- New road from Bishopstown Road, Ardrostig Cross to Curraheen Road
- A new Traffic Cell layout in residential areas to discourage rat-running

## Public Space and Recreation

It is proposed to provide a network of areas of passive and active recreation which are conveniently located, attractive to use, safe and adequately serve the needs of residents and visitors to the Bishopstown and Wilton area. This includes upgrading existing parks such as the Lee Fields and Bishopstown Park/Murphy's Farm as well as providing a new park adjacent to Wilton shopping centre. New children's playgrounds are also proposed as well as upgrades to and the provision of new riverside walkways/cycleways.

## Heritage

The plan aims to protect, manage and enhance the area's built and natural heritage, including the recommendation of structures of significance for inclusion in the Record of Protected Structures as well as improving the river corridors.

## Institutions and Local Services

The development of the major institutions- Cork University Hospital and Cork Institute of Technology, and how they impact on the area as a whole will be considered. The provision of local services to meet the needs of the community is promoted.

## Sub-Areas

Three sub-areas are identified for development:

**The Wilton Sub-Area-** this focuses on the development of a mixed use urban quarter focused on the existing district centre, a residential quarter on the adjoining ESB lands and a community / public quarter centred on the SMA complex.

**Carrigrohane/Road Victoria Cross/Dennehy's Cross-** a new predominantly residential area with a mix of dwelling units and some local shops and services provided on land currently used for industrial/commercial purposes. This also includes a new linear park along the Currageen River. Guidance is also provided to help provide a coherent strategy for the future development of the Victoria Cross and Dennehy's Cross areas. This includes the provision of a 'local centre' at Dennehy's Cross and improvements to the public realm.

**Bishopstown Village-** the redevelopment and consolidation of the existing Bishopstown Neighbourhood Centre to function as an Urban Village Centre serving the needs of the immediate Bishopstown Area.

## Delivery

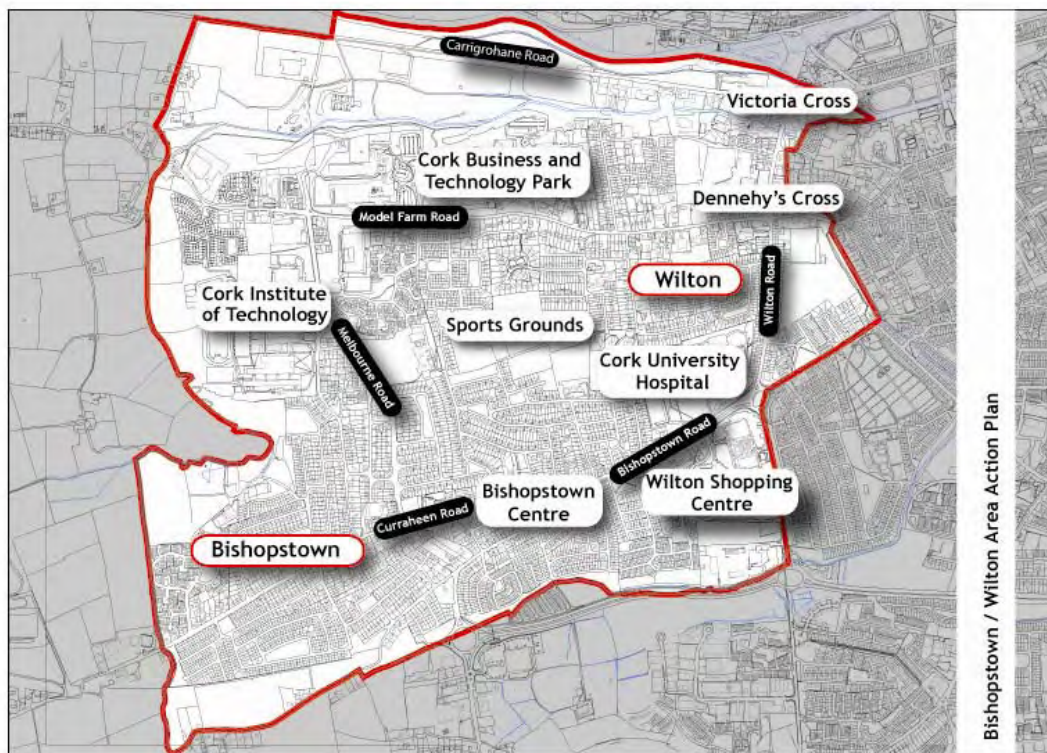
The private sector will contribute significantly to the development and improvement of the Bishopstown and Wilton area; however the City Council will play an active role in promoting and delivering some of the key projects proposed. A project team will be established once the plan has been adopted to ensure delivery of key projects.

# 1.0 INTRODUCTION

## Introduction

- 1.0.1 This Plan represents the final stage in the City Council's preparation of an Area Action Plan (AAP) for Bishopstown and Wilton which will guide the area's development and change over the next five years. It follows an extensive period of public consultation. The document addresses many of the issues raised during the public consultation and is based on research and survey work carried out by members of the City Council's Planning Policy Section.
- 1.0.2 The Bishopstown and Wilton area is a predominately twentieth century residential suburb of Cork City, which is mature and well-established. The area also makes an important contribution to the employment, educational and healthcare needs of Cork City and the wider region with the presence of a number of major institutions such as Cork University Hospital (CUH), Cork Institute of Technology (CIT) and the IDA Cork Business and Technology Park.
- 1.0.3 However, given the pressure for change the area has experienced in recent years, there is a need to provide clear guidance on its future development. This AAP therefore seeks to reconcile complex planning issues in the area, while defining locations for development and providing a vision for them.
- 1.0.4 The Plan area, illustrated in Figure 1.1 below is defined by the City / County Boundary on the southern side (Glasheen River) and the western side (Curragheen River), the River Lee to the north and the Glasheen River / Glasheen Road / Sarsfield Road to the east.

Figure 1.1 Plan Area



## Role of the Area Action Plan

1.0.5 The AAP is a “non-statutory” local area plan which forms a corporate policy document providing a vision for the future development and improvement of the area. It seeks to amplify the existing policy framework set out in the Cork City Development Plan, 2004 (*City Plan 2004*), and the Development Plan will be varied to incorporate any material changes.

### Plan Aim

**To provide a coherent and integrated planning and development framework for Bishopstown and Wilton that enables the future orderly and sustainable development of the area**

- 1.0.6 The AAP will provide the framework for future change and development and for:
- The control of development in established residential areas
  - The creation of a strong mixed-use district centre for the south-west suburbs
  - The creation of a heart to Bishopstown at Looney’s Cross
  - The appropriate development of major development opportunity sites in the area to meet the needs of the city region and the local community (including the Victoria Cross / Carrigrohane Road / Dennehy’s Cross area, Cork University Hospital and CIT)
  - A strategy for recreation and leisure provision, including the protection and enhancement of public spaces within the area
  - Making it easier to get around the area for all modes of transport
- 1.0.7 A key feature of the AAP will be the focus on implementation. It will seek to:
- Protect areas sensitive to change
  - Deliver planned growth
  - Stimulate the redevelopment of key sites in the area
  - Focus on delivery of sustainable development and comprehensive improvements

## Structure of the Area Action Plan

1.0.8 The Plan deals with area-wide planning issues and objectives such as residential development, transportation, public open space and recreation, local community services as well as the need to create a district centre at Wilton that offers a mix of services and a heart to Bishopstown focused on local services and the Victoria Cross / Carrigrohane Road sub-area. The Structure of the Plan is as follows:

**Section 1: Introduction:** Introduces the Plan, explains the plan preparation process and outlines the plan’s role

**Section 2: Area-Wide Strategies:** The section looks at a number of important issues that are addressed on an area-wide basis. These include the type and extent of residential development, transportation issues and provision for public open space.

**Section 3: Sub-Area Strategies:** Looks at three sub-areas and proposes specific development frameworks for each.

**Section 4: Implementation Strategy:** The section addresses the main City Council implementation issues and sets out targets for achieving them.

**Section 5: Variation to the City Development Plan:** This section provides details of *Variation (No. 6) Bishopstown and Wilton Area Action Plan* which was made to the *Cork City Development Plan 2004* on 14<sup>th</sup> January 2008.

**Section 6: Environmental Appraisal:** Presents an Environmental appraisal of the Plan’s policies and objectives.



## Strategic Planning Context

1.0.9 The AAP must conform to and should be read in conjunction with the policy set out in the *City Plan 2004*, which itself falls within the following hierarchy of planning documents:

- *National Development Plan 2007-2013*
- *National Spatial Strategy 2002-2020*
- *South-West Regional Planning Guidelines 2004*
- *Cork Area Strategic Plan 2001-2020*
- *City Plan 2004*
- Statutory Local Area Plans
- Non-statutory supplementary planning guidance (e.g. Area Action Plans and development briefs)

1.0.10 In addition, the City Council as Planning Authority must have regard to Guidelines produced by central government (e.g. *Residential Density Guidelines* and the *Childcare Facilities Guidelines*).

1.0.11 Much of the plan area adjoins the county council's administrative area, and therefore the plan takes cognisance of Cork County Council's planning policy framework.

## Project Phases

1.0.12 The Area Action Plan was prepared according to the following key stages:

Key Stage	Stage title	Timeline
1	Pre-draft consultation	March 2006-April 2006
2	Draft Plan preparation	April 2006-July 2006
3	Public consultation on the draft Plan	July 2006-September 2006
4	Preparation of Manager's Report including proposed amendments	September 2006 – October 2007
5.	Plan adoption by City Council	8 October 2007
6.	Formal changes (Variation) of statutory development plan	October 2007 – January 2008 (adopted 14 January 2008)
7.	Finalisation of Area Action Plan document	March 2008
8	Publication of Area Action Plan	April 2008
<b>Future steps</b>		
9.	Plan implementation	2008 onwards

The plan process was endorsed prior to Stages 1 and 3 by Planning and Development Strategic Policy Committee and Cork City Council. In addition there were a number of meetings held with Ward Members at key stages.

## Public Consultation

- 1.0.13 Consultation forms a key part of each stage in the preparation of any plan for the city, in order to ensure that the plan responds to the planning and development issues in the area and takes into account the views and concerns of residents and other interested parties.
- 1.0.14 The preparation of the AAP began with a preliminary public consultation to help in the identification of the key development issues in the Plan area. The key issues that emerged out of the consultation were outlined in the Issues Report published in early May and informed the shaping of the Draft Plan's objectives.
- 1.0.15 The Draft Plan was published in July 2006, with the formal consultation period being from 18<sup>th</sup> July 2006 to 29<sup>th</sup> September 2006. The consultation strategy included the normal measures associated with local area plans, including placing a formal notice in the newspaper (The Evening Echo), putting the Draft plan in publicly accessible locations (libraries, City Council buildings, etc.) for people to view it, and publishing the notice to the City Council's website ([www.corkcity.ie](http://www.corkcity.ie)). In addition to these normal measures the following were also undertaken:
- Copies were sent to members of the City Council and key internal and external stakeholders (including all those who made submissions on the pre-draft stage);
  - A series of public exhibitions was held on 7<sup>th</sup>, 8<sup>th</sup> and 9<sup>th</sup> September at Wilton Shopping Centre, to meet with stakeholders from the area. A flyer was delivered to each building in the area advertising this event.
  - Informal meetings and discussions were held with a number of key stakeholders.
- 1.0.16 Interested parties were asked to express their views on the Draft Plan by making a written submission to the Planning and Development Directorate by 5pm on Friday 29<sup>th</sup> September 2006.
- 1.0.17 There were 856 formal written submissions to the *Consultation Draft* of the Plan. Generally, there was a positive response to the Plan as a whole, with most people considering that the broad strategy (vision) for the area was appropriate and necessary to bring about an improvement to the area.

## Key amendments to the AAP following consultation

- 1.0.18 The final version of the AAP has been amended to respond to issues raised during public consultation. In particular, the following key issues were addressed in amendments:
- Car parking at St. Joseph's SMA Church, Wilton. A very large number of submissions were received in relation to the proposal for a public square in place of existing surface car parking, currently used by the congregation. There was widespread concern regarding the reduction in car spaces particularly those easily accessible to the church for the elderly or disabled;
  - The proposed access bridge serving site number 7 at Victoria Cross and proposed public walkway/cycleway through The Grove residential estate;
  - The need to ensure that sports grounds are adequately protected and given the scope to undertake appropriate development, and the need for adequate recreational facilities in the area;
  - The need to improve Wilton Neighbourhood Park; and
  - Building height.
- 1.0.19 Aspects of the Area Action Plan are materially different to the *City Plan, 2004*. A variation has therefore been carried out to the *City Plan 2004*. This is *Variation No.6: Bishopstown & Wilton Area Action Plan*, which was adopted in January 2008, and is available as a separate document from the City Council Planning and development Directorate.

## 2.0 AREA-WIDE STRATEGIES

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- 2.0.1 This section of the plan focuses on issues that impact on the plan area as a whole and hence policies and objectives outlined in the section will be applied throughout the plan area. The following seven areas are addressed:
1. A residential development strategy is outlined to guide the future development of residential uses in the plan area.
  2. A movement and access strategy is proposed to help develop an integrated and sustainable transport system for the area.
  3. A public space and recreation strategy is developed to provide for the needs of residents
  4. A built environment strategy addresses the promotion, preservation and enhancement of the buildings of significance, views and prospects in the area, and also looks at sustainable building practice and the implications of the proposed Airport Safety Zone.
  5. The future development of the Cork Institute of Technology and Cork University hospital are addressed in section 5
  6. The provision of local services in the plan area is considered in section 6
  7. A strategy for the protection and enhancement of the area's natural heritage is set out in the final section.

## 2.1 RESIDENTIAL DEVELOPMENT

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### Introduction

- 2.1.1 The City Council's policy framework relating to the provision of an appropriate tenure mix and dwelling size and mix are set out in the *City Plan 2004* (and the *Joint Housing Strategy, 2001*).
- 2.1.2 This AAP sets out to amplify the existing policy framework set out in these documents in order to ensure that new residential development is:
- Of a scale and density appropriate to its location and context
  - Built to a high standard of design
  - Is balanced in terms of dwelling size and type
- 2.1.3 As outlined by Council the plan is being amended to include the following statement: "In residential areas development will not be allowed to exceed three storeys in the Bishopstown and Wilton Area Action Plan".

### Overview

#### Aim

**The development of a balanced and sustainable residential neighbourhood in the plan area**

- 2.1.4 This section will:
- Amplify the existing planning policy framework for residential developments
  - Identify key residential development sites / areas and their capacity for development
- 2.1.5 In response to increased development pressure within the city in recent years, and the particular pressures that Bishopstown and Wilton have experienced, this section of the plan aims to provide a clear and transparent planning policy framework for the determination of planning applications for residential development.

## Existing Situation

2.1.6 The *City Plan 2004* provides the planning policy context for residential development in the city, with policy contained in the following sections:

- *Chapter 5: Social Issues and Housing*
- *Chapter 10: Suburban areas* (including the zoning objective at paragraph 10.3)
- *Chapter 11: Development Control Standards*

2.1.7 The Bishopstown and Wilton area is predominantly an established twentieth century residential suburb. Key characteristics of the area are:

- Buildings are predominantly two storey in height;
- Buildings are predominantly detached or semi-detached houses;
- Areas are constructed at a low density and of their time, with the area predominantly being developed in the 1945-1980 period;
- Land uses are segregated; and
- Dependent upon the private car.



2.1.8 Residential developments within the city within the last 5 years have been of a different character reacting to a number of factors including:

- A new government policy aimed at increasing the sustainability of development, including the establishment of minimum residential densities in order to make efficient use of land and infrastructure and create development capable of supporting local services such as public transport (*Residential Density: Guidelines for Planning Authorities, 1999*);
- New development plan policies requiring a minimum of 35 dwellings per hectare to be developed, taking into account the government guidelines;
- Development pressure due to the strength of the national economy; and
- Tax incentives (particularly in the form of Section 50 incentives for student apartments);

2.1.9 Whilst there has been significant quantities of apartment developments in specific locations (e.g. the Tennis Village and Victoria Cross area), most of the development in the area is consistent with the existing established character of the area.

## Density of Residential Development

2.1.10 This new set of factors has meant that there has been a change in the way that residential developments have been designed and developed. Traditional development forms tend to have the following density characteristics:

**Table 2.1 Traditional Development Forms**

<b>NINETEENTH CENTURY</b>	<b>TWENTIETH CENTURY</b>	
<b>Terraced housing areas</b> (e.g. South Parish)	<b>Pre-car suburbia</b> (few examples in Cork)	<b>Suburbia</b> (most of Cork)
<ul style="list-style-type: none"> <li>• 60-80 dwellings per hectare</li> <li>• 280 (average) habitable rooms per hectare</li> </ul>	<ul style="list-style-type: none"> <li>• 30-40 dwellings per hectare</li> <li>• 165 (average) habitable rooms per hectare</li> </ul>	<ul style="list-style-type: none"> <li>• 15-30 dwellings per hectare</li> <li>• 90 (average) habitable rooms per hectare</li> </ul>

**Figure 2.1 Typical Residential Densities**



(Source: *Better Neighbourhoods: Making higher densities work*, CABE, 2005, p6)

2.1.11 The recent success of the economy and new government policy aimed at ensuring sustainable forms of development have led to the following typical density classifications:

**Table 2.2 Density Classifications**

Development type	Density	Dwellings per ha	Plot ratio	Dwelling types	Building height (storeys)	Characteristics
<b>NEW HOUSING</b>	<b>Low</b>	35-50	0.25-0.5	Generally terraced and semi-detached houses, plus: <ul style="list-style-type: none"> <li>• some apartments (to provide 1 / 2 bed units); and</li> <li>• a few detached houses</li> </ul>	1-3	<ul style="list-style-type: none"> <li>• High quality public spaces</li> <li>• On-plot parking</li> </ul>
<b>INNER URBAN</b>	<b>Medium</b>	50-75	0.5-1.0	Mix of terraced housing & apartments	1-4	<ul style="list-style-type: none"> <li>• High quality public and communal spaces</li> <li>• Mixed parking solutions</li> </ul>
<b>URBAN</b>	<b>High</b>	75+	1.0+	Generally apartments	3+	<ul style="list-style-type: none"> <li>• High quality communal and public spaces</li> <li>• Basement car parking</li> </ul>

(Based upon *City Plan 2004* and *Residential Density: Guidelines for Planning Authorities, 1999*)

2.1.12 The ability to achieve higher densities will depend upon the nature of the site being developed and the skill of the designer. Likewise, on sites large enough to generate

their own density and character (i.e. significant brownfield sites), an “urban village” approach to design can yield Inner urban / urban densities in suburban locations. High quality design will be key to achieving successful higher densities.

2.1.13 Conversely, there may be exceptional site specific circumstances that would justify developments of lower densities than the general suburban type, including:

- Conservation of architectural and historical significance of buildings and their setting / attendant grounds;
- Conservation of gardens / landscape / trees not specifically identified in the *City Plan, 2004* but considered to be of value and significance; or
- Ecological housing developments requiring extra land to provide for natural water treatment systems and crop growing. However, there are unlikely to be sites available for this type of development within Cork City.
- Car Parking requirements

2.1.14 Residential developments are, of course, subject to other planning policies relating to mix of dwellings size (in terms of number of bedrooms) and mix of tenure (see Balanced Community, below). Within any development the City Council will require a mix of dwelling sizes for suitable different household sizes, in order to encourage the development of mixed and balanced communities. Family units are defined as those with 3-5 beds, and smaller units of 1-2 bedrooms will provide for different household types / sizes. This means that different mixes of dwelling sizes are required in different types of locations and on different types of sites. In exceptional circumstances duplexes and 2-bed houses could be considered to be providing family accommodation. The *City Plan, 2004* sets out the following broad targets for dwellings size mix in different locations:

**Table 2.3 City Plan Dwelling Size Mix**

CITY CENTRE & DOCKLANDS		INNER URBAN AREAS / LOCATIONS HIGHLY ACCESSIBLE TO SERVICES		SUBURBAN AREAS	
<i>Family unit (% of units)</i>	<i>Smaller units (%)</i>	<i>Family units (%)</i>	<i>Smaller units (%)</i>	<i>Family units (%)</i>	<i>Smaller units (%)</i>
<b>33</b>	<b>66</b>	<b>50</b>	<b>50</b>	<b>75</b>	<b>25</b>

2.1.15 The development of smaller residential units in suburban areas is critically important for two main reasons. Smaller units provide the opportunity for:

- Young people to buy affordable housing within the city. As well as helping to achieve socially balanced communities affordable housing is very important in terms of enabling people to live near their place of work, so reducing unnecessary car-borne transport; and
- Older people without children to live within the city, and particularly in the case of suburban housing areas (like Bishopstown and Wilton) this gives people the choice of living in a smaller property within the same area, so releasing family housing for new families to move in and maintaining social networks .

2.1.16 In addition, the *City Plan, 2004* now has minimum apartment sizes that exceed the national standards. The City Council varied the *City Plan, 2004* in order to make apartments more attractive to live in and therefore more likely to be lived in by owner occupiers and families. This should assist in speeding up the process of making areas established, fostering the development of social networks and ensure that a higher proportion of residents have a direct stake in an area, so allowing communities to develop more effectively.

## Residential Development in Bishopstown and Wilton

2.1.17 New housing development will conform to one of three categories:

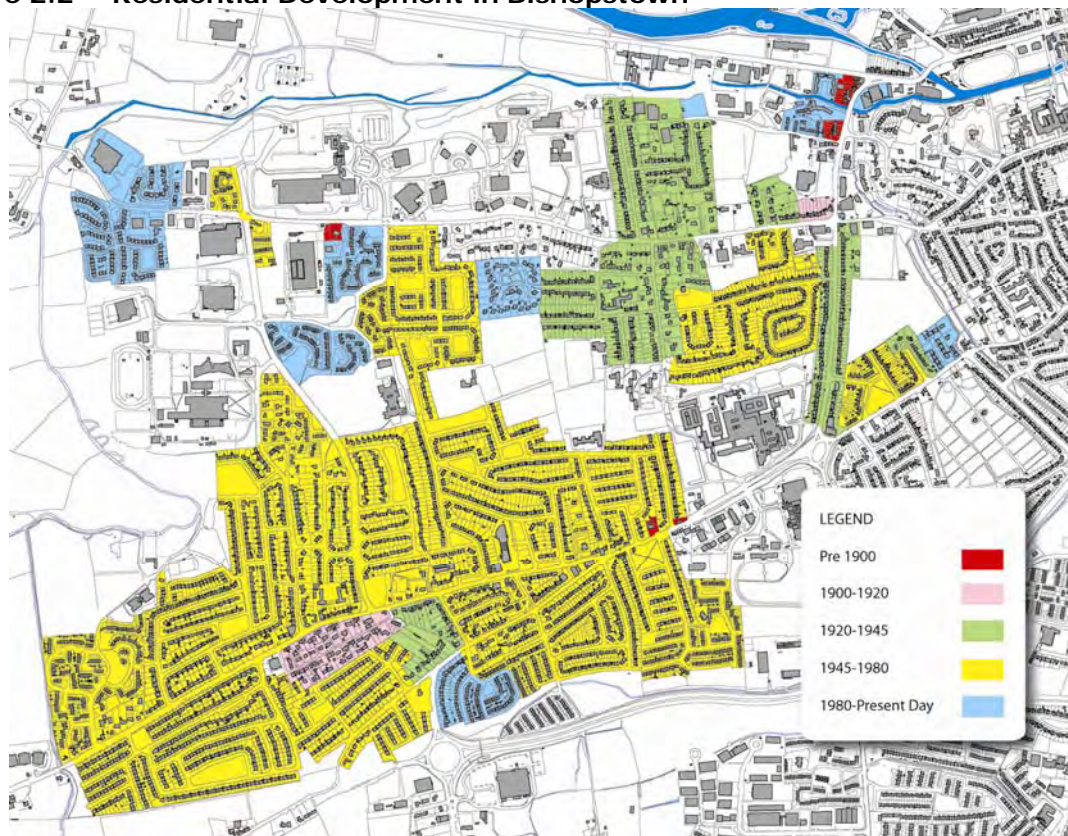
- **Small (infill)** residential development within existing housing areas;
- **Medium-sized** residential developments;
- **Larger residential** residential developments.

2.1.18 Bishopstown and Wilton is in a suburban location and most of the plan area is within existing suburban housing areas. Traditionally suburban housing areas have been developed at a suburban scale of development, offering high standards of privacy and residential amenity in the form of spacious detached or semi-detached houses with large gardens, extensive green spaces for children's play, and (those housing estates constructed pre-1980) also tend to have very wide roads. The development phases in the plan area are illustrated in Figure 2.2, below. Although the density and character of suburban housing areas vary widely, they tend to be at densities lower than 30 dwellings per hectare and be of 1-2 storeys.

2.1.19 The policy framework for small, medium and larger residential development sites is set out below. While most of the existing residential areas within the plan area have a suburban character, due to the actual nature of the available development opportunities within the plan area, the greatest potential for residential development will be within the larger residential sites identified. These larger sites have the ability to accommodate development with its own distinctive character without having an adverse impact on the surrounding residential areas.

2.1.20 *Chapter 6: Built Environment and Urban Design* of the *City Plan 2004*, and particularly Policies BE21 (Local Distinctiveness) and BE22 (City Views and Prospects), provide a framework for considering local distinctiveness in more detail.

**Figure 2.2 Residential Development in Bishopstown**



**Small (infill) development**

2.1.21 Small infill sites are defined as individual plots within an existing housing area capable of accommodating 1, or possibly 2, dwellings only. They will tend to be gaps between existing houses but could also be corner sites.

2.1.22 All residential infill development within the existing housing areas will be required to conform to the characteristics of the area. This will mean that new “infill” development will need to conform to the existing pattern of development in any area in terms of:

- Building line;
- Number of residential units on any plot;
- Number of storeys and building height;
- Roof profile; and
- Materials.

2.1.23 The height of buildings should not be higher than that of the adjoining buildings and therefore, for example, in areas where houses are two storeys new houses should be 2 storeys. Applications for infill developments will be considered on a case by case basis, taking into account their impact on adjoining houses, traffic safety and other relevant development issues.

**Medium-sized residential developments**

2.1.24 This residential development category refers to sites that are larger than infill sites but not large enough to have a non-suburban scale of development without having an adverse impact on adjacent existing residential areas. Development should therefore conform to the characteristics set out in the **New Housing** development type outlined in Table 2.2 and repeated in Table 2.4 (below).

2.1.25 In general, this type of site will be up to 0.33 hectares (0.75 acres) in size, which is the approximate size of one residential block, and have a significant length of boundary with existing residential areas. Building height will be 1-3 storeys with a combination of houses and some apartments.

**Table 2.4 New Housing Development**

Density	<b>LOW DENSITY</b>
Dwellings per hectare	<b>35-50 DWELLINGS PER HECTARE</b>
Dwelling types	<b>PREDOMINANTLY SEMI-DETACHED AND TERRACED HOUSES, WITH SOME:</b> <ul style="list-style-type: none"> <li>• <b>APARTMENTS TO PROVIDE 25% OF UNITS FOR SMALLER HOUSEHOLD SIZES (I.E. 1 AND 2 BEDROOM UNITS); AND</b></li> <li>• <b>MAY INCLUDE A FEW CLOSE-KNIT DETACHED HOUSES</b></li> </ul>
Building height	<b>1-3 FLOORS HIGH</b>
Public space	<b>HIGH QUALITY</b>
Car Parking	<b>GENERALLY ON-PLOT FOR HOUSES AND APARTMENTS BUT SOME WITHIN PUBLIC REALM FOR APARTMENTS</b>
Shared spaces	<b>STREETS AND SPACES WILL BE PUBLIC AND UN-GATED</b>



### Development of Larger Residential Development Sites

2.1.26 Particular circumstances that could provide sufficient justification for development of a more dense character to the small and medium-sized sites would include the following:

- **Larger sites** – These sites, which include the District Centre, will generally be greater than 0.33 hectares in size (i.e. one residential block), and capable of accommodating their own intrinsic character (including buildings of greater than 3 storeys in height, specific guidance is provided in relation to building height in the sub-area sections) without having an adverse impact on their neighbours. Chapter 6 and Chapter 11 of the *City Plan, 2004* provide a policy framework to be considered when developing a coherent sense of place in larger residential developments. (See guidance given in sub-areas section)
  
- **Neighbourhood and local centres** – The development strategy for the whole city seeks to develop a series of “urban villages”, each with their own centre providing locally-based services within walking distance, in order to reduce car usage and encourage social cohesion. Sites that form part of an existing or new neighbourhood or local centre will, in general, involve the development of apartments rather than houses. Building heights in these locations and within 5 minutes walk of centres will take cognisance of building heights in the surrounding area and will be considered on their own merits. Increased densities will enable more people to live in close proximity to services, which can be very important to elderly people.

2.1.27 The following sites benefit from a Residential, Community and Local Services zoning objective in the *City Plan, 2004*, and therefore have implicit capacity for residential development (subject to other policies in the plan. For example, Policy E6: Retention of Employment Uses):

**Table 2.5 Potential Development Sites with a Residential, Community and Local Services Zoning Objective (See Figure 2.3)**

Location	Ref	Site name	Size (ha)	Constraints / characteristics	Density
Carrigrohane Road	1	Carrigrohane Road (southern side)	5.36	See Section 3.2	Mixed
	2	Curragheen River Site	1.06	Planning application approved	Low
Victoria Cross (north of Orchard Road)	3	Various	0.51	See section 3.2	High
Dennehy's Cross (south of Orchard Road)	4	Various	2.53	Planning application approved and appealed	Med
Wilton sub-area	5	ESB site, Sarsfield Road	6.9	See Section 3.1	Mixed
Others	6	Lee Autos, Model Farm Rd	2	Development brief to be prepared	Medium
	7	Department of Agriculture, Model Farm Rd	2.25	Development brief to be prepared	Low
	8	Waterfall Road	8	Seveso site. Development brief to be prepared	Low
	9	Hawkes Road	0.92	Permission granted	Medium
	10	Riverside Farm		Planning permission granted by An Bord Pleanala	Medium

Figure 2.3 Residential Development Areas



2.1.28 The following sites have the capacity for residential development that would allow residential uses as part of a mix of uses.

Table 2.6 Sites with a District Centre or Neighbourhood Centre Zoning Objective (See Figure 2.3)

Location	Ref	Site name	Size (ha)	Constraints	Density
Wilton District Centre	11	Howard Holdings	2.61	Various (See section 3.1)	Medium
	12	Wilton Bar	0.9	Various (See section 3.1)	High
	13	High Street	1.29	Various (See section 3.1)	High
	14	Garage site (north of Bishopstown Road)	0.42	Various (see Section 3.1)	High
Bishopstown Neighbourhood Centre	15	Dunnes Stores		<ul style="list-style-type: none"> <li>• See section 3.3</li> <li>• Established residential area</li> </ul>	Medium

2.1.29 This analysis of sites with capacity for residential development shows that there is considerable potential for development in the area, with approximately 1,500 residential units being brought to the market in the next 5-10 years. Most of the sites identified are not in established suburban housing areas and can therefore generate their own character, and accommodate a mix of building / dwelling types, and therefore higher densities.

**A Balanced Community**

2.1.30 The strategy for housing in the Plan area builds on the principles and policies outlined in the Cork Planning Authorities' *Joint Housing Strategy, 2001*, which was incorporated into the *City Plan, 2004*. New residential developments of greater than 0.1 hectares / 4 units will need to comply with the *Planning and Development Acts 2000-2002*, with regard to the provision of social and affordable housing. The City Council requires that 20% of land on development sites be reserved for the provision of social and affordable housing, of which 5% will be social and 15% affordable housing. To promote the development of balanced communities the City Council's preferred option when negotiating agreements under Part V will be the provision of units on site.

2.1.31 The Department of Agriculture site (see capacity study, above) has development potential. The site is currently zoned for residential uses. The site is currently in employment use and it is possible that it would continue in employment-related uses. The City Council also has an objective to develop a Local Park on the site (see Section 2.3) and a Community Childcare Facility (see Section 2.6).

2.1.32 Opportunities for developments of social and affordable housing may exist in parts of the plan area. An example is the case of the Leesdale Pocket Park (see Section 2.3) where an area of land is not overlooked by houses. However, this area of land will need to be considered as part of a more detailed strategy for the improvement, and possible extension of the park.

**Car Parking Requirements**

2.1.34 The following car parking standards, set out in the *City Plan, 2004*, will apply to developments in the area. Car parking provision additional to these targets will be considered subject to location and the nature of the development proposed.

**Table 2.7 Car Parking Requirements**

Residential Area	Parking Space Per Unit	Visitor Parking Space Per Unit
Urban	0.5	0
Inner Urban	0.5	0
New Housing	1	1:4

These spaces shall be for the use of residents and not rented out to non-residents

**Objective BW1 Small (infill) Residential Development**

The City Council will seek to ensure that small infill residential development is designed to be compatible with the surrounding area in terms of its visual characteristics, and is acceptable on other planning grounds.

**Objective BW2 Medium-sized residential developments**

The City Council will seek to ensure that medium-sized residential developments in the plan area comply with the New Housing development objectives outlined in this area action plan.

**Objective BW3 Larger Residential Sites**

The City Council will seek to ensure that the development of larger residential development sites complies with the specific objectives in this area action plan, maximises the potential of each site in terms of creating sustainable residential neighbourhoods with a strong sense of place and high standard of public and private amenity.



*Traditional suburban housing*



*Infill development*

## 2.2 GETTING AROUND MOVEMENT AND ACCESSIBILITY

### Introduction

- 2.2.1 This section of the plan focuses on movement and accessibility in the plan area. The thrust of policies and proposals in this section is to facilitate the provision of attractive alternatives to the private car, promote environmentally sound modes of transport, enhance existing road infrastructure and traffic management, improve mobility and accessibility for non motor car users and reduce pollution, congestion and accidents.
- 2.2.2 The Plan aims to address the key transport problems facing the area during the next 10 years. It sets out a series of actions that will bring about improvements in the area's local transport system.

### Aim

**To provide real transport choice through the provision of an integrated system that promotes safe and sustainable transport.**

### Existing Situation

- 2.2.3 There is a growing dependence on the usage of the private car in the Plan area. The Cork Area Strategic Plan (CASP) predicts that without intervention traffic will double in the city within 20 years, peak hour travel speeds to be 8kph, and travel to work times will increase by 5 times. Annual growth in traffic volumes are already above that predicted in 2002 by CASP
- 2.2.4 Results from the 2002 Census showed continued decline in travel by green modes of transport. Almost half of people in the south-west area travel to work and school / college by car, resulting in increased problems of congestion, rat-running, parking. More students and schoolchildren are now being transported by private car than ever before while there have also been significant increases in car ownership levels.
- 2.2.5 While in city-wide terms the area is relatively well served by public transport at present only 8% of the people in the plan area use public transport to get to work, school or college. The number 8, 5, 14 city bus routes serve separate parts of the plan area while the Northern and Southern orbital routes 1 & 19 serve the CIT. A number of express and local suburban bus routes also pass through the area. There are a number of areas with a poor pedestrian environment, particularly on the Bishopstown Road, leading to concern for road safety. The proportion of people cycling has declined to 2%. In spite of decline Model Farm Road and Bishopstown Road have key roles in the whole cycle communication in the City. Model Farm Road will have a cycle track as a part of the Green Routes project.
- 2.2.6 Curraheen Road and the Model Farm Road are the main arterial routes serving the area linking it into the city centre via the Bishopstown and Wilton Roads. The Southern Ring Road and Ballincollig By-Pass to the south of the plan area and the Carrigrohane Road in the north function as east-west transportation axes for the western suburbs. The area is characterised by a network of residential roads serving housing estates off these main distributor routes.
- 2.2.7 Traffic congestion and parking problems linked to both the CUH and the CIT, two of the main traffic generators in the plan area, have a considerable impact on the Plan area's access and movement network. The most obvious problem for both institutions is the inadequate car parking capacity on site leading to unauthorised parking both inside

their grounds and on roads surrounding the institutions. Congestion at the main access junction to both institutions is also a problem.

### Recent Developments

2.2.8 The South Ring Road / Ballincollig by-pass has significantly reduced the volume of traffic travelling through the area yet a number of identified road infrastructural improvements have yet to be carried out, in particular the road link from the new by-pass to the CIT campus remains a high priority for the City Council and will be further developed through this Area Action Plan.

2.2.9 The number 8 route has recently been transformed into a 'Green Route' which has seen enhanced provision being made for the movement of pedestrians, cyclists and buses along the route. In addition, plans for another Green Route on the Ballincollig bus route are at an advanced stage and will see improvements on both the Carrigrohane Road and the Model Farm Road.

2.2.10 Both institutions are currently implementing Mobility Management Plans, with varying degrees of success. In light of the contribution successful mobility management planning in these institutions could make to improve the current problems with traffic and movement in the plan area there is a clear need to review their progress.



### Planning Policy Context

2.2.11 Reducing travel by the private car and promoting other more sustainable forms of transport is now a key objective of both national and local government strategies for transport. The emphasis is now on reducing the need to travel (particularly by private car), investing in more sustainable alternatives and further integration of land use planning and transportation.

2.2.12 The movement and accessibility framework for the area falls within the strategic policy context set out in: *The Cork Area Strategic Plan: 2001-2020 (CASP)*, *The City Plan 2004*, and particularly that set out in *Chapter 4: Transport*, *Chapter 10: Suburban Areas*, and *Chapter 11: Development Control Standards* (relating to car parking, cycle parking and Mobility Management).

2.2.13 Objectives in CASP are geared towards ensuring that land use planning and transport are integrated in order to steer development to locations which reduce the need to travel and enable journeys to be made by more sustainable modes of transport. The overriding goal is to achieve a sustainable land use and transportation strategy based upon the following transportation hierarchy: Pedestrians, Cyclists, Public transportation, Private and commercial vehicles.

### Pedestrianisation / Walking

2.2.14 People without access to a car, including children, the elderly and people on low incomes, are heavily dependent on walking. The plan therefore includes measures that improve the pedestrian environment, whilst recognising that personal safety is an important issue for people on foot. The Plan's walking strategy will therefore focus on:

1. **The careful design of the pedestrian environment.** Careful design of the pedestrian environment is particularly important for the elderly and people with disabilities.
2. **The identification and enhancement of pedestrian connections, movement and accessibility options.** Identifying and enhancing pedestrian connections and accessibility based on pedestrian desire lines will help in the development of safe and functional routes. This includes in particular improving local connections. In addition the design of developments will have to ensure that appropriate and convenient pedestrian facilities are incorporated while access to pedestrian routes, bus transport and local facilities will be important considerations when assessing applications for new development. A number of measures are proposed to enhance people's options when choosing to walk:
  - Pedestrian Junction Improvements at:
    - Victoria Cross
    - Dennehy's Cross
    - Wilton Roundabout
    - Dunnes Stores, Bishopstown Road
  - New pedestrian crossing points at:
    - Carrigrohane Road / Lee Fields
    - Bishopstown Road
  - Enhanced pedestrian priority measures at the TESCO / CUH junction or alternatively a new pedestrian overbridge linking the two at Wilton District Centre
  - The identification of Safe School pedestrian routes in the plan area.
3. **The improvement of integration between different transport modes using strategic pedestrian links.** This objective includes ensuring that pedestrian access to bus facilities is made as safe and practical as possible. The City Council will work with Bus Eireann in reviewing the current routing of buses and the location of bus stops to ensure that they are functioning in a manner compatible with pedestrian accessibility. New public transport infrastructure, including new taxi ranks and bus stops will be conveniently located to benefit from pedestrian movement and footfall. Areas have been identified for new taxi ranks and bus stops in the Wilton District Centre.
4. **The promotion of leisure and amenity walking routes.** A number of leisure walking routes have already been identified in the *City Plan, 2004* in the wider Bishopstown area. This plan will focus on their improvement and upgrading while also concentrating on improving accessibility to amenity and recreational areas. Policies are outlined in Section 2.3 on Public Open Space and Recreation.



#### **Objective BW4 Walking / Pedestrianisation**

The City Council will seek to create a pedestrian friendly environment in the plan area through the promotion of pedestrian accessibility and facilities in new road schemes

The City Council will require all new developments to ensure that pedestrian accessibility and facilities are a primary consideration in the design and layout of new developments.

## Cycling

2.2.15 Bicycles are an environmentally sound mode of transport and their increased use could contribute to a reduction in motor car pollution and traffic congestion. While the terrain of the Plan area is relatively flat and thus favourable for cycling however, only 2% of people currently cycle to work in the plan area. Results of the 2006 census are not yet available but it is considered unlikely that usage has increased to any significant extent.

2.2.16 The Cork Cycle Strategy was adopted by the City Council in July 2004. The function of this strategy is to co-ordinate all policies and programmes of action which can help to promote cycling. A network of routes covering the whole city and measures to make cycling safer and more attractive are identified. This strategy forms the basis for investment in cycle infrastructure in the city, and elements have been incorporated into the *City Plan, 2004*.

2.2.17 It is considered that a target of 5% of all trips to work, school and college by cycling is achievable by 2010. In the student population it is considered that a target of 10% is possible. To achieve this; a comprehensive package of measures will be taken to provide cycling infrastructure in the plan area. It should also be noted that cyclists will be able to use established and proposed buslanes outlined elsewhere in this section of the plan.

1. All new developments will be required as per the City Plan, 2004 to provide cycle parking which is safe, sheltered and conveniently located.
2. Areas for cycle parking will be identified in each of the sub-areas.
3. Cycling will form a key part of mobility management plans.
4. The development of cycle infrastructure such as cycle lanes and advanced stop lines as part of the Green Route network, some of which have already been put in place.
5. Cycle parking in public areas
6. Off road cycle routes as part of the riverside walkways proposed for the plan area.
7. Consider cycle provision in all new road infrastructural improvements and traffic management development.
8. Improve Road Safety for cyclists on roads infrastructure
9. Consider strategic Bus Stops for implementation of Bike & Ride parking facilities





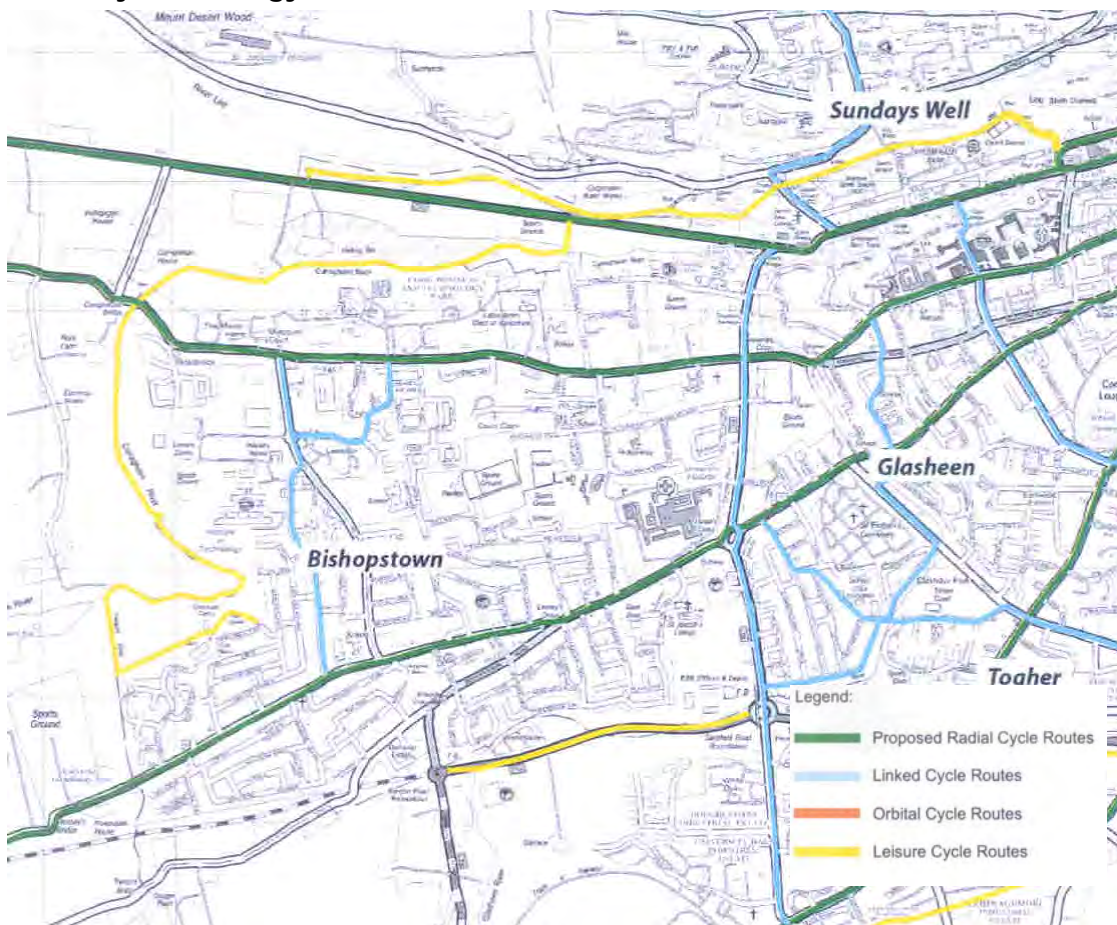
2.2.18 Specific measures to be undertaken to facilitate and promote cycling include:

1. Off road cycle tracks on Curragheen Walk / Lee Fields (roadside + riverside) and along Glasheen River
2. New cycle parking facilities at Lee Fields and Murphy's Farm and County Hall
3. New cycle lanes on the Model Farm Road and Carrigrohane Road as part of Ballincollig Green Route
4. New cycle lanes on Melbourne Road and Bishopstown Road on both sides. Reconsider existing cycle track on Sarsfield Road
5. Cycle parking areas in Bishopstown Village and Wilton District Centre.

**Objective BW5 Cycling**

The City Council will work to develop the cycling infrastructure of the plan area by ensuring it is incorporated into new developments, by implementing the identified cycling priority measures and ensuring it forms a key part of mobility management plans.

**Figure 2.4 Cycle Strategy: Southwest**



## **Public Transport**

2.2.19 While under current legislative arrangements the City Council has limited responsibility for public transport provision, the Council can make a significant contribution to improving and facilitating the usage and attractiveness of public transport by a number of measures. Wherever possible the Council will use its powers and influence to promote the extension and improvement of public transport facilities in the Plan area.

2.2.20 While buses are the primary form of public transport in the Plan area, given the high concentration of traffic generators in the southwest it is possible that a mass transit system may be developed to serve the area in the future. Cork City Council is currently working with the Rail Procurement Agency to explore the potential for a new tram-based mass transit system for the city. Other options could include bus-based systems that could generate demand in the short-term that could be replaced by a tram system in the future. Either system would require dedicated road space and destination and route options are currently being considered. It is therefore possible that a mass transit service could be routed to serve Cork University Hospital, Wilton District Centre, Cork Institute of Technology, Cork County Council or other major employers / trip generators.

2.2.21 The City Council is currently implementing a series of Green Routes connecting suburban areas to the City Centre. Green routes are high quality walking, cycling and bus corridors which transport large numbers of people rather than vehicles. In Bishopstown, the No.8 bus route has recently been transformed into a 'Green Route' with the provision of bus and cycle lanes and improved pedestrian facilities.

2.2.22 Currently 8% of trips to work, college or school in the southwest are made by bus. It is considered that a target of 15% of all trips to work, school and college by bus is achievable by 2011. To realise this target; the following package of measures will be taken to improve bus infrastructure in the plan area:

1. The implementation of the CASP Green Route Strategy throughout the Plan Area.
2. A commitment to improving bus infrastructure in new road design
3. Considering the accessibility of development proposals to public transport
4. Promoting the implementation of Mobility Management Plans amongst schools and employers which encourage the use of public transport for the journey to work and school.
5. Working with Bus Eireann in reviewing the current routing of buses and the location of bus stops.

2.2.23 Specific bus priority measures include:

1. New dedicated bus route from Black Ash Park & Ride to Wilton District Centre
2. New Green Route on Carrigrohane / Model Farm Road
3. The provision of a Park and Ride facility for the Southwest of the City in the Curraheen Road area with linked improvements in public transport provision.
4. Provision of a new Terminus for the No.5 bus at CIT
5. Introduction of bus lanes on:
  - a. Victoria Cross Road
  - b. South Ring Road
  - c. Sarsfield Road
  - d. Carrigrohane Road
  - e. Model Farm Road

2.2.24 In addition the City Council will work with the CUH, the CIT, the Business and Technology Park and UCC to deliver a local orbital bus service from the City Centre to each of the destinations. This will provide a bus service that connects different parts of the plan area and benefit from the provision of bus priority measures put in place through the Green Routes programme. The route should follow the current No.5 Bus

Eireann route to UCC and the CIT continuing along the Melbourne Road and Bishopstown Road to pass the proposed Village centre and also serve the CUH and the District Centre. It should then follow the No.8 Bus Eireann route along the Wilton and Western Roads back to the City Centre.

- 2.2.25 In terms of bus infrastructure provision planned improvements such as easier access through the avoidance of steps, the use of bus shelters and seating and clearer information signs with real time information would remove many of the barriers facing public transport users. Such measures will be incorporated in any road infrastructure improvements.
- 2.2.26 It is proposed to develop a Park and Ride facility at Carrigrohane Road located within a Landscape Protection Zone which is protected by Policy NHR4 (see *Chapter 8: Natural Heritage and Recreation*). The development of this site for a park and ride facility within the landscape protection zone is specific and exceptional in that the development of the site will provide a significant improvement in the landscape character, involving the decommissioning of the site from an industrial / storage use to a landscaped and well screened park and ride facility.
- 2.2.27 Taxis form an important element of the public transport system and although they carry fewer passengers than other forms recent years have seen a large increase in the number of taxis in the City. They offer a twenty-four hour service geared to a market where individuals require a journey tailored to their own particular requirements and are particularly valuable for the elderly and those with disabilities. It is therefore desirable to ensure that ranks for taxis are in locations which are safe and convenient for both operators and users.
- 2.2.28 Taxis will benefit from the development of Green Routes since they are allowed to use the bus lanes. A number of designated taxi ranks have been identified in Wilton Town and Bishopstown Village Centres.

#### **Objective BW6 Public Transport**

The City Council will work with Bus Eireann and other stakeholders to improve the public transport service in the plan area and ensure provision for and accessibility to public transport is a primary consideration in all new developments.

#### **Road Transport**

- 2.2.29 The Planning Section will liaise with the National Roads Authority in assessing applications for development which would impact on the National Roads network.
- 2.2.30 The City Council will investigate the feasibility of making Liam Lynch Park a non-through route.

#### **Traffic Management**

- 2.2.31 Traffic management measures and the allocation of road space to specific users can have a significant impact on traffic congestion, the urban environment and the development of an integrated transport system. The City Council will monitor and seek to further improve traffic management in the plan area over the coming years. This will involve an assessment of the success of the Green Routes in achieving a modal shift away from private car usage.
- 2.2.32 The City Council will liaise with the National Roads Authority (NRA) when considering the nature and impact of proposals on the national roads network.

### **Traffic Cells Project**

2.2.33 The City Council is planning to undertake a Traffic Cells' Project in the city to address the problem of traffic using residential estates as a 'rat-run'. It is considered a more desirable option than introducing speed ramps on roads and involves the concept of a traffic cell (or designated area) within which private vehicles may move freely, however are restricted from moving between cells. There are only limited routes that a private vehicle may take to get to another traffic cell, which therefore limits traffic volume in the cells and reduces 'through traffic' in the area as a whole. The Bishopstown / Wilton area is seen as an ideal location to pilot the project before being introduced across the city.

### **Mobility Management Plans**

2.2.34 Mobility Management Plans for major employers (Policy T12 of the *City Plan, 2004*) are identified as an important means of achieving many of the City Council's transportation objectives in terms of promoting alternative means of transport to the private car. If successfully implemented, these plans can have a considerable impact on traffic congestion and parking provision in particular areas.

2.2.35 In the Bishopstown Wilton area the implementation of Mobility Management Plans at both the CUH and CIT encouraging alternatives to the private car could make a significant impact on the traffic situation.

2.2.36 Detailed targets and objectives in relation to mobility management at both the CIT and the CUH are outlined in Section 2.5 on Institutional Development.

2.2.37 It is desirable that other major employers such as Cork County Council and University College Cork consider the preparation of Mobility Management Plans. The City Council will work with them to promote the preparation of such plans and require the submission of a Mobility Management Plan with planning applications for new development on both sites.

#### **Objective BW9    Mobility Management Plans**

The City Council will work with all of the major institutions and employers in the area in the preparation and implementation of mobility management plans that promote the use of green modes of transport by their employees.

### **Car Parking**

2.2.38 The control of car parking supply is a major tool in the management of traffic congestion as its availability has a major influence on the choice of means of transport. It can also take up a large amount of space (as in the Wilton Shopping Centre) reducing densities and degrading environmental quality.

2.2.39 The overall objective of city parking policy is to manage and control parking to help protect the environment of the city, curtail traffic congestion particularly on important traffic routes and ultimately to promote alternatives to private car usage. Maximum standards of car parking for non-residential uses are outlined in the *City Plan, 2004* and will be applied to all developments in the Plan area.

2.2.40 In the redevelopment of the sub-areas it is considered more appropriate to locate large areas of car parking underground while also retaining a limited amount of surface car parking to serve local facilities and services. In each of the sub-areas the locations of access to underground car parking have been identified. Where surface car parking is proposed the City Council will require that the layout and design of parking areas complements the development and the locality within which it is situated by appropriate use of landscaping and surfacing and kerbing materials.

## 2.3 PUBLIC OPEN SPACE AND RECREATION

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### Introduction

2.3.1 This section identifies the aims and key objectives relating to public open space and recreation in the Bishopstown and Wilton area. It looks at areas of passive and active recreation including parks, riverside walks and cycleways, children's playgrounds, public and private playing pitches and indoor facilities such as Leisureworld. Bishopstown and Wilton is a largely built-up area, therefore potential for new areas of public space and recreation are limited. The focus will therefore be on improving the quality of existing resources and maximise linkages between these areas.

2.3.2 The proposed strategy identifies a hierarchy of parks and green spaces as well as addressing the development of major recreational facilities in the area. It looks at the improvement of existing areas of open space while also providing proposals for new parks and facilities. The Implementation Strategy outlined in Section 4 outlines the City Council's proposed programme for the delivery of projects.

### Overview

#### Aim

**To provide a network of areas of passive and active recreation which are conveniently located, attractive to use, safe and adequately serve the needs of residents and visitors to the Bishopstown and Wilton area.**

2.3.3 The section seeks to:

- Identify a hierarchy of parks and open spaces that are adequate to serve the needs of residents in Bishopstown and Wilton
- Put forward proposals to enhance existing linkages between parks and areas of open space and provide paths where gaps exist in the network
- Put forward proposals to deliver open spaces and recreational facilities that are fit for purpose, designed to a high standard and of sufficient quantity to serve the needs of residents

### Existing Situation

2.3.4 The area is generally well provided for in terms of the provision of green areas within individual housing estates. Some of the larger parks however are somewhat difficult to access and in need of improvement.

2.3.5 The area is bounded by four rivers; the Lee to the north, the Curragheen and Twopot to the west and north and the Glasheen to the south. These rivers provide a valuable amenity resource both to the area itself and the city as a whole. A riverside walk from the North Mall to Murphy's Farm along the Lee and Curragheen rivers is currently being created under 'The Banks of the Lee Project'.



2.3.6 The area is bounded by four rivers; the Lee to the north, the Curragheen and Twopot to the west and north and the Glasheen to the south. These rivers provide a valuable amenity resource both to the area itself and the city as a whole. A riverside walk from the North Mall to Murphy's Farm along the Lee and Curragheen rivers is currently being created under 'The Banks of the Lee Project'.

2.3.7 There are a number of sporting facilities in the area which provide an important community resource. The *Cork Recreational Facilities Needs Study* outlines general recreational needs for the city as a whole, however does not deal with individual areas.

## Public Open Space Strategy

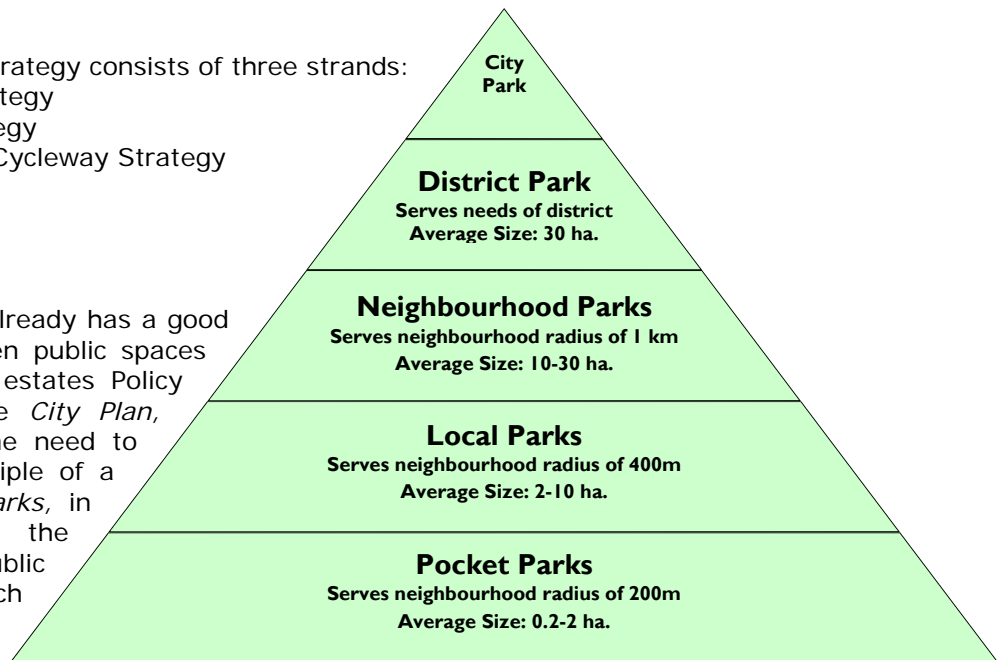
### Overview

2.3.7 The proposed strategy consists of three strands:

- A Parks Strategy
- A Play Strategy
- A Walkway/Cycleway Strategy

### Parks Strategy

2.3.8 The Plan area already has a good number of green public spaces within housing estates Policy NHR 10 of the *City Plan, 2004* details the need to apply the principle of a *Hierarchy of Parks*, in terms of the provision of public open space which range from large city



parks to small children's play areas and passive recreation spaces close to people's homes. Identifying a hierarchy of parks and open spaces is useful in defining the adequacy of provision and quality of public open spaces (see *Figure 2.5: Parks Hierarchy*, overleaf). Generally large or higher quality spaces attract users from a wider hinterland whereas smaller parks serve a more local need. City parks for example serve the needs of the city as a whole and provide a valuable recreational resource. *Figure 2.6: Lee Fields Strategy* (overleaf) provides a concept for upgrading this City Park.

### Play Strategy

2.3.9 Equipped play areas which are accessible and safe to use are needed in the plan area. New residential developments will therefore be required to include play areas which cater for different age groups. Areas for young children should provide opportunities for play by toddlers and young children close to their homes. Larger play spaces are required for a wider range of children, particularly older children. They should generally contain a range of play equipment and a Multi-use Games Area (MUGA), which could be used for sports such as basketball and 5-side football.

Figure 2.5 Parks Hierarchy

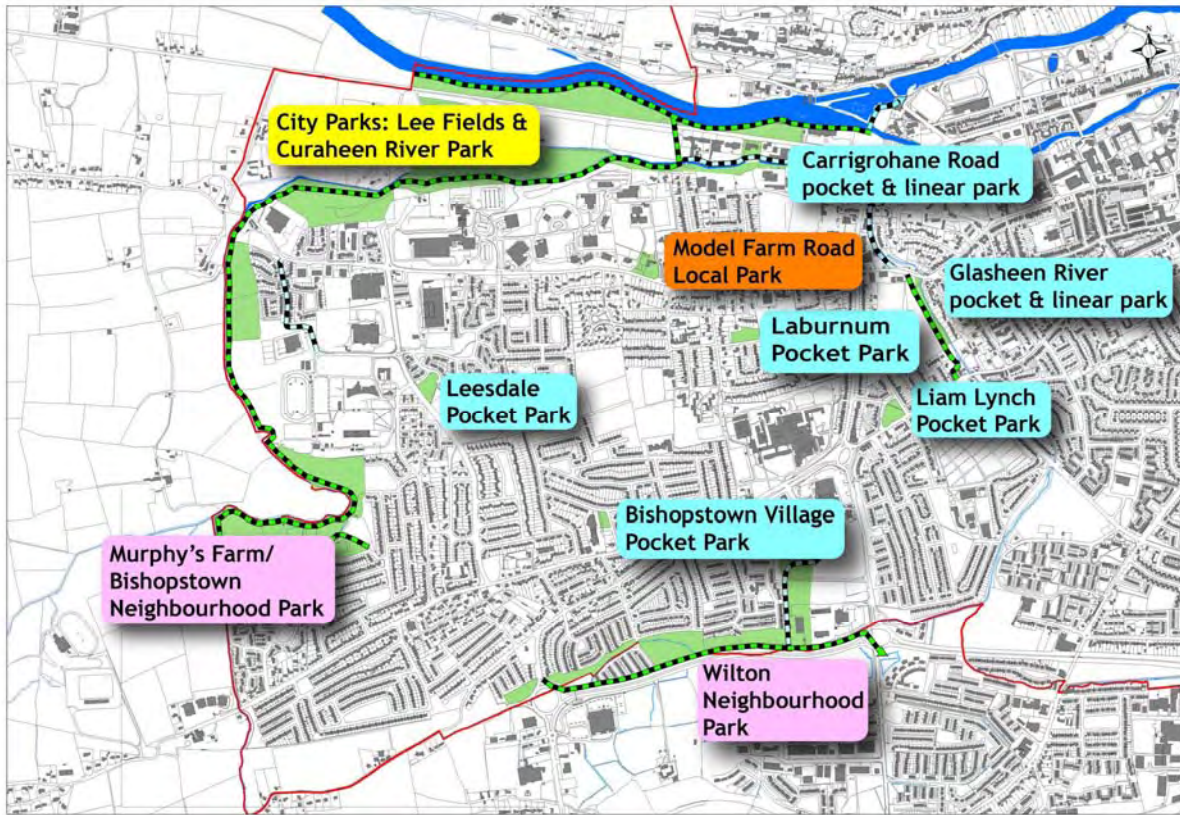
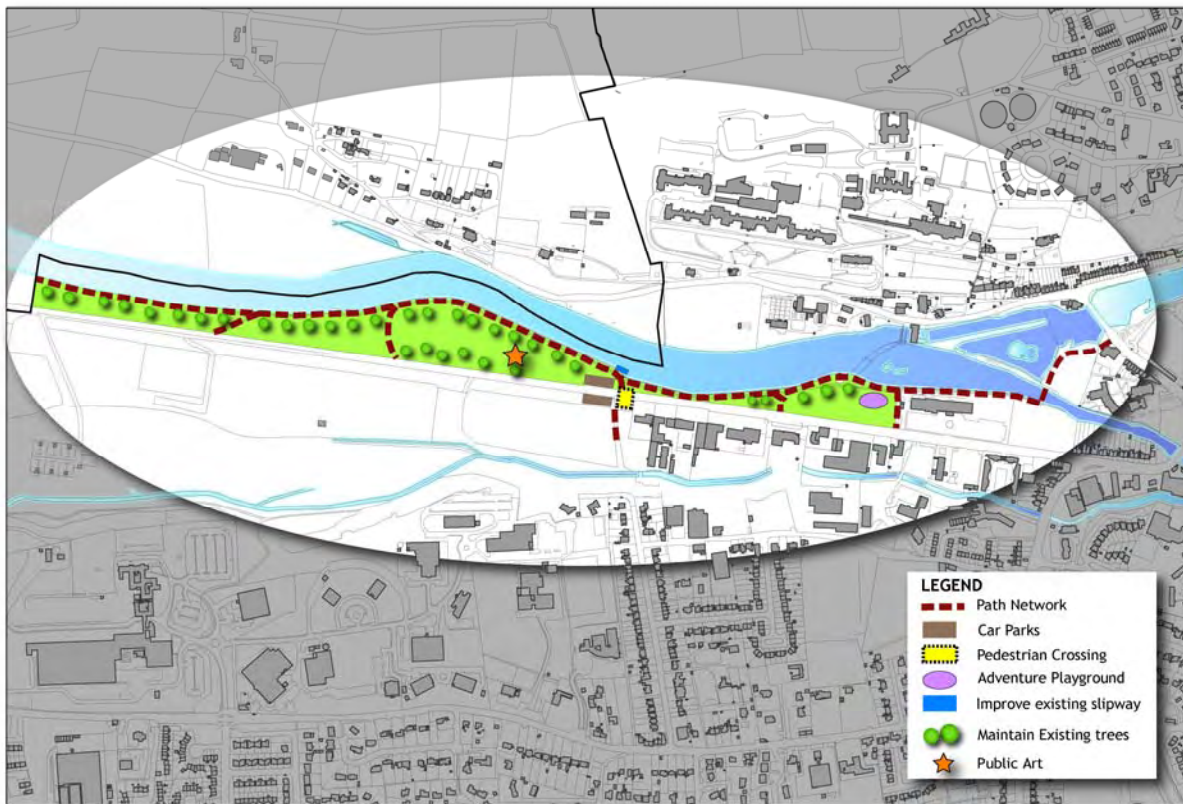


Figure 2.6 Lee Fields Strategy



**Table 2.8 Proposed Bishopstown / Wilton Parks Hierarchy**

Park	Type of Park	Size (ha)	Proposals
Lee Fields	City	7.06 (City Council area)	<ul style="list-style-type: none"> <li>• Preserve as open parkland (See Figure 2.6)</li> <li>• Provide additional car park opposite that existing</li> <li>• Upgrade existing path network for walking/cycling. Provide additional loop walks</li> <li>• Complete the link to the Mardyke by providing bridge and walkway to the rear of the Sacred Heart convent</li> <li>• Upgrade existing slipway facility for water-based sports</li> <li>• Provide an adventure playground close to the Kingsley hotel</li> <li>• Provide pedestrian crossing point to link up to Curragheen River Park</li> </ul>
Curragheen River Park	City	17.2	<ul style="list-style-type: none"> <li>• Preserve as open parkland</li> <li>• Provide management for wilderness area</li> <li>• Instigate the preparation of a landscape plan with strong ecological focus</li> <li>• Provide picture board signs detailing wildlife in the area</li> <li>• Upgrade existing path network</li> </ul>
Bishopstown Park/ Murphy's Farm	District/ Neighbourhood	16.1	<ul style="list-style-type: none"> <li>• Preserve and enhance features of historic demesne taking account of <i>The Bishopstown Park Conservation and Development Plan 2000</i>.</li> <li>• Provide information boards detailing areas of historic and natural importance</li> <li>• Upgrade Bishopstown House for community use</li> <li>• Investigate possibility of expansion into County area to increase size</li> <li>• Agree CIT access alignment</li> <li>• Improve and upgrade existing path network</li> <li>• Provide finger post signs indicating park location on Curraheen Road to enhance accessibility</li> <li>• Provide changing facilities to serve sports pitches</li> <li>• Provide a children's playground and Multi-use Games Area (MUGA) for older children</li> </ul>
New Wilton Park	Neighbourhood	6	<ul style="list-style-type: none"> <li>• Provide new neighbourhood park adjacent to Wilton Shopping Centre linking up to green area at Donscourt and Woodbrook/Woodhaven along the Glasheen River</li> <li>• Provide a playground/MUGA</li> <li>• Liaise with the County Council regarding upgrading the green area adjacent to Woodbrook/Woodhaven</li> </ul>
New park on Model Farm Road	Local	1-2	<ul style="list-style-type: none"> <li>• Need for additional park to be located on Model Farm Road</li> <li>• A suitable site might be part of the Department of Agriculture site</li> <li>• This should cater for the needs of residents in the immediate vicinity</li> <li>• A children's playground should be included as part of this</li> </ul>
New central park and linear park on Carrigrohane Road	Neighbourhood/ Local	0.8	<ul style="list-style-type: none"> <li>• New linear park along the Curragheen River with walkway/cycleway linking into existing path network.</li> <li>• 10 metre buffer zone along river bank to preserve ecological and amenity value</li> <li>• Central area of active open space to serve new development- possible MUGA or kick-about area and playground to be located here</li> </ul>
Pocket park on Magazine Road	Pocket	0.2	<ul style="list-style-type: none"> <li>• Existing green space by Glasheen River- should be upgraded and maintained to provide for neighbouring residents</li> <li>• Provide park benches and plant trees</li> <li>• Provide finger post signs indicating riverside walk along Glasheen River</li> </ul>
Bishopstown Village Green	Pocket	0.19	<ul style="list-style-type: none"> <li>• Provide a children's playground</li> <li>• Maintain green area</li> </ul>



**Table 2.9 Play Strategy**

Location	Proposals
Bishopstown Park / Murphy's Farm	Provide a MUGA and playground. These should be designed and suitably located to minimize interference with the historic and natural features of the park. The playground should be constructed of natural materials
New Wilton Park	Provide a MUGA and children's playground. This would cater for children of residents in the vicinity of Wilton and visitors to the centre. The playground should contain a wide range of playground equipment.
Bishopstown Village Centre	A small children's playground should be provided on the green area adjacent to the Bishopstown Village centre to cater for young children
Lee Fields	An adventure playground should be located in the Lee Fields adjacent to the Kingsley hotel
New park in development site on southside of Carrigrohane Road	A playground and MUGA or kick-about area should be provided within the central area of open space on Carrigrohane Road. This would cater for residents of the new development.
New local park on Model Farm Road	There is a need to provide a playground in the area around Model Farm Road (possible site is part of the Department of Agriculture site)

### Walkway/Cycleway Strategy

2.3.10 Policy NHR 13 of the *City Plan, 2004* deals with Public Walkways/Cycleways. This outlines the need to develop amenity walkways/cycleways which are designed to a high quality (minimum 3 metres width), are safe and accessible and link open spaces and recreational / amenity areas. The *Banks of the Lee Project* aims to link the Lee Fields to the Mardyke and the Distillery Fields, and on to the Curragheen River all the way to Bishopstown. Next aim is to link Curragheen River with Glasheen River to initiate strategic link to City Centre along River Lee South Channel.



**Table 2.10 Walkway / Cycleway Strategy**

Location	Projects
Lee Fields	<ul style="list-style-type: none"> <li>• Upgrade the existing path network</li> <li>• Provide additional loop walks</li> <li>• Provide a bridge linking to the rear of the Sacred Heart Church and provide pathway which links up to the Mardyke Walk</li> <li>• Provide a pedestrian/cycle crossing point where pathway meets the Curragheen River Walkway/cycleway</li> <li>• Provide fingerpost signs indicating walkways/cycleways and destinations</li> </ul>
Curragheen River	<ul style="list-style-type: none"> <li>• Provide new walkway/cycleway as part of the new development site on the Carrigrohane Road, which links up to the existing path network. It will be necessary to secure a link through the County Council lands and UCC lands (Victoria Lodge) onto Victoria Cross Road</li> <li>• Upgrade and improve the existing pathway through the Curragheen River Park</li> <li>• Provide pathways where gaps exist adjacent to Riverside Farm on Model Farm Road</li> <li>• Upgrade network from Riverside Farm to Murphy's Farm</li> <li>• Commission a Landscape Plan for the Park</li> </ul>
Glasheen River	<ul style="list-style-type: none"> <li>• Provide new walkway/cycleways along the river as part of new developments, including gaps which exist on sites along Victoria Cross Road.</li> <li>• Provide finger post signs at both access points to the pathway by the Presentation Rugby grounds.</li> </ul>

## Public Open Space

2.3.11 In terms of the provision of new areas of Public Open Space within residential and mixed-use development sites the following should be taken into account:

- It is recommended that 15 % of the gross site area of major residential developments be provided as public open space in greenfield suburban areas in line with the provisions of Chapter 11: *Development Control Standards* of the *City Plan, 2004*. The DoEHLG *Residential Density Guidelines for Planning Authorities* (1999) also deals with public open space in terms of new development areas. Public open space should be provided at a ratio of 70:30; passive: active open space
- Public Open Space should be centrally located to maximise accessibility and the size of the public open space should relate to the needs of users and the scale of surrounding development
- A highly amenable and safe environment should be developed that provides areas of relief within the urban environment
- The area should display a clearly defined relationship to the position and function of surrounding buildings
- The area should be bounded by streets, cycleways and pathways
- It should receive good levels of solar access, particularly in the afternoon and evening periods
- Facilities to cater for a range of active and passive uses that encourage community interaction should be included
- Spaces and facilities should enable the holding of civic events, particularly within civic squares located
- Spaces should be located in highly visible and prominent locations to ensure high levels of surveillance and accessibility from multiple directions.

## Recreation Strategy (Sports Facilities)

2.3.12 Sports facilities provide an important resource and enhance the quality of life for city dwellers. Policy NHR 12 of the *City Plan, 2004* outlines the need to protect the existing supply of sporting facilities with a general presumption against the loss of sports pitches to development except in exceptional circumstances where the development is ancillary and does not result in the loss of any playing pitch.

2.3.13 The *Cork Recreational Facilities Needs Study* was carried out to identify recreational needs within the city as a whole. It identified a shortage of certain facilities, therefore the loss of existing sports facilities should be strongly resisted, given the unlikelihood of further supply of recreational facilities being provided in a built-up area.

**Table 2.11 Existing Sports Facilities**

Existing Sports Facilities in the area include:
Playing pitches on Carrigrohane Road (IRFU, Casement Celtic and Lough Rovers)
Farranlea Park on Farranlea Road- (Wilton United)
Mount Mercy multi-purpose pitches on Model Farm Road
Highfield Rugby grounds
Bishopstown GAA pitches
Sports grounds to the rear of Colaiste an Spioraid Naoimh
Presentation grounds on Magazine Road
Pitch to the rear of Bishopstown Community School
Leisureworld (gym, swimming pools and multi-purpose pitches),
CIT running track and pitches
Murphy's Farm- playing pitches, pitch and putt, tennis courts
Tennis Village
Mount Mercy all-weather pitch and tennis courts

## Proposals

2.3.14 In order to ensure sports facilities in Bishopstown and Wilton are located where they are of most value to the community being served, they should be retained in their current locations. They are protected through the zoning objectives in the City Plan, 2004.

2.3.15 Sports facilities should be accessible to all members of the community, particularly young people. Accessibility should be promoted through improved public transport links and walking / cycling. Walkways/ cycleways to areas such as Murphy's Farm and CIT should be upgraded and links made where gaps exist. Signage should be provided outlining the location of sports grounds such as Bishopstown GAA and Highfield as well as Murphy's Farm



2.3.16 Sports facilities should be upgraded and maintained to the highest standards to ensure quality of provision and landscaped in an appropriate fashion. This gives recreational land the greatest value and potential for being used. An audit of the condition of sports facilities should be carried out and they should be upgraded where possible. The erosion of recreational function should be avoided so that the function and character of open spaces are maintained. Where recreational land and facilities are of poor quality or under-used, this should not be taken as necessarily indicating an absence of need in the area. Usage might be improved by better management or by capital investment to secure improvements.

2.3.17 Where possible sports facilities should be grouped to ensure multiple usage with a range of sports, recreational and community facilities provided. This would help to achieve sustainable and efficient facilities, giving access to a variety of sports clubs, organizations and the general public. Pavilions and club houses such as Highfield and Bishopstown GAA could be used for ancillary purposes. Where ancillary land is not sufficient in size or condition to be used as part of a playing pitch, alternative sports uses could be provided for example all weather surfaces



2.3.18 A general recreational needs study for the Bishopstown and Wilton area needs to be carried out. With the *Cork Recreational Facilities Needs Study* to be reviewed in 2 years time there is an opportunity to include more localised studies one of which would focus on the Southwest of the city.

2.3.19 To ensure that the future development of sports facilities occurs in a coordinated fashion and that adequate land and water resources are provided for sport and recreational facilities, co-operation with the County Council is required in the provision of facilities on the urban fringe. It is recommended that a commitment for a joint recreation strategy with the County Council be sought

**2.3.20** In planning for new open spaces and in assessing planning applications for development, opportunities should be sought to improve the local open space network, to create public open space from vacant land, and to incorporate open space within new development on previously-used land. They should also consider whether use can be made of land which is otherwise unsuitable for development, or procure public use of privately owned areas of land or sports facilities

## 2.4 BUILT ENVIRONMENT

### Introduction

2.4.1 This section considers the built environment issues in the Bishopstown and Wilton plan area, and identifies strategies for the following issues:

- Archaeology
- Building conservation
- Legibility and Views & Prospects;
- Airport Safety Zone; and
- Sustainable Building Practice.

### Overview

2.4.2 Bishopstown and Wilton are predominantly twentieth century suburbs, however the area is of architectural and historic importance in terms of the presence of a number of key rural demesnes dating from the 18<sup>th</sup> and 19<sup>th</sup> centuries and buildings from the 20<sup>th</sup> century. As the area has changed over the years, the physical retention of significant features from each phase of its development (lanes and roadways, walls, trees and/or buildings) is a powerful statement of continuity and adaptability in the face of inevitable change.

2.4.3 This section also identifies elements of significance and views of them that may be affected by development in the plan area. This includes views of landmark buildings and significant landscape / townscape areas in linear, panoramic, river corridor and other views. CIT is highlighted as needing a landmark building.

2.4.4 In addition, the section highlights the implications of the proposed Airport Safety Zone which cuts across the Bishopstown and Wilton Area, and proposes objectives for Sustainable Building Practice.

### Aim

**To promote the preservation and enhancement of heritage assets, views and prospects of them, and to create a distinctive, attractive, and safe cityscape based upon sustainable design principles.**

### Archaeology

2.4.5 There are eight archaeological monuments located within the plan area. These monuments are listed in the *Record of Monuments and Places* (RMP) for County Cork. Their locations are illustrated on Figure 2.7. The RMP provides a list of all known monuments and places of archaeological interest as outlined by the National Monuments Service (NMS), Department of the Environment, Heritage and Local Government. The NMS has the statutory responsibility for the protection of all archaeological monuments and places under the *National Monuments Acts 1930-2004*.

**Table 2.12 Recorded Monuments**

RMP Number	Townland	Classification
CO074-05501	Ballinaspig More	Ornamental Tower
CO074-05502	Ballinaspig More	Church of Ireland Church
CO074-05503	Ballinaspig More	Country House
CO074-046	Ballinaspig Beg	Lime Kiln
CO074-047	Ballinaspig More	Possible Ringfort
CO074-070	Inchigaggin	Earthwork
CO074-084	Inchigaggin	Country House (Inchigaggin)
CO073-085	Inchigaggin	Country House (Carrigrohane)
CO074-090	Ballygaggin	Country House

2.4.6 The majority of the archaeological features within the boundaries of the Bishopstown Area Action Plan are located within the Murphy's Farm /Bishopstown Park Complex. The proposed Bishopstown Park Conservation and Development Plan (January 2000) will have a very positive and worthwhile impact on the archaeological and architectural features within the park. In addition to the recorded monuments (RMP's), there are other features within the park that deserve attention. As a former demesne, the park has a large number of elements, which are characteristic of this type of landscape including garden/demesne walls, wells, cobbled yards/entrances and pathways. It is hoped that following the proposed works in the park, this important historic landscape will be returned to its former glory.

**CO074-05503**

**Ballinaspig More**

**Country House**

The Country House and its demesne were dominant features of the rural Irish landscape in the 18<sup>th</sup> and 19<sup>th</sup> centuries. Bishopstown House was originally built in 1726 by Bishop Peter Browne, Church of Ireland Bishop of Cork. The house was demolished in 1831. It is believed that the foundations of the original house were re-used in the construction of the later farm house and buildings.

The conservation of these heritage assets will be dealt with through the project to upgrade Murphy's Farm. The door surround from the original house is located on the eastern elevation of the former farmhouse. This doorway should be protected and retained in any future works that may be undertaken on these buildings.

**CO074-05502 Ballinaspig More C of I Church**

This chapel was built by Bishop Browne in 1730. It is now in a quite ruinous condition and is roofless and overgrown. In the nineteenth century, memorials from within the chapel were removed to St. Fin Barre's Cathedral. Two bodies, including that of Bishop Browne, were also removed from the vault around this time. The chapel and crypt are listed in the Record of Protected Structures (RPS) also.



A building assessment of the chapel should be undertaken prior to any remedial/ conservation works being undertaken. Archaeological monitoring/supervision of any works to the chapel is also required.

**CO074-05501 Ballinaspig More Ornamental Tower**

This ornamental tower or Shell House was built as a retreat by Bishop Browne and is one of a number of demesne features within Bishopstown Park. The interior of the tower would originally have been decorated with shells inset in plaster. The tower also had a quartz pebble floor.

An assessment of the ornamental tower should be undertaken prior to any remedial/ conservation works being undertaken. Archaeological monitoring/supervision of any works to the tower is also required.

**CO074-046**

**Ballinaspig Beg**

**Lime Kiln**

The burning of lime as an agricultural fertilizer became widespread with the improvements of the 18<sup>th</sup> century. The majority of the limekilns located in the limestone area of the Lee Valley were built chiefly to provide farmers with lime. Archaeological monitoring/supervision of any remedial/conservation works undertaken at the lime kiln is required.

**CO074-047                      Ballinaspig More                      Possible Ringfort**

The remains of a possible ringfort are located to the north-east of the entrance to Bishopstown Community School within a housing estate. Any future ground works to be undertaken within the vicinity of the entrance to the school will require archaeological monitoring.

**CO074-070                      Inchigaggin                      Earthwork**

This earthwork was archaeologically excavated in the 1940's. Any future developments within the vicinity of the site would require archaeological monitoring.

**CO074-084                      Inchigaggin                      Country House (Inchigaggin)**

This eighteenth century country house with an extensive array of outbuildings is also identified in the Conservation Strategy, and proposed for inclusion in the RPS. Any future development within the vicinity of the house or within its demesne would require archaeological monitoring.

**CO073-085                      Inchigaggin                      Country House**

Carrigrohane House was built in the early-18<sup>th</sup> century. Traces of a mill race associated with the house are evident on the OS 1<sup>st</sup> edition map and marked as 'Fish Pond'. A planning application for this site had archaeological conditions attached. This country house is also listed in the RPS. Any future development within the vicinity of the house or within its demesne would require archaeological monitoring.

**CO074-090                      Ballygaggin                      Country House**

The site of the former Ballygaggin House is located within Cork Business and Technology Park. In 1992 the house was surveyed and was described as an early 19<sup>th</sup> century rectangular two storey house. The house was vacant and the openings blocked up at that time. It has since been demolished. Its gate lodge is identified in the Conservation Strategy (below) and proposed for inclusion in the RPS.

## Building Conservation

2.4.7 The building conservation strategy includes the following elements:

- Buildings on the RPS;
- Buildings of Significance; and
- Areas of local architectural interest.

### Buildings on the Record of Protected Structures (RPS)

2.4.8 The buildings listed in Table 2.13 (overleaf) are on the Record of Protected Structures and therefore benefit from protection under the Planning and Development Acts 2000-2002, and the relevant policies contained in the *City Plan, 2004*.

**Table 2.13 Buildings on the Record of Protected Structures (See Figure 2.7)**

RPS Ref	Name	Location	Building Type
PS 638	Carrigrohane House (and curtilage structures)	Inchigaggin Lane, Bishopstown	Country House
PS 637	Former Munster Institute	Model Farm Road, Bishopstown	Academic/Institution
PS 527	County Hall	Carrigrohane Road, Victoria Cross	Office / Civic
PS 745	Former Chapel & Crypt, Bishopstown House	Uam Var Drive, Bishopstown	Religious
PS934-8	Nos. 1-5 Wilton Villas	Glasheen Road	Domestic residence
PS945	Annesgrove	Bishopstown Avenue	Dwelling
PS1033	Wilton House and outbuildings (SMA House)	Bishopstown Road	House with later wings. Coachhouse/ outbuildings
PS1022	St. Joseph's Church	Bishopstown Road	Roman Catholic Chapel
PS949	Post Box	Bishopstown Road	Post Box
PS961	4 College View	Bishopstown Road	
PS1034	Wilton Park House	Cardinal Court, Wilton	Country House
PS1021	St. Catherine's Convent	Highfield Lawn, Bishopstown	Convent
PS982	Inchigaggin House	Inchigaggin Lane, Bishopstown	9 bay 2 storey country house with extensive range of outbuildings
PS948	Bishopstown House	Model Farm Road, Bishopstown	House
PS997	Post Box	Model Farm Road, Bishopstown	Post Box
PS994	Lime Kiln	Orchard Road	Lime Kiln
PS1027	Victoria Cross Cycles	Victoria Cross	Shop / House
PS1028	Post Box	Victoria Cross	Post Box
PS958	Church of the Descent of the Holy Spirit	Wilton	Roman Catholic Church

2.4.9 The former chapel and crypt at Bishopstown House are also on the RMP (see above) and are proposed to be repaired as part of the Bishopstown Park (Murphy's Farm) project.

2.4.10 County Hall is both a building of intrinsic significance and also a strategically important landmark building in Views and Prospects and local views (see below), and the development of adjacent sites will need to respect its setting and protect the key strategic and local views of the structure.



2.4.11 Carrigrohane House is a country house with related curtilage structures and an extensive attendant grounds setting that form a part of a Landscape Protection Zone within the City, which itself visually forms part of the wider green belt / Lee Fields area, most of which lies within the County (the boundary being Inchigaggin Lane).

**Buildings of Other Significance**

2.4.12 The following buildings within the plan area have been identified as being of regional or local architectural, historic or other interest. The following measures are proposed:

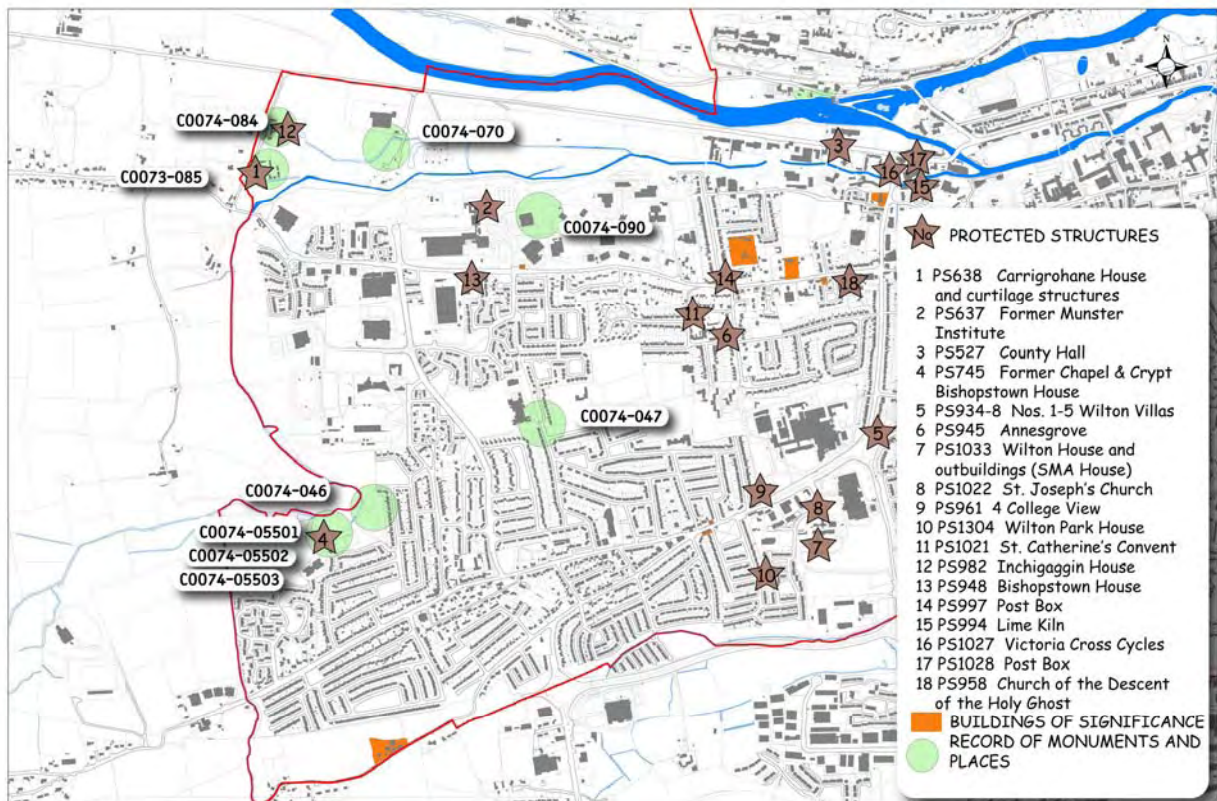
- Those buildings identified as being of local significance should be conserved and their architectural significance will be a material consideration in considering planning applications that affect them or their setting.

2.4.13 The buildings are set out below in Table 2.14 and highlighted in (in orange) on Figure 2.7 (overleaf).

**Table 2.14 Buildings of Significance**

Name	Location	Period	Building Type
Roseboro	Model Farm Road	1830s and 1900s	Turnpike cottage and detached house
The Lodge	Model Farm Road	TBC	Lodge to former Ballygaggin House
Bishopstown House	Waterfall Road	Late C19	Country House
Saint Philomena's	Bishopstown Road	C19	Royal Irish Constabulary building
Rusheen	Farranlea Park	C1952	Detached House
Little Orchard	Farranlea Park	C1945	Detached House
Valima	Model Farm Road	1910 & 1973	Detached House

**Figure 2.7 Built Heritage**





**Areas of local architectural interest**

2.4.14 Bishopstown and Wilton are predominantly late twentieth century suburbs and therefore many of the higher quality domestic buildings in the area that pre-date the 1940s could be regarded as being of local architectural interest. This classification does not suggest that the buildings are outstanding examples of buildings from their period, but that they are important to the local identity of the area. Many are groups of developed houses but some are individually built.

**Objective BW10 Areas of Local Architectural Interest**

The City Council will consider the desirability of retaining the buildings in areas of local architectural interest and the architectural character of individual buildings and groups of buildings will be a primary consideration when considering proposals for redevelopment.

2.4.15 The areas / buildings identified as being of local significance are identified in Table 2.15, below.

**Table 2.15 Areas of Local Architectural Interest**

Groups of buildings	Location	Period	Details
Bishopstown Avenue (north of the Ridgeway)	Bishopstown Avenue	1930s	Detached houses
Wilton Road	Wilton	1930s	Detached houses
Model Village cottages	Curragheen Road	C20 / 1920s	Model cottages
Millview House & 1-4 Bridgeview Terrace	Victoria Cross	1880s	Group of artisan cottages and two-storey house
Wilton Park Villas	Bishopstown Road	1890s	Group of 5 dormer cottages
Bishopstown Park	Model Farm Road	1920's and 1930's	Detached Houses
Workers' Cottages	Model Farm Road	1920's	Cottages

**Legibility and Views & Prospects**

2.4.16 This sub-section considers the legibility and views and prospects aspects of the built environment and the cityscape.

**Legibility**

2.4.17 The area has the following landmark buildings that help define its sense of place:

Strategically significant buildings

- County Hall;
- Dennehy's Cross Church (Church of the Descent of the Holy Spirit)

Local landmark buildings

- Wilton Church (Saint Joseph's Church) / SMA House;
- Cork University Hospital;
- Victoria Sawmills Student Housing block;



- 2.4.18 County Hall and Dennehy's Cross Church are strategically important landmark buildings that appear in a number of strategically important views and prospects, as well as local views. The development of adjacent sites will need to respect its setting and protect the key strategic and local views of the structure (see Views and Prospects, below).
- 2.4.19 Wilton Church is a building of local significance to Wilton's identity, and will be an organizing element in the proposed redevelopment of the Wilton Shopping Centre (see Section 3.1, below). It is also important visible from the streets and spaces around Wilton, including Curraheen Road and Sarsfield Road.
- 2.4.20 Although Cork University Hospital is not a building of great beauty, it is a local landmark, particularly for those entering the plan area from the South Ring Road along Sarsfield Road, due to its height and scale which give an important signpost / message to people so that they know where the hospital is.
- 2.4.21 The Victoria Sawmills Student block is a brand new building developed to accommodate students close to UCC and at Victoria Cross. Due to its location at the end of the Carrigrohane Road the building is a local landmark. Whilst the building is not universally admired, it does have a physical presence that signifies a secondary gateway into the city for those traveling east of County Hall.

#### New landmark buildings

- 2.4.22 A new landmark building is required to provide a visual signpost for CIT so that people know where the institution is (See Section on Institutional Development).

### **Views and Prospects**

- 2.4.23 Views and prospects in a particular area help to add to the amenity value enjoyed by a resident or visitor. Linear views provide the viewer with familiarity, orientation and a sense of place. The height and prominence of the County Hall for example facilitates movement towards areas west of the city, defines the western gateway to the city, and constitutes an obvious reference point for the plan area. Views out of the area towards the Shanakiel and the South/Airport ridge in particular, greatly add to the desirability of the plan area as a place to live. The current development plan carries an objective to identify and protect the key amenity views and prospects of Cork.

#### Cork City Development Plan 2004

- 2.4.24 Cork City Council's objective to identify and protect amenity views and prospects are outlined in *Policy NHR 3* of the *City Plan 2004*, and include the following objectives:
- To undertake an assessment of amenity views and prospects in the city to identify views of specific importance
  - To protect views in and out of areas of significant amenity views and prospects which significantly contribute to the character and amenity of the visual envelope of the City, the City skyline and both the natural and built heritage.
  - To have a presumption against development that compromises the quality of or adversely affects important views and prospects

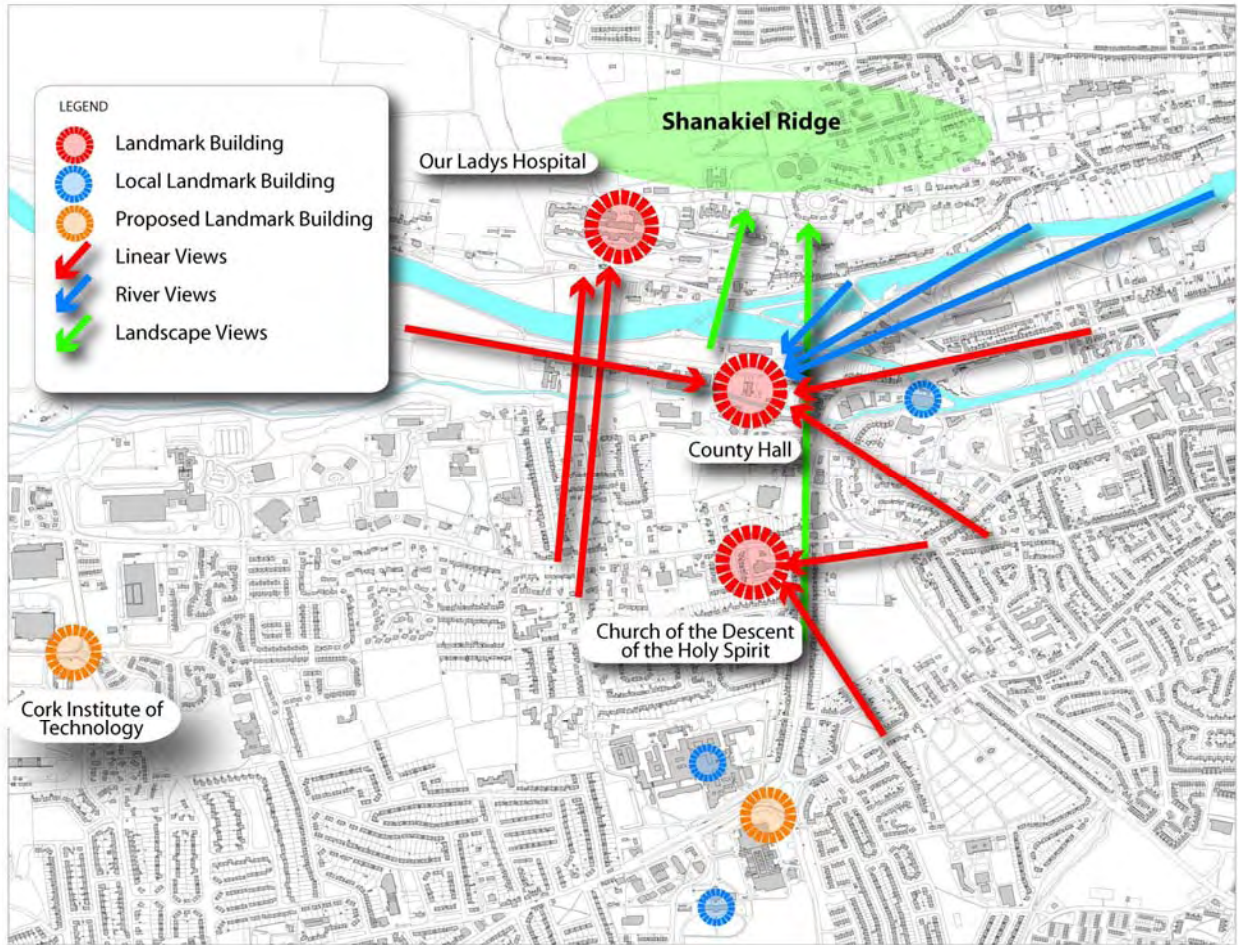
#### Views and Prospects in Bishopstown and Wilton

- 2.4.25 Cork City Council has undertaken an analysis of key views in the plan area, and using best practice, has identified four types of views and prospects in order to best help address the varied and distinctive topography of Cork City, that it will seek to protect and enhance (See Figure 2.8 and Table 2.16):
- Linear Views of Landmark Buildings
  - Panoramic Views
  - River Corridor Views; and
  - Views of Important Landscape and Townscape.

- 2.4.26 The key views are strategically important to the city in the contribution that they make to creating a high quality and legible cityscape, and therefore to the identity of Cork. The

next step will be to prepare a city-wide study of views and prospects that are strategically important to the character of the city.

Figure 2.8 Legibility and Views & Prospects



### View Types

#### 1) Linear views of Landmark Buildings

2.4.27 Linear views occur when a landmark becomes the specific point of reference usually within a narrow viewing corridor. Linear views of landmark buildings in and around the plan area are important for local amenity value and orientation. The most prominent landmarks visible from within the plan area are:

- Dennehy's Cross Church (Church of the Descent of the Holy Spirit)
- The County Hall.
- Our Lady's Hospital, Shanakiel from specific points



2.4.28 The Planning Authority will seek to protect linear views of these landmark buildings from well known and publicly accessible places and locations within the study area.

#### 2) Panoramic Views

2.4.29 Cork Panoramas provide elevated views of Cork City and its suburbs from viewing spaces within important open spaces. Within these panoramas, a number of the city's landmarks often appear as part of a group or a wider view of a substantial part of Cork. Views of Bishopstown Church, County Hall as a group largely come from locations on the Shanakiel Ridge, the Frankfield/Airport Ridge area to the south while Bishopstown Church and the County Hall are visible from St Anne's Church in Shandon.

2.4.30 In addition to considering views of elements immediately within, or adjacent to the plan area, part of the area falls within the backdrop to **Saint Fin Barre's Cathedral**, one of Cork's two most iconic buildings. Developers will need to demonstrate the impact of development proposals upon the view from Summerhill North. The area affected includes the Wilton Shopping Centre group of sites.

#### 3) River Prospects

2.4.31 River Prospects are usually (though not exclusively so) experienced while crossing a bridge. While bridge crossings allow opportunities to pause and appreciate views, many of these views can also be enjoyed in motion as a viewer moves across a bridge. Other views involving the river as a foreground element occur in the pedestrian level views and townscape views sections



#### 4) Views of significant Townscape and Landscape Features

2.4.32 These are views of areas that have outstanding townscape or landscape features within or surrounding the city. These areas often have distinctive character (e.g. Sunday's Well

and St. Luke's) and views are often from public open spaces such as the Lee Fields, the Mardyke or at important approach roads to the city.

2.4.33 Within the Plan area the most prominent public open space area is the Lee Fields and the landscape and townscape qualities of the Shanakiel Ridge which include the architecturally significant buildings of St. Anne's and Our Lady's Hospitals and their surroundings.

**Important views in the Bishopstown/Wilton area**

2.4.34 This section identifies the key views and prospects within the plan area. Large scale development proposals within the viewing corridors require photomontages from the assessment points to better enable the Planning authority to gauge the likely impacts.

2.4.35 Table 2.16 lists the key views and prospects in the area and identifies the assessment point. A number of the key views are illustrated in Figure 2.8 (above). This is followed by an analysis of the views by view-type, including a preliminary analysis of the impact of proposed / likely development on the view:

**Table 2.16 Schedule of Key Views and Prospects in the Plan Area**

<b>View of</b>	<b>View Type</b>	<b>Assessment Point</b>
<b>County Hall</b>	Linear View	Western Road (Western Star and O'Neill Crowley Bridge)
	Linear View	Carrigrohane Road
	Linear View	Sundays Well Road
	Linear View	College Road
	Linear View	Magazine Road
	Linear View	Glasheen Road
	River Prospect	Thomas Davis Bridge
	River Prospect	Daly's Bridge
	River Prospect	Mardyke Bridge
<b>Bishopstown Church (Dennehy's Cross)</b>	Linear View	Magazine Road
	Linear View	Glasheen Road
<b>Our Lady's Hospital &amp; St Anne's Hospital</b>	Linear View	Model Farm Road
	Linear View	Bishopstown Avenue
<b>Shanakiel Ridge and townscape</b>	Landscape and townscape view	Wilton Road (from Dennehy's Cross and Liam Lynch Park)
	Landscape and townscape view	Lee Fields/ Carrigrohane Road
<b>Bishopstown/Wilton General area including landmarks</b>	Panoramic View	Shanakiel Ridge
	Panoramic View	Spur Hill, Togher
	Panoramic View	St Anne's Church
<b>Saint Fin Barre's Cathedral</b>	Linear View	Summerhill (north)

## Airport Safety Zone

2.4.36 The Department of Transport (DoT) and Department of the Environment, Heritage and Local Government (DoEHLG) commissioned consultants ERM to carry out a technical study on proposed Public Safety Zones (PSZs) at Ireland's three principal airports; Cork, Dublin and Shannon. A report was published in February 2005.

2.4.37 The purpose of PSZs is to protect the public on the ground from the small, but real possibility that an aircraft might crash in a populated area. The proposed zones run parallel to the runways with triangular sections narrowing away from the end of the runways and contain an inner and outer zone. The inner zones are located closest to the runways and have the greatest likelihood of an aircraft accident occurring. The risk of an accident is less in the outer zones and future development will be permitted, subject to a number of restrictions.

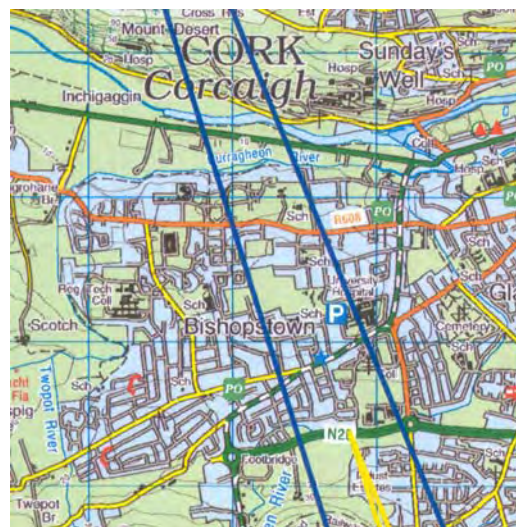
2.4.38 The proposed guidance will materially affect how sites in the zones can be developed. It is proposed that high density housing development and the building of schools, hospitals and facilities attracting large numbers of people will not be permitted. Part of the plan area falls into the proposed outer zone of the main runway of Cork airport. This includes:

- Cork University Hospital
- Part of the Wilton District Centre and the ESB site on Sarsfield Road
- Part of the Cork Business and Technology Park
- Schools such as Mount Mercy College, St. Catherine's N.S. and Gaelscoil Ui Riada
- The Department of Agriculture site on Model Farm Road

2.4.39 The PSZs will have implications for future development within the zone and the Council will implement the policies when determined by Government. Guidelines on the zones are currently being prepared by the DoEHLG. Advice will be taken in the interim from the Irish Aviation Authority on implications that proposals might have for safe and efficient aircraft movement. However there may be cases, in exceptional circumstances, where it is judged that a development's socio-economic benefits (etc.) outweigh the 'safety risk', and that it is impractical for such a development to be located elsewhere.



**Cork Airport – Proposed Public Safety Zone**



**Detail of Cork Airport Outer Public Safety Zone**

## Sustainable Building Practice

2.4.40 Since the *Planning and Development Act 2000*, sustainable development has been placed at the heart of national land use planning policy to help meet Ireland's commitments to reduce carbon emissions agreed under the Kyoto Protocol.

2.4.41 Three of the main themes of sustainable development are energy, waste and transport. New building developments, which reduce and reuse waste, encourage sustainable transport and are designed to be low energy users, can therefore make a real difference.

2.4.42 Cork City Council recognises that it can make an important and positive contribution towards raising the awareness of sustainable development and initiating such action at local level by putting sustainable building practice at the heart of the planning and development process within the City. A key message is that the earlier in the development process sustainability is considered the lower will be the costs of doing so.

### Advantages of Sustainable Building

2.4.43 Sustainable development can offer the prospect of more immediate and more direct benefits than the long-term protection of the environment. Contrary to the widely held view, sustainable construction can be low cost and will result in significant reductions in revenue costs for energy consumption.

2.4.44 In some cases it may be that the initial costs of a sustainable scheme may be higher than a conventional scheme. However to compensate for this the running costs of a sustainable development may be lower, or the life of a scheme may be extended. A number of advantages can be identified:



- The image of the development, or the client, the developer or the designer may be enhanced through association with a sustainable scheme
- The running costs of a development may be reduced. This may include reduced heating or lighting costs, lower capital costs, or an extended cycle for the renewal of the development
- A scheme based on sustainability principles may attract higher rental, or a higher sale price
- Sustainable development schemes may be better able to anticipate future user and legislative requirements, thus reducing future adaptation costs
- The reaction of the local community to a development is likely to be more favourable when features of sustainable development are included
- The City Council's planning policies are, in general, founded on the principles of sustainable development, so it is likely that any scheme based on such principles will be more favourably received by the Planning Authority, than one which neglects such principles.

## Sustainable Building Requirements

Adopted October 2007

Cork City Council / Comhairle Cathrach Chorcaí

2.4.45 Major developments in the Plan area will be required to show that they will have an overall positive effect in terms of sustainability and energy planning, as compared to current practices. This objective will be applied in particular to redevelopment proposals in the Carrigrohane Road and Wilton District Centre areas. In terms of sustainability and energy efficiency the following are considered important:

#### **Urban Form**

2.4.46 The concentration of density and mixed use areas should support public transport and allow people to meet day-to day needs within walking distance. Respecting key aspects of the existing landscape will contribute to biodiversity and strengthening the local 'sense of place'.

#### **Building Technologies**

2.4.47 Adaptable building forms should be used to enable residents to modify their dwellings to meet requirements over the life cycle and allow a change of use to meet emerging opportunities.

2.4.48 Materials should be sourced from sustainable sources. Opportunities for photo voltaic panels, solar water heating, grey water recycling, ground source heat pumps and passive solar heating should all be considered.

#### **Materials Recycling**

2.4.49 It is proposed to locate a 'Bring Site' within the new Wilton Park. Apartments and houses should be designed to ensure space for the storage and collection of waste and recycling materials. Commercial recycling materials will be handled separately.

#### **Accessibility and Energy Efficiency**

2.4.50 The layout of new development should aim to maximise accessibility to existing and planned local amenities. Also, the mix of uses should aim to reduce dependence upon the private care for day to day needs.

2.4.51 Energy efficiency should be considered at all scales, from the layout of the development to minimise dependence upon the car, to the orientation of individual buildings to optimize passive solar gain.

#### **Energy Planning and Usage**

2.4.52 Major development proposals should indicate how at least 10% of their annual expected energy consumption is to be supplied from renewable resources. The 10% target relates to the basic building services such as lighting, heating and appliances.

2.4.53 All major developments will be required to supply an expected energy usage figure, in kWh/m<sup>2</sup>/year, capable of achieving a 'good' benchmark rating.

2.4.54 The Planning Authority will work with the Cork City Energy Agency in commissioning consultants to assess development proposals from an environmental performance point of view.

2.4.55 While these requirements do not apply to minor applications, the principles of sustainable building should also inform such proposals. They are also applicable for those undertaking the repair, maintenance, renovation or regeneration of buildings.





### **Development Objectives**

2.4.56 The City Council will seek to ensure that sustainable building practice is integrated into the design of developments. This critical design issue should be addressed at pre-application stage discussions. Significant planning applications in the Plan area will be required to take full account of Energy conservation techniques such as the siting, form and layout of buildings; Passive Solar Design; Water Conservation; Energy Management; Waste Management; and Promoting walking, cycling and public transport

2.4.57 In addition applications for commercial / non-residential developments of over 300m<sup>2</sup> and new residential developments, consisting of 10 units or more, will be required to provide an Environmental Performance Assessment, prepared by a suitably qualified consultant, of the potential contribution renewable energy technologies can make towards the energy requirements (in the design, construction and operation) of the proposed development.

### **Objective BW11 Sustainable Building Practice**

To promote sustainable building practice in the plan area the City Council will require:

- Planning applications in the plan area to take full account of energy conservation techniques
- Major development proposals to indicate how at least 10% of their annual expected energy consumption is to be supplied from renewable resources.
- Major development proposals to provide an Environmental Performance Assessment of the potential contribution renewable energy technologies can make towards the energy requirements of the proposed development.

## 2.5 INSTITUTIONAL DEVELOPMENT

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### Introduction

- 2.5.1 This section considers the development of Cork University Hospital (CUH) and Cork Institute of Technology (CIT), two of the largest employers in the city and organisations that have a very significant influence over the Bishopstown and Wilton area.
- 2.5.2 The Plan aims to promote the development and improvement of the two institutions, and also to promote the expansion of a mobility management approach to providing access to their campuses, which seeks a gradual shift towards green modes of transport.

### Aim

**To promote the future expansion of CUH and CIT to serve the needs of the region, whilst ensuring that development and transportation has a neutral impact on the Bishopstown and Wilton area.**

- 2.5.3 Both institutions have Mobility Management Plans (MMPs) in place to improve transportation and accessibility to the two campuses via green modes of transport and to cap car parking provision. The institutions have not yet made material progress in achieving the targets set out in the MMPs, parking provision has increased, and in particular have not yet introduced:
- Park and Ride facilities to assist people commuting medium and long distances from driving into Bishopstown and Wilton; and
  - Staff car parking charges to discourage people from driving to work.
- 2.5.4 This plan establishes objectives to see new development based upon improvements in sustainable transportation. It is recognised that Cork City Council will need to be a key player in delivering improvements to off-campus infrastructure to improve accessibility, particularly for pedestrians, cyclists and buses. Likewise, the introduction of on-campus car parking charges may precipitate the need for the City Council to introduce Disc Parking Charges on the surrounding streets in order to support the initiative to discourage car-borne commuting and cause a material shift towards green modes of transport.

### Cork University Hospital

#### Existing Situation

- 2.5.5 Cork University Hospital was developed in the 1970s as a regional hospital, and opened its doors to patients for the first time in 1978. In the 28 years since it was opened the facility has undergone significant expansion, including in recent years the opening of the new Accident and Emergency Centre in 2004 and the Cork University Maternity Hospital in 2005. The hospital is a major employer in the city and south-west, and it is also a local landmark building.
- 2.5.6 The current development plan for CUH is *Strategy Plan: Cork University Hospital (2000)*. This sets out a masterplan for the development of the campus based upon incremental growth of the hospital driven by a significant expansion of facilities. The *City Plan, 2004* recognises the importance of Cork University Hospital and the expansion of premier health care facilities on the campus and within the City in the most sustainable way possible (*Chapter 3: Enterprise and Employment*).
- 2.5.7 One of the main challenges that CUH faces is the increasing demand for car parking from staff and customers. Car parking provision on site is inadequate to cater for staff

parking demand, and the *Traffic, Parking and Access Study* (Arup Consulting Engineers, March 2000) aimed to deliver a shift towards a mobility management approach to providing access for staff and customers alike. This proposed measures such as parking charges for staff / customers, and the development of private Park and Ride facilities (such as that introduced by UCC) to provide for the needs of staff. Since 1999 car parking provision on-site has increased from 905 spaces to 1500 spaces (300 for customers and 1200 for staff). In addition, satellite car parks at the grounds of Highfield RUFC and Bishopstown GAA provide an additional 200 spaces, and there is also overspill onto residential streets and unauthorised on-street parking within the CUH campus. This would tend to suggest that of the 1600 staff working at the hospital during peak working hours (9am-5pm) at least 1400 staff use the private car to get to work (i.e. 87.5% of staff). According to the 2000 Study customers use the streets around the hospital to park more than staff.

2.5.8 Some features of the Commuter Plan which have been implemented since the completion of the study, include:

- The appointment of a Commuter Plan Manager
- The introduction of the No. 14 Bus onto the CUH site
- Provision of bicycle parking facilities adjacent to the main entrances to the hospital
- The introduction of time-based, pay-parking for public car parks
- The introduction of an 'Employee Travel Pass Scheme'.

### Proposed Strategy

2.5.9 The strategy for the development of CUH campus has two separate aspects:

- Physical development framework; and
- Transportation.

### Development Framework

2.5.10 Continued expansion of the hospital can only be based upon a material change in mobility trends for a variety of reasons, including:

- There is very limited physical capacity for development on the site without redeveloping car parks;
- New buildings will generate additional demand for transportation, and the site is unable to accommodate additional car parking;
- The road network is not capable of accommodating additional traffic;
- It is the City Council's objective to seek a material shift towards green modes of transport and to cap the growth in traffic generation within the city.

2.5.11 Taking into account the variety of pressures on Cork University Hospital, a review of the existing Strategic Plan should be undertaken, and a new Strategic Plan prepared for the development of the campus for the 2007-2012 period. This should take into account the following objectives:

- The relocation of the hospital access to a new location 90 metres further west along Bishopstown Road (see Figure 3.2); However any relocation of the main entrance will require robust assessment and justification
- The development of a coherent masterplan for the CUH site that provides a logical and attractive structure for the development and improvement of the campus;
- The need for the development of a crèche facility on-campus or in the vicinity to provide for the needs of staff, and additional crèche facilities on the redeveloped Wilton District Centre / ESB site (currently there is no direct crèche provision for the 1,600 staff). See Section 2.6, below;
- The need for a coherent framework for pedestrian / cycle routes through the site, including:
  - A new direct / attractive pedestrian spine street connecting Bishopstown Avenue to Bishopstown Road providing a high quality pedestrian realm; and
  - An east –west pedestrian route connecting the spine road to Wilton Road.

- A proposed cap on car parking provision on the site to the existing level of provision, and objective to reduce level of on-site parking and substitute with park and ride facilities;
- The need to either group car parking on site within a multi-storey car park, or basement car parking, in any new developments.
- A distinctive landmark building at the southeastern corner of the site, adjacent to the Wilton Road roundabout. While this building should be innovative in terms of its design, a tall building would not be considered appropriate at this location.

**Bishopstown Road block**

- 2.5.12 The redevelopment of the area fronting onto Bishopstown Road, to the west of the existing access point within the CUH campus should be redeveloped to incorporate:
- A new main access to the hospital campus (see 2.5.11). However any relocation of the main entrance will require robust assessment and justification.
  - Buildings with a positive relationship to Bishopstown Road and the internal street network within the hospital campus, including active ground floor uses with doors onto the street and a building line at the rear edge of pavement;
  - Buildings that provide sufficient enclosure to Bishopstown Road to contribute to the objective of transforming the street into a high street.

**Transportation**

2.5.13 The following strategy is proposed:

**Mobility Management**

- The *CUH Traffic, Parking and Access Study 2000* must be reviewed as soon as possible. It should be reviewed thereafter on a 5 yearly basis;
- Annual Mobility Management progress reports should be undertaken, based upon staff surveys and progress made in implementing projects;
- Include business plan to specify how revenue from car parking charges will be invested in transportation measures (e.g. walking, cycle, bus, and park and ride).

**Mobility targets**

The following Modal Shift targets are suggested as interim targets but should be fixed in the review of the Mobility Management Plan.

**Table 2.17 CUH Modal Shift Targets**

STAFF	2000 %	Present %	2010 %
Walk	12	Unknown	14
Bicycle	2	Unknown	4
Bus	4	Unknown	6
Park and Ride	0	Unknown	20
Car	81	87.5-90	55
Others	1	Unknown	1

**Project targets**

2.5.14 The City Council would support the implementation of the following projects to assist in the achievement of the above Mobility targets:

**Table 2.18 CUH Mobility Management Projects**

<b>Mobility strand</b>	<b>CUH Project</b>	<b>Other agencies (project / facilitation)</b>
<b>Walking</b>	<p>CUH to work with Cork City Council and Wilton Shopping Centre to secure improved pedestrian movements across Bishopstown Road;</p> <p>CUH to deliver reconfigured public realm by 2010;</p>	<p>Cork City Council to improve key pedestrian routes / junctions around hospital.</p>
<b>Cycling</b>	<p>Improve cycle facilities on-campus:</p> <ul style="list-style-type: none"> <li>• Covered staff cycle parking facilities to provide for needs of quantum of cyclists suggested by mobility target;</li> <li>• Cycle infrastructure within campus road space.</li> </ul>	<p>Cork City Council to implement <i>Cork Cycle Strategy</i> measures (see Getting Around – Section 2.2)</p> <p>Bicycle parking facilities should be implemented according to Cycle Parking requirements to 2010.</p>
<b>Bus</b>	<p>Consider and develop specific proposals that would enhance bus patronage for staff and customers based upon contemporary data on travel patterns.</p> <p>Work with CIT, Cork Business and Technology Park and Wilton Shopping Centre to seek and deliver an enhanced bus service to CUH and the area as a whole via a local orbital service.</p> <p>Work with UCC / others to develop proposals for additional orbital bus route to City Centre via College Road or Western Road.</p> <p>Consider options for procurement (i.e. public or private bus service. If public, Bus Eireann or other service provider).</p>	<p>Bus Eireann / Other major employers and Cork City Council</p>
<b>Park and Ride</b>	<p>Consider public and private options for Park and Ride provision to serve CUH;</p> <p>Deliver one or more, facility / service by 2010.</p>	<ul style="list-style-type: none"> <li>• Work with Cork County Council to deliver public park and ride facilities to provide for commuters.</li> <li>• Consider developing private park and ride / park and walk facility for hospital / other institutions.</li> <li>• Explore available tax incentive options.</li> </ul>
<b>Car</b>	<p>Introduce car parking charges for staff;</p> <p>Introduce car passenger (i.e. car sharing) as a specific category in modal shift targets.</p>	<ul style="list-style-type: none"> <li>• Cork City Council to consider expansion of Disc Parking to streets surrounding CUH;</li> </ul>

**Objective BW12 Cork University Hospital**

Proposals for development at Cork University Hospital will be subject to the following specific requirements:

- The preparation of a five-year strategic masterplan for the development of the Hospital campus
- Relocation of the vehicular traffic controlled campus entrance to the location specified in Section 3.1 and above (subject to robust assessment and justification);
- The development of a crèche facility on-site or in the vicinity.

Proposals for the redevelopment of the triangular part of the site fronting onto Bishopstown Road will be subject to the following specific requirements:

- Development of buildings which have a positive relationship to Bishopstown Road and the internal street network within the hospital campus, including active ground floor uses with doors onto the street and a building line at the rear edge of pavement;
- Development of buildings that provide sufficient enclosure to Bishopstown Road to contribute to the objective of transforming the street into a high street but step down to adjacent houses to the west of the site;

A focal corner building should be provided at the corner of Wilton Road and Bishopstown Road (see diagram 3.2) to provide a local landmark building at this important junction.

In assessing any planning application regard will be had to the following transportation requirements:

- The adoption of a five-year mobility management plan, agreed by the City Council. This should be reviewed on a five yearly basis and subject to annual progress reports
- Material progress in the implementation of the targets set out in this plan, including progress in relation to modal shift and project completion
- The delivery of an off-campus park and ride facility / service to cater for those staff commuting to work at the hospital from the southern side of the city.



## Cork Institute of Technology

### Existing Situation

2.5.15 Cork Institute of Technology (CIT) is one of the State's oldest and largest providers of technological education, and emerged from the Royal Cork Institution and technical education services developed by Cork Corporation in the eighteenth century. CIT have various facilities around the city, including the College of Music and Crawford College of Art and Design in the city centre, the Northpoint Business Park and the Ringaskiddy National Maritime College of Ireland. It currently has 17,000 registered students, including 6,000 full time students, and employs 1,500 staff.

2.5.16 The Bishopstown Campus is CIT's largest campus. Since the construction of its pre-fabricated core buildings in 1978 the campus has seen significant expansion in response to demands for education. In the last few years the campus has seen the development of significant new facilities in accordance with its 1997 development plan, including:

- The award winning curved Library building;
- The new Enterprise building north of the new access road;
- A student centre building;
- A new central administration building and tourism and catering facility adjacent to the new access road;
- The development of a 300 space car park at the lower campus level adjacent to the Curragheen River / athletics track;
- Sports facilities within the Curragheen River corridor, complementing the athletics track, and used by students and the public (soon to be opened);
- Upgrading of the public walkway along the Curraheen River, in partnership with Cork City Council; and
- A new on-campus 70 place crèche building to serve the needs of staff and students (soon to be opened).

2.5.17 Related and complementary developments have included the adjacent Campus Square student village and the Tennis Village student accommodation on Model Farm Road.

### Proposed Strategy

2.5.18 The strategy for the development of CIT has two principal aspects:

- Physical development framework; and
- Transportation.

### Development Framework

2.5.19 Continued expansion of the campus is planned with the development of the Apprentice Skills facility on the southern boundary, a new IT Resource Building fronting onto Rossa Avenue, the completion of the development to the north of the new access road from Melbourne Road, and further sports facilities.



CIT courtyard



CIT Library

- 2.5.20 Land within the existing CIT campus is a precious resource and its potential will need to be maximised in order to make efficient use of it. With the completion of planned (e.g. the Apprentice Skills building) and additional facilities car parking will either be lost or need to be basemented / grouped into multi-storey car parks. This transition away from surface car parking at the upper level will be expensive to CIT, and will need to be coupled with transportation measures to discourage car usage and to encourage non car-borne transportation (see below).
- 2.5.21 CIT is a very important use in the Bishopstown area. However, whilst the recently developed Administration / Tourism and Catering blocks are of a high architectural quality, the campus is largely invisible from Melbourne Road and is not really legible as a campus and use of great importance. It is considered essential that CIT develops some buildings that will make it a visual landmark in the townscape. The most effective way of achieving this would be for CIT to acquire either of the sites at the access to the site by the Melbourne Road roundabout currently occupied by the IDA and Tyco. These would be ideal to develop a building that would have a physical presence and identify clearly the presence of CIT in a publicly accessible location. If it were possible for CIT to acquire either site then any building should be designed to be a landmark building. The landmark building would be a gateway / corner building of excellence and distinctiveness and ideally be subject to an architectural competition to procure a building of great quality, reflecting the civic importance of CIT, the new building and the site. It is not considered appropriate for the building to be a tall building (i.e. significantly taller than its context) as this would be inappropriate in a suburban area of the city where buildings are of 2-3 storeys. In the short term, the public interface of CIT with Rossa Avenue should be subject to a masterplan to maximize the configuration and quality of the buildings, spaces, and transport facilities in this zone of the site.
- 2.5.22 Given the need to make efficient use of land and to create a sense of place / identity on the CIT campus it is desirable that new buildings on the CIT campus be at least 3 storeys high, where unconstrained by relationships with suburban housing areas.
- 2.5.23 Given the traffic volumes on the local road network and the externalities this puts onto the Bishopstown area, the development of the new Western Access into CIT from the Curraheen Road / Ballincollig By-Pass will be critical to the future expansion of the institution and the promotion of a new CIT park and ride facility / service (see below). The City Council will seek to promote the delivery of this new road to provide a western access to CIT in partnership with Cork County Council (see Section 2.2, Getting Around).
- 2.5.24 Taking into account the elapsed time since the last masterplan, the variety of pressures on Cork Institute of Technology and the fact that the campus crosses the City / County administrative boundary, a review of the existing *Strategic Plan* should be undertaken. This should take into account the above objectives and also CIT's aspirations for the development of:
- Some on-campus student accommodation;
  - The route of the Western Access Road / Bishopstown By-Pass;
  - The development of additional sports facilities (e.g. the proposed large indoor sports facility); and
  - Other teaching, R&D, student and associated facilities.

## Transportation

- 2.5.25 CIT commissioned Arup Consulting Engineers to prepare a mobility management Plan (MMP) in 2001, and the *CIT: Campus Commuter and Parking Plan* was adopted by the organization and approved by the City Council in 2002. It is a City Council objective in the *City Plan, 2004* to facilitate the implementation of this mobility management plan (Policy S25).



- 2.5.26 The MMP set out a clear strategy for achieving a modal shift away from car-based transport to green transport modes based upon a strategy that identified ways of encouraging short-distance, medium-distance and long-distance accessibility. In 2002 the CIT campus had 725 authorised parking spaces, an average of 880 parked vehicles and a demand for 1,042 spaces.
- 2.5.27 Since 2002 there has been an increase in car parking provision to 1400 authorised car parking spaces on campus and an increase in on-street car parking in the Rossa Avenue area, which has caused conflict with local residents who object to the increase in parking / related traffic, and rat-running to the campus. The introduction of the Western Access to the campus would provide great benefits for CIT and residents alike.
- 2.5.28 Whilst the introduction of the (No.10) Orbital Bus route has proved a large success, providing an improved bus service to the campus from the southern side of the city, there has been little material progress in achieving projects or a modal shift.
- 2.5.29 Further development of the campus will need to be based upon improved mobility management as:
- New buildings will generate additional demand for transportation, and the site is unable to accommodate additional car parking;
  - It is the City Council's objective to seek a material shift towards green modes of transport, to cap the growth in car parking and traffic generation within the city.
- 2.5.30 It is recognised that Cork City Council will need to be a key player in delivering improvements to off-campus infrastructure to improve accessibility, particularly for pedestrians, cyclists and buses. Likewise, the introduction of on-campus car parking charges for students and staff would precipitate the need for the City Council to introduce Disc Parking Charges on the surrounding streets in order to match the initiative to discourage car-borne commuting and cause a material shift towards green modes of transport.

### **Mobility Management**

2.5.31 The following strategy is proposed:

- The *CIT Campus Commuter and Parking Plan* should be reviewed as soon as possible and thereafter on a 5 yearly basis;
- Annual Mobility Management progress reports should be undertaken, based upon surveys of staff and students and progress made in implementing projects;
- A business plan should be included to specify how revenue from car parking charges will be invested in sustainable transportation measures (e.g. walking, cycle, bus, park and ride). This could include a proposal for CIT to make a contribution towards the funding of the off-campus Disc Parking regime to Cork City Council.



### **Mobility Targets**

2.5.32 Table 2.19 illustrates the mobility distribution established in 2002 and the 2005 targets established in the 2002 mobility management plan for indicative purposes only (as there is no data available on the current modal distribution). The suggested modal shift targets for 2010 are carried forward from 2005, apart from those relating to the car which should be reconsidered in light of the proposed park and ride facility. They are proposed as interim Modal Shift targets but should be revised when the Mobility Management Plan is reviewed.

**Table 2.19 CIT Modal Shift Targets**

Mobility strand	2002 (%)		2005 (%)		2010 (%)	
	Staff	Student	Staff	Student	Staff	Student
Walk	5	20	7	21	7	21
Bicycle	3	7	6	8	6	8
Bus	5	20	7	21	7	21
Park and Ride	0	0	0	0	TBC	TBC
Car driver	75	22	66	18	TBC	TBC
Car passenger	10	28	12	28	TBC	TBC

\*TBC To be confirmed by Mobility Management Plan Review

### Mobility Project Targets

2.5.33 The City Council will seek the implementation of the following projects to assist in the achievement of the above Mobility targets:

**Table 2.20 CIT Mobility Management Projects**

Mobility strand	CIT project	Other agencies (project / facilitation)
<b>Walking</b>	<p>Include clear pedestrian network / realm in new masterplan;</p> <p>CIT to deliver reconfigured public realm by 2010;</p>	<p>Cork City Council to improve key pedestrian routes / junctions around hospital;</p> <p>Implement upgrade of Curragheen River Walkway / Cycleway to west of CIT.</p>
<b>Bicycle</b>	<p>Improve cycle facilities on-campus:</p> <ul style="list-style-type: none"> <li>Covered cycle parking facilities to provide for needs of quantum of cyclists suggested by mobility target;</li> <li>Cycle parking facilities to be located close to buildings entrances;</li> <li>Cycle infrastructure within campus road spaces.</li> </ul>	<p>Cork City Council to implement <i>Cork Cycle Strategy</i> measures (see Getting Around – Section 2.2).</p> <p>Implement upgrade of Curragheen River Walkway / Cycleway to west of CIT.</p> <p>Bicycle parking facilities should be implemented according to Cycle Parking Requirements to 2010.</p>
<b>Bus</b>	<p>Consider and develop specific proposals that would enhance bus patronage for staff and customers</p> <p>Work with CUH, Cork Business and Technology Park, FAS and Wilton Shopping Centre to seek and deliver an enhanced bus service to CIT and the area as a whole via a local orbital service.</p> <p>Work with major employers / others to develop proposals for an additional orbital bus route to City Centre via College Road or Western Road.</p>	<p>Cork City Council / Bus Eireann / Other major employers.</p>

<b>Mobility strand</b>	<b>CIT project</b>	<b>Other agencies (project / facilitation)</b>
<b>Park and Ride</b>	<p>Consider public and private options for Park and Ride provision to serve CIT;</p> <p>Deliver one, or more, facility / service by 2010;</p>	<p>Work with partners Cork County Council / Curraheen Greyhound Track to deliver public park and ride facilities to provide for commuters.</p>
<b>Car</b>	<p>Introduce on-campus parking charges for staff and students by 2007;</p> <p>Enforce on-campus parking regime to restrict unauthorised parking.</p>	<p>Cork City Council to consider implementation of Disc Parking regime in surrounding residential streets.</p> <p>Implementation of Disc Parking in partnership with CIT</p>

**Objective BW13 Cork Institute of Technology**

Proposals for development at Cork Institute of Technology will be subject to the following specific requirements:

- The preparation of a five-year strategic masterplan to provide a clear framework for the development of the campus.

In assessing any planning application regard will be had to the following transportation requirements:

- The adoption of a five year mobility management plan agreed by the City Council. This should be reviewed on a five-yearly basis and subject to annual progress reports.
- Material progress in the implementation of the targets set out in this plan, including progress in relation to modal shift and project completion.
- The delivery of an off-campus park and ride facility / service to cater for those staff and students commuting to the institute from the southern / western side of the city

## 2.6 LOCAL SERVICES

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### Introduction

2.6.1 This section of the plan considers provision of local commercial and community services for those living, working and visiting Bishopstown and Wilton.

#### Aim

**To promote the development of local services to meet the needs of the community in accessible locations**

### Local Shopping and Commercial Services

2.6.2 The area has a reasonable distribution of existing and proposed district, neighbourhood and local centres serving the needs of the residents and employees within the area (see Figure 2.9). The *City Plan, 2004* retail / urban design strategy envisages a network of centres within 5-to-10 minutes (or 400-800 metres) walk of all parts of the city. Such a level of provision will nurture the development of a network of "urban villages" with the "centres" at their heart. Each centre should have a commercial (retail and other appropriate uses) and non-commercial offering according to the nature of the centre and position in the retail hierarchy. Figure 2.9 clearly illustrates that the area is generally well served by the existing network of District, Neighbourhood and Local Centres.

2.6.3 it also illustrates however, that there is a need for an additional local centre in the Model Farm Road / Rossa Avenue location to serve the needs of the local residents and the considerable number of employees and students nearby (for example at FAS, CIT and the Cork Business and Technology Park). This should offer an appropriate quantum of convenience retail floorspace in an anchor store (200-500sqm) and a mix of appropriate commercial / non-commercial uses.



### Post Office

2.6.4 Post offices provide an invaluable service to the community due to the services provided and also the value that they provide as a venue for social interaction. Currently there is only one post office serving the plan area at Wilton Shopping Centre, and this is considered to be over-trading relative to the size of the unit. An Post have confirmed that:

- The Wilton Shopping Centre has given a commitment to the Wilton Post Office to increase the size of the unit when the shopping centre is redeveloped;
- A new sub-post office will be developed at a local shop in the Leefields estate;
- They consider that the proposal to open new Post Offices at Dennehy's Cross and Bishopstown Village will not be feasible / viable as they are considered to be too close to the Wilton Post Office.

### Community Facilities / Facilities for Young People

2.6.5 There is a perceived shortfall in community facilities to serve the needs of the area, particularly to provide for the needs of young people and the retired community.

2.6.6 In particular, it was felt that there should be a very high quality centre within Bishopstown Village or the redeveloped Wilton Shopping Centre, where there is likely to be sufficient capacity for a new facility.

2.6.7 There are a large number of community facilities in the area, including: Wilton Park House; Murphy's Farm Buildings; Bishopstown GAA; Highfield RUFC; and the SMA Hall. However, it appears that there are no not-for-profit facilities specifically for young people to hang out and enjoy their own space. Such a facility could be incorporated into the Wilton District Centre, providing it is subject to a promoter being on board and a high quality business plan.

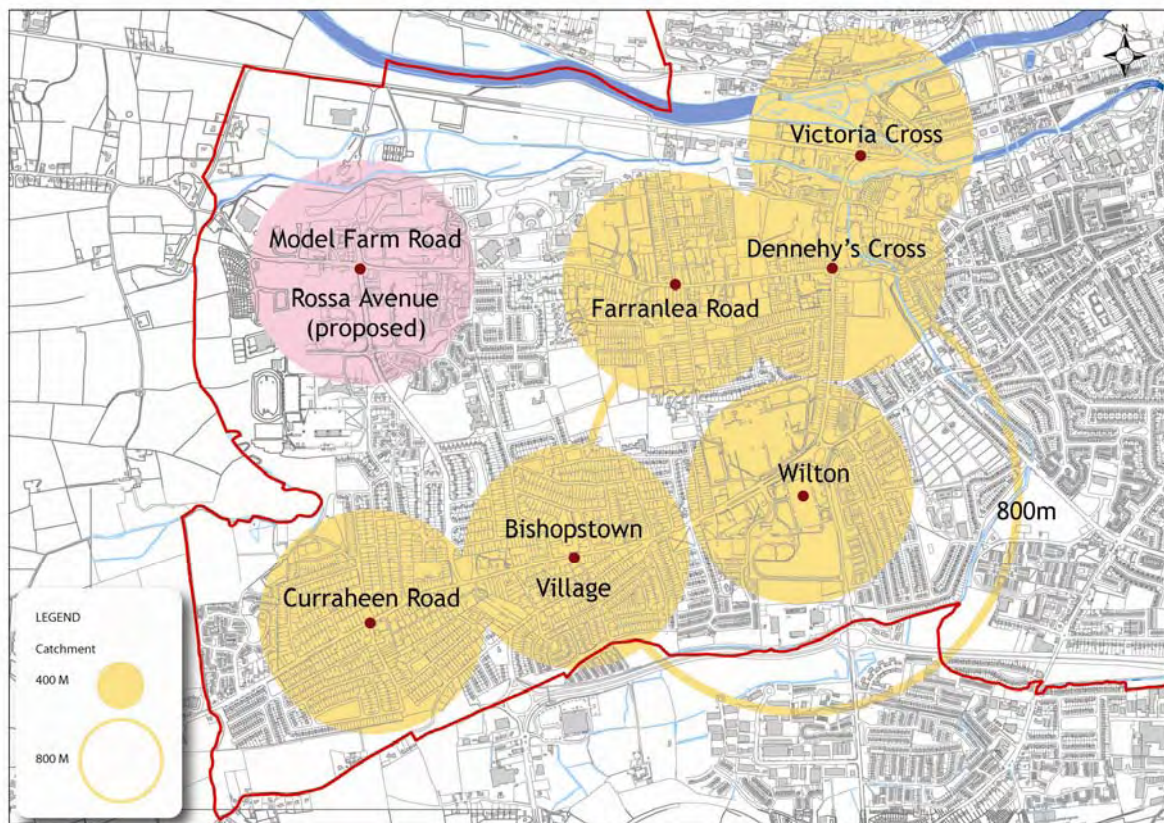
### Community Needs Scoping

2.6.8 In order to develop proposals for new and improved community facilities there is a need to undergo the following process:

1. Audit of existing facilities (facilities, rooms and quality of provision);
2. Audit of existing activities and their requirements;
3. Identification of needs not being met and their requirements;
4. Identification of needs that can not be met appropriately within existing facilities;
5. Preparation of strategy to meet needs.

2.6.9 This "Community Needs" process will need to be led by the Bishopstown Community Association under guidance from Cork City Council (Recreation, Amenity and Culture or the Cork Community Associations Network).

**Figure 2.9 Local Services**



## Childcare Provision

### Existing Situation

2.6.10 There are three types of childcare services required in any area:

- Full day care that serves the 0-5 year age group;
- Sessional pre-school for 3-5 year olds; and
- After-school services for school age children.

2.6.11 In addition, there is also a need for affordable community childcare provision in any area.

2.6.12 The present level of childcare provision in the area is low. The Bishopstown / Wilton plan area has at present approximate 75 full day places, 100 pre-school places and 25 school age places. As well as the existing provision there are two large services in development at present:

- Cork Institute of Technology (CIT) – 70 place full-day service to serve some of the demand generated by staff and students;
- IDA Business Park on the Model Farm Road – private 80 place full-day service serving large employment catchment on estate and commuters.

### Childcare Provision Strategy

2.6.13 **Full day care** - Full day places are in short supply; places for under twos are in very short supply. The provision of additional full day places to serve both residents and workers is essential in the development of the area. This need is acute in the area surrounding the Bishopstown Road, because of the University Hospital, the Wilton Shopping Centre, the surrounding businesses and proposed residential developments. In addition, there is a demand from those working at Cork County Council that is not being met close to this major employer.



2.6.14 **Pre-school provision** - The provision of local pre-school services to provide for the families living in the area with 3 and 4 year olds is an aim of the *Cork City Childcare Strategy*. Local pre-school also has a role in building communities by linking families and developing friendships. In creating a heart to Bishopstown at Looney's Cross or the Wilton District Centre the creation of one or more local pre-schools will enhance community participation and provide an essential service for local families within walking distance of homes.

2.6.15 **School age childcare** - The numbers of school age childcare places are low and need to be increased. At best school age childcare provision needs to be close to local schools and have adequate outside space. These services are becoming more important to working families and may include holiday time care.

2.6.16 **Community childcare** - One of the difficulties at present in Bishopstown is the lack of affordable childcare in the area. Affordable childcare is intended to provide childcare for families on lower incomes, and also to support parents to return to work or education. This type of service is called a "Community childcare" (not-for-profit) facility. Any substantial development of social / affordable housing in Bishopstown/ Wilton area should include childcare provision of a new facility. Cork City Childcare has been involved in the development of several services with the City Council. The preferred location for such a facility would be within the redevelopment of the Department of

Agriculture site for affordable / social housing, as this is in close proximity to the Leedsdale Estate on Model Farm Road.

2.6.17 It is generally recommended that new housing areas with over 75 dwellings should include provision for a crèche or childcare facility. Likewise employment areas with over 500 employees should contain a childcare facility, providing a minimum of 1 childcare place to every 10 employees.

**Objective BW14                  Childcare Provision**

The City Council will seek to secure the following childcare provision in the plan area:

- The provision of full day care facilities on the sites of the following major employers: Cork University Hospital, the Wilton Shopping Centre, and Cork County Hall;
- The provision of a Community Childcare facility on the Department of Agriculture site, Model Farm Road, as part of the redevelopment of the site;
- The provision of new full day crèche facilities as part of the redevelopment of the ESB site, Sarsfield Road.

In addition the City Council will seek to secure the following in the above developments:

- Provision for School-age children
- Provision for Pre-school children in the Wilton District Centre or the Bishopstown Village Centre

**Retro-fitting childcare facilities into existing housing areas**

2.6.17 The City Council recognises that many existing suburban housing areas within the Plan area have a deficiency in childcare provision. Many houses in Bishopstown are suitable for childcare as they are on one level and have adequate outside space.

2.6.18 The City Council will seek to support the development of childcare facilities in these suburban housing areas to cater for the demands of the local community, providing the facilities proposed are in suitable locations and compatible with normal planning considerations (e.g. relating to traffic generation / car parking).

**Other Local Services**

**Table 2.21    Local Services**

Services	Improvements
<b>Public parks and Playgrounds</b>	See Public Open Space and Recreation (section 2.3). This includes a strategy for the provision of parks and playgrounds and identifies specific locations for new facilities, including: Murphy’s Farm, the proposed Wilton neighbourhood Park, Bishopstown Village and a new Local Park on Model Farm Road.
<b>Sports facilities and walkways</b>	See Public space and recreation (Section 2.3). This identifies a strategy for sports facility and walkway provision.
<b>Public transport</b>	See Getting Around (Section 2.2). This identifies a strategy for improving public transport services in the area.
<b>Commercial leisure facilities</b>	See Section 3. This identifies appropriate locations for commercial leisure developments, including: <ul style="list-style-type: none"> <li>• A cinema, hotel, and additional cafes / restaurants at Wilton District Centre; and</li> <li>• Cafes and restaurants at Bishopstown Village;</li> <li>• New locations for cafes / restaurants in the redeveloped Carrigrohane Road area.</li> </ul>

<b>Services</b>	<b>Improvements</b>
<b>Fire sub-station</b>	See Wilton District Centre (Section 3.1). An objective to locate such a facility is included.
<b>Housing (social and affordable)</b>	See Residential Development (Section 2.1).
<b>Schools</b>	The existing provision of schools within the area is considered sufficient to cater for future populations. Existing schools could be extended if considered necessary.



## 2.7 NATURAL HERITAGE

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### Introduction

- 2.7.1 This section of the plan addresses the area's natural heritage and proposes policies for its protection and enhancement.
- 2.7.2 Natural features, particularly the Lee, Curragheen, Glasheen and Twopot rivers, play an important part in defining the physical character of the plan area. Public parks and amenity areas also provide strong landscape elements within certain areas and although not immediately evident, these areas are home to a wide and diverse range of habitats, a variety of species of flora and fauna and also act as wildlife corridors.

### Overview

- 2.7.3 Policies and proposals in the plan mirror and amplify existing policies relating to the natural heritage in the City Plan, 2004. The key points raised during the public consultation included:
- There was strong support for the protection and enhancement of the area's natural heritage
  - Rivers were viewed as an important community resource for the area
  - There was a need for a strategic approach to the protection and development of natural heritage sites in the area

### Aim

**To protect, manage and enhance the plan area's natural environment and ensure that environmental and ecological issues are considered in all areas of development.**

### Existing Situation

- 2.7.4 Most of the areas of natural heritage are located to the west and northwest of the plan area focused on the Curraheen and Lee Rivers. These areas include Murphy's Farm and the Lee Fields.
- 2.7.5 The Lee and Curragheen River valleys form the largest recreational areas in the city. These areas provide for both the passive and active amenity needs of residents in the western suburbs. Importantly, they also provide valuable habitats and wildlife corridors for a wide range of species of flora and fauna.
- 2.7.6 There is a strip of amenity space on the plan area's southern boundary focused on the Glasheen River. However the eastern part of the plan area lacks a conveniently located neighbourhood park so proposals for the creation of one are included in objectives for the Wilton District Centre.
- 2.7.7 The area contains 4 rivers: the River Lee, the Curragheen River, the Twopot River and the Glasheen River. The River Lee is designated as a Salmonid river under the EU Freshwater Fish Directive from its source to the City Waterworks. The areas around these rivers contain diverse natural habitats, walks, scenic views and recreational facilities. There are existing walkways along the banks of many of the rivers but also areas where there is no access to the river. A key objective of the plan's strategy for natural heritage will be to develop these areas recreational and ecological value in an integrated manner. There are also a number of Landscape Protection Zones in the Plan area.

## Planning Policy Context

- 2.7.8 The *National Biodiversity Plan (2002)* underlines the principle that environmental concerns should be integrated into all relevant sectors. The overall goal and objective of the Biodiversity Plan is to secure the conservation including where possible the enhancement and sustainable use of biological diversity in Ireland and to contribute to conservation and sustainable use of biodiversity globally.
- 2.7.9 The aim of the *National Heritage Plan 2002* is to ensure the protection of the country's natural heritage and promote of its enjoyment. In line with this approach the *City Plan, 2004* recognizes the close relationship between the natural heritage and recreation.
- 2.7.10 The *City Plan, 2004* provides the planning policy context for the protection and improvement of the City's natural heritage. In general all planning decisions and development proposals need to consider the protection of the natural heritage while specific policies are outlined in Chapter 8 of the *City Plan, 2004*. The City Council's overall objective is to protect and enhance the natural heritage and promote its sustainable use and management through the creation of a network of natural heritage / amenity areas. Related to this is the objective to integrate the natural heritage with recreational facilities to form a combined resource for the community. City Council policies in this area are also informed by the Parks Strategy adopted in 2000.
- 2.7.11 Cork City Council has prepared a Heritage Plan for the City which aims to "*Secure the Heritage of Cork City, to Enrich the Lives of its People and to ensure that the Care of our Heritage; Past, Present and Future is at the heart of the Development of the City*". It is also an objective of the Heritage Plan to "*Protect and Enhance the Natural, Cultural and Built Heritage of Cork City*"
- 2.7.12 The main policies outlined in the *City Plan, 2004* in relation to the natural heritage are NHR1, an overriding policy for the protection and improvement of the City's natural heritage; NHR3, a policy for the protection of amenity views and prospects; NHR4 Landscape Protection Zones, which seeks to protect the intrinsic landscape character of identified sites in the city. There are 7 Landscape Protection Zones in the Plan area.
- 2.7.13 Another policy important in the area of natural heritage includes NHR 6 which seeks the protection of River corridors. It seeks to achieve accessible, vibrant, attractive and safe waterway corridors in the city and will be important in developing proposals for the Plan area's four rivers.
- 2.7.14 In addition there are policies with regard to the preservation of trees (NHR8), tree planting (NHR9) and Nature Conservation Designations (NHR7).

## Areas of Natural Heritage

- 2.7.15 Murphy's Farm and the River Lee / Lee Fields are considered to be of great ecological importance to the City.
- 2.7.16 Murphy's Farm coupled with the Curragheen River Park represents the plan's largest natural heritage area. It consists of the remnants of the historic designed landscape of the former Bishopstown Demesne. From a natural heritage perspective it contains a large collection of tree and hedgerows species including alder, willow, ash and sycamore, lime and beech.
- 2.7.17 In a study carried out in January 2000 by Howley Harrington it was stated that very few mature trees remain on the site with only 20 believed to be over 100 years old. The



diversity of flora is likely to provide a habitat for a range of mammal species such as foxes and otters etc. The Curragheen River which flows through the site also contains many man made water features e.g. canals, ponds and wells which is likely to support a variety of bird and invertebrate species. There are a number of pathways through out this area but overall this area has a semi wilderness appearance.

2.7.18 The River Lee and the Lee Fields provide habitats for a wide range of flora and fauna species. The area is also used seasonally by protected species such as otters that use the river banks as a resting area and the Fields as a hunting ground for frogs in the late winter and spring. These areas are well used by the public, providing both passive and active amenity needs for residents in the western suburbs.

2.7.19 In relation to both these areas a number of policies and actions will be applied:

- Mature trees of importance in the Murphy Farm site should be subject to Tree Preservation Orders.
- Implement the Bishopstown Park Conservation Development Plan, 2000
- Protect water features of the river and ponds on Murphy's Farm and make them more accessible.
- To undertake Tree Surveys in both areas
- Retain semi wilderness areas of the western edge of Murphy's Farm
- Develop a strategy for the management and development of these areas.
- Develop a Nature Trail and appropriate directional and information signage for Lee Fields and Murphy's Farm
- Conserve the historic landscaped garden elements of Murphy's Farm in a sympathetic manner and display appropriately.

2.7.20 In addition the City Council will commission a landscape plan for the Curragheen River Park which links these two areas and is also considered to be of natural heritage value to the City. This landscaping plan should seek to retain much of the areas wild character while promoting its co-ordinated development.

2.7.21 The City Council, through the Development Plan Review process will assess the adoption of zoning objectives that would protect areas of ecological importance in the City. This designation would seek to protect, maintain and enhance the important natural heritage features of an area through the control of development, the use of statutory measures for protection and the establishment of a strategy for maintenance and improvement. This objective will also be progressed through the City Heritage Plan.

### **Objective BW15 Areas of Natural Heritage**

**To protect and enhance the ecological, historical, amenity and landscape value of the identified areas of natural heritage**

### **Landscape Protection Zones**

2.7.22 There are seven landscape protection zones in the plan area many with potential for development as open space, others being visually important or containing significant tree groups. The objective of this zoning is *"to conserve and enhance the distinctive landscape character of the City"*.

2.7.23 In LPZs *"there will be a general presumption against development; however in exceptional circumstances development on a limited scale may be considered in appropriate locations where it has a positive impact on the landscape character of the site and its visual context...."*

2.7.24 The City Council will continue to monitor the implementation of landscaping plans in LPZ locations where development has proceeded.

2.7.25 The following guidance applies to the LPZs in the Plan area:

### **1. CIT Sports Grounds**

The LPZ is located to the rear of the CIT campus bordering the Curragheen River. It is categorized in the *City Plan, 2004* as an area with potential for redevelopment as public open space. There is also an objective to route the proposed rear access to the CIT through the LPZ.

There are a good number of trees along the grassed river bank and small areas of hedgerow. The Curragheen walkway runs along the rivers edge. Planning permission for development of playing pitches and a sports facility building for the CIT was recently granted subject to a landscaping plan being implemented. This involved the retention of existing trees and the introduction of supplementary tree planting and the planting of a large number of young trees to screen the car park to the rear of the CIT.

A number of these measures have been undertaken and it is considered that they will make a positive impact on the LPZ and ensure its future use for recreational / amenity activities.

Any further development should not encroach within ten metres of the river bank and continue the supplementary planting of trees. It is also considered appropriate that a strong landscaping element be included in the design of the proposed link route.

### **2. Riverside Farm**

Also located along the Curragheen River, north of the CIT LPZ, the Riverside Farm LPZ is also identified as an area with potential for development as public open space. The 'Farm' has two distinct elements separated by an embankment, a lower area in the flood plain on the western part of the site and a higher area in the eastern side. The LPZ applies only to the lower area near the river. The site has a significant number of trees along the river and the roadside many of which are mature.

There have been a number of planning applications on the site for the development of residential apartments. The most recent has been granted after an appeal to An Bord Pleanála. The proposal includes the retention of the significant landscape elements of the LPZ, its development as a public park with new tree planting, the development of a walkway/cycleway and areas of seating.

### **3. Inchigaggin Area**

This large LPZ is within the River Lee flood plain and bounded by Inchigaggin Lane, the Curragheen River and the Carrigrohane Road. It comprises of Carrigrohane House and its grounds, the Grassland Fertilizers complex, a City Council halting site, a large area of open grassland and a number of other dwellings focused onto Inchigaggin Lane.

The Grassland Fertiliser Company has recently been declared a Seveso II site under the *Control of Major Accident Hazards involving Dangerous Substances* or *Seveso II Directive*. As outlined in the *City Plan*, the Planning Authority will consult with the Health and Safety Authority when assessing proposals for development in or near such sites.

There are two distinct landscape elements within the LPZ; the open grassland area fronting onto the Carrigrohane Road and the tree groupings in the grounds of the residencies and along the river bank in the southwest of the site. It is proposed to undertake a tree survey in the area to assess the quality of trees and whether they are worthy of statutory protection. Field boundaries within the LPZ are also considered to merit protection.



The City Council does not consider this LPZ to be appropriate for any significant additional development. However it is proposed to develop a Park and Ride facility, which is seen as specific and exceptional in that the development of the site will provide a significant improvement in the landscape character, involving the decommissioning of the site from an industrial / storage use to a landscaped and well screened park and ride facility. It should retain its green open character with the edge of the built urban area of the city being defined further west along the Carrigrohane Road, past the sports pitches. The City Council will seek the reinstatement of open grassland fronting onto Carrigrohane Road should

the Grassland Fertilizer company relocate. In addition it is considered appropriate that areas within ten metres of the river bank be retained and enhanced through supplementary tree planting. It is considered desirable to retain the Halting Site at this location as it is working well.

#### **4. Rear of Business Park / Model Farm Road**

This LPZ, comprising of a large number of mature trees sited in a visually prominent location, functions as a landscaped screen when viewed from the Carrigrohane Road and the Lee Fields for the Model Farm Road Business and Technology Park to its rear. It also provides a wooded setting to the Curragheen River walkway as it runs towards the Carrigrohane Road.

While many of the trees in the area are protected by planning permission, it is proposed to undertake a tree survey to identify the most important trees and adopt TPO status if appropriate. Any development to the rear of the business park should seek to enhance rather than detract from the LPZs landscape character.



#### **5. Kingsley Hotel**

This LPZ, identified for protection by virtue of its prominent location at the divergence of the River Lee into its north and south channels, is the site of the former Lee baths.

The site has recently seen the development of a hotel and student apartments. A comprehensive landscaping plan was included as part of this development. Public access to the riverside has been retained and a walkway developed as part of the Banks of the Lee project. A pedestrian bridge is proposed at the eastern end of the site also as part of this project.

## 6. Glasheen River

The LPZ is a wooded area located on the western bank of the Glasheen River between Magazine Road and Orchard Grove. Its landscape value lies in the significant tree groups that populate the sloping area next to the bank.

There have been a number of recent planning permissions that have incorporated the development of a walkway on the eastern bank of the river. Any future development proposals should seek to retain and enhance the dominance of the treed landscape and ensure the protection of the Glasheen River.

## 7. Farranlea Road

This LPZ is identified for protection due to the presence of a significant tree groups that combine to form a small wooded area. The area is bounded by sports pitches to the north and private residences to the south. It is considered desirable to retain the trees and restrict development on this site.

### ObjectiveBW16 Landscape Protection Zones

Development proposals which have a negative impact on the important landscape elements identified in each Landscape Protection Zone will not be permitted.

## Tree Preservation

2.7.26 Trees are an integral part of our natural heritage and there is an increasing awareness of their value, particularly in an urban environment. This awareness is coupled with concern at the rate at which mature trees are being lost from Ireland's landscape. Trees are being cleared on development sites to make way for new houses, industries and roads and others are being lost through disease. While many of our finest trees, planted at the end of the 18th century are now dying of old age.






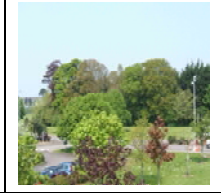
2.7.27 Some of these changes are inevitable and necessary. However, action is necessary taken to combat these losses, by the conservation of existing trees and the planting of new ones. The plan takes a strategic approach to trees in the plan area and recommends a number of actions:

- A number of trees / tree groups are proposed for statutory protection
- A number of tree surveys are proposed
- Suitable locations for future tree planting e.g. around schools, sport grounds, streets etc. are identified

## Proposed Tree Preservation Orders (TPOs)

2.7.28 Table 2.22 (overleaf) highlights a number of Tree Preservation Orders that are proposed to be made:

**Table 2.22 Tree Preservation Orders**

Location	Wilton Road	TESCO Carpark	SMA Centre	Elton Lawn	Chestnut Grove	ESB Sarsfields Road
Photo						

**Tree surveys proposed at:**

2.7.29 It is proposed to undertake tree surveys at the following locations:

- a. Model Farm Road Business Park
- b. Lee Fields
- c. Murphy's Farm
- d. Trees located opposite the Garda Station on Bishopstown Road

2.7.30 In the case of trees which are identified in any of these surveys as significant or subject to a TPO the following conditions should apply:

- A regular maintenance and inspection strategy to be drawn up to assess the health and condition of the trees and to identify any remedial tree surgery works required. In the case where construction works are planned a detailed plan identifying appropriate mitigation measures during and post construction should be identified and implemented.
- These works should be carried out under the supervision of a qualified Arboriculturist

**Areas for Tree Planting**

2.7.31 It is an objective of this plan to create a number of linked woodland pockets. The planting of indigenous trees can contribute to the aesthetics of an area as well as providing important habitats for wildlife. Cork City Council currently carries out an extensive tree planting programme throughout the city as well as managing and maintaining mature trees in public areas.

2.7.32 A number of areas along the Curraheen River have already been identified for tree planting in the City Plan, 2004:

- a. SMA Centre / ESB site
- b. River Corridors
- c. Lee Fields
- d. Murphy's Farm
- e. Glasheen River (Magazine Road)

2.7.33 The location and selection of trees in any new tree planting within built up areas should be examined carefully, based on factors such as; robustness, mature height, maintenance and relationship to buildings /street and carriageway.

**Objective BW17 Tree Preservation**

Development will not generally be permitted where there is a likely damage or destruction either to trees protected by a Tree Preservation Order or those, which have a particular local amenity or nature conservation value.

Development that requires the felling of mature trees of amenity value, conservation value or special interest even though they are not listed as TPOs will be discouraged.

## River Corridors

2.7.34 It is the policy of the City Council, as outlined in the *City Plan, 2004* to achieve attractive, vibrant, accessible and safe waterway corridors recognizing their value as natural assets to the urban environment. The value of the area's rivers as an amenity for local communities while currently being realised could be improved.

2.7.35 The Water Framework Directive 2002 (incorporated into Irish Law in 2003) sets a framework for comprehensive management of water resources in the European EU. Under the Directive water quality is defined not only by chemical quality but also by the ecology that it will support.

2.7.36 In line with this approach the City Council proposes to develop a strategy for the protection and enhancement of river corridors in the plan area. The aim of the strategy will be to identify ways to manage the river corridor environment to the benefit of all and to heighten understanding and appreciation of their value.

2.7.37 The City Council will consult with the Southwestern Regional Fisheries Board with regard to any interference, bridging, draining or culverting of the rivers, their banks or bankside vegetation. The Council will also assess pollution, looking particularly at any inputs of sewage from septic tanks or over flow pipes, in the rivers and take remedial action if necessary.

## Curragheen / Twopot Rivers

- Restrict development within 10 metres of the river bank
- Improvement of walkway / cycleway
- Clean up programme
- Consultation with County Council re protection of western side of bank
- Tree planting bordering CIT grounds



## River Lee

- Restrict development within 10 metres of the river bank
- Development of new active recreational uses
- Tree planting at Lee fields
- Improvement of Walkway and Cycleway
- Assess flooding / loss of river bank at Victoria Cross



## Glasheen River

- Restrict development within 10 metres of the river bank
- Develop amenity area on southern boundary
- Clean up programme
- Walkway / cycleway Improvement

## Amenity Views and Prospects

It is considered appropriate to protect important amenity views and prospects within the plan area.

These are identified in Section 2.4 on the built environment with policies included to ensure their protection.



## 2.8 INFRASTRUCTURE

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2.8.1 This section relates to road, water and drainage infrastructure in the plan area particularly in terms of its implications for new development. It also deals with the development of a Park and Ride facility for the southwest of the City.

### Park and Ride

2.8.2 The development of a Park and Ride facility for the Southwest of the City to serve the three major institutions and other traffic generators has long been recognised as a critical measure to tackle traffic congestion in the plan area, and is explicitly outlined in CASP 2001-2020.

2.8.3 The City Council's Black Ash Park and Ride was the first Park and Ride facility in the country and has made a significant positive contribution to traffic management in the City Centre.

2.8.4 The identification of locations for public, private or partnership Park and Ride facilities within the South-West of the city and its hinterland is a key objective of this area action plan.

2.8.5 A study was commissioned in 2001 by the City and County Councils in co-operation with the institutions looking into the feasibility of such a project. It identified the ESB site on the Sarsfield Road as the most appropriate location. However with the completion of the Ballincollig by-pass and as this site is identified as a key development site close to the Wilton District Centre and thus more appropriate for different uses, it is considered that an alternative location should be identified. This should not however rule out the possibility that there may be some element of Park and Ride/Walk incorporated into the redevelopment of the ESB site.

2.8.6 The *South Western Park and Ride Feasibility Study* (May 2007) considered Park and Ride provision in the South-West of the city and its hinterland. Public Park and Ride facilities of at least 600 car parking spaces are required at the following key city approaches:

- Carrigrohane Road;
- Bandon Road; and
- Ballincollig By-Pass.

2.8.7 The Bandon Road Park and Ride facility will be located in Cork County Council's administrative boundary, and delivery is likely to be by means of a partnership. The County Council have granted permission for a private hospital development with an associated 400 space Park and Ride facility at Garranedarragh off the N71 Bandon Road. There have also been a number of other proposals to develop such facilities in the area none of which have yet come to fruition. A Park and Ride facility would not be viable as a public facility unless it contains at least 600 spaces.

2.8.8 Private Park and Ride facilities to serve the major institutions / employers (UCC, CUH, CIT, Cork County Council, Model Farm Road IDA Business Park) may also be provided by the institutions individually, in partnership with each other, or in partnership with the Cork City Council / Cork County Council.

2.8.9 The City Council has identified a preferred location for a new public Park and Ride facility on Carrigrohane Road to serve general need, and also the specific needs of major employers. This site is currently in private ownership and in use by Grasslands Fertiliser. It is an objective of the City Council to seek to secure a 900 space Park and Ride facility on this site.

2.8.10 Recognising the established need for a Park and Ride facility in the area, the City Council considers that a desirable location for such a facility is close to the intersection of the Curraheen Road and the Ballincollig by-pass. The location has a number of advantages including:

- its location on the northern side of the Ballincollig by-pass enables it to serve traffic from the west of the City
- the presence of an existing interchange facilitates ease of access and negates the need to create new access onto the by-pass from a facility at another location
- it is part of the Curraheen Local Area Plan
- its location on the city side of the green belt negates the need to lose amenity land

2.8.11 The implementation of the Green Route Strategy in the Southwest of the city will mean that buses using the Park and Ride facility will benefit from significant bus priority measures within the plan area. The provision of bus priority measures on the Ballincollig by-pass could also be investigated as part of any scheme. It is understood that Cork County Council is currently investigating the feasibility of a Park and Ride facility to serve the Southwest of the City. The City Council will co-operate with them in achieving this objective.

2.8.12 In addition to the measures proposed above the City Council will seek the provision of dedicated bus priority measures on the South Ring Road as part of a strategy of linking the Black Ash Park and Ride to the CUH and the Wilton District Centre. This will include the establishment of bus lanes on the hard shoulders of the Road.

#### **Objective BW8 Park and Ride**

The City Council will work with the County Council, public transport authorities and other stakeholders to secure the provision of new public and private Park and Ride facilities in the following locations:

- Carrigrohane Road;
- Curraheen area;
- Bandon Road area.

The City Council will work with the major institutions to provide private park and ride facilities to serve their needs.

### **Road Infrastructure**

2.8.13 While transport policy for the area is focused on facilitating a move away from dependence on the private car, a number of road infrastructural improvements, identified in the *City Plan, 2004* (Policies T7 & T8) are considered important in improving the area's transport network. The following new road infrastructural improvements are proposed with timescales indicated in Section 4:

- a. New Link Road from the Ballincollig by-pass to Model Farm Road incorporating an access to CIT
- b. New road from Bishopstown Road, Ardrostig Cross to Curraheen Road
- c. Grade separated interchanges at Sarsfield Road and Bandon Road roundabouts
- d. New road alignment / upgrading at Carrigrohane Bridge
- e. Replacement of Wilton Roundabout with a signalised junction
- f. New car parking area at Lee Fields
- g. A new Traffic Cell layout in residential areas to discourage rat-running
- h. New road access to development sites at:
  - i. Carrigrohane Road
  - ii. Wilton Shopping Centre: Bishopstown Rd / Sarsfield Rd
  - iii. Dunnes Stores: Bishopstown Road

- 2.8.14 In particular the link to the west of the CIT campus from the Ballincollig By-Pass, running on to the Model Farm Road is considered essential to help alleviate traffic congestion in areas around Hawke's Road and Melbourne Road. Implementation of the Ardrostig Cross to Melbourne Road link will not proceed until the proposed new link into CIT from Curragheen Road/Bishopstown By-Pass is completed.

### **Objective BW9 Road Transport**

The City Council will work with the County Council, Government bodies and other stakeholders to deliver the identified road improvements in the Plan area.

### **Water and Drainage Infrastructure**

- 2.8.15 It is considered that the capacity of the water and drainage network is generally sufficient for the amount of development proposed in the plan. In terms of water supply the area is well served by the main trunk and capacity is generally sufficient. However there are some problems on Model Farm Road with pressure boosting needed for buildings over 3 floors (e.g. Tennis Village development). At the moment water pressure cannot be guaranteed and developers may have to install water pumps to achieve adequate pressure at this location.
- 2.8.16 In terms of drainage, the plan area largely consists of a combined catchment apart from a few housing estates towards the end of Curraheen Road which have a separated network. There are some capacity issues with the combined network, particularly in times of heavy rainfall. Therefore any major new developments should be required to discharge storm water to adjoining water courses or be retained on site.
- 2.8.17 For the proposed redevelopment of the Wilton District Centre, the drainage system should be separated. There is a storm sewer running along Wilton Road which could accommodate this and consideration should be given to the development of a Sustainable Urban Drainage System within the site.
- 2.8.18 Should major redevelopment of the area south of Carrigrohane Road take place, an extension to the existing Inchigaggin (foul) sewer which is located south of the Curraheen River will be required. One connection only would be required into the Inchigaggin sewer to cater for this development. A rider sewer would preferably be located in the slip road and/or access road for ease of access, maintenance and to service all sites. It is a requirement that the sewer connection will be in place in advance of any development. If it is necessary to pump the sewerage to the Inchigaggin interceptor sewer, provision will be required for the ongoing operation and maintenance of the pump station. Any proposals for foul drainage must allow for an integrated solution for the foul drainage of the complete area, including agreements where necessary with adjacent landowners /developers. There is also some localised flooding in this area. Any flooding issues will be considered at planning application stage for redevelopment and appropriate mitigation measures taken as required. All storm water runoff on site should discharge to the adjacent Curragheen River.
- 2.8.19 All sites adjoining the Glasheen River should discharge storm water to the river. On other sites, all storm runoff should be retained on site where possible – i.e. where the proposed layout and soil permeability characteristics allow. If significant future development of the Bishopstown/Curraheen area is to be adequately serviced, an extension of the Inchigaggin Sewer would have to be considered in conjunction with a partial separation of the combined catchment.
- 2.8.20 At Bishopstown Village storm water should be retained on site as there is an issue of localised flooding at the area around Bishopstown Bar.

Fig. 2.10 Drainage Network in Bishopstown and Wilton



Green - combined; blue – storm; red – foul; purple – interceptor sewer (large combined).

## 3.0 SUB-AREA STRATEGIES

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- 3.0.1 Three sub-areas have been identified, each with distinctive redevelopment opportunities:
- **Wilton District Centre and adjacent lands** (see 3.1, below), which is the commercial and community focus for the south-west district of the city;
  - **Carrigrohane Road / Victoria Cross / Dennehy's Cross** (see 3.2, p83); and
  - **Bishopstown Village** (see 3.3, p97), which offers the potential to function as an urban village centre serving the immediate area.
- 3.0.2 This section provides development guidance for each of the sub-areas and amplifies policy contained in the statutory development plan. The aim of the guidance is to provide a coherent and sustainable development framework to realise each area's redevelopment potential.

## 3.1 WILTON DISTRICT CENTRE & ADJACENT LANDS

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### Introduction

- 3.1.1 This section of the Plan provides a development framework for the Wilton District Centre & Adjacent Lands Precinct relating to the area outlined in Figure 3.1: *Wilton Navigation Diagram* (overleaf) and includes:
- the Wilton Shopping Centre and related lands,
  - Tesco and related lands;
  - ESB;
  - SMA House; and
  - Various sites fronting onto Bishopstown Road, including the High Street Centre.
- 3.1.2 Wilton Shopping Centre serves as a District Centre for the South West of the city. While in terms of the functions and services it provides the centre will serve as a town centre in the southwest, it will remain a District Centre in the City's retail hierarchy as defined by the Retail Strategy contained in the development plan (see Chapter 3: paras.3.54–3.58 of the *City Plan 2004*). Whilst the centre has benefited from recent expansion to the south, including a large Tesco store, the centre is outdated in its format and the mix of uses that it offers. The City Council believes that the shopping centre should be comprehensively redeveloped to provide an improved and high quality mixed use district centre that is a focus for commercial and community activity in the south-west of the city.
- 3.1.3 The land to the south of the District Centre shall be developed as a residential neighbourhood with a neighbourhood park to serve the needs of the development and the wider area.

### The Framework

#### Aim

**To seek the comprehensive redevelopment of the Wilton Shopping Centre (and related lands) and the creation of a new city precinct which includes an excellent mixed-use urban-format district centre that is the commercial and community focus for the south-west of the city, and also a new residential neighbourhood with a new city park to serve the needs of the development and the wider area.**

Figure 3.1: Wilton Navigation Diagram



- 3.1.4 The *three* key aspects of the vision for the precinct are therefore that:
- The shopping centre and related lands should be **comprehensively redeveloped** to form a new centre.
  - The development of the centre must be **urban-format** with buildings, spaces and uses (and positive relationships between these) that together create a high quality city precinct. Further suburban-format development of the shopping centre development will not be considered appropriate.
  - The centre should be a **people-friendly place** that contains well-connected public streets, spaces and routes and a mix of commercial and community uses that helps to create a proper heart to the south-west of the city within the district centre and a new residential neighbourhood with an appropriate mix of uses.

### Overall objectives

- 3.1.5 The zoning objectives for the development of the area are illustrated in Figure 10.5 of the *City Plan 2004* (as amended by *Variation No.6*). The overarching development objectives for the development of the precinct are outlined in the following development plan policy and the Wilton Development Objectives diagram overleaf.

### Policy S25B: Wilton District Centre & Related Lands

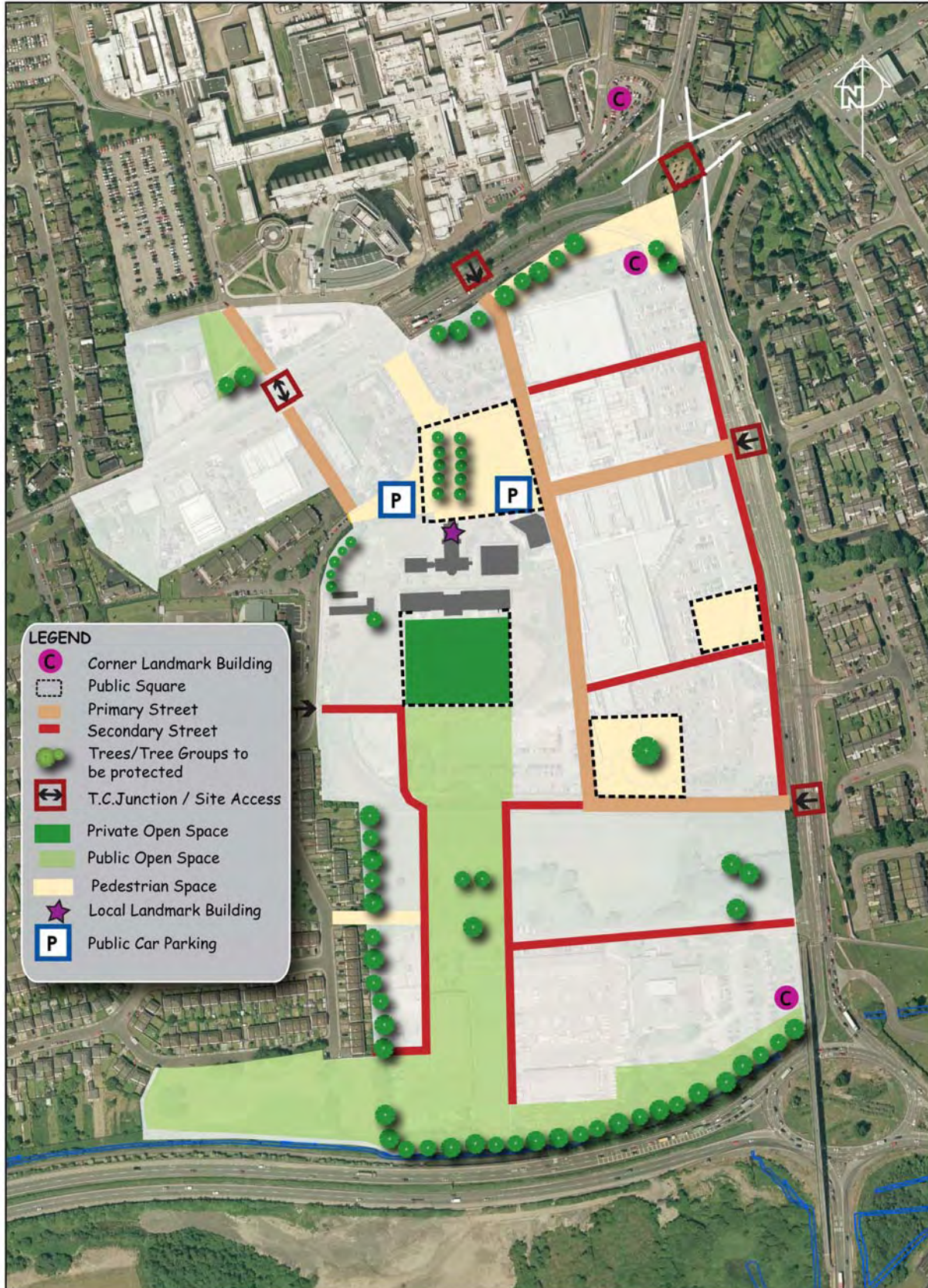
To seek the regeneration of Wilton District Centre and related lands as a vibrant mixed use precinct to the highest standards of urban and building design, according to the zoning objectives and development objectives outlined above and Development Objectives diagram, and supplemented by the *Bishopstown and Wilton Area Action Plan 2007*. In particular proposals for the development of sites will be required to:

- Be comprehensive in nature;
- Be urban-format development of the highest standards of urban design and building design;
- Provide access points to the lands at the locations identified in the Development Objectives diagram;
- Provide the following key public spaces:
  - a. The Wilton Neighbourhood Park, incorporating passive and active facilities;
  - b. The Wilton Public Square;
  - c. Sarsfield Square
- c. Key primary and secondary streets outlined in the Development Objectives diagram;
- d. A 15 metre River Glasheen Corridor.
- Support the continued use of the Church, Community Centre and Bishopstown Library, particularly in terms of access and parking;
- Preserve and enhance protected structures;
- Preserve key trees and key tree groups identified in the Development Objectives diagram;
- Ensure the development of the SMA grounds in a way that secures an appropriate long-term framework for the complex and a new private space as wide as Wilton (SMA) House to the south of the building.

- 3.1.6 The next section provides amplification of this policy and the diagram, including specific guidance on mix of use, movement and accessibility, and urban design requirements.
- 3.1.7 It is proposed that there be three distinct inter-related areas in the precinct:
- A mixed use quarter focused on the existing District Centre;
  - A residential quarter on the lands to the south and west (in the ownership of the SMA, Tesco and the ESB);
  - The Bishopstown Road quarter to the west of the existing access to Wilton Shopping Centre (in various ownerships).

The section is organised to reflect this structure.

Figure 3.2: Wilton Development Objectives





**Mix of uses**

- 3.1.8 This *Area Action Plan* conforms to the zoning objectives in the *City Plan 2004*. These zoning objectives are considered compatible with the objective to develop a mixed use district centre and it is therefore not proposed to change them. The District Centre could be redeveloped to include a range of uses excluding general offices, and including residential. The *City Plan, 2004* specifically mentions the potential for medical services to be located on the upper floors of buildings developed in the District Centre. Table 3.1 (below) identifies uses considered appropriate within the different areas of the site.
- 3.1.9 The Wilton Shopping Centre comprises approximately 6,350nsm medium-order comparison retailing and 4,850nsm convenience retailing floorspace. The majority of the site is in the ownership of a single company with a large number of the tenants holding long-term leases. The centre is anchored by a very large Tesco store, and Tesco Ireland Ltd possess a substantial interest in their store and adjacent lands. The northerly anchor unit (formerly Roches Stores / Supervalu) is now occupied by a Penneys clothstore. There is an unimplemented grant for an extension in relation to this unit.
- 3.1.10 The primary use within the district centre will continue to be comparison and convenience retailing, and is likely to include reinforcement of the existing retail offering insofar as this contributes to the achievement of the primary objectives of comprehensive redevelopment and significant improvement in urban design qualities. The enhancement of the retail offering at the Wilton District Centre is necessary to provide an incentive for the overall redevelopment.
- 3.1.11 Under the current development plan there is only very limited capacity for additional retail floorspace and there is a clear presumption against comparison retail development in the suburbs above the guideline targets given in Table 3.5 of the *City Plan, 2004*. The next development plan is likely to provide some capacity for new development in the District Centres. It is essential for a proportion of this space to be earmarked for Wilton District Centre to provide certainty for investment decisions.

**Table 3.1: Wilton District & related Sites: Schedule of permissible uses**

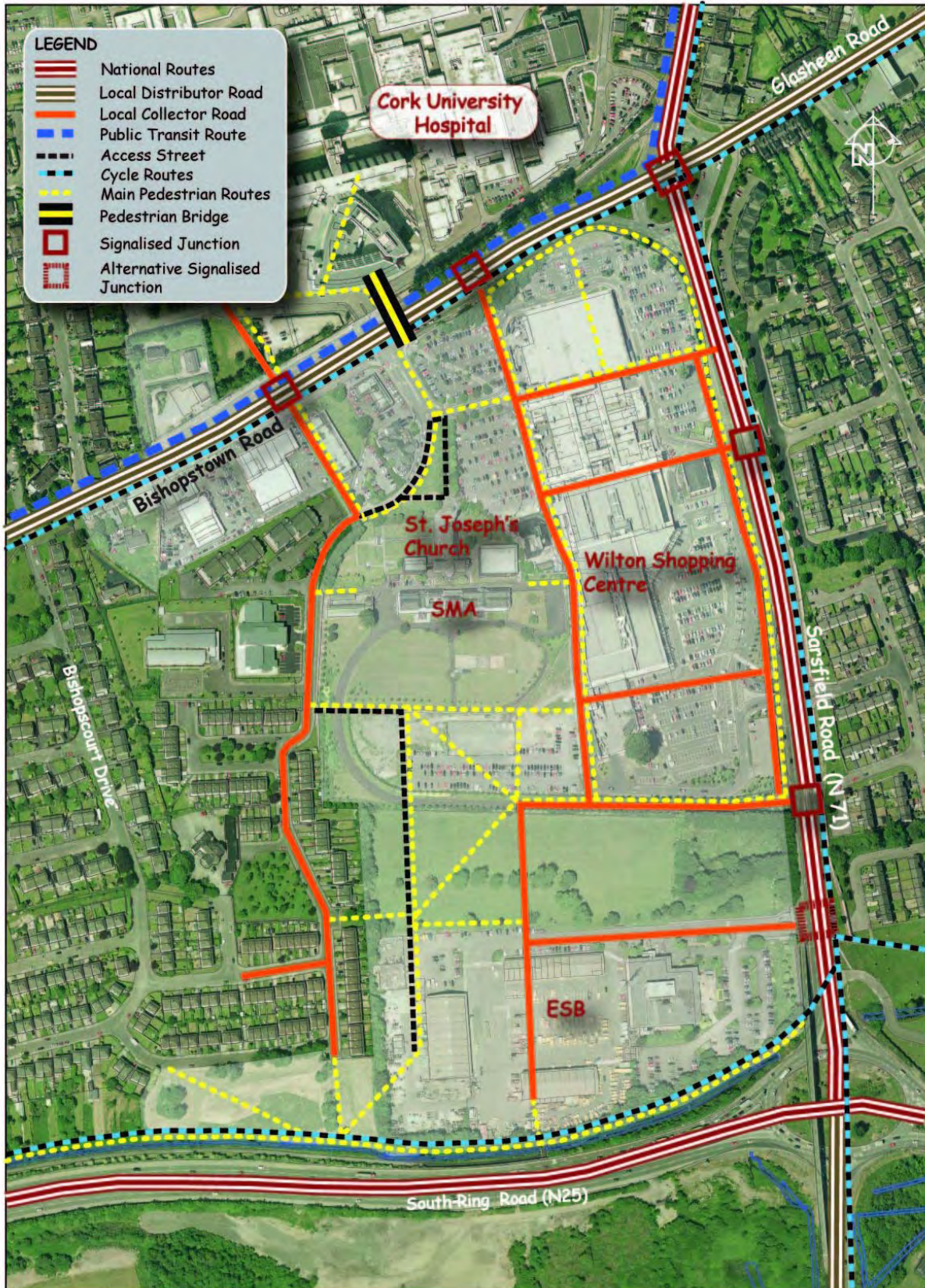
<b>Quarter</b>	<b>Mix of uses</b>
District Centre	<p><i>District Centre Zoning objective</i></p> <p><u>Ground floor</u></p> <ul style="list-style-type: none"> <li>• Comparison and convenience retailing</li> <li>• Commercial leisure (cafes, public houses, restaurants),</li> <li>• Small retail offices; and</li> <li>• Local commercial and community services</li> </ul> <p><u>Upper floors</u></p> <ul style="list-style-type: none"> <li>• Residential;</li> <li>• Hotel;</li> <li>• Cinema;</li> <li>• Medical offices to provide for the demands generated by proximity to the hospital and general demand, particularly fronting onto Bishopstown Road;</li> </ul>
New Residential Quarter	<p><i>Residential, Community and Local Services Zoning Objective.</i></p> <ul style="list-style-type: none"> <li>• Residential;</li> <li>• Public open space;</li> <li>• Local commercial and community services;</li> <li>• Creche facilities (preferably fronting onto park);</li> <li>• Sub-fire station;</li> <li>• Hotel (at south-eastern corner of site);</li> <li>• Institutional uses.</li> </ul>
Bishopstown Road	<p><i>District Centre ZO – as above.</i></p> <p><i>Residential, Community and Local Services – Hospital expansion with live ground floor uses.</i></p>

- 3.1.12 Upper floor uses should be predominantly residential in character but other uses will also be appropriate. The area of land zoned District Centre north of Bishopstown Road shall include retail units at ground floor level and may include residential or medical uses at upper floor levels.
- 3.1.13 The cluster of community uses fronting onto the proposed Wilton Square, including Bishopstown Library, Saint Joseph's Church, and the SMA Community Centre are all very important uses to the functioning of the community in Wilton. Their continued use and operation is an objective in any development, and any redevelopment should not have a negative impact on the functioning of the uses or the privacy and security of the SMA grounds.
- 3.1.14 It is a specific objective to seek the development of a hotel within the centre to serve the general needs of the city and those visiting Cork University Hospital. This should be located in one of the corner building locations identified in the Development Objectives diagram, and be either at the corner of Bishopstown Road / Sarsfield Road or Sarsfield Road / Southern Ring Road. It may also be appropriate for voluntary sector housing to provide for the need relating to the hospital.
- 3.1.15 It is a specific objective to seek the development of a cinema on the upper floor of the block on the eastern side of Wilton Square, to provide for the needs of the area and to make a significant contribution to generating evening activity;
- 3.1.16 It also an objective to seek a mix of uses that provide activity and animate buildings and streets and the public spaces to be created.
- 3.1.17 It is a specific objective to seek a mix of commercial and community uses that provide for all sectors of the community (age and socio-economic groups), to ensure that the centre serves the whole community and also to provide a balanced pattern of evening activity.
- 3.1.18 In addition, the lands to the south and west of the District Centre should be developed as a high quality residential neighbourhood with a full range of local and community services, including the provision of a new neighbourhood park to serve the needs of the development and the surrounding neighbourhood, incorporating a playground and appropriate informal sports facilities (e.g. MUGAs), as outlined in *Section 2.3: Public Open Space and Recreation*.
- 3.1.19 Adequate creche facilities must also be provided within any development to meet the demand and needs of the development. Creches should be provided with adequate outdoor space and ideally be located to front onto the neighbourhood park. There is a latent demand in the area for crèche capacity to meet demand generated by the District Centre and Cork University Hospital. In addition, it is an objective of the City Council to secure a sub-fire station within the ESB lands to provide for the needs of the South-West of Cork and its hinterland.

### **Movement and accessibility**

- 3.1.20 *Figure 3.3: Wilton: Movement & Accessibility* (overleaf) illustrates the movement and accessibility principles for the development of the precinct. A core objective is to ensure that the development is both permeable and well connected by public streets, spaces and routes that are accessible to all, including significantly enhanced pedestrian access.
- 3.1.21 While the centre has good public transport access and benefits from the established cluster of commercial uses the heavily trafficked Bishopstown and Sarsfield Roads act as a barrier to pedestrian and cyclist access.
- 3.1.22 It is likely that the majority of car parking provision in any redevelopment of the District Centre will be provided at basement level. This will be complemented by on-street parking within streets and spaces.
- 3.1.23 In order to make Bishopstown Road and Sarsfield Road more attractive pedestrian environments and attractive city streets it will be necessary to change the access arrangements to the Wilton District Centre and related lands. In particular, the Wilton roundabout will be converted to a traffic-controlled junction to improve the pedestrian and cycling environment.

Figure 3.3: Wilton: Movement and Accessibility



- 3.1.24 There should be two traffic-controlled access points to the site from Bishopstown Road and two from Sarsfield Road. In the event that the "SMA" access is not achievable from Sarsfield Road, then the second access should be via the existing ESB access Preferred locations are identified in Figure 3.3, including a relocation of the access to Cork University Hospital further west on Bishopstown Road, which should line up with a new link road through to Cardinal Way. However any relocation of the main entrance to CUH will require robust assessment and justification. Different locations for site access points and streets proposed at planning application stage will be considered on their merits.
- 3.1.25 Public car parking should be provided within the redevelopment to the development plan standards outlined in Table 11.4. Disabled parking should be provided at a rate of 5 per cent of total provision. Disabled parking must be provided within public streets and spaces, including spaces adjacent to Saint Joseph's Church, the SMA Community Centre and the Bishopstown Library. Vehicular access must be maintained to Saint Joseph's Church for ceremonial purposes via the tree-lined avenue.
- 3.1.26 An area to the front of Bishopstown library at the southern edge of the Wilton Square will be retained for surface public parking and have the capacity for 15-20 car parking spaces. An area to the west of the tree-lined avenue must be reserved for disabled parking purposes to provide proximate access to Saint Joseph's Church, and be in the order of 10-15 spaces.
- 3.1.27 All streets must incorporate on-street parking to provide for accessibility and urban design benefits in relation to the animation and supervision of streets and spaces.
- 3.1.28 It is also necessary to reserve key primary and secondary streets within the development site to respond to the access points and to achieve key linkages. These streets will be taken in charge by the City Council.
- 3.1.29 Public transport will serve the precinct from Bishopstown Road and Sarsfield Road. The reconfiguration of Bishopstown Road should allow sufficient flexibility for the incorporation of a tram corridor, for which a feasibility study is currently being prepared for the City Council;
- 3.1.30 The pedestrian bridge in Figure 3.3 would provide a direct link from the Wilton Centre to CUH from building to building. The bridge is unlikely to be necessary if the three traffic-controlled junctions are provided with pedestrian crossings on Bishopstown Road, as this would provide significant improvements to the pedestrian realm.
- 3.1.31 Transport Impact Assessments must be provided for any major development, in order to assess the impacts of development on all modes of transport, including specific mitigation measures. The transportation hierarchy places modes of transport in the following order of priority (in descending order of importance): Pedestrians; cyclists; public transport; private cars.

### Urban design qualities

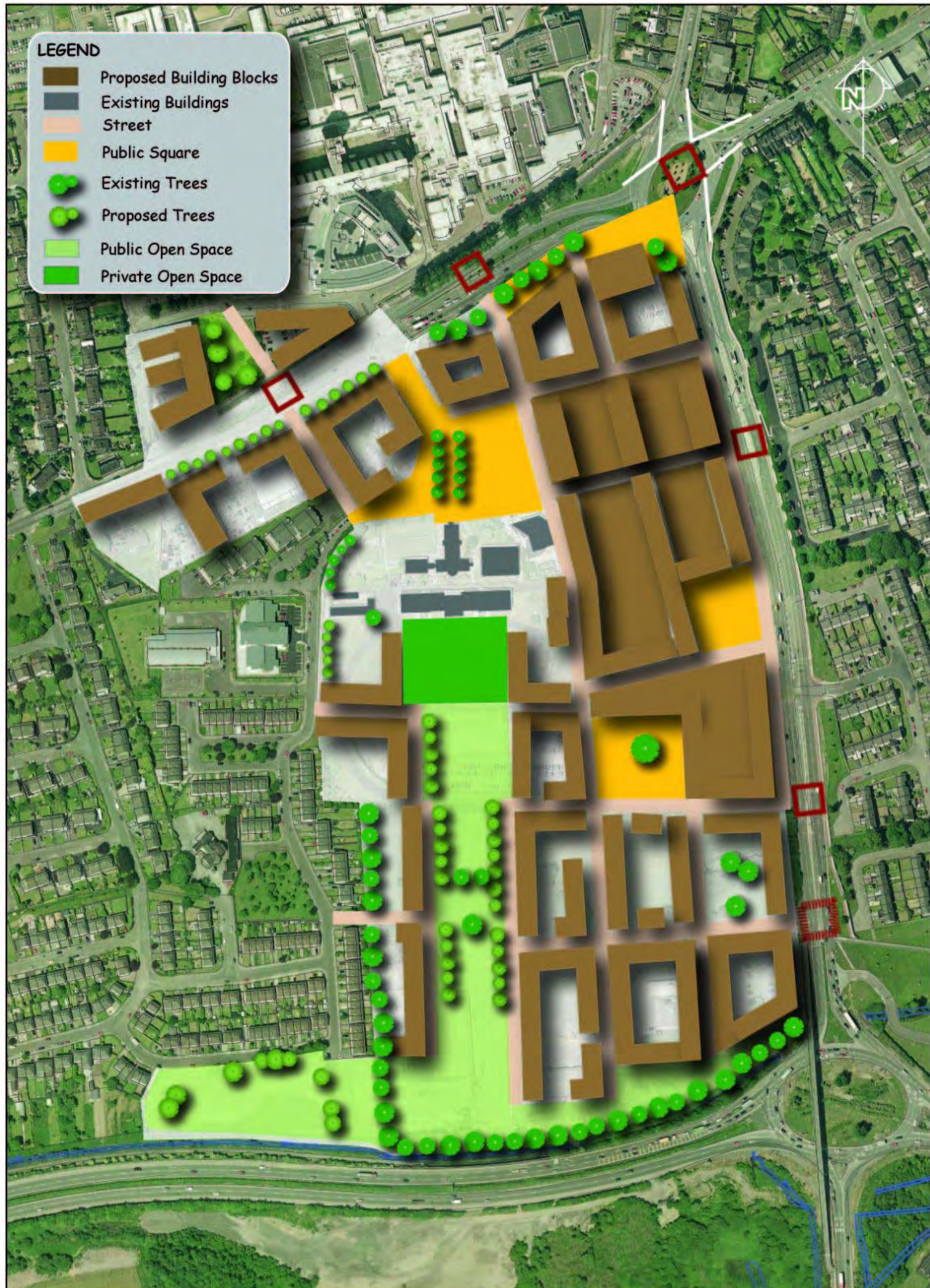
- 3.1.32 The key principles for the design of the development are outlined below in:
- Urban structure and layout;
  - Urban grain: Density and building height;
  - New streets;
  - New public squares;
  - New green Spaces; and
  - Wilton (SMA) House.
- 3.1.33 *Figure 3.4: Indicative Site Layout* (overleaf) and *Figure 3.5: Indicative Building heights* (page 81) provide diagrams to illustrate the character of development within the precinct.

### Urban Structure and Layout

- 3.1.34 Urban Structure refers to the pattern or arrangement of development blocks, streets, buildings, open space and landscape on a site. It provides the foundations for detailed design of the constituent elements and creates a coherent framework, which forms the basis of the design of individual developments. *Figure 3.4: Indicative Site Layout* (overleaf) illustrates how the City Council consider the site should be configured. Other

configurations will be possible, providing that any development delivers the core zoning and development objectives outlined in this plan.

**Figure 3.4: Indicative Site Layout**



- 3.1.35 The proposed urban structure is guided by three key things:
- The site and its defining elements and characteristics (e.g. existing buildings, spaces, and natural heritage of significance);
  - The site's context;
  - The vision for the proposed development based upon the principles set out in Chapter 6 of the City Plan 2004.
- 3.1.36 There are a number of existing elements of the site's urban structure that will remain a fixed part of the new centre:
- Saint Joseph's Church, which is a Local Landmark Building and visual focal point for streets and Wilton Square;
  - Wilton (SMA) House and complex;
  - Cluster of other community uses (i.e. SMA Community Centre, Bishopstown Library, SMA Cemetery);
  - The Avenue to the front of Saint Joseph's Church;
  - River Glasheen and its corridor;
  - Wilton Shopping Centre and its related lands.
  - Bishopstown Road and Sarsfield Road.
- 3.1.37 There is a significant fall in the levels of the area from Bishopstown Road down to the South Ring Road and also some change in levels within the shopping centre site itself.
- 3.1.38 Additional key elements of the proposed urban structure are:
- Access points to the site and related key primary and secondary streets;
  - Three new public squares, including Wilton Square to the front of the Church to provide a focal town space for the district centre.
  - A new public Wilton Neighbourhood Park is proposed extending from the SMA complex to the Glasheen River with an enhanced riverside walk;
  - Landmark corner buildings will be in three locations (see paragraph 3.1.42).

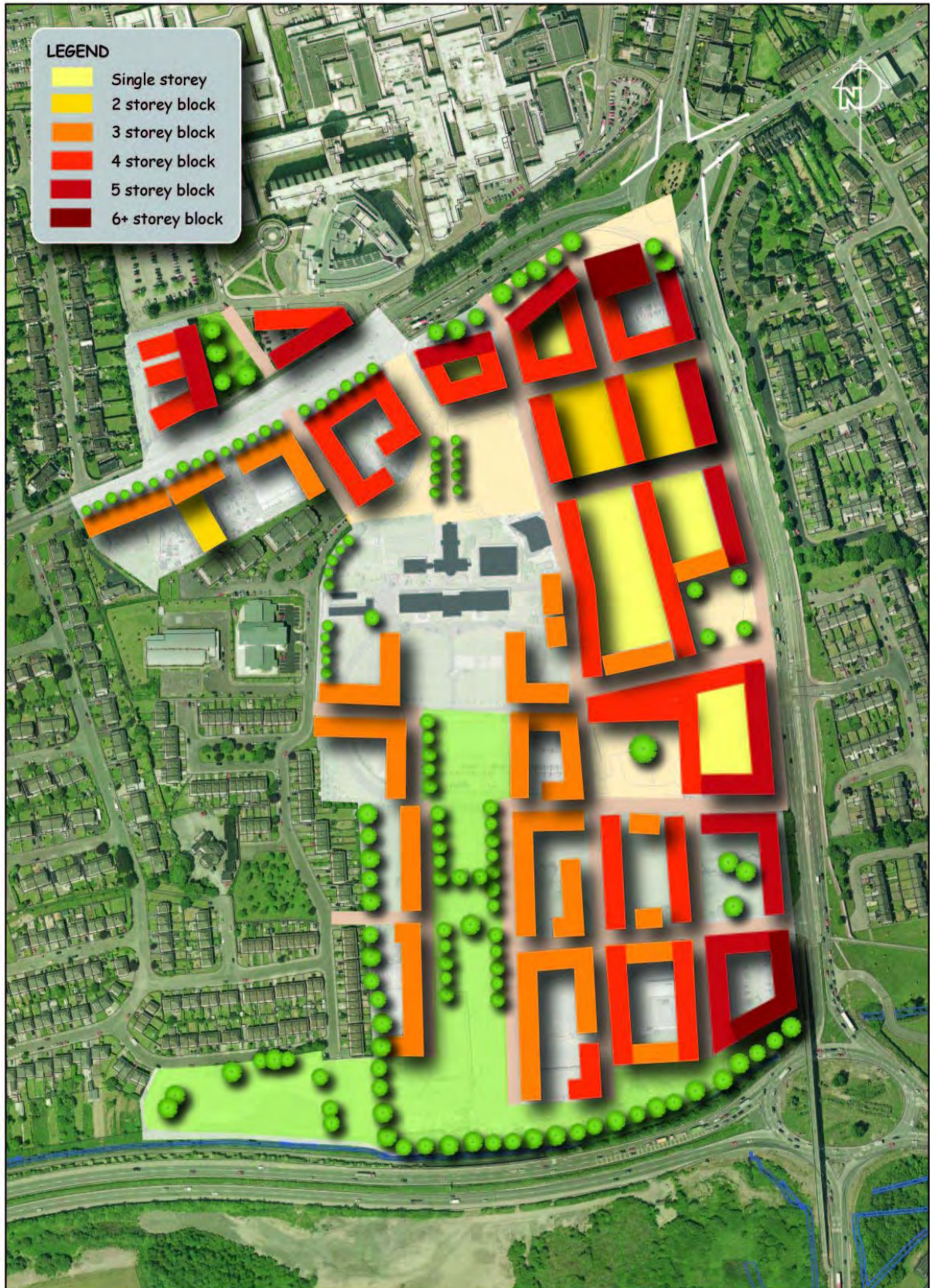
#### **Urban grain: density and Building height**

- 3.1.39 Building heights and intensity of use should respond to that set out in *Figure 3.5: Indicative Building Heights*, which provides for greater density in the eastern portion of the precinct., with the western portion stepping down to the existing context. Development intensity within the *Proposed Public (Airport) Safety Zone* will need to take cognisance of guidelines when they are published, and the new residential neighbourhood is of lower density within the proposed PSZ;
- 3.1.40 In general terms building heights will be 3 storeys to the west of the development precinct in response to the existing scale of development and the presence of the proposed Airport Public Safety Zone.
- 3.1.41 Building heights fronting onto Bishopstown Road and Sarsfield Road will be urban in scale and height, and be between 4-6 storeys in height, depending upon the context. Building height will need to step down to existing residential areas (e.g. to the rear of houses on Wilton Avenue);
- 3.1.42 Landmark corner buildings will be located in three locations:
- the corner of Bishopstown Road / Sarsfield Road;
  - the corner of Sarsfield Road / South Ring Road; and
  - Cork University Hospital site adjacent to the Bishopstown Road / Wilton Road junction (see BW12: Cork University Hospital);
- These will not be tall buildings but will slightly taller buildings of architectural excellence.

#### **New streets**

- 3.1.43 Key primary and secondary streets within the development site are reserved to respond to the access points and to achieve key linkages. The new street created to access the site from Sarsfield Road is located to provide Saint Joseph's Church, a Local Landmark Building, as its vista stopper.

Figure 3.5: Indicative Building heights



- 3.1.44 Primary streets should be 21 metres in width and secondary streets should be to a minimum of 15 metres width. All streets must incorporate on-street parking to provide animation to streets and spaces.

### **New public squares**

- 3.1.45 Three public squares should be created within the development:
- Wilton Square (to the front of Saint Joseph's Church);
  - Sarsfield Square (to the front of a redeveloped Tesco store);
  - New square around beech tree in Tesco car park.
- 3.1.46 Wilton Square will provide the public focus for the district centre as a whole. This square should be a minimum of 0.85 hectares in size (excluding vehicular streets but including an area of public car parking (see 10.119E, below). Careful consideration will need to be given to the design of this square and the relationship to The Avenue, existing community uses, and the floor levels of the development as a whole;

### **New green spaces and natural heritage**

- 3.1.47 The following development objectives will apply to Wilton Park:
- The park should be designed according to the principles set out in Section 2.3;
  - At least 30% of the park area should be dedicated to active uses. These should include a Multi Use Games Area (MUGA) and a Children's playground.
  - The existing vehicular access to the SMA complex should be removed and replaced with a new access to the complex from Cardinal Way in order to create an uninterrupted park not severed by an access road;
  - The new park area should be integrated with the existing park area at Donscourt
  - A riverside walkway, of approximately 15 metres wide, should be incorporated into the park and along the River Glasheen; and
  - Pedestrian routes should be provided according to Figure 3.3: Movement and Accessibility diagram (above);
  - Provision for car parking should be made on the eastern side of the park adjoining the proposed residential developments within the streets fronting onto the space;
  - A new 'bring site' should be established within the park.
- 3.1.48 The Wilton Neighbourhood Park links up with an existing public open space that provides for the needs of the Donscourt / Cardinal Court development. An integrated landscape masterplan to provide a framework for the design of the whole park and the related River Glasheen corridor must be provided by the developer. The upgrading of the public open space outside of the ESB site will be completed by Cork City Council.
- 3.1.49 The tree buffer between the park and existing properties on Cardinal Way should be reinforced with supplementary planting.
- 3.1.50 Key trees and tree groups of value to the character of the precinct are identified in Figure 3.2 and should be preserved in any redevelopment. The City Council will protect trees by means of Tree Preservation Orders, as appropriate.
- 3.1.51 The River Glasheen Corridor should be designed to provide an attractive public realm within a 15 metre corridor from the top of the river bank. The first 5 metres from the top of the bank should be a river biodiversity corridor.

### **Wilton (SMA) House**

- 3.1.52 The SMA House (Wilton House) and its outbuildings are Protected Structures. Whilst these buildings may remain in institutional use any future development must be subject to a comprehensive masterplan that ensures the long term future of the Protected Structures within a viable framework. It is also a development objective to secure the retention of the space to the south of SMA House as a private open space and organising element of any proposal. SMA House will form the visual focus of the Wilton Neighbourhood Park at its northern end.



## 3.2 CARRIGROHANE ROAD / VICTORIA CROSS / DENNEHY'S CROSS

### Introduction

3.2.1 This section of the plan looks at the area around Victoria Cross, Dennehy's Cross and Carrigrohane Road. This is characterised as an area in transition, which has taken on a pattern of higher density development in recent years particularly around Victoria Cross. This development has been predominantly student apartment complexes. The area presents a number of other opportunity sites, for which it will be necessary to provide some development guidance. Guidance will also be given for the public realm and recreation in the area as well as access and movement. The area boundary runs east of the playing pitches on Carrigrohane Road and north of the Curragheen River. It follows a line south of the river Lee as far as Victoria Mills and extends south on both sides of Victoria Cross Road to Dennehy's Cross.



### Overview

#### Aim

**To ensure the area around Victoria Cross and Carrigrohane Road develops in a planned and sustainable fashion by providing detailed development guidance, protecting amenities and quality of environment and ensuring ease of movement for all modes of transport.**

3.2.2 This section will aim to:

- Provide a strategy for the development of opportunity sites around Victoria Cross and Carrigrohane Road
- Provide a framework for ease of movement and accessibility which in particular caters for the needs of public transport, pedestrians and cyclists
- Provide proposals to enhance the quality of the public realm and recreational facilities within the area

3.2.3 The section first of all deals with the area around Carrigrohane Road, which presents an extensive development opportunity. It then looks at the area from Dennehy's Cross north to Victoria Cross.

### CARRIGROHANE ROAD SUB-AREA

#### Existing Situation

3.2.5 The area south of Carrigrohane Road (See Figure 3.6) forms part of a key gateway into the city from the west with the presence of County Hall and its landmark status. It is bounded by playing pitches (Pairc an Locha and Casement Park) to the west, the Curragheen River and Farranlea Road to the south, County Hall to the east and Carrigrohane Road to the north. The total size of the area is approximately 5.36 ha. The site is relatively flat and level with Carrigrohane Road, however is below the level of Farranlea Road to the rear, where there is a steep slope.

- 3.2.6 The area contains a number of mainly commercial/industrial type premises including sales showrooms for bulky goods such as farm machinery. The land is zoned for “Residential, Community and Local Services” in the *City Plan 2004*. The objective of this zoning is “to protect and provide for residential uses with other uses open for consideration, including community and local services, having regard to employment policies outlined in Chapter 3”. It is proposed that a gradual transition will therefore occur with mixed commercial/industrial uses relocating and giving way to residential and local services with linked amenities. It is desirable to retain some employment opportunities on site in line with the zoning objective by providing local and community services as well as a crèche.

### Development Strategy-

- 3.2.4 This strategy provides guidance on the nature, scale and design of future development for the area south of Carrigrohane Road, and includes:

- Movement and accessibility;
- Urban structure; and
- Density and building heights;
- Public realm and recreation.

- 3.2.5 The overall objectives for the site are contained in Objective BW19:

#### **Objective BW19 Carrigrohane Road**

Developers are required to provide and fund the elements specified as they are essential to ensure that the development provides for the proper planning and sustainable development of the area.

Proposals for the development of the area on Carrigrohane Road (shown on Fig 3.6) will be required to:

1. Contribute positively to the redevelopment of the area and provide the access points, streets/roads and public spaces as outlined
2. Provide the required services and units at the activity nodes as proposed
3. Provide social and affordable housing in accordance with Part V of the Planning and Development Act, 2000 and the *City Plan, 2004*
4. Provide appropriate social and recreational facilities commensurate with the need arising from the development, including a crèche, playground and a MUGA or kick-about area;
5. Land will be reserved for the following elements which are considered essential:
  - (a) New slip road and access point
  - (b) Riverside Amenity Space- 10 metres at either side of the Curragheen River
  - (c) Central area of active open space
  - (d) Access roads to serve development sites to the rear



Carrigrohane Road



River Curragheen channel

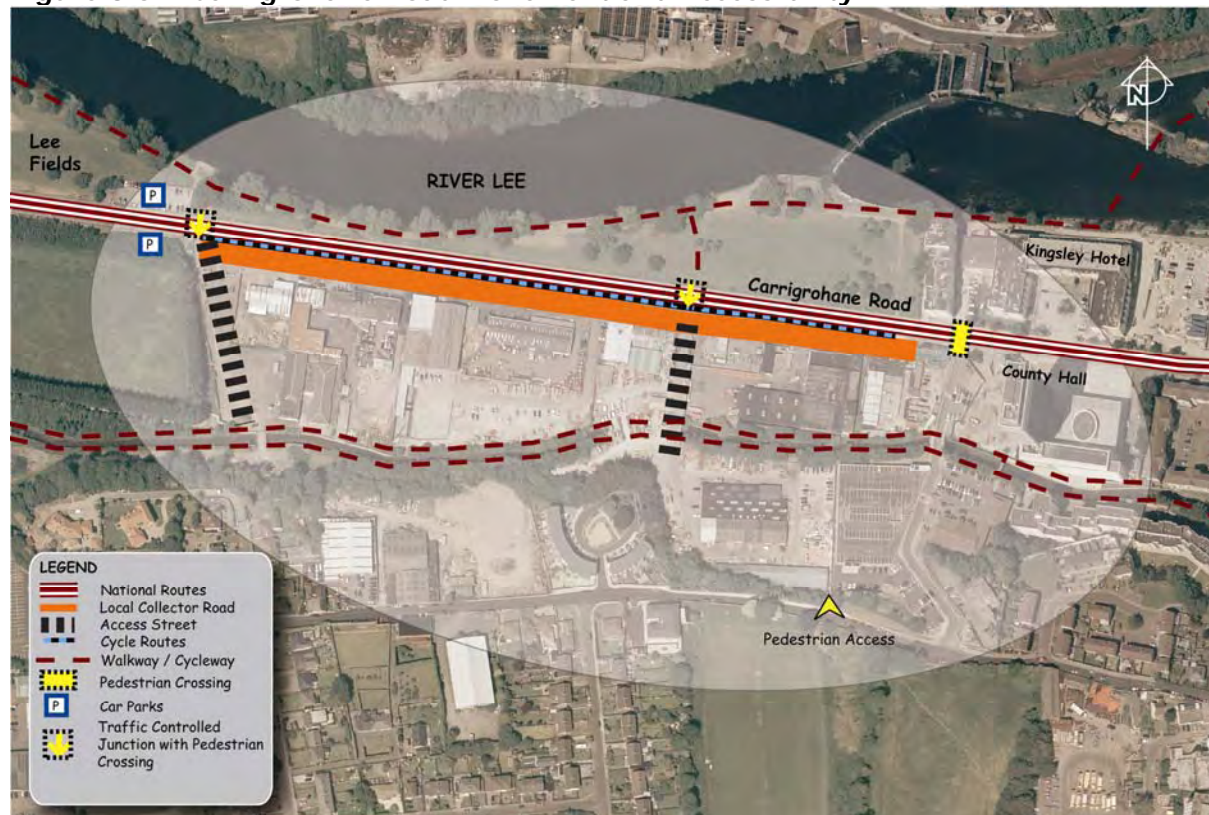
**Movement and Accessibility Strategy- Carrigrohane Road**

- 3.2.6 It is proposed to develop a hierarchy of streets with primary and secondary functions. The design of individual streets will reflect their function and the traffic demands placed upon them. In designing streets, consideration should be given to all modes of transport, with a particular emphasis on sustainable modes (i.e. walking & cycling). See Figure 3.6: Movement and Accessibility (below).
- 3.2.7 The N22 corridor is the principal primary route adjoining the site, which, despite speed limits, is currently a fast stretch of road approaching the City. It is a car-dominated environment and creates a barrier for pedestrian movement. The strategy takes account of these proposals.
- 3.2.8 The primary street within the site will be the new slip road, which requires a wider carriageway, footpaths/ cycle lanes and landscaped area. It is proposed to reserve c. 15 metres along the northern side of the site for this purpose. Other secondary streets ("Access streets") and tertiary streets will have lesser requirements.

**Walking & cycling**

- 3.2.9 The N22 will be upgraded to Green Route (inbound) to provide for cycling needs, and a new outbound off-road cycle lane will be provided. New traffic-controlled junctions and pedestrian crossings will provide opportunities for safe pedestrian and cycle movements across the N22.
- 3.2.10 Cycle facilities should be provided to allow for comfortable and safe cycling routes in both directions on the new slip road.

**Figure 3.6 Carrigrohane Road Movement and Accessibility**



3.2.11 It is proposed to locate a linear park with a leisure walkway / cycleway along the Curragheen River to the south of the site. This will link up to the Lee Fields and existing Curragheen River walk. Three pedestrian-crossing points

#### **Public transport**

3.2.12 There are currently proposals to upgrade the N22 as it is a Green Route. It is proposed to provide a bus lane/cycle lane along the northern side as well as improved footpath provision with two new footpaths provided at either side of the road.

3.2.13 A new bus stop is proposed on the northern side of the N22.

#### **Vehicular movement and parking**

3.2.14 In order for traffic to enter the site, a signalized traffic junction is proposed on the northwestern corner. An additional entrance point will be required further east depending on the progress of development. A pedestrian crossing point is proposed midway through the site (adjacent to the internal access road). This is the likely location for an additional vehicular access point in the future. A pedestrian access point only is proposed to the rear of the site onto Farranlea Road to ensure proper permeability throughout the site. Cycle facilities to allow access to development sites should be provided.

3.2.15 Parking provision will be required to meet current *City Plan, 2004* standards. Underground/basement parking is the preferred option for higher density/mixed use areas, while surface parking may be appropriate for the lower density / family type housing areas.

#### **Urban Structure**

3.2.16 Urban Structure refers to the pattern or arrangement of development blocks, streets, buildings, open space and landscape on a site. The layout and orientation of development should be guided by factors such as the nature of surrounding development, natural features, accessibility, sunlight patterns and climate. This will have an importance influence on the quality and accessibility of a development and the impact it has on the surrounding area.

3.2.17 Figure 3.7: Development Objectives and Indicative Site Layout provides an indicative urban structure based upon the following key features:

- The proposed development should seek to maximize its locational attributes with contemporary, quality design in the architecture, landscaped open space and public realm detailing.
- Building lines fronting onto Carrigrohane Road set-back (by at least 15m) to allow County Hall to remain the dominant landmark building on this city approach road;
- The creation of a new slip road (Primary Street) along the northern boundary of the site to allow permeability and connection to various parts of the site. This route will reduce the need for multiple access points onto Carrigrohane Road
- Secondary streets ("Access streets");
- Tertiary streets of at least 10 metres width to provide internal / local access roads will be developed off the slip road, creating urban blocks within the development site;
- The development of a riverside walkway/cycleway and linear amenity park along the Curragheen River;
- A new centrally located local park for active recreation including the provision of a playground and possible Multi-Use Games Area (MUGA);

Figure 3.7 Carrigrohane Road Development Objectives & Indicative Site Layout



### Urban grain

3.2.18 Urban grain takes account of the layout of streets, blocks and plots on site. It is proposed to define a new grid structure based on permeability and the type of units proposed. Some account of the pattern of landownership should be made to allow development to occur on a phased basis. It is considered that none of the existing buildings on site merit retention and there are few existing dwellings adjacent.

3.2.19 The proposals include:

- A hierarchy of streets based on vehicular, pedestrian and cyclist activity. The slip road represents the principal through route with vehicular access routes serving various blocks within the site. Pedestrian only or shared surface routes should be provided at greater intervals to allow pedestrian permeability.
- Block widths should allow for ease of access, the ability to sustain a variety of building types and uses and the ability to change and adapt over time. The scale of blocks should allow for internal access to enable cars to be removed from the frontage and contained within the larger block structure. Blocks should generally be regular in shape to facilitate ease of development, subdivision into smaller parcels and containment of internal private open space.

## Uses, Density and Building height

### Mix of Uses and Density

3.2.20 As previously stated, the site is zoned for “Residential, Community and Local Services” in the *City Plan, 2004*. It is therefore proposed that the predominant land use be residential. The zoning also allows for some local shops and services.

3.2.21 Proposed uses include:

- Different character areas in terms of residential development:
  1. Urban-type units should be located in the area closest to County Hall. These are higher density developments. The density proposed is 75+ dwelling units per hectare. The net developable area is approximately 0.72 ha.
  2. Mixed-type units are proposed for the area adjacent to the playing pitches and to the rear of the site adjoining Farranlea Road. A variety of unit types are proposed here and the density should be at a rate of between 50 -75 units per hectare. The net developable area is approximately 3.18 ha.
- The City Council will require a mix of dwelling sizes to accommodate different household sizes in order to encourage mixed and balanced communities. It is considered that 50% of units should be “family units” and 50% dwellings designed for smaller household sizes on this site as a whole
- It is proposed that two “activity nodes” be developed with shops and services such as a crèche to cater for the needs of the local population. Facilities such as cafés could be provided to serve visitors to the Lee Fields. The activity nodes should be provided close to the main access points with parking provided along the building frontage

### Building heights and massing

3.2.22 The *City Plan, 2004* identifies the County Hall Gateway as an area with potential to accommodate high buildings (paragraph 6.99).

3.2.23 A variety of building heights are proposed for the area (see Figure 3.8 (overleaf)):

- Within the urban-type area, building heights should be a maximum of 6 storeys
- For the mixed-type units (medium density), building heights will vary but a maximum height of 5 storeys (along the site frontage) should be observed
- The design of building footprints within the site should be based on a perimeter block system which facilitates greater diversity of forms and uses and more active street frontages. The overall design approach and structure should take account of generic elements of the surrounding context (topography, vistas etc.).

Figure 3.8 Carrigrohane Road: Indicative Building heights



### Public Realm and Recreation Strategy-Carrigrohane Road

3.2.24 High quality, usable open space will be an important element of the site's redevelopment. The Riverside Amenity Area will serve as the primary open space spine and will reinforce linkages with the existing Curragheen River Park and Lee Fields. An approximate depth of 10 metres is required on both sides of the river however this may be varied at points to provide a more interesting Riverside Amenity Space, while still providing cumulatively the same amount of amenity space in terms of actual area. The culverted section of the river on site should be opened up.

3.2.25 It is proposed that at least 15 % of the site area be reserved for public open space. This should include both passive and active open space at a ratio of 70:30, active: passive. The majority of the passive space will be provided along the river corridor. A public walkway/cycleway should be provided along the entire length on the north side of the river. The central active area of open space will be approximately 0.25 ha in size.

3.2.26 Elsewhere, a hierarchy of private / semi-private or communal spaces should punctuate the site ranging from gardens, communal courtyards, balconies / winter gardens etc. Standards for private open space provision are set out in Table 11.2 (Suburban Standards) of the *City Plan, 2004*. A tree belt should be provided along the site frontage, parallel to Carrigrohane Road

### Infrastructure

3.2.24 In terms of drainage, the existing Inchigaggin sewer may need to be extended to service additional development. All storm water runoff on site should discharge to the adjacent Curragheen River. The maximum runoff rate may be attenuated to a defined maximum rate subject to site-specific considerations.

**Objective BW19 Carrigrohane Road**

Developers are required to provide and fund the elements specified as they are essential to ensure that the development provides for the proper planning and sustainable development of the area.

Proposals for the development of the area on Carrigrohane Road (shown on Fig 3.6) will be required to:

6. Contribute positively to the redevelopment of the area and provide the access points, streets/roads and public spaces as outlined
7. Provide the required services and units at the activity nodes as proposed
8. Provide social and affordable housing in accordance with Part V of the Planning and Development Act, 2000 and the *City Plan, 2004*
9. Provide appropriate social and recreational facilities commensurate with the need arising from the development, including a crèche, playground and a MUGA or kick-about area
10. Land will be reserved for the following elements which are considered essential:
  - (a) New slip road and access point
  - (b) Riverside Amenity Space- 10 metres at either side of the Curragheen River
  - (c) Central area of active open space
  - (d) Access roads to serve development sites to the rear



## Development Strategy- Victoria Cross / Dennehy's Cross

3.2.25 The area from Victoria Cross to Dennehy's Cross has changed rapidly in recent years. As a response to wider economic influences and the area's proximity to UCC and public transport routes, the area has seen development with an urban character, the principal use being residential (many of which have been 'Section 50' student apartments). Much of this development has taken place without a strategy for the area as a whole and vision as to how it should be developed.

3.2.26 This sub-section provides a vision for the redevelopment of this area, which include a strategy for development, movement and accessibility, and public realm, and provides guidance for particular development sites that have been identified:

- Site 1 - Southeast corner of Dennehy's Cross)
- Site 2 - Southwestern corner of Dennehy's Cross)
- Site 3 - Northwestern Corner of Dennehy's Cross)
- Site 4 - Northeastern Corner of Dennehy's Cross)
- Site 5 - Health Service Executive Offices on Victoria Cross Road (Farm Centre)
- Site 6 - Top Car Garage and adjoining warehouse building on Victoria Cross Road
- Site 7 - Site of the Wylam Chinese Restaurant and Former Honda Garage
- Site 8 - Site of Crow's Nest public house and related sites

3.2.27 The development strategy for the area is based upon the following key principles:

- The development of the area north of Model Farm Road / Magazine Road (sites 3-8) will generally be urban in character and to high densities with a general building height of 4+1 storeys (variations are identified below);
- Development south of Model Farm Road / Magazine Road (sites 1-2) will be a transition zone between the higher density developments to the north and the existing 2-storey housing to the south. It will be of the New Suburban development type (i.e. low density) and predominantly family housing;
- Development should have a strong sense of place and be designed to be consistent in terms of building design and urban design.
- The principal use will be residential;
- Commercial uses providing local services are encouraged at ground floor level to provide active frontages, however the preferred locations for these uses will be at Dennehy's Cross and Victoria Cross;
- Where residential uses at ground floor level are proposed, the building line should be set back to maximise privacy.

3.2.28 Key development constraints include:

- Provision of an improved public realm on Victoria Cross Road and at Dennehy's Cross, including a widened pedestrian realm (minimum 3 metre footpaths), street trees, and seating;
- Provision of a publicly accessible and continuous riverside walkway within a 10 metre public space;
- Provision of a cycle lane outbound towards Wilton.

### Site 1 (Southeast corner of Dennehy's Cross)

3.2.29 It is proposed that Dennehy's Cross will mark the transition from a more urban-type, higher density development along Victoria Cross Road to lower density, single-type dwellings along Wilton Road. This site is located on the southeastern corner of Dennehy's Cross. There are two existing dwellings on the corner as well as light industrial units further east. There is a steep slope to the rear of the site where the Presentation playing pitches are located. The site is 0.62 ha. in size. It is proposed that predominantly family-type, two- to three-storey dwellings be constructed on site. The density should be at a rate of 35-50 dwellings per hectare. The entrance should be located close to that existing on Magazine Road with a new footpath 2-3 metres wide included along the road

frontage. This area is also proposed as a local centre, therefore local shops and services should be provided at corner sites.

### **Site 2 (Southwestern corner of Dennehy's Cross)**

3.2.30 The site includes Dennehy's Cross House/Provision Store, Dennehy's car showrooms and former post office. It is proposed that this site also be developed for predominantly family-type units with local shops and services. Any development should respect the setting of the adjoining Church of the Descent of the Holy Spirit, which has recently been added to the Record of Protected Structures and is an important landmark building. The site is approximately 0.3 ha. in size. The density should be approximately 35-50 dwellings per hectare. A public space should be provided to enhance the public realm. The building line should be set back along Model Farm Road in line with Dennehy's Cross House to achieve the desired public space.



### **Site 3 (Northwestern Corner of Dennehy's Cross)**

3.2.31 Permission was granted by the City Council and on appeal to An Bord Pleanála for a mixed use development comprising of 22 no. residential units, café, retail unit and basement car parking under Town Planning Reference number 04/29091.

### **Site 4 (Northeastern Corner of Dennehy's Cross)**

3.2.32 Permission was granted by the City Council and on appeal to An Bord Pleanála for a mixed use development consisting of a residential, retail and commercial development including restaurant, off-licence, pharmacy, florist, salon, crèche, shop and post-office under Town Planning Reference number 05/30132.

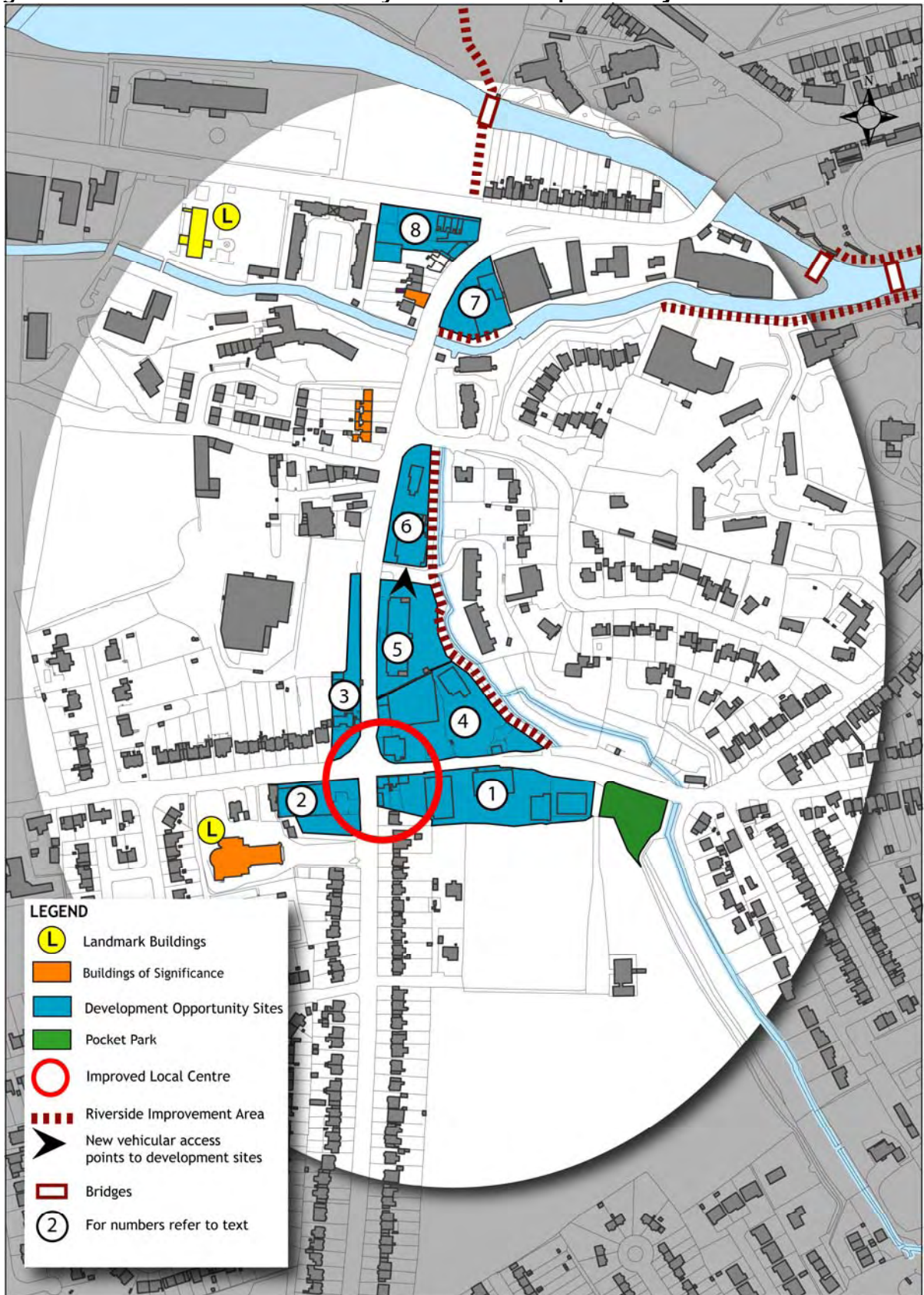
### **Site 5 Health Service Executive Offices on Victoria Cross Road (Farm Centre)**

3.2.33 The site is 0.41 ha. in size. The existing 4 storey building on site is used by the Health Service Executive for offices. In the event of redevelopment a 10 metre strip should be reserved along the river bank (river corridor) for protection of amenity value, landscape, trees, ecology and the inclusion of a public walkway/cycleway. A general building height of four storeys plus one set back from the main building line (4+1) would be acceptable. A density of 75+ units per hectare would be acceptable as the site is located on a public transport corridor/green route and given surrounding land uses and permitted developments in the vicinity. In order to enhance the pedestrian realm, the footpath width should be increased to 3 metres along Victoria Cross Road. Ground floor uses should generally be commercial; however the building line should be set back if residential is proposed.

### **Site 6 Top Car Garage and adjoining warehouse building on Victoria Cross Road**

3.2.34 Permission was granted for a residential development on the southern portion of the site (former heating and plumbing warehouse) under Town Planning Reference number 05/29844 with a Bord Pleanála decision requiring a height of 4 + 1. The building height should be stepped down towards Orchard Road. It is proposed that the adjoining site to the north (Top Car Garage) be developed in conjunction with this site with access from the south along the existing road serving the Ashbrook apartments to the rear. This would prevent multiple access points onto Victoria Cross Road. 10 metres should be reserved along the River Glasheen to the rear with new walkway/cycleway provided. The footpath width should be increased to 3 m. along the site frontage onto Victoria Cross Road.

Figure 3.9 Victoria Cross / Dennehy's Cross Development Objectives



### **Site 7 Site of the Wylam Chinese Restaurant and Former Honda Garage**

3.2.35 The site is 0.25 ha. in size. Existing buildings on site include a former Honda garage and a Chinese restaurant. It is proposed that the site be developed for mainly residential development with some local shops/services on the ground floor. It is recommended that the front building line be set back to enhance the pedestrian environment on Victoria Cross Road. The site is bounded by the Currageen River to the rear. Adjoining land uses include a new student apartment development to the east with an older 3-storey apartment development to the rear at the opposite side of the river. A 10-metre strip should be provided along the river bank with amenity route provided. A building height of 4+1 and density of 75+ units per hectare would be acceptable.

### **Site 8 Site of Crow's Nest public house, 1-4 Victoria Tce. And M.P. Crowley shed and yard**

3.2.36 Permission has been granted for a mixed-use residential and commercial development 05/30071 with 5 storeys along Carrigrohane Road and 6 storeys at the corner, taking cognizance of the character of adjoining residential areas.

### **Conservation strategy**

3.2.37 The following buildings have been added to the Record of Protected Structures:

- Church of the Descent of the Holy Spirit at Dennehy's Cross;
- Victoria Cross Cycles building

The following are considered to be of local architectural interest (see Section 2.4):

- Millview House and numbers 1-4 Bridgeview Terrace.

### **Movement and Accessibility Strategy**

#### **Pedestrian and cyclists**

3.2.38 Improvements to the pedestrian realm are recommended.

- Where new developments occur, footpath widths should be increased to 3 metres.
- Pedestrian crossing improvements are proposed at both Dennehy's Cross and Victoria Cross.
- A new walkway/cycleway is proposed along the Glasheen River. This should be provided as part of new developments with a 10 metre strip reserved along the river bank.
- Bicycle parking facilities should be implemented according to Cycle Parking Requirements to 2010
- Cycle's convenience for right-turning from Victoria Cross Road to Model Farm Road should be considered
- New cycle lanes are proposed on Model Farm Road, Magazine Road and Victoria Cross Road.

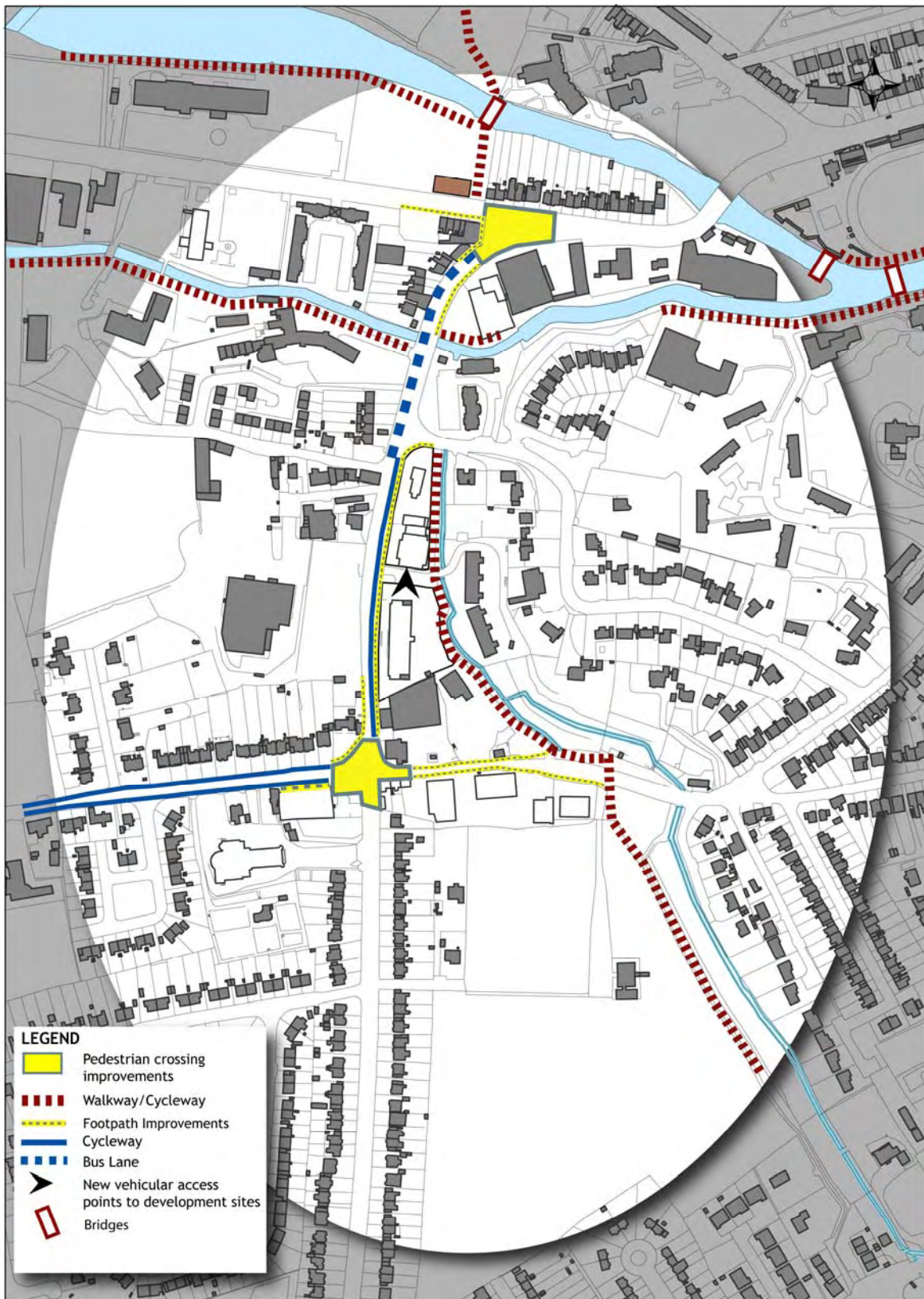
#### **Public Transport**

3.2.39 Both Victoria Cross Road and Carrigrohane Road are designated Green Routes. The Bishopstown Green Route (No. 8) has already been implemented, while the Ballincollig Route, which runs along Carrigrohane Road and Victoria Cross is to be implemented next year. This will improve public transport provision in the area.

#### **Private Cars**

3.2.40 Access points to new developments should minimise the impact on freeflow of traffic on Victoria Cross Road and be serviced from existing access points where possible.

Figure 3.10 Victoria Cross / Dennehy's Cross Movement and Accessibility



### Public Realm and Recreation Strategy

3.2.41 Improvements to the pedestrian environment are proposed along Victoria Cross Road with increased footpath widths. A 10-metre riverside amenity area is proposed along the Glasheen River with riverside walkway/cycleway. The upgrading of the existing public open space on Magazine Road to provide a pocket park to provide for local residents and those using the walkway. The existing green area should be upgraded with seating provided and tree planting to make the area more attractive.

### Infrastructure

3.2.42 All sites adjoining the Glasheen River shall discharge storm water to the river. On other sites, all storm runoff shall be retained on site where possible – i.e. where the proposed layout and soil permeability characteristics allow. If significant future development of the Bishopstown/Curragheen area is to be adequately serviced, an extension of the Inchigaggin Sewer would have to be considered in conjunction with a partial separation of the combined catchment.

#### Objective BW20 Dennehy's Cross / Victoria Cross

Proposals for development sites from Dennehy's Cross to Victoria Cross (shown on Fig 3.8) will be required to:

1. Contribute positively to the redevelopment of the area
2. Provide shops and services that serve as a local centre around Dennehy's Cross
3. Ground floor uses should generally be commercial. However where residential is proposed, the building line should be set back to maximise privacy
4. Provide social and affordable housing in accordance with Part V of the Planning and Development Act, 2000 and the *City Plan, 2004*
5. Provide vehicular access points which minimise the impact on the free flow of traffic on Victoria Cross Road by using existing access roads
6. Land will be reserved for the following elements which are considered essential:
  - (a) 10 meter buffer zone along the Glasheen River bank to preserve its ecological amenity value. Riverside walkways/cycleways should be provided along the river and connect with Victoria Bridge and walkways/cycleways along Curragheen River
  - (b) Improvements to the public realm: necessary space should be reserved for footpath improvements and increased widths (3 metres) and cycle lanes as part of new development sites.

## 3.3 BISHOPSTOWN VILLAGE

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### Introduction

3.3.1 This section considers the creation of an urban village centre in the Bishopstown area. There was strong support during the public consultation period for the creation of a heart to Bishopstown with Looney's Cross / Bishopstown Shopping Centre area identified as the preferred location. This section of the plan will outline development objectives to achieve a centre that is commercially viable, accessible and pedestrian friendly but also one that gives a sense of place.

### Overview

3.3.2 The design and function of such a centre should be of a high quality urban design providing a safe and friendly pedestrian and shopping environment and regard had to the impact of parking and traffic on the surrounding area.

### Aim

**To redevelop and consolidate the existing Bishopstown Neighbourhood Centre as an Urban Village Centre serving the needs of the immediate Bishopstown area.**

### Existing Situation

3.3.3 The area is centred on the Bishopstown Shopping Centre and includes the commercial premises from Looney's Cross to the junction of Westgate Park and the Curraheen Road. It is bounded on all sides by established residential estates.

3.3.4 The Bishopstown Shopping Centre serves as a local neighbourhood centre for the Bishopstown area and comprises a Dunnes Stores supermarket and a number of smaller retail units and businesses focused on the Curraheen Road. The centre contains approximately 3,600sqm retail floorspace and largely provides for the day to day convenience shopping needs of the immediate locality.



3.3.5 The Centre's orientation around the Curraheen Road proves to be a barrier to pedestrian movement between businesses on opposite sides of the road. In addition, the surface car parking associated with Dunnes Stores and the parade of shops facing onto the Curraheen Road, while serving an important function, adds to the general unfriendliness of the pedestrian and shopping environment and takes from the centres perception as a Village centre.

### Planning Policy Context

3.3.6 The Bishopstown Shopping Centre Area is identified as a Neighbourhood Centre in the *City Plan, 2004*. These centres serve a local shopping function, providing retail outlets / services in a location that is within walking distance of the surrounding area. The Plan states that new neighbourhood centres or the development or redevelopment of sites (e.g. supermarkets) within centres should be of a high standard of urban design, relating well to the public realm, and include a range of uses both vertically and horizontally.

3.3.7 Retail development in the City is based on the conclusions and recommendations outlined in the Cork Strategic Retail Study published in 2002. The recommendations

have been incorporated into the Retail Strategy outlined in the *City Plan, 2004*. The Strategy sets out the requirements for additional retail floorspace (convenience, warehousing and comparison) for the suburbs of the City from 2001 – 2011.

### Development Framework

3.3.8 While the existing area zoned as a neighbourhood centre extends from Looney's Cross to Firgrove Avenue it is considered more appropriate to focus redevelopment objectives on the western end of the area around the existing Dunnes Stores shopping centre as it offers the best potential for the development of an integrated pedestrian friendly centre that offers functional efficiency. The services and facilities located in the Looney's Cross area will continue to play an important part in the provision of local services for the area.

3.3.9 The redevelopment of the centre will have to take account of its locational context within an established residential area and be capable of respecting the character of adjacent areas

### Key Development Objectives

3.3.10 The key development objectives that apply to the area include:

- Retaining the role of the area as a local shopping centre
- Redeveloping/enhancing the quality of the retail frontage
- Protecting the residential amenity of residents in the immediate vicinity
- Requiring the provision of underground car parking in any new redevelopment
- Providing for new residential units in the village centre
- Ensuring safe, convenient access to facilities in the village centre for pedestrians, cyclists and users of public transport
- Providing private and public parking to serve the area with safe access
- Improving the quality of the public realm
- Ensuring the design and layout of the centre reinforces the idea that it is village centre and respects residential areas in the immediate vicinity.

### Urban Structure

3.3.11 The term urban structure refers to the pattern or arrangement of development blocks, streets, buildings, open space and landscape which make up urban areas. It is the interrelationship between all these elements, rather than their particular characteristics that bond together to make a place.

3.3.12 The existing urban structure of the sub-area is principally divided into two distinct areas as the Curraheen Road creates a barrier between buildings and services on opposite sides of the road. Additionally, Barrett's Lane, recently made one-way creates another distinct divide on the southern side of the Curraheen Road. This has the effect of diminishing any sense of place and hampering the functional efficiency of the centre.

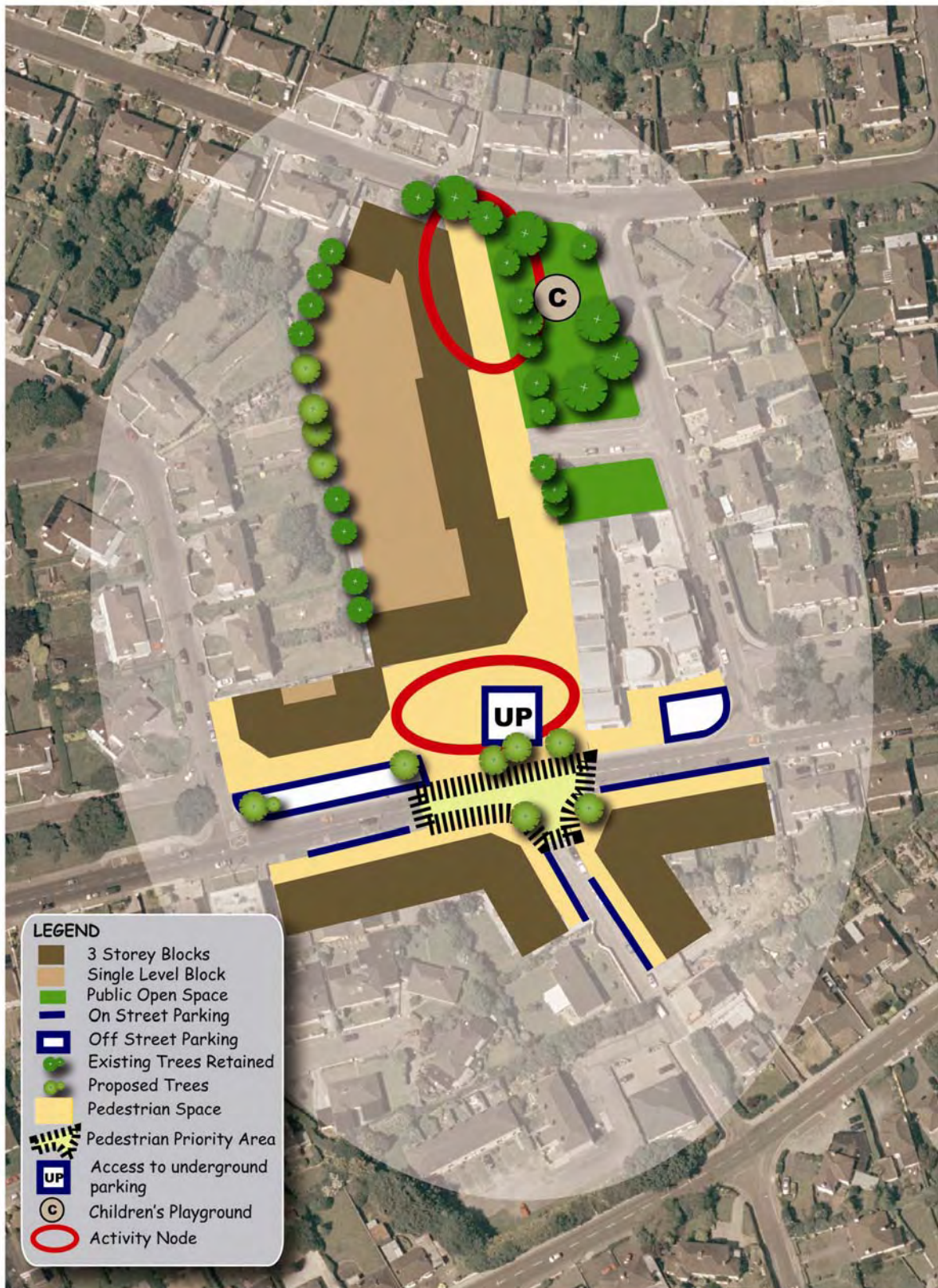
3.3.13 However as the Curraheen Road is an important route in the area's traffic network, the existing urban structure of the sub-area will remain largely the same. In an effort to reduce the severance between services on opposite sides of the Road and remove the sense that this is a barrier, a raised table pedestrian priority area will be introduced. This will have the impact of calming through traffic and making drivers aware they are entering the village centre.

3.3.14 Some of the key features of the urban structure will be (See Figure 3.11):

- New built frontage onto the Curraheen Road
- A new pedestrian street through the centre
- The creation of two public spaces, Village Green and Village Square



Figure 3.11 Bishopstown Village Development Objectives & Indicative layout



### **Urban Grain**

- 3.3.15 Urban grain refers to the pattern of the arrangement and size of buildings and their plots in an area; and the degree to which an area's pattern of street-blocks and street junctions is respectively small and frequent, or large and infrequent.
- 3.3.16 The existing urban grain is largely suburban in character and lacks the fine grain of many traditional villages in the City. The sub-area is dominated by the Dunnes Stores Shopping Centre and associated surface car parking. This should be seen in a positive manner however as it offers excellent potential and scope for the comprehensive redevelopment of the centre.
- 3.3.17 The sub-area has a mix of 1-2 storey buildings, many of which are converted 2-storey residential semi-detached buildings. The recent 'Cornfields' development is mainly 3 storeys.
- 3.3.18 The northern side of the centre is dominated by surface car parking but also contains a small green area that serves as public space for the residents of Firgrove Avenue. It is proposed to improve this space and incorporate it as part of the Village's public realm
- 3.3.19 It is considered appropriate that a sense of enclosure of the Curraheen Road be established by bringing the building line forward towards the road in identified areas. This will help give the centre a high street feel, enhance driver's awareness of the centre and shorten the length of pedestrian movements across the road.
- 3.3.20 Similarly it is proposed to create a pedestrian street running through the existing Dunnes Stores car park by the removal of the surface car parking and bringing forward the building line of the existing Dunnes Stores Centre to provide enclosure. It is also considered desirable that the existing commercial units in the Cornfields be reoriented to address the proposed street.
- 3.3.21 The aim is to enhance the appearance of the space and create a more attractive environment for walking through as well as creating a visible connection between different parts of the centre. New buildings should incorporate a number of sub-divisions with active ground floor uses fronting onto the pedestrian spine and emphasise the street as a focal point.

### **Mix of Uses and Density**

- 3.3.22 The sub area's current function as a neighbourhood centre developed in an intermittent manner with services and facilities responding to local need and eventually developing into a cluster of uses around the shopping centre. As a result it lacks the feel of a traditional village centre, is dominated by car parking and vehicular movements and lacks many community uses.
- 3.3.23 In recent years there has been a growth in the number of business uses (banks etc.) and restaurants, with a parallel trend in fewer new shops and the closure of some local shops as they face competition from large suburban shopping centres.
- 3.3.24 The current zoning can accommodate an appropriate mix of uses for the centre. The mix of uses should include an anchor convenience shopping store supported by a mix of shops and services which serve a local need. Redevelopment also provides the opportunity to introduce residential uses, particularly for the elderly (close to services and facilities), over these ground floor commercial uses.
- 3.3.25 It is not possible to develop a cluster of community uses in the centre due primarily to site constraints but also in recognition that of the two potential areas for community services and facilities, the district centre in terms of scale and sustainability would be the more appropriate location.

- 3.3.26 It is proposed that two activity nodes, which are foci for active ground floor uses including ones that “spill out” into the space, be created:
- The Village Square adjacent to Curraheen Road must be provided;
  - The Village Green adjacent to the pocket park could be provided (See Figure 3.11).

### Design and Building Heights

- 3.3.27 A three storey maximum in building height will apply throughout the sub-area in recognition of the scale and character of adjoining properties. The most desirable mix of uses is considered to be retail ground floor uses with residential overhead, although there made be some scope for locating restaurants or small retail offices on upper floors. The design of buildings should respect the existing character of the immediate adjoining area. Designs should also include proposals to maximise energy efficiency and renewable energy generation where possible.



### Movement and Accessibility

- 3.3.28 Traffic congestion and conflict associated with on-street parking leading to a subsequent reduction in the quality of the urban environment is one of the problems in the centre.
- 3.3.29 The centre is currently dominated by surface car parking and associated vehicular movements which cause conflict with pedestrians. This is not only an issue on the Curraheen Road but within the Dunnes Stores site also. There are currently approximately 210 surface car parking spaces in and around the centre.
- 3.3.30 The removal or reduction of on-street parking within the “Pedestrian Priority Area” would reduce vehicle/pedestrian conflict, ease traffic congestion and bring about a significant visual improvement to the centre.
- 3.3.31 It is therefore proposed that the majority of car parking associated with the centre be located underground. It is however considered necessary to retain some surface car parking (approximately 50 spaces) for the convenience of shoppers, particularly the disabled. A number of areas for convenient surface car parking have been identified with a view to providing a convenient location to access local facilities and services and to avoid conflict between pedestrians and vehicles within the centre. These are illustrated on Figure 3.11.
- 3.3.32 It is considered desirable that the entrance to the underground car park be taken from Curraheen Road. A possible second entrance from Firgrove Avenue may be considered. However this would be to serve residential development only.
- 3.3.33 The poor quality of the pedestrian/cycle environment will be improved by the relocation of the majority of car parking underground and the development of a pedestrian/cycle street in its place. The street will have two activity areas with active uses at the Village Green and the Village square. It is proposed to allow loading / unloading vehicles to use the proposed pedestrian street between designated hours in the morning and evenings. A public cycle parking area will also be located in the proposed Village Square according to cycle requirements.
- 3.3.34 There is also poor pedestrian movement across the Curraheen Road which is dominated by passing vehicular traffic. It is proposed to move the existing pedestrian crossing to the centre of the raised table at the current entrance to the garage. It is also considered

desirable to move the existing bus stop at Westgate further down the road towards the centre and incorporate a seated bus shelter.

## **Public Realm Strategy**

3.3.35 The public realm strategy for the centre proposes the creation of three primary related elements: the village green and the village square connected by the pedestrian street. These spaces will become the focus of activity in the new centre providing for both passive and active open spaces which are integrated with other uses.

### **1. Pedestrian Street Spine**

This will comprise of a 10 metre pedestrian/cycle spine running through the "Dunnes Stores site" connecting Curraheen Road to the uses within the site, and extend to Firgrove Drive if this is considered appropriate. The building line of the existing centre should be brought forward to enclose this space with active uses incorporated on the ground floors. The appropriacy of providing the spine from Firgrove Drive adjacent to the centre access point will depend on the nature, character and quality of the space likely to be created.

### **2. Village Green**

The existing green open space and the majority of trees will be retained and a small children's playground developed and hard landscaped. This area should form part of the activity node at the northern end of the street.

### **3. Village Square**

This area must form part of the southern activity node and will front onto the Curraheen Road. The intensification of café / pub / restaurant uses fronting onto the square is considered desirable as is the reconfiguration of the "Cornfield development" to positively address the space at ground floor level. An area for cycle parking will be incorporated into the square.

3.3.36 It is also considered necessary to retain the linear belt of trees to the west immediately west of the existing Dunnes shopping centre to act as a visual buffer protecting the security and privacy of properties on Westgate Park.

## **Infrastructure**

3.3.37 Existing infrastructure provision is considered adequate to meet the outlined redevelopment opportunities.

### **Objective BW21 Bishopstown Village**

The City Council will require development proposals in the Village Centre to:

- Provide for a mixture of uses;
- Incorporate building heights at a maximum of three storeys
- Provide a new built frontage onto the Curraheen Road
- Provide for the creation of two public spaces: Village Green and Village Square
- Provide a pedestrian/cycle street through the centre connecting Curraheen Road to the development, with activity nodes at either end;
- Provide for underground car parking
- Provide for cycle facilities within Village Green and Village Square

The Council will also seek to ensure an active frontage is provided onto the square from the commercial element of the Cornfields site.

## 4.0 IMPLEMENTATION STRATEGY

### Introduction

- 4.0.1 The Area Action Plan has set out an extensive strategy for the development and improvement of Bishopstown and Wilton. The City Council will play an active role in promoting and delivering some of the key projects listed.
- 4.0.2 The Implementation Strategy sets out the programme of actions that are considered necessary to achieve the plan's aims and objectives. Many of the proposals in the plan will be implemented by the private sector (as outlined within individual chapters). However the State and City Council (in consultation with the County Council) will have a key role to play in delivering many of the necessary improvements to the area.
- 4.0.3 A Project Team will be established to deliver the projects outlined in this plan and to guide development on the key development precincts. The Project Team will be led and chaired by the Director of Services (Planning and Development).

**Table 4.1 Schedule of City Council Projects**

Ref.	Action	Approx Cost	Target	Responsibility
<b>AREA-WIDE PROJECTS</b>				
<b>RESIDENTIAL DEVELOPMENT</b>				
none				
<b>GETTING AROUND</b>				
GA1	Implement Ballincollig Green Route including off-road riverside walkway/cycleways	€3m	2008	Traffic
GA2	Pilot Traffic Cells Project	€150k	2008	Traffic
GA3	Identify and promote 'Safe School Routes'	€40k	2008	Traffic
GA4	New local orbital bus route	TBC	2008	Traffic
GA5	New bus lanes	€5m	2010	Traffic
GA6	New cycle parking facilities at Lee Fields, Murphy's Farm and County Hall	€50k	2008	Traffic
GA7	New cycle lanes on Melbourne Road, modernize cycle track on Sarsfield Road	€100k/80k	2008/10	Traffic
GA8	Review of current routing of buses and the location of bus stops	TBC	2008	Traffic / BE
GA9	Implement Wilton District centre access and movement strategy	n/a	2009	Developer led
GA10	Implement Bishopstown Village access and movement strategy	n/a	2009	Developer led
GA11	Pedestrian Junction and crossing improvements	€300k	2008/10	Traffic
GA12	New Link Road from Ballincollig by-pass to Model Farm Road	€10m	Dependent on funding	Cork County / Cork City

**BISHOPSTOWN & WILTON AREA ACTION PLAN**  
IMPLEMENTATION STRATEGY

<b>Ref.</b>	<b>Action</b>	<b>Approx Cost</b>	<b>Target</b>	<b>Responsibility</b>
GA13	Replacement of Wilton Roundabout with a signalised junction	€750,000	2010	Traffic / developer
<b>PUBLIC OPEN SPACE AND RECREATION</b>				
PO1	Lee Fields Strategy (inc. new link to rear of Sacred Heart)	€750,000	2008	Parks
PO2	Landscape plan and upgrade works for Curragheen River Park	€150,000	2008/09	Parks
PO3	Murphy's Farm/Bishopstown Park Strategy	€2m	2008/09	Parks
PO4	Upgrade works at Woodbrook/Woodhaven	€150,000	2007/08	Parks
PO5	Pocket park on Magazine Road and signage	€75,000	2007/08	Parks
PO6	Playground at Bishopstown Village Green	TBC	2009	Parks
PO7	Audit of condition of sports facilities and upgrading	€10,000	2007	Parks
PO8	Recreational Facilities Needs Study	€75,000	2010	Parks
PO9	Joint recreation strategy with County Council	TBC	2007/08	Parks
<b>BUILT ENVIRONMENT</b>				
BE1	Buildings of regional significance to be added to the Record of Protected Structures	n/a	complete	Planning Policy
<b>INSITUATIONAL DEVELOPMENT</b>				
ID1	Consider introduction of disc parking to streets surrounding CUH and CIT	€50,000	2008/09	Institutions / Traffic
ID2	Improve road infrastructure in vicinity of institutions	TBC	2009	Institutions / Roads Design
<b>LOCAL SERVICES</b>				
LS1	Community Needs Study	TBC	2008	Recreation & Amenity
<b>NATURAL HERITAGE</b>				
NH1	Adopt the nominated TPOs	n/a	2008	Planning Policy / Parks
NH2	Carry out tree surveys and identify areas for tree planting	TBC	2008	Planning Policy / Parks
NH3 a	Establish vehicle to provide ownership of river management / clean-up	TBC	2008	Planning Policy
NH3 b	Carry out a phased clean up of local rivers	TBC	ongoing	Planning Policy
NH4	Assess the adoption of zoning objectives that would protect areas of ecological importance	n/a	2008 (Draft development plan)	Planning Policy

**BISHOPSTOWN & WILTON AREA ACTION PLAN**  
IMPLEMENTATION STRATEGY

Ref.	Action	Approx Cost	Target	Responsibility
<b>INFRASTRUCTURE</b>				
I1	New Link road to rear of CIT	€5m	Dependent on Funding	Roads Design / CIT
I2	New road from Bishopstown Road, Ardrostig Cross to Curraheen Road	€3-4m	After GA12	Roads Design
I3	New road alignment / upgrading at Carrigrohane Bridge	€1m	Dependent on Funding	Roads Design
I4	Acquire and deliver Carrigrohane Road Park and Ride facility	TBC	2009	Traffic
I5	Provide Curragheen Road Park and Ride facility	TBC	2010	Traffic / Cork County Council
<b>AREA-BASED PROJECTS</b>				
<b>WILTON DISTRICT CENTRE</b>				
WT1	Add St Joseph's Church and the SMA House to the Record of Protected Structures.	n/a	Complete	Planning Policy
WT2	Place Tree Preservation Orders on: <ul style="list-style-type: none"> <li>• Monkey Puzzle Tree at Wilton House (SMA);</li> <li>• Beech at TESCO's Tree;</li> <li>• Trees within ESB site;</li> <li>• Trees within Wilton Shopping Centre site;</li> <li>• Bishops court Green.</li> </ul>	n/a	Q1 2009	Planning Policy / Parks
<b>CARRIGROHANE ROAD / VICTORIA CROSS / DENNEHY'S CROSS</b>				
CR2	Add Church of the Descent of the Holy Spirit, Victoria Cross Cycles, Millview House and nos. 1-4 Bridgeview Terrace to the Record of Protected Structures.	n/a	complete	Planning Policy
<b>BISHOPSTOWN VILLAGE</b>				
BV1	Implement Pedestrian Priority Area on Curragheen Road	€500k	2010 (incorporate in GDC)	Roads Design / Planning

## 5.0 VARIATION TO CORK CITY DEVELOPMENT PLAN, 2004

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- 5.0.1 *Variation (No. 6) Bishopstown and Wilton Area Action Plan* was made to the *Cork City Development Plan, 2004* on 14<sup>th</sup> January 2008. This incorporates any material changes which are contained within the AAP into the *City Plan*. Copies of the Variation are available from the Planning Policy Section or on the Cork City Council website.



## 6.0 ENVIRONMENTAL APPRAISAL

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### Introduction

6.0.1 An environmental appraisal of plan proposals and objectives is useful in determining the wider implications and linkages between environmental, social and economic strategies and their likely subsequent impacts.

6.0.2 The Bishopstown and Wilton Area Action Plan is a non-statutory plan, which seeks to amplify existing planning policy as stated in the *City Plan, 2004* and provide general guidance rather than formally change policy. Therefore it is not considered to fall within the scope of the *EU Strategic Environmental Assessment Directive (2001/42/EC)* and the *Planning and Development (Strategic Environmental Assessment) Regulations 2004 (S.I. 436 of 2004)* which require an SEA to be carried out.

6.0.3 While the SEA Directive does not apply, an environmental appraisal of the plan has been carried out and is structured using the same Environmental Categories set out in Table 4B of the Department of the Environment, Heritage and Local Government Guidelines: *Assessment of the Effects of Certain Plans and Programmes on the Environment*. It also follows the same approach to the Assessment/Matrix set out in paragraphs 4.24-4.26 of the *Guidelines*.



### Criteria

6.0.4 The criteria for carrying out the appraisal have been based on the following:

- The physical environment as existing and proposed changes
- Biodiversity impacts
- Social requirements and general well being
- Economic considerations
- Resource requirements and alternatives
- Sustainability assessments

6.0.5 Overall it is considered that proposals and objectives contained in the plan are extremely important for the social, economic and environmental well-being of the Bishopstown and Wilton Area and the City at large. The review and monitoring of environmental impacts will continue during the Plan period with on-going appraisal of proposals and objectives.

**BISHOPSTOWN & WILTON AREA ACTION PLAN**  
ENVIRONMENTAL APPRAISAL

✓ Positive   \* Negative   ○ Neutral   ? Uncertain

Objective Ref	Section	Page	Section Heading	Biodiversity	Population	Human Health	Flora / Fauna	Water	Soil	Air Quality	Climatic Factor	Material assets	Cultural heritage	Landscape
Objective new medium sized residential development sites	2.1	13	Residential Development	○	✓	○	○	*	*	○	○	○	○	○
Objective development of larger residential sites	2.1	14	Residential Development	*	✓	○	?	*	*	*	○	○	○	?
A balanced community	2.1	13	Residential Development	○	✓	✓	○	○	○	○	○	○	○	○
Objective Pedestrianisation/ Walking	2.2	17	Getting Around	○	✓	✓	○	○	○	✓	✓	○	○	○
Objective Cycling	2.2	18	Getting Around	○	✓	✓	○	○	○	✓	✓	○	○	○
Objective Public Transport	2.2	21	Getting Around	○	✓	✓	○	○	○	✓	✓	○	○	○
Objective Road Transport	2.2	21	Getting Around	*	✓	○	?	○	*	*	*	○	?	*
Objective Mobility Management Plans	2.2	21	Getting Around	○	✓	✓	○	○	○	✓	✓	○	○	○
Objective Public Open Space(Parks, Playgrounds and Walkways)	2.3	26	Public Space and Recreation	✓	✓	✓	✓	✓	○	✓	✓	✓	✓	✓
Objective Recreation- sports facilities	2.3	28	Public Space and Recreation	○	✓	✓	○	○	○	○	○	○	✓	○
Objective Archaeology	2.4	30	Built Environment	○	✓	○	○	○	○	○	○	○	✓	✓
Objective Building Conservation	2.4	32	Built Environment	○	✓	○	○	○	○	○	○	○	✓	✓

**BISHOPSTOWN & WILTON AREA ACTION PLAN**  
ENVIRONMENTAL APPRAISAL

Objective Ref	Section	Page		Biodiversity	Population	Human Health	Flora / Fauna	Water	Soil	Air Quality	Climatic Factor	Material assets	Cultural Heritage	Landscape
Objective Legibility and Views & Prospects	2.4	35	Built Environment	○	○	○	○	○	○	○	○	○	✓	✓
Objective Sustainable building practice	2.4	41	Built Environment	✓	✓	✓	○	✓	✓	✓	✓	○	○	○
Objective Development- Cork University Hospital and CIT	2.5	47 & 53	Institutional Development	○	✓	✓	○	×	×	○	○	○	○	○
Objective Mobility Management- Cork Institute of Technology	2.5	47 & 53	Institutional Development	○	✓	✓	○	○	○	✓	✓	○	○	○
Objective Childcare Provision	2.6	57	Local Services	○	✓	✓	○	○	○	?	○	×	○	○
Objective Local Services	2.6	57	Local Services	○	✓	✓	○	○	○	○	○	○	✓	○
Objective Areas of Natural Heritage	2.7	61	Natural Heritage	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Objective Landscape Protection Zones	2.7	64	Natural Heritage	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Objective Tree Preservation	2.7	65	Natural Heritage	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Objective River Corridors	2.7	66	Natural Heritage	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Objective: Wilton 'District centre'	3.1	73	Sub-area Strategies	○	✓	○	○	×	×	○	○	○	○	○
Objective Victoria Cross / Carrigrohane Road	3.2	88 & 93	Sub-area Strategies	○	✓	○	○	×	×	○	○	○	○	✓
Objective Bishopstown Village	3.3	100	Sub-area Strategies	○	✓	○	○	×	×	○	○	○	○	✓

## APPENDIX 1

### SUBMISSIONS RECEIVED DURING STAGE 2 CONSULTATION

No.	Date Received	Name	Reference to	On Behalf of
1	15/08/2006	Noel J.Collins	Traffic & Housing	
2	16/08/2006	Sean Cotter	Pedestrian Crossing	Sec Rossbrook Community Assoc
3	17/08/2006	Dr Eric Tully	Traffic & Commercial	
4	22/08/2006	Sophie Elabdaly	National Roads Network	NRA
5	28/08/2006	Tomas O'Scanlan	Heritage	
6	31/08/2006	Conor McDermott	Residential + Flooding	OPW
7	05/09/2006	Brian & Julia Abbot	Residential	
8	29/08/2006	John F. Aherne	Housing & Parking	Bishopstown Road Residents Assoc
9	24/08/2006	Brendan Counihan	Site access	
10	25/08/2006	Dr Tom O'Sullivan	Hazards	Health Service Authority The Rise Residents Assoc
11	28/08/2006	Declan O'Connor	Residential, Parking	
12		Elaine Gordon	Residential, Hazards	
13	08/09/2006	C Kenefick	Residential	
14	08/09/2006	Peter Cox	Residential, Parking	Glasheen Residents Group
15	09/09/2006	Catherine & Nicholas Mc Carthy	Esso Site	
16	08/09/2006	Patricia Kelleher	Crows Nest Site	
17	09/09/2006	Claire Aherne	Residential	
18	07/09/2006	John F. Aherne	Residential, Pedestrian	Bishopstown Road Residents Assoc
19	08/09/2006	Mary O'Shaughnessy	Recreation	
20	08/09/2006	Timothy Crowley	Tree Pres, Heritage	
21	08/09/2006	Tomas O'Scanlan	Heritage	
22	08/09/2006	Eleanor Lynch	Public Amenities	
23	08/09/2006	Donal Duggan	Traffic Lights	
24	08/09/2006	Mary Ryan	Pedestrian Crossing	
25	08/09/2006	Liam Heaphy	Street names on maps	
26	08/09/2006	Michael Daly	Residential, Traffic	
27	09/09/2006	Breda Scully	SMA Lands	
28	11/09/2006	Tomas O'Scanlan	Pedestrianisation	
29	12/09/2006	Mae O'Connor	Residential, Access Bridge	
30	12/09/2006	William Clifford	Wants Public meeting	
31	11/09/2006	Fr. Dan Cashman	SMA Lands	SMA Church
32	13/09/2006	Cllr Colm Burke	The Grove Cycleway, Residential	Behalf of the Grove Residents
33	15/09/2006	Rev Canon G.P Hilliard & C Hilliard	The Grove, Riverside Walk	
34	12/09/2006	Tom Hernan	21 A the Rise	
35	15/09/2006	The Grove Residents Assoc	Proposals for the Grove	The Grove Residents Assoc
36	25/08/2006	Dr. Tom O'Sullivan	Hazards	Health & Safety Authority
37	18/09/2006	Aisling Linehan-Daly	Public Amenities	
38	14/09/2006	Jacinta Coughlan	Access Bridge	

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39	15/09/2006	Vincent Fitzpatrick	Access Bridge	
40	19/09/2006	Donal F.O'Donovan Con Engineers	Highfield Club	Highfield RFC
41	19/09/2006	Donal F.O'Donovan Con Engineers	Housing Densities	Mr & Mrs Joe O'Connor
42	20/09/2006	Declan Healy	Residential, Parking, Recreation	Bishopstown Community Assoc Ballineaspaig, Firgrove, Westgate Residents Assoc
43	20/09/2006	Sheila Fenton	Parking, Recreation, Cornfields	
44	21/09/2006	Maura White	The Grove Access Bridge	
45	20/09/2006	Edith Lyall	High Rise Accommodation	
46	19/09/2006	George P. Hilliard	The Grove Access Bridge	
47	21/09/2006	Mary Walsh	The Grove Access Bridge	
48	22/09/2006	Bertie Pope	Dunnes Stores	Dunnes Stores
49	22/09/2006	Sophie Elabdaly	National Roads Network	NRA
50	22/09/2006	Johanna Buckley	SMA Lands	
51	26/09/2006	Harry Wong	Wylam Site	Wylam Restaurant
52	10/09/2006	Angus & Catherine O'Connor	Wylam Site	
53	11/09/2006	Finola Tobin	High Rise Accommodation	
54	12/09/2006	Angela Royer	School Safety	
55	25/09/2006	John Crean, Cunnane Stratton Reynolds	Residential, Access Bridge	John Atkins & Co, City Print, Lynch Mc Carthy, Cork Farm, Statoio, Windsor Motors
56	27/09/2006	Charles O'Brien	Anti Social Behaviour	
57	27/09/2006	Cllr Fergal Dennehy	High Rise, Community etc	
58	27/09/2006	Cllr Tony Fitzgerald	The Grove Access Bridge	
59	27/09/2006	Seamus O Rinn & Aindrias O Maolanfaidh	Cardinal Way, Community	Gaelscoil Ui Riada The Grove Residents Assoc
60	26/09/2006	Cllr Michael O'Connell	The Grove	
61	26/09/2006	Cornelius Lynch	Anti Social Behaviour	
62	26/09/2006	John Lynch	Recreation	
63	27/09/2006	Ken Harte	Proposed Walkway, Traffic	
64	27/09/2006	Maire O'Keane	SMA Lands	
65	27/09/2006	Noreen Barry	SMA Lands	
66	27/09/2006	Angela Walsh	SMA Lands	
67	27/09/2006	Catherine O'Sullivan	SMA Lands	
68	27/09/2006	Clare Walsh	SMA Lands	
69	27/09/2006	Michael Cogan	SMA Lands	
70	27/09/2006	Betty & Mick Barry	SMA Lands	
71	27/09/2006	Breda Galvin	SMA Lands	
72	27/09/2006	Marie-Celeste Griffin	SMA Lands	
73	27/09/2006	Dr.Boyd	SMA Lands	
74	26/09/2006	Paul Keane	SMA Lands	
75	27/09/2006	Gillian Mc Sweeney	The Grove	
76	27/09/2006	Teresa O'Leary	SMA Lands	
77	27/09/2006	Kathleen O'Shea	SMA Lands	
78	27/09/2006	Marie Murphy	SMA Lands	
79	27/09/2006	The Daly Family	SMA Lands	
80	27/09/2006	Agnes Boland	SMA Lands	
81	27/09/2006	Felix O'Neill	SMA Lands	
82	27/09/2006	Liam O'Neill	SMA Lands	
83	27/09/2006	Brid Drake	Recreation & Sma Lands	

84	27/09/2006	Sean Murray	The Grove	
85	27/09/2006	Catherine Murray	The Grove	
86	27/09/2006	Peg Quinlan	SMA Lands	
87	27/09/2006	Jack B. Cahill & Co	Development adjacent to CUH	Richard O'Brien
88	28/09/2006	J.G Fitzgerald	Transport	Bus Eireann
89	28/09/2006	Fr. Liam O'Callaghan	SMA Lands	SMA Church
90	28/09/2006	Dermot Hurley	SMA Lands	
91	28/09/2006	Ray Heffernan	SMA Lands	
92	28/09/2006	Brian Barrett	SMA Lands	
93	28/09/2006	Mary Coakley	SMA Lands	
94	28/09/2006	Daniel Coakley	SMA Lands	
95	28/09/2006	Nicholas Mc Carthy	SMA Lands	
96	28/09/2006	Anne Hurley	SMA Lands	
97	28/09/2006	Donal Hurley	SMA Lands	
98	28/09/2006	Oonagh Cregan	SMA Lands	
99	28/09/2006	Sean Murphy	SMA Lands	
100	28/09/2006	Mairead Coakley	SMA Lands	
101	28/09/2006	Helen Coughlan	SMA Lands	
102	28/09/2006	Joan O'Brien	SMA Lands	
103	28/09/2006	Brian J.O'Brien	Amenities & SMA Lands	
104	28/09/2006	Margaret Corr	SMA Lands	
105	28/09/2006	Marguerite Reardan	SMA Lands	
106	28/09/2006	Margaret O'Connell	SMA Lands	
107	28/09/2006	Con O'Connell	SMA Lands	
108	28/09/2006	William Beale	SMA Lands	
109	28/09/2006	Brendan Manley	SMA Lands	
110	28/09/2006	Noreen Ryan	SMA Lands	
111	28/09/2006	Mary Mc Carthy	SMA Lands	
112	28/09/2006	Phyllis Cunningham	SMA Lands	
113	28/09/2006	Phil Cahill	SMA Lands	
114	28/09/2006	Phyllis Sheehan	SMA Lands	
115	28/09/2006	Michael Higgins	Parking, Housing, Recreation	
116	28/09/2006	Myra O'Flaherty	SMA Lands	
117	28/09/2006	Patrick O'Flaherty	SMA Lands	
118	28/09/2006	Margeret Kennedy	SMA & Anti Social Behaviour	
119	28/09/2006	Joseph & Eileen Harte	Firgrove Playground	
120	28/09/2006	Maureen O'Donovan	Student Apt, Traffic	
121	29/09/2006	Cllr Brian Bermingham	High Rise / The Grove developments	
122	29/09/2006	Barbara Barrett-Callaghan	SMA Lands	
123	28/09/2006	Finbarr Sheehan	Roads, Traffic, Footpaths	Woodbrook/Stratton Pines Residents Assoc
124	29/09/2006	Ronald Swain	Traffic	
125	29/09/2006	Cllr Mary Shields	Residential, Traffic	
126	29/09/2006	Kenneth Sheehan	Viscount Premises	
127	29/09/2006	Mick Murphy	High Rise, Public Amenities	Communities for Sustainable Development
128	29/09/2006	Philip Curran	Residential, Roads	Melbourn Residents Association
129	29/09/2006	Cllr Jerry Buttimer	Residential, Traffic, Parking	
130	29/09/2006	Brady Shipman Martin	Public Safety Zones	Kelleher Partnership
131	29/09/2006	Dennehy & Dennehy Designs	Riverside Farm	
132	29/09/2006	Cllr Tony Fitzgerald	The Grove	
133	27/09/2006	Dr. Aileen Holland	SMA Lands	

134	29/09/2006	Ciaran O'Connor	Development Oppertunities Sites	
135	29/09/2006	Joseph Hegarty	SMA Lands	
136	29/09/2006	Therese Kennefick	SMA Lands	
137	29/09/2006	Ann Hogan	SMA Lands	
138	29/09/2006	Eoin O'Riordan	Walks, SMA Lands	
139	29/09/2006	Kathleen Dowling	SMA Lands	
140	29/09/2006	Anna Hennigan	SMA Lands	
141	29/09/2006	Peter & Vivienne Foley	Creche Facilities	Wonder Years Childcare Montessori
142	29/09/2006	Eileen O'Riordan	Walks, SMA Lands	
143	29/09/2006	Vincent Neff	High Rise, Parking	
144	29/09/2006	Sean O'Riordan	Walks, SMA Lands	
145	29/09/2006	Sean & Eithne O'Leary	SMA Lands	
146	29/09/2006	Pat Carroll	SMA Lands	
147	29/09/2006	Migella Cremin	SMA Lands	
148	29/09/2006	Maire Gillane	SMA Lands	
149	29/09/2006	John Gillane	SMA Lands	
150	29/09/2006	Kitty Mc Carthy	SMA Lands	
151	29/09/2006	Nora Hayes	SMA Lands	
152	29/09/2006	Marion Mc Carthy	Roundabout, SMA Lands	
153	29/09/2006	Eileen & Donnacha Broderick	Pedestrian Crossing, Sma	
154	29/09/2006	Catherine Mc Swiney	SMA Lands	
155	29/09/2006	F.A Kelly	SMA Lands	
156	29/09/2006	Claude & Annette Berard	SMA Lands	
157	29/09/2006	William & Vera Mannane	SMA Lands	
158	29/09/2006	Fr. Cormac Breathnach	SMA Lands	
159	29/09/2006	Margaret O'Sullivan	SMA Lands	
160	29/09/2006	Joan O'Leary	SMA Lands	
161	29/09/2006	Mark O'Leary	SMA Lands	
162	29/09/2006	James Manning	SMA Lands	
163	29/09/2006	John Reidy	SMA Lands	
164	29/09/2006	Breda Manning	SMA Lands	
165	29/09/2006	Jerh O'Leary	SMA Lands	
166	29/09/2006	Stella Hegarty	SMA Lands	
167	29/09/2006	Aileen Hegarty	SMA Lands	
168	29/09/2006	Mc Cutcheon Mulcahy Development Planning	Development Oppertunities Sites	Denis Desmond, Ciaran O'Connor, Paul & Tim O'Donoghue
169	29/09/2006	Partnership	Retail	Tesco Ireland
170	29/09/2006	John Spain & Assoc	Retail	O'Donovan Properties Ltd
171	29/09/2006	Mc Cutcheon Mulcahy	High Density Residential	Dennehy Family & Frinailla Ltd
172	29/09/2006	Mc Cutcheon Mulcahy	Presentation Bros Land	Presentation Brothers
173	29/09/2006	Mc Cutcheon Mulcahy	Sma House	Sma Order
174	29/09/2006	Mc Cutcheon Mulcahy	ESB Site	ESB Melbourne Business Park Ltd
175	29/09/2006	Mc Cutcheon Mulcahy	Melbourne Business Park Dev	
176	29/09/2006	Mary O'Donovan	SMA Lands	
177	29/09/2006	Jean Mc Keown	SMA Lands	
178	29/09/2006	Murray O'Laoire Architects	Development Oppertunities Sites	Richard Woods
179	29/09/2006	J.E Keating & Assoc	Curraheen Rd/Barretts Lane	Tal Construction

**BISHOPSTOWN & WILTON AREA ACTION PLAN**

APPENDIX 1

180	29/09/2006	RPS	Rezoning of lands at Carrigrohane	John Atkins .
		Cunnane Stratton		
181	29/09/2006	Reynolds	SMA, ESB, Wilton SC	Howard Holdings
182	29/09/2006	Matrix Associates	Land on Bishopstown Road	The Kelleher Group
		Cunnane Stratton		
183	29/09/2006	Reynolds	John A Woods Land	Kenny Group
		Cunnane Stratton		
184	29/09/2006	Reynolds	Coca Cola, Carrigrohane Road	Oyster Developments
185	29/09/2006	Brid & Pat Hartnett	SMA Lands	
		Des Dunnion, Maire Mulcahy & Brian Mc Carthy		
186	29/09/2006	Carthy	Pedestrial Crossings, Traffic	
187	29/09/2006	Pat Mc Carthy	CUH	Health Service Executive
188	29/09/2006	Douglas Johnston	Lands at Wilton Motors	Wilton Motors
189	29/09/2006	Gillian Mc Sweeney	Orchard Road	
190	29/09/2006	Fr Cormac Breathnach	SMA Lands	
191	29/09/2006	Breda Kinnane	SMA Lands	
192	29/09/2006	Gemma Cadogan	SMA Lands	
193	29/09/2006	Marie Coffey	SMA Lands	
194	29/09/2006	Patrick Cadogan	SMA Lands	
195	29/09/2006	Brigid Murphy	SMA Lands	
196	29/09/2006	Maura Gleeson	SMA Lands	
197	29/09/2006	Anne Parfrey	SMA Lands	
198	29/09/2006	Betty O'Shea	SMA Lands	
199	29/09/2006	John O'Shea	SMA Lands	
200	29/09/2006	Denis Cadogan	SMA Lands	
201	29/09/2006	Una Flanagan	SMA Lands	
202	29/09/2006	Nora Gray	SMA Lands	
203	29/09/2006	Ken O'Brien	SMA Lands	
204	29/09/2006	John & Mary Morrissey	SMA Lands	
205	29/09/2006	Rosarie Crowley	SMA Lands	
206	29/09/2006	Betty Madden	SMA Lands	
207	29/09/2006	Robert & Mary Cotter	SMA Lands	
208	29/09/2006	Michael Mc Gregor	SMA Lands	
209	29/09/2006	Helen Murphy	SMA Lands	
210	29/09/2006	Rosaleen Mc Gregor	SMA Lands	
211	29/09/2006	Kay O'Connell	SMA Lands	
212	29/09/2006	Madge Mc Grath	SMA Lands	
213	29/09/2006	James O'Hea	SMA Lands	
214	29/09/2006	Michael O'Donovan	SMA, Community Facilities	
215	29/09/2006	Kathleen Cronin	SMA Lands	
216	29/09/2006	Sheila Mc Carthy	SMA, Community Facilities	
217	29/09/2006	Ellen Harvey	SMA Lands	
218	29/09/2006	Margaret Murphy	SMA Lands	
219	29/09/2006	Eithne Phelan	SMA Lands	
220	29/09/2006	Ms. O'Sullivan	SMA Lands	
221	29/09/2006	Barry Cogan	SMA Lands	
222	29/09/2006	Veda O'Sullivan	SMA Lands	
223	29/09/2006	Bridget White	SMA Lands	
224	29/09/2006	Winnie O'Flaherty	SMA Lands	
225	29/09/2006	Bernadette Holland	SMA Lands	
226	29/09/2006	Catherine Hayes	SMA Lands	
227	29/09/2006	Wendy Hancock	SMA Lands	



228	29/09/2006	Noel Redmond	SMA Lands
229	29/09/2006	Mary O'Mahony	SMA Lands
230	29/09/2006	Mary Kenny	sma lands
231	29/09/2006	Anne Kingston	SMA Lands
232	29/09/2006	Kathleen Hartnett	SMA Lands
233	29/09/2006	Sheehan Family	SMA Lands
234	29/09/2006	Vincent	SMA Lands
235	29/09/2006	C O'Leary	SMA Lands
236	29/09/2006	florence & Steve Geary	SMA Lands
237	29/09/2006	Mary Murphy	SMA Lands
238	29/09/2006	Mary Lee	SMA Lands
239	29/09/2006	Sheila Forde	SMA Lands
240	29/09/2006	Ingrid Clarke	SMA Lands
241	29/09/2006	John Clarke	SMA Lands
		Anna Maria Clarke-	
242	29/09/2006	Moynihan	SMA Lands
243	29/09/2006	Treasa Walsh	SMA Lands
244	29/09/2006	Albert Collins	SMA Lands
245	29/09/2006	Cormac Shinnick	SMA Lands
246	29/09/2006	Carmel Uí Donnachadha	SMA Lands
247	29/09/2006	Eleanor Barrett	SMA Lands
248	29/09/2006	Edel O'Donovan	SMA Lands
249	29/09/2006	Claire O'Donovan	SMA Lands
250	29/09/2006	Mary O'Donovan	SMA Lands
251	29/09/2006	Carmel Hallissey	SMA Lands
252	29/09/2006	John Hallissey	SMA Lands
253	29/09/2006	Terence McGuire	SMA Lands
254	29/09/2006	Neil O'Connell	SMA Lands
255	29/09/2006	Fergal O'Mahony	SMA Lands
256	29/09/2006	May Hegarty-O'Mahony	SMA Lands
257	29/06/2006	Jermone Hayfield	SMA Lands
258			
&259	29/09/2006	Denis & Catherine Hayes	SMA Lands
260	29/09/2006	Pádraic ó Riórdáin	SMA Lands
261	29/09/2006	Eva Mc Carthy	SMA Lands
262	29/09/2006	Maire Mulcahy	SMA Lands
263	29/09/2006	Tom Raftery	SMA Lands
264	29/09/2006	Miriam Mc Guire	SMA Lands
265	29/09/2006	Aideen McNamara	SMA Lands
266	29/09/2006	Geraldine Keating	SMA Lands
267	29/09/2006	Michael Mc Guire	SMA Lands
268	29/09/2006	Eileen O'Meara	sma lands
269	29/09/2006	Joseph Afre	sma lands
270	29/09/2006	John Reynolds	sma lands
271	29/09/2006	Phil Reidy	SMA Lands
272	29/09/2006	Maria Broderick	SMA Lands
273	29/09/2006	Morgan Broderick	SMA Lands
274	29/09/2006	Martin Walsh	SMA Lands
275	29/06/2006	N. O'Brien	SMA Lands
276	29/09/2006	Sean Kearney	SMA Lands
277	29/09/2006	Tim Murphy	SMA Lands
278	29/09/2006	Denis & Mairead Murray	SMA Lands
279	29/09/2006	Don Moran	SMA Lands
280	29/09/2006	Roy & Helen Devine	SMA Lands

281	29/09/2006	Breda Conneely	SMA Lands
282	29/09/2006	Michael Conneely	SMA Lands
283	29/09/2006	Patricia Browne	SMA Lands
284	29/09/2006	Frank Gilligan	sma lands
285	29/09/2006	Patricia Mc Namara	sma lands
286	29/09/2006	Renee Long	sma lands
287	29/09/2006	Gráinne Sugrue	SMA Lands
288	29/09/2006	Tadhg Sugrue	SMA Lands
289	29/09/2006	Mary Sugrue	SMA Lands
290	29/09/2006	Marjorie Horgan	sma lands
291	29/09/2006	Ann & Brendan Flynn	sma lands
292	29/09/2006	Jerry & Eileen Corcoran	sma lands
293	29/06/2006	Marie O'Callaghan	SMA Lands
294	29/09/2006	Olivia Sheehan	SMA Lands
295	29/09/2006	Mary Irwin	SMA Lands
296	29/09/2006	Jean Stout	SMA Lands
297	29/09/2006	Eileen Cahalane	SMA Lands
298	29/09/2006	John & Sheila Mc Hugh	SMA Lands
299	29/09/2006	Timothy Cahalane	SMA Lands
300	29/09/2006	Joseph Moynihan	SMA Lands
301	29/09/2006	Catherine Keane	SMA Lands
302	29/09/2006	Maire Moynihan	SMA Lands
303	29/09/2006	Liam Ryan	SMA Lands
304	29/09/2006	Eileen Houston	SMA Lands
305	29/09/2006	Thomas Houston	SMA Lands
306	29/09/2006	Eileen Coffey	sma lands
307	29/09/2006	James Keating	sma lands
308	29/09/2006	Finbarr Morrissey	sma lands
309	29/09/2006	Aileen Dineen	SMA Lands
310	29/09/2006	Margaret O'Connell	SMA Lands
311	29/09/2006	Andrew Sheehan	SMA Lands
312	29/09/2006	Olivia Fitzgerald	SMA Lands
313	29/09/2006	Caitlin Radek	SMA Lands
314	29/09/2006	Catherine O'Keefe	SMA Lands
315	29/09/2006	Frances Murray	SMA Lands
316	29/09/2006	Mary O'Sullivan	SMA Lands
317	29/06/2006	Denis Fitzgerald	SMA Lands
318	29/09/2006	Donal Murphy	SMA Lands
319	29/09/2006	Mona Brady	SMA Lands
320	29/09/2006	Michael Moynihan	sma lands
321	29/09/2006	P. Gray	sma lands
322	29/09/2006	Thomas Ronan	sma lands
323	29/09/2006	Margaret Ronan	SMA Lands
324	29/09/2006	Bridget Mc Carthy	SMA Lands
325	29/09/2006	Ann Ryan	SMA Lands
326	29/09/2006	Brian O'Sullivan	SMA Lands
327	29/09/2006	Eddie Mc Carthy	SMA Lands
328	29/09/2006	John Mc Carthy	sma lands
329	29/09/2006	Declan O'Shea	sma lands
330	29/09/2006	Eamonn O'Shea	sma lands
331	29/09/2006	Patrick & Anne O'Reilly	SMA Lands
332	29/09/2006	Maura Moran	SMA Lands
333	29/09/2006	Martin Morrissey	SMA Lands
334	29/09/2006	Mary Herriott	SMA Lands

335	29/09/2006	James Bourke	SMA Lands
336	29/09/2006	Angela Bourke	SMA Lands
337	29/09/2006	Una Looney	SMA Lands
338	29/06/2006	Philip Mohally	SMA Lands
339	29/09/2006	Patrick Kelleher	SMA Lands
340	29/09/2006	Mary Kelleher	SMA Lands
341	29/09/2006	John Quinn	SMA Lands
342	29/09/2006	Niall O'Donovan	sma lands
343	29/09/2006	John Dennehy	sma lands
344	29/09/2006	Mary Haywood	sma lands
345	29/09/2006	Eleanor Morrissey	SMA Lands
346	29/09/2006	Michael Carey	sma lands
347	29/09/2006	Patricia Carey	sma lands
348	29/09/2006	Breda Morrissey	sma lands
349	29/09/2006	Mary O'Flynn	SMA Lands
350	29/09/2006	Ann Corcoran	SMA Lands
351	29/09/2006	Denis & Mary O'Driscoll	SMA Lands
352	29/09/2006	Mary Bambarly	SMA Lands
353	29/09/2006	Margaret Mohally	SMA Lands
354	29/09/2006	Donal O'Leary	sma lands
355	29/09/2006	Aislinn O'Leary	sma lands
356	29/09/2006	Mary O'Leary	sma lands
357	29/09/2006	Maire Cahill	SMA Lands
358	29/09/2006	John Moran	SMA Lands
359	29/09/2006	Garrett Gray	SMA Lands
360	29/09/2006	Ann Harrington	SMA Lands
361	29/09/2006	Anna Enright	SMA Lands
362	29/06/2006	Angela Dennehy	SMA Lands
363	29/09/2006	Phil Cummins	SMA Lands
364	29/09/2006	Christine Kearney	SMA Lands
365	29/09/2006	Winne Creedon	SMA Lands
366	29/09/2006	Mary Casey	SMA Lands
367	29/09/2006	Patrick Browne Richard & Frances Cuddihy	SMA Lands  sma lands
368	29/09/2006	Cuddihy	sma lands
369	29/09/2006	Patricia Fitzgerald	sma lands
370	29/09/2006	Margaret Beechinor	sma lands
371	29/09/2006	Richard Murray	SMA Lands
372	29/09/2006	Jackie O'Donnell	sma lands
373	29/09/2006	Mary Cosgrave	sma lands
374	29/09/2006	Nuala O'Sullivan	sma lands
375	29/09/2006	Patricia Calnan	SMA Lands
376	29/09/2006	Deirdre Wall	sma lands
377	29/09/2006	Vince Stellans	sma lands
378	29/09/2006	Helen Barry	sma lands
379	29/09/2006	Richard & Martin Studdert	SMA Lands
380	29/09/2006	Catherine Lynch	SMA Lands
381	29/09/2006	Tony Duggan	SMA Lands
382	29/09/2006	Michael Moloney	SMA Lands
383	29/09/2006	Cora Redmond	SMA Lands
384	29/09/2006	Gerard Buckley	sma lands
385	29/09/2006	John & Patricia Corridan Thomas & Veronica O'Donovan	sma lands  sma lands
386	29/09/2006	O'Donovan	sma lands
387	29/09/2006	Edward O'Sullivan	SMA Lands

388	29/09/2006	Catherine O'Sullivan	SMA Lands
389	29/09/2006	Frank O'Sullivan	SMA Lands
390	29/09/2006	Thomas Cummins	SMA Lands
391	29/06/2006	Elizabeth Downey	SMA Lands
392	29/09/2006	Anne Ducey	SMA Lands
393	29/09/2006	Doris George	SMA Lands
394	29/09/2006	Eileen Harte	SMA Lands
395	29/09/2006	Daniel Lynch	SMA Lands
396	29/09/2006	Margaret Moloney	SMA Lands
397	29/09/2006	Patrick & Monica Loughlin	SMA Lands
398	29/09/2006	John Mullins	sma lands
399	29/09/2006	Mary O'Riordan	sma lands
400	29/09/2006	Denis O'Riordan	sma lands
401	29/09/2006	Anita Daly	SMA Lands
402	29/09/2006	Mona Crean	sma lands
403	29/09/2006	Eleanor Crowley	sma lands
404	29/09/2006	Michael Ruane	sma lands
405	29/09/2006	Tim O'Driscoll	SMA Lands
406	29/09/2006	Patrick O'Connor	sma lands
407	29/09/2006	Denis Carey	sma lands
408	29/09/2006	Patrick O'Connor	sma lands
409	29/09/2006	Phyl Morris	SMA Lands
410	29/09/2006	Pat Murphy	SMA Lands
411	29/09/2006	Val Murphy	SMA Lands
412	29/09/2006	Brigid Costello	SMA Lands
413	29/09/2006	Katherine Buckley	SMA Lands
414	29/09/2006	Jim Buckley	sma lands
415	29/09/2006	Margaret Mullins	sma lands
416	29/09/2006	Rosalie O'Mahony	sma lands
417	29/09/2006	Jean Louise O'Mahony	SMA Lands
418	29/09/2006	Charles O'Mahony	SMA Lands
419	29/06/2006	Irene Hogan	SMA Lands
420	29/09/2006	Marie O'Mahony-Roche	SMA Lands
421	29/09/2006	Gwen O'Flaherty	SMA Lands
422	29/09/2006	Noreen Mc Sweeney	SMA Lands
423	29/09/2006	Cllr Dave Mc Carthy	The Grove walkway
424	29/09/2006	Eileen O'Sullivan	SMA Lands
425	29/09/2006	Pat Mc Carthy	SMA Lands
426	29/09/2006	Tom & Clare Hunt	SMA Lands
427	29/09/2006	Nora O'Leary Florence & Ellen	SMA Lands
428	29/09/2006	O'Driscoll	SMA Lands
429	29/09/2006	Mrs O'Donovan	SMA Lands
430	29/09/2006	Andrew Foley	SMA Lands
431	29/09/2006	Ann Mc Sweeney	SMA Lands
432	29/09/2006	Frank O'Leary	sma lands
433	29/09/2006	Margo O'Leary	SMA Lands
434	29/09/2006	Marie Treacy	SMA Lands
435	29/09/2006	Mary O'keefe	SMA Lands
436	29/09/2006	Nancy Kelleher	SMA Lands
437	29/09/2006	Florence O'Keefe	SMA Lands
438	29/09/2006	Michael Ahern	sma lands
439	29/09/2006	Maurice O'Sullivan	sma lands
440	29/09/2006	PJ & Mary Callanan	sma lands
441	29/09/2006	Aileen Flavin	SMA Lands

442	29/06/2006	Ina Sheehy	SMA Lands
443	29/09/2006	Margaret White	SMA Lands
444	29/09/2006	Jane O'Brien	SMA Lands
445	29/09/2006	Marna Carey	SMA Lands
446	29/09/2006	Mary Tyrrell	SMA Lands
447	29/09/2006	Siobhan Morrison	SMA Lands
448	29/09/2006	Breda Deane	SMA Lands
449	29/09/2006	Helen O'Keefe	SMA Lands
450	29/09/2006	Sean Bungoyle	SMA Lands
451	29/09/2006	Phil O'Hanlon	sma lands
452	29/09/2006	Barbara Barrett	sma lands
453	29/09/2006	Patricia Guilfoyle	sma lands
454	29/09/2006	Bridget Fitzgerald	sma lands
455	29/06/2006	Betty Moore	sma lands
456	29/09/2006	Thos. P	SMA Lands
457	29/09/2006	John Gately	SMA Lands
458	29/09/2006	Ann & Eddie Burgess	SMA Lands
459	29/09/2006	Noreen Twomey	SMA Lands
460	29/09/2006	Heather Johnston	SMA Lands
461	29/09/2006	S. Hutton	sma lands
462	29/09/2006	John Heffernan	sma lands
463	29/09/2006	Myra Kennedy	sma lands
464	29/09/2006	Ellen Walsh	SMA Lands
465	29/09/2006	Celia Kerrigan	SMA Lands
466	29/09/2006	Edmund Dillane	SMA Lands
467	29/09/2006	Cathleen O'Neill	SMA Lands
468	29/06/2006	Liza O'Connor	SMA Lands
469	29/09/2006	Anne O'Riordan	SMA Lands
470	29/09/2006	Elizabeth Harris	SMA Lands
471	29/09/2006	Maureen McGrath	SMA Lands
472	29/09/2006	Anne O'Riordan	sma lands
473	29/09/2006	Jerry O'Riordan	sma lands
474	29/09/2006	Mrs. D.Hinds	sma lands
475	29/09/2006	Della O'Leary	SMA Lands
476	29/09/2006	Mary O'Connor	SMA Lands
477	29/09/2006	Anthony Drummond	SMA Lands
478	29/09/2006	Gina Mc Namara	SMA Lands
479	29/09/2006	Mary Murray	SMA Lands
480	29/09/2006	Donal & Noreen Sheehan	SMA Lands
481	29/06/2006	Michael English	SMA Lands
482	29/09/2006	Mary Cronin	SMA Lands
483	29/09/2006	Mary Mulcahy	SMA Lands
484	29/09/2006	Margaret Cotter	SMA Lands
485	29/09/2006	Bridie Sheehan	SMA Lands
486	29/09/2006	Peggy Lordan	SMA Lands
487	29/09/2006	Breda Ryan	SMA Lands
488	29/09/2006	Annette Stephen	SMA Lands
489	29/09/2006	Sinead Mc Carthy	sma lands
490	29/09/2006	Lorna Acton	SMA Lands
491	29/09/2006	Mary O'Sullivan	SMA Lands
492	29/09/2006	Morgan & Jean Lahiffe	SMA Lands
493	29/09/2006	Bertie Harrington	SMA Lands
494	29/09/2006	Pauline & Tim Sheehan	SMA Lands
495	29/09/2006	Dolores O'Riordan	sma lands

		Eileen & Christopher Mc	
496	29/09/2006	Carthy	sma lands
497	29/09/2006	Sheila Angland	sma lands
498	29/09/2006	Eithne O'Mahony	SMA Lands
499	29/06/2006	Keira O'Mahony	SMA Lands
500	29/09/2006	Rita Clayton	SMA Lands
501	29/09/2006	M Forde	SMA Lands
502	29/09/2006	K. Jackson	SMA Lands
503	29/09/2006	iAin H.	SMA Lands
504	29/09/2006	David Ainscough	SMA Lands
505	29/09/2006	Donal Hurley	sma lands
506	29/09/2006	Nuala Keating	sma lands
507	29/09/2006	Paula Stubbs	sma lands
508	29/09/2006	Fr. Frank Nicholas & Catherine Mc	SMA Lands
509	29/09/2006	Carthy	SMA Lands
510	29/09/2006	Sean Keegan	SMA Lands
511	29/09/2006	Sandra Meehan	SMA Lands
512	29/06/2006	John Connolly	SMA Lands
513	29/09/2006	Thomas Coughlan	SMA Lands
514	29/09/2006	Sheila Coughlan	SMA Lands
515	29/09/2006	Carthy	SMA Lands
516	29/09/2006	Ann Walsh	SMA Lands
517	29/09/2006	Lorna Cole	SMA Lands
518	29/09/2006	Phil O'Donovan	SMA Lands
519	29/09/2006	Maura O'Sullivan	SMA Lands
520	29/09/2006	Denis Buckley	SMA Lands
521	29/09/2006	A. O'Mahony	SMA Lands
522	29/09/2006	Kathleen Lane	sma lands
523	29/09/2006	Eileen Sexton	SMA Lands
524	29/09/2006	Sheila White	SMA Lands
525	29/09/2006	James Hobbins	SMA Lands
526	29/06/2006	Michael Mc Knight	SMA Lands
527	29/09/2006	Josephine Mc Knight	SMA Lands
528	29/09/2006	Mary O'Shea	SMA Lands
529	29/09/2006	Majella Kelleher	SMA Lands
530	29/09/2006	Siobhan Luttrell	SMA Lands
531	29/09/2006	Kevin O'Mahony	SMA Lands
532	29/09/2006	Mary & Dermot Hickey	SMA Lands
533	29/09/2006	Mary Murray	SMA Lands
534	29/09/2006	Mary Fahy	SMA Lands
535	29/09/2006	Deirdre O'Leary	sma lands
536	29/09/2006	Paul O'Leary	SMA Lands
537	29/09/2006	Gerard Boland	SMA Lands
538	29/09/2006	Godfrey Dunlea	SMA Lands
539	29/06/2006	Mary Moriarty	SMA Lands
540	29/09/2006	Angela O'Leary	SMA Lands
541	29/09/2006	Donal O'Sullivan	SMA Lands
542	29/09/2006	Margaret O'Connor	SMA Lands
543	29/09/2006	Maria O'Connor	SMA Lands
544	29/09/2006	Aidan Bruton	SMA Lands
545	29/09/2006	Ken Bruton	SMA Lands
546	29/09/2006	Gerard Bruton	sma lands
547	29/09/2006	Mary O'Callaghan	sma lands
548	29/09/2006	Eileen Bruton	sma lands

549	29/09/2006	Betty Mc Carthy	sma lands
550	29/09/2006	Kay Fennessy	sma lands
551	29/09/2006	Elaine Fennessy	SMA Lands
552	29/09/2006	Betty Courtney	SMA Lands
553	29/06/2006	Emma Clarke	SMA Lands
554	29/09/2006	Sarah Clarke	SMA Lands
555	29/09/2006	Eileen Cahill	SMA Lands
556	29/09/2006	Terence Layton	sma lands
557	29/09/2006	Thomas Morrissey	sma lands
558	29/09/2006	Charles Bogue	sma lands
559	29/09/2006	Eugene Mc Carthy	SMA Lands
560	29/09/2006	Mary Mc Carthy	SMA Lands
561	29/09/2006	Bartholomew Murphy	SMA Lands
562	29/09/2006	Patricia Murphy	SMA Lands
563	29/09/2006	Michael O'Shea	SMA Lands
564	29/09/2006	John O'Sullivan	SMA Lands
565	29/09/2006	John & Joan Sexton	SMA Lands
566	29/06/2006	William Kennedy	SMA Lands
567	29/09/2006	Andrias ó Maolanfaidh	SMA Lands
568	29/09/2006	Andrais ó Maolanfaidh	SMA Lands
569	29/09/2006	Catherine Collins	SMA Lands
570	29/09/2006	Máire Murphy	SMA Lands
571	29/09/2006	Mary Aherne	SMA Lands
572	29/09/2006	Peggy Corkery	SMA Lands
573	29/09/2006	Tom Johnston	SMA Lands
574	29/09/2006	Jim Collins	SMA Lands
575	29/09/2006	Mr & Mrs Meade	sma lands
576	29/09/2006	Mrs A. Howe	SMA Lands
577	29/09/2006	Terri O'Reilly	SMA Lands
578	29/09/2006	Kay Reading	SMA Lands
579	29/09/2006	Jean Kieran	SMA Lands
580	29/09/2006	Mrs. B.Bird	SMA Lands
581	29/09/2006	Jennie White	SMA Lands
582	29/09/2006	Mary Shorten	SMA Lands
583	29/09/2006	Hilary Mc Carthy	SMA Lands
584	29/09/2006	Ann Coughlan	SMA Lands
585	29/09/2006	Mairead O'Sullivan	SMA Lands
586	29/09/2006	Ms. M Calnan	SMA Lands
587	29/09/2006	Margaret Mc Carthy	SMA Lands
588	29/09/2006	Michael Fahy	SMA Lands
589	29/09/2006	Sheila Fahy	SMA Lands
590	29/09/2006	Mary & Bill O'Donnell	SMA Lands
591	29/09/2006	Ellen Walsh	SMA Lands
592	29/09/2006	Claire Aherne	SMA Lands
593	29/09/2006	Eileen Kiely	SMA Lands
594	29/06/2006	Niamh Kiely	SMA Lands
595	29/09/2006	Michael Costello	sma lands
596	29/09/2006	M.P Fahy	SMA Lands
597	29/09/2006	Colette Carroll	SMA Lands
598	29/09/2006	Mary Carroll	SMA Lands
599	29/09/2006	Carmel Carroll	SMA Lands
600	29/09/2006	Pat Hegarty	SMA Lands
601	29/09/2006	Kay Lucey	sma lands
602	29/09/2006	Clair Lyons	sma lands

603	29/09/2006	Phil O'Leary	sma lands
604	29/09/2006	Ann Dempsey	SMA Lands
605	29/09/2006	O'Donovan Family	SMA Lands
606	29/09/2006	Kathleen Fleming	SMA Lands
607	29/09/2006	Maureen Herlihy	SMA Lands
608	29/09/2006	Mrs. C. Murphy	SMA Lands
609	29/09/2006	Margaret Callanan	SMA Lands
610	29/09/2006	Sheila Gallagher	SMA Lands
611	29/09/2006	Doreen O'Brien	SMA Lands
612	29/09/2006	Sheila Forde	sma lands
613	29/09/2006	O'Donovan Family	sma lands
614	29/09/2006	Teresa Bohane	sma lands
615	29/09/2006	Kathleen O'Brien	SMA Lands
616	29/09/2006	Lucy Carty	SMA Lands
617	29/09/2006	Noel J.Collins	SMA Lands
618	29/09/2006	Michael O'Loughlin	SMA Lands
619	29/09/2006	Eda O'Loughlin	SMA Lands
620	29/09/2006	Tom & Betty O'Connor	SMA Lands
621	29/06/2006	Tony Duggan	SMA Lands
622	29/09/2006	Maria Duggan	SMA Lands
623	29/09/2006	Reg Hegarty	SMA Lands
624	29/09/2006	James Duggan	SMA Lands
625	29/09/2006	Margaret O'Brien	SMA Lands
626	29/09/2006	Oliver O'Brien	sma lands
627	29/09/2006	Therese & Joe Power	SMA Lands
628	29/09/2006	Carmel Halnan	SMA Lands
629	29/09/2006	Patricia Hegarty	SMA Lands
630	29/09/2006	Mrs Bohan	SMA Lands
631	29/09/2006	Ina Lynch	SMA Lands
632	29/09/2006	Lucy O'Sullivan	SMA Lands
633	29/09/2006	Mary Sisk	SMA Lands
634	29/09/2006	Bernadette Bell	SMA Lands
635	29/09/2006	Marie Fitzgerald	SMA Lands
636	29/09/2006	Maureen Sneyd	SMA Lands
637	29/09/2006	Anne Murphy	SMA Lands
638	29/09/2006	Don Cashman	SMA Lands
639	29/09/2006	Ted & Phyllis Barry	sma lands
640	29/09/2006	Elizabeth Harrington	SMA Lands
641	29/09/2006	Margaret Dawson	SMA Lands
642	29/09/2006	James O'Rourke	SMA Lands
643	29/06/2006	Kay Delaney	SMA Lands
644	29/09/2006	Noreen O'Donovan	SMA Lands
645	29/09/2006	Margaret O'Donovan	SMA Lands
646	29/09/2006	Margaret Hayes	SMA Lands
647	29/09/2006	Jackie Sheehan	SMA Lands
648	29/09/2006	M Fielding	SMA Lands
649	29/09/2006	Ellen Tobin	SMA Lands
650	29/09/2006	Sheila Cremin	SMA Lands
651	29/09/2006	Ann Twomey	sma lands
652	29/09/2006	Joan Walsh	SMA Lands
653	29/09/2006	Ann Seymour	SMA Lands
654	29/09/2006	Mrs M. Cullinane	SMA Lands
655	29/09/2006	Michael O'Brien	SMA Lands
656	29/09/2006	Sheila Murphy	SMA Lands



657	29/09/2006	Rose Murray	sma lands
658	29/09/2006	Rosarie O'Connor	sma lands
659	29/09/2006	Maura Aherne	sma lands
660	29/09/2006	Mary Brophy	SMA Lands
661	29/09/2006	Mary O'Sullivan	SMA Lands
662	29/09/2006	Sarah P. Lyons	SMA Lands
663	29/09/2006	Mary Murphy	sma lands
664	29/09/2006	Kathleen Morrissey	SMA Lands
665	29/09/2006	Mary O'Keefe	SMA Lands
666	29/06/2006	Ellen Cooney	SMA Lands
667	29/09/2006	Betty Moore	SMA Lands
668	29/09/2006	Isobel Moloney	sma lands
669	29/09/2006	Anne Mc Sweeney	SMA Lands
670	29/09/2006	Mr. O'Brien	SMA Lands
671	29/09/2006	B. Horgan	SMA Lands
672	29/09/2006	Diana Morrissey	SMA Lands
673	29/09/2006	Betty O'Brien	SMA Lands
674	29/09/2006	Mary O'Neice	SMA Lands
675	29/09/2006	Deirdre Bateman	SMA Lands
676	29/09/2006	O'Sullivan	sma lands
677	29/09/2006	Marjorie O'Donnell	sma lands
678	29/09/2006	Berna Moran	sma lands
679	29/09/2006	Mary Barry	sma lands
680	29/09/2006	Marie Cronin	sma lands
681	29/09/2006	Mary Kennedy	SMA Lands
682	29/09/2006	Peggy Coveney	SMA Lands
683	29/09/2006	Monica O'Shea	SMA Lands
684	29/09/2006	Carmel Coppinger	SMA Lands
685	29/09/2006	Muriel Collins	SMA Lands
686	29/09/2006	Maura Kenny	sma lands
687	29/09/2006	Emily Barry	sma lands
688	29/06/2006	Phyl Ellis	sma lands
689	29/09/2006	Christina Roche	SMA Lands
690	29/09/2006	Noreen Murphy	SMA Lands
691	29/09/2006	Christina Donnelly	SMA Lands
692	29/09/2006	Betty Layton Richard & Breda	SMA Lands
693	29/09/2006	Henchion	sma lands
694	29/09/2006	Peter Hurley	SMA Lands
695	29/09/2006	J. Cashman	SMA Lands
696	29/09/2006	Tadhg & Betty Murphy	SMA Lands
697	29/09/2006	Mr & Mrs P. Daly	SMA Lands
698	29/09/2006	Mary Moran	SMA Lands
699	29/09/2006	Eugene O'Sullivan	SMA Lands
700	29/09/2006	Mary O'Donovan	SMA Lands
701	29/09/2006	Patrick Barrett	sma lands
702	29/09/2006	Rose Barrett	sma lands
703	29/09/2006	Frances Keohane	sma lands
704	29/09/2006	Denis Keohane	sma lands
705	29/09/2006	Evelyn Flavin	sma lands
706	29/09/2006	Pauline Howard	SMA Lands
707	29/09/2006	Matt Walsh	SMA Lands
708	29/09/2006	Catherine O'Sullivan	SMA Lands
709	29/09/2006	Mary Murphy	SMA Lands
710	29/09/2006	Unknown	SMA Lands

711	29/09/2006	Una Drummond	sma lands
712	29/09/2006	unknown	sma lands
713	29/09/2006	S.F Warren	sma lands
714	29/09/2006	Murielle Mc Carthy	SMA Lands
715	29/09/2006	Betty Buckley	SMA Lands
716	29/09/2006	Margaret White	SMA Lands
717	29/06/2006	Nelly Martin	sma lands
718	29/09/2006	Phil O'Sullivan	SMA Lands
719	29/09/2006	Charles O'Brien	SMA Lands
720	29/09/2006	Ann Bruton	SMA Lands
721	29/09/2006	Nuala Linehan	SMA Lands
722	29/09/2006	Eily Healy	SMA Lands
723	29/09/2006	Christopher Bohan	SMA Lands
724	29/09/2006	Josephine Brennan	SMA Lands
725	29/09/2006	Theresa O'Sullivan	sma lands
726	29/09/2006	John O'Brien	sma lands
727	29/09/2006	Katty Twomey	sma lands
728	29/09/2006	Joan Deasy	sma lands
729	29/09/2006	Margaret Healy	sma lands
730	29/09/2006	Millie O'Brien	SMA Lands
731	29/09/2006	Maie Coughlan	SMA Lands
732	29/09/2006	Claire Coleman	SMA Lands
733	29/09/2006	Phil Molloy	SMA Lands
734	29/09/2006	Nichola Martin	SMA Lands
735	29/09/2006	Margaret Lynch	sma lands
736	29/09/2006	Esther Crowe	sma lands
737	29/09/2006	Eilish Kelly	sma lands
738	29/09/2006	Esther Donnellan	SMA Lands
739	29/09/2006	Joan Denton	SMA Lands
740	29/09/2006	Sheila Mc Carthy	SMA Lands
741	29/09/2006	Catherine Lynch	sma lands
742	29/09/2006	Mary Desmond	sma lands
743	29/09/2006	Carmel Duncombe	SMA Lands
744	29/09/2006	Peggy Buckley	SMA Lands
745	29/06/2006	Marie Kelly	SMA Lands
746	29/09/2006	Margaret Kelleher	sma lands
747	29/09/2006	Cara Riordan	SMA Lands
748	29/09/2006	Breda Dowling	SMA Lands
749	29/09/2006	Liam O'Driscoll	SMA Lands
750	29/09/2006	Noreen Long	SMA Lands
751	29/09/2006	Maura Daly	SMA Lands
752	29/09/2006	Ann Chambers	SMA Lands
753	29/09/2006	Aideen Roe	SMA Lands
754	29/09/2006	Sandra	sma lands
755	29/09/2006	Phil Chambers	sma lands
756	29/09/2006	Nora Mc Carthy	sma lands
757	29/09/2006	P.J Crowe	sma lands
758	29/09/2006	Mary Crowley	sma lands
759	29/09/2006	Nancy O'Sullivan	SMA Lands
760	29/09/2006	K. O'Brien	SMA Lands
761	29/09/2006	Kay O'Herlihy	SMA Lands
762	29/09/2006	Helen Walsh	SMA Lands
763	29/09/2006	Mary O'Donovan	SMA Lands
764	29/09/2006	Ina Kieling	sma lands

765	29/09/2006	Joan Mc Carthy	sma lands
766	29/09/2006	Sheila Harrington	sma lands
767	29/09/2006	T. Massett	SMA Lands
768	29/09/2006	Denise Cullinane	SMA Lands
769	29/09/2006	Karen Buckley	SMA Lands
770	29/09/2006	Anne Kelly	SMA Lands
771	29/09/2006	Eleanor Burke	sma lands
772	29/09/2006	Phil Manley	sma lands
773	29/09/2006	Angela Coultis	SMA Lands
774	29/06/2006	Christine O'Shea	
775	29/09/2006	Teresa Collins	SMA Lands
776	29/09/2006	Kathleen Murphy	sma lands
777	29/09/2006	Kathleen Murray	SMA Lands
778	29/09/2006	Dennehy	SMA Lands
779	29/09/2006	Irene O'Sullivan	SMA Lands
780	29/09/2006	Mary Hurley	SMA Lands
781	29/09/2006	Violet Chilvers	SMA Lands
782	29/09/2006	Sheila Morrissey	SMA Lands
783	29/09/2006	Donal Murphy	SMA Lands
784	29/09/2006	Maura O'Driscoll	sma lands
785	29/09/2006	Peg Mc Allen	sma lands
786	29/09/2006	Elaine Duggan	sma lands
787	29/09/2006	Ann O'Mahony	sma lands
788	29/09/2006	Angela Forde	sma lands
789	29/09/2006	Kathleen Bermingham	SMA Lands
790	29/09/2006	Teresa Finn	SMA Lands
791	29/09/2006	Marian Hoey	SMA Lands
792	29/09/2006	Maureen Murphy	SMA Lands
793	29/09/2006	Marie Mitchell	SMA Lands
794	29/09/2006	Catherine Byrne	sma lands
795	29/09/2006	Bina Hogan	sma lands
796	29/09/2006	Sr. Brendan O'Driscoll	sma lands
797	29/09/2006	Sp. Maura Nagle	SMA Lands
798	29/09/2006	Margaret Marthy	SMA Lands
799	29/09/2006	Donal healy	SMA Lands
800	29/09/2006	Mary Healy	sma lands
801	29/09/2006	Maurice Madden	sma lands
802	29/09/2006	John O'Leary	sma lands
803	29/09/2006	M. Geary	sma lands
804	29/06/2006	Istvan Pék	SMA Lands
805	29/09/2006	Kathryn Gilles	SMA Lands
806	29/09/2006	Enda Bevan	SMA Lands
807	29/09/2006	Phil O'Connell	SMA Lands
808	29/09/2006	C. O'Sullivan	SMA Lands
809	29/09/2006	Margaret Dineen Donal & Maureen Mc	sma lands
810	29/09/2006	Carthy	sma lands
811	29/09/2006	Mrs. B Egmar	sma lands
812	29/09/2006	Margaret Kiely	SMA Lands
813	29/09/2006	Caoimhín ó Donnchú	Traffic, Footpaths, Cycleways
814	29/09/2006	John Ryan	SMA Lands
815	29/09/2006	Catherine Mc Grath	
816	29/09/2006	Pat & Betty Murphy	sma lands
817	29/09/2006	Charles O'Connell	sma lands
818	29/09/2006	Ann O'Connell	sma lands

819	29/09/2006	M. Riordan	SMA Lands	
820	29/09/2006	Phyl Gearty	SMA Lands	
821	29/09/2006	J.D Gearty	SMA Lands	
822	29/09/2006	Patrick & Alma Fox	SMA Lands	
823	29/09/2006	June Rooney	SMA Lands	
824	29/09/2006	Joan French	sma lands	
825	29/09/2006	Kathleen Dorgan	sma lands	
826	29/09/2006	Nora Dineen	sma lands	
827	29/09/2006	Mary Roche	SMA Lands	
828	29/09/2006	Mary Burke	SMA Lands	
829	29/09/2006	Kay Corcoran	SMA Lands	
830	29/09/2006	Margaret Hartnett	sma lands	
831	29/09/2006	Dolores Gardiner	sma lands	
832	29/09/2006	Irene Kavanagh	sma lands	
833	29/09/2006	Doreen Gradiner	sma lands	
834	29/09/2006	Mary Barrett	SMA Lands	
835	29/09/2006	Alice Browne	SMA Lands	
836	29/09/2006	P. Kelleher	SMA Lands	
837	29/06/2006	Sheila Murphy	SMA Lands	
838	29/09/2006	Mary O'Malley	SMA Lands	
839	29/09/2006	Eileen O'Connell	sma lands	
840	29/09/2006	Dominic Cahill	sma lands	
841	29/09/2006	Tony Mc Carthy	sma lands	
842	29/09/2006	Breda Madden	SMA Lands	
843	29/09/2006	Sheila O'Dwyer	sma lands	
844	29/09/2006	Denis O'Leary	sma lands	
845	29/09/2006	Doreen O'Leary	sma lands	
846	29/09/2006	Angie Murphy	SMA Lands	
847	29/09/2006	Denis Murphy	SMA Lands	
848	29/09/2006	Niamh Roe	SMA Lands	
849	29/09/2006	Teresa Roe	SMA Lands	
850	29/09/2006	Ann Mallen	SMA Lands	
851	29/09/2006	Marie O'Keefe	sma lands	
852	29/09/2006	Sheila O'Sullivan	sma lands	
853	29/09/2006	Lillian O'Leary	sma lands	
854	04/10/2006	Mairead Sheedy	Residential size, primary school	Dept of Education
855	06/10/2006	Martina Barrett	sma lands	