



# 1

## Cobh Town Development Plan 2013 Volume 1: Main Policy Material





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## Chapter 1 Introduction to the Cobh Town Plan

### 1.1 Introduction

1.1.1. This Development Plan has been prepared in accordance with the Planning and Development Acts and was formally made by Cobh Town Council on the December 10<sup>th</sup> 2012. The plan shall have effect from 17<sup>th</sup> January 2013.

1.1.2. The Plan relates to lands within the functional area of Cobh Town Council. A separate Plan for the Environs of the Town has been prepared by the neighbouring planning authority, Cork County Council, and is contained in the recently adopted Local Area Plan for the Midleton Electoral Area (2011).

### 1.2 Statutory Context

1.2.1. Under the Planning and Development Acts, each Planning Authority is required to prepare a Development Plan for its functional area setting out its strategy for the proper planning and sustainable development of the area. The plan consists of a single document that includes both a written statement and relevant illustrative material including maps, diagrams and plans.

1.2.2. The Plan has been prepared in accordance with the Planning and Development Acts, which set out the matters (both mandatory and discretionary) to be included in a Plan and the requirements for consistency with higher level plans, and with the planning guidelines issued by the Minister, and such national plans, policies or strategies as the Minister determines relate to proper planning and sustainable development.

#### *Core Strategy*

1.2.3. Following the introduction of the 2010 Planning Act the written statement of the Plan must also now include a Core Strategy which shows that the development objectives of the plan are consistent with national and regional development objectives set out in the National Spatial Strategy and the Regional Planning Guidelines and takes account of any policies of the minister in relation to population targets. The Core Strategy for Cobh is detailed in Chapter 2.

#### *Housing Strategy*

1.2.4. The Development Plan is also required to include a Housing Strategy in accordance with Section 94 of the 2000 Act, as amended and the preparation of the Housing Strategy needs to be informed by the Core Strategy and the requirements outlined therein with regard to overall levels of future population and housing land requirements. This is included in Appendix A.

#### *Conservation and Protection of the Environment*

1.2.5. The Plan is also required to include a separate statement which shows that the development objectives in the development Plan are consistent, as far as practicable with the conservation and protection of the environment (section 10 (1) (d)). This is included in appendix D.

#### *Strategic Flood Risk Assessment*

1.2.6. Under Section 28 of the Planning and Development Act 2000, as amended, statutory guidelines entitled "The Planning System and Flood Risk Management Guidelines for Planning Authorities" were published by the DoEHLG (November 2009). These guidelines require planning

authorities to introduce flood risk assessment as an integral and leading element of the development plan process. A Strategic Flood Risk Assessment for County Cork was prepared by Cork County Council as part of the review of the Local Area Plans in 2010 and this has informed the preparation of the Cobh Town Plan. The Strategic Flood Risk Assessment for Cobh (Final Statement) is included in Volume 2 of the Plan.

#### *Climate Change and energy efficiency*

1.2.7. The Government's energy policy and climate change goals are closely aligned. The National Climate Change Strategy is the government's commitment to reducing greenhouse gases and promoting sustainable communities to help minimise transport-related energy consumption and encourage energy-efficient housing layouts. These can help meet targets adopted under the Kyoto Agreement. A direct effect of climate change is flooding. As outlined above, Cork County Council has prepared a Strategic Flood Risk Assessment for County Cork and this has informed the preparation of the Cobh Town Plan.

#### *Strategic Environment Assessment (SEA)*

1.2.8. Strategic Environmental Assessment (SEA) is the term which has been given to the environmental assessment of plans. It is a systematic process of predicting and evaluating the likely environmental effects of implementing a plan in order to ensure that these effects are appropriately addressed at the earliest appropriate stage of decision-making on a par with economic and social considerations.

1.2.9. The Strategic Environmental Assessment Directive (2001/42/EC) was transposed into Irish Law through the European Communities (Environmental Assessment of certain Plans and Programmes) Regulations 2004 (SI No 435 of 2004) and the Planning and Development (Strategic Environmental Assessment) Regulations 2004 (SI No 436 of 2004) and requires the Cobh Town Development Plan to undergo Strategic Environmental Assessment (SEA) in order to improve planning and environmental management of future development in the town. A Strategic Environmental Assessment, which is a formal systematic evaluation of the likely significant impacts of a proposed plan or programme was carried out in parallel to the preparation of the Draft Cobh Town Development Plan and its findings were included in an associated Environmental Report. An SEA Statement is included in Volume 2 of the Plan and summarises how environmental considerations have been integrated into the planning process, how the Environmental Report, the opinions of the public and designated authorities and the results of the trans-boundary consultation have been taken into account and the reasons for choosing the planning process as adopted in the light of other reasonable alternatives.

#### *Habitats Directive Assessment / Appropriate Assessment (AA)*

1.2.10. All land use plans are required to be 'screened' for any potential impact on areas designated as Natura 2000 sites. In any case where, following screening, it is found that the Development Plan may have an impact on the objectives of a Natura site, or such an impact cannot be ruled out, an Appropriate Assessment (AA) under the EU Habitats Directive must be undertaken. This AA process comprises the assessment, based on scientific knowledge, of the potential impacts of the plan on the conservation objectives of any Natura site and the development, where necessary, of mitigation or avoidance measures to preclude negative effects. The impacts assessed must include the indirect and cumulative impacts of the Plan, considered with any current or proposed activities, developments or policies impacting on the site. It informs plans of the environmental impacts of alternative actions and contributes to the integration of environmental considerations into plan making.



1.2.11. This Plan has been subject to screening for Appropriate Assessment in accordance with the requirements of the Habitats Directive and a Natura impact Report is included in Volume 2 of the Plan. .

#### *Midleton Local Area Plan 2011*

1.2.12. A substantial part of the built area of the town is within the County Council administrative area and regard has also been had to the provisions of the Midleton Electoral Area Local Area Plan 2011 in preparing this Plan, in accordance with the requirements of Section 9(4) of the Planning and Development Act 2000, as amended.

#### *Public Consultation*

1.2.13. Public consultation on the *revised* Draft Plan began in March 2012 and included a public exhibition on the 25th April 2012. Seventeen valid submissions were received and the issues raised were subject to a Manager's Report in October 2012. On foot of the issues raised, a number of amendments were recommended to the Draft Plan and these went on public display in mid-October 2012.

### **1.3 The Purpose of the Plan**

1.3.1. The purpose of the Cobh Town Plan 2012 is to provide a focused strategy for the long term sustainable development of Cobh town in a manner that delivers an improved quality of life for its citizens and provides for new development that is sustainable and contributes to and enhances the existing qualities of the town. The Plan also:

- Identifies the key development issues informed by statutory requirements and community and stakeholder participation.
- Includes policy objectives for the proper planning and sustainable development of the town that are consistent with the National and Regional Plans and the Cork County Development Plan 2009 and CASP Update 2008.
- Provides a detailed and consistent framework for the use of land and the control and regulation of development that will guide day to day planning decisions.
- Informs local communities of how the area will develop.

### **1.4 The Plan Area**

1.4.1. This Plan covers the administrative boundary of Cobh Town Council.

1.4.2. Almost all the land within the Cobh Town Council administrative area has been developed to some degree and the development opportunities for the future lie in small infill schemes and brownfield development. It is acknowledged that the majority of new residential and business / industrial development in Cobh is likely to take place within the environs of the town in the future and a key challenge for this plan is to strengthen the relationship and interconnectivity between the town core and the environs.

### **1.5 Structure of the Plan**

1.5.1. The Plan is set out as follows:

#### **Volume 1**

- Chapter 1: Introduction to the Cobh Town Plan
- Chapter 2: Strategic Context and Core Strategy
- Chapter 3: Economic Development & Tourism
- Chapter 4: Cobh Town Centre and Waterfront Strategy
- Chapter 5: Housing
- Chapter 6: Social and Community Facilities
- Chapter 7: Infrastructure
- Chapter 8: Heritage
- Chapter 9: Transport
- Development Plan Maps
- Appendix A: Housing Strategy
- Appendix B: RPS List
- Appendix C Car & Cycle Parking Standards
- Appendix D: Statement pursuant to Section 28 of the Planning and Development Act 2000 (as amended).

#### **Volume 2**

- Strategic Environmental Assessment Statement
- Habitats Directive Assessment, Natura Impact Report
- Strategic Flood Risk Assessment.

### **1.6 Monitoring, Review and Implementation**

1.6.1. In accordance with Section 15(1) of the Planning and Development Act 2000 as amended, there is a duty on the Council to take such steps within its powers as may be necessary for securing the objectives of this Plan. While the achievement of many objectives will depend on the availability of finance from the State and other sources, the Council will seek to implement the Plan in a proactive manner and will engage with all relevant stakeholders in this regard. Not more than two years after the making of the Plan the Manager has to submit a report to the Elected Members on the progress achieved in securing the objectives of the Plan.

1.6.2. The Planning & Development Acts makes provision for the review of this plan, normally commencing at the latest 6 years after the making of the plan.



planning authorities now have to ensure that their development plans are consistent with these targets. Cobh is located within the Cork Gateway where an additional 54,295 housing units are required between 2010 and 2022.

2.2.4. **Cork Area Strategic Plan (CASP):** Prepared jointly by the City and County Councils in 2001 and updated in 2008 so as to set out a shared vision for the Cork area for the period up to the year 2020. The 2008 CASP Update indicates that Cobh is one of the primary locations in the County Metropolitan Area for population growth and highlights Cobh's significant potential as the tourism base for East Cork with a number of significant attractions, further enhanced by its cruise terminal and the potential for an iconic tourism product at Spike Island.

2.2.5. While the town benefits from rail access, CASP Update acknowledges that road infrastructure is poor and topography and heritage constraints limit additional intensification of the town centre. The Update identifies the opportunity to increase Cobh's residential population further in order to sustain and deliver additional retail, commercial and service functions and proposes the most appropriate location for this is to the north of the town along the Ballynoe Valley, which will consolidate the commercial function established at Ticknock. It is suggested that growth here should be linked to the provision of a new rail station at Ballynoe and should have connectivity to the town of Cobh.

2.2.6. **The Cork County Development Plan 2009:** The County Development Plan 2009 (as varied) sets out the overall strategy for the growth and development of County Cork to the year 2020. The Plan details the network of settlements within the County and the population and household targets for each of the main towns and identifies Cobh as a Metropolitan town. The Plan seeks to facilitate the development of the town to fulfil its potential as a centre for population and as a district employment centre. The tourism potential of the town is also recognised while the lack of modern roads infrastructure and waste water treatment facilities are acknowledged as constraints on its future growth.

2.2.7. **The Midleton Electoral Area Local Area Plan 2011:** This is the statutory plan governing development of the environs / suburbs of Cobh which are within the jurisdiction of Cork County Council. The LAP makes provision for the significant expansion of the environs of the town. Lands have been identified to accommodate an additional 1,900 dwellings and approximately 19 hectares have been identified for Business use. Provision has also been made for a new primary school, railway station with park and ride facilities at Ballynoe and additional community facilities.

2.2.8. The Midleton Local Area Plan also identifies Marino Point and Haulbowline as 'Other Locations'. In the case of Marino Point the LAP includes a special policy objective for the development of Marino Point for port-related industrial development. No specific objectives are detailed for Haulbowline although the potential for cultural/heritage development focused on its military/naval/maritime history and connectivity with Spike Island and the rest of the harbour are acknowledged.

2.2.9. **Cork Strategic Retail Study 2008/The Joint Retail Strategy:** This Joint Retail Strategy was prepared on foot of a requirement of the Retail Planning Guidelines for Planning Authorities that Cork City and County Councils work together to prepare one retail strategy for the Greater Cork Area. The purpose of the Strategy is to set out a clear policy on retail provision in the city and county and to guide planning authorities when

assessing retail planning applications. The Strategy was prepared in consultation with the nine Town Councils.

2.2.10. The Strategy identifies a hierarchy of retail locations that establishes the quantity and location of new retail development. Within the retail hierarchy, Cobh is identified as an Outer Metropolitan Town (Tier 3) along with Midleton, Carrigaline, Ballincollig and Blarney. The Strategy recognises that Cobh needs to be supported as a self sustaining town and that there is scope for additional convenience and tourism comparison floor space. The Strategy is currently under review.

2.2.11. **Cork Planning Authorities Joint Housing Strategy January 2009:** Part V of the Planning and Development Act, 2000 requires that all Planning Authorities prepare Housing Strategies and incorporate these into their development plans. This Housing Strategy has been developed jointly by the eleven Planning Authorities in Cork in order to address the existing and future housing needs of the area to 2020. The primary purpose of the Strategy is to ensure that the overall supply of housing is sufficient to meet the planned population growth of Cork. It is based on a shared vision which sees having a suitable place to live at an affordable price as a basic right.

2.2.12. The strategy states that the local authorities in Cork will exercise their powers under Part V of the Planning & Development Acts 2000 and require that 20% of land zoned for residential use, or for a mixture of residential and other uses, subject to certain exemptions, shall be reserved for the provision of social and affordable housing. Within the County area generally, 50% of the reserved land will be allocated to social housing and 50% of the reserved land will be allocated to affordable housing. The Strategy contains a number of detailed policies and programmes for action. The Strategy is currently under review.

#### *Other Strategic Documents*

2.2.13. **The South West River Basin District Plan:** This plan was adopted in 2010 and includes a programme of measures and a river basin management strategy, designed to achieve at least good status for all waters and to maintain high status where it exists. The South Western River Basin District covers a total area of approximately 15,000 km<sup>2</sup> and a coastline of over 1,800 km along the Atlantic Ocean and Celtic Sea.

2.2.14. The water quality in the coastal waters of Cobh is classified as “moderate ecological status” and it is an objective of the South Western River Basin District Management Plan to restore this water body to good status by 2021. The water quality of the Lower Harbour adjoining the town has been classified as “failing good chemical status” against established EU wide standards. The Cobh Plan will prioritise the provision of water services infrastructure to address the water quality issues outlined.

2.2.15. The **National Climate Change Strategy 2007-2012:** The Irish Government has agreed to legally binding limits to the production of these harmful gases in Ireland. The National Climate Change Strategy 2007-2012 sets out a programme of action for achieving these limits. The Strategy recognises that decisions by Local Authorities on the location, design and construction of domestic and commercial development and of related economic and social activity, can have a significant effect on greenhouse gas emissions.

**2.2.16. Sustainable Residential Development in Urban Areas (Guidelines for Planning Authorities):** This guidance document revises and updates the Residential Density Guidelines for Planning Authorities published in 1999 and focuses on creating sustainable communities by incorporating the highest design standards and providing a co-ordinated approach to the delivery of essential infrastructure and services.

**2.2.17. Guidelines for Planning Authorities: The Planning System and Flood Risk Management (2009)** The guidelines require the planning system at national, regional and local levels to avoid development in areas at risk of flooding unless there are wider sustainability grounds that justify appropriate development and where flood risk can be reduced or managed to an acceptable level without increasing flood risk elsewhere. The guidelines require that Development Plans address flood risk by having the necessary flood risk assessments, including mapping of flood zones, in place at the critical decision making phases and the consideration of any subsequent amendments. The guidelines require the adoption of a sequential approach to flood risk management based on avoidance, reduction and mitigation of flood risk.

**2.2.18. Architectural Heritage Protection: Guidelines for Planning Authorities (2004).** These Guidelines were prepared by the Department of Environment, Heritage and Local Government (now Department of Arts, Heritage and the Gaeltacht), to provide guidance to Planning Authorities on Part IV of the Planning and Development Act 2000. This document provides detailed guidance in relation to the legislative provision for protected structures and architectural conservation areas as well as detailed guidance notes for technical matters dealing with the built heritage and is of particular relevance for Cobh given the significant number of protected structures and Architectural Conservation Areas in the town.

**2.2.19. Guidelines for the Management and Development of Architectural Conservation Areas.** This document was published in 2010 by Cork County Council. The purpose of the guidelines is to promote the unique character of Architectural Conservation Areas and to establish an understanding of what constitutes that special character and to provide guidance to building owners, prospective developers and others in relation to development within these areas.

#### *Other Plans and Studies*

**2.2.20. Cobh Urban Design Feasibility Study 2009** – This study sets out a sustainable development framework for the development of the waterfront of Cobh stretching from Rushbrooke docks in the west to Cove Fort in the east, including the town centre and addresses economic, urban design (including public realm) and movement issues in order to assist the Planning Authority in assessing proposals within the Study Area. The study has not been subject to screening for impacts on sites designated for nature conservation within the wider harbour area and suggested projects would therefore need to be screened for impact prior to implementation.

**2.2.21. Port of Cork Strategic Development Plan Review 2010.** The Port of Cork Company is a commercial state company responsible for promoting and developing the Port of Cork in line with government policy. The Strategic Development Plan review recommends that, in order for the Port of Cork to deliver on its role to support and contribute to the competitiveness of the regional economy, and to deliver on its commitments to its customers, the Port of Cork will have to provide additional port

- A new container terminal located on lands adjacent to Ringaskiddy Ferry Terminal,
- Bulk, Break Bulk and General Cargo Facilities located at the Deep Water Berth/ ADM Jetty Site in Ringaskiddy
- Additional Bulk / General Cargo facilities at Marino Point
- A multipurpose Ro-Ro berth adjacent to the Ringaskiddy Container Terminal.
- Bulk Liquids handling and storage facilities at Marino Point.

2.2.22. **Cork Harbour Study - Public Draft April 2011.** This exploratory study prepared by Cork County Council recognises the need for an integrated approach to the development of Cork harbour. This study puts forward suggestions and alternatives on the future development of 60 sub areas adjoining the harbour.

### 2.3 Core Strategy

2.3.1. The Core Strategy for Cobh builds on the principles of the previous Cobh Town Plan 2005 and the framework provided by the County Development 2009, as varied, CASP Update 2008, the Regional Planning Guidelines 2010 and national policy and guidelines relevant to planning.

2.3.2. The Strategy outlined in CASP and the County Development Plan 2009 (in respect of the environs of Cobh) -provides for significant expansion of the town through the development of a new residential neighbourhood, enhanced employment and retail opportunities and significant infrastructural investment whilst retaining the town's distinctive character and green belt / harbour setting.

2.3.3. The Cobh Town Plan 2012 seeks to provide the building blocks for the implementation of this strategy at the local level and are detailed in the policies and objectives contained within the individual chapters of the Plan. The key priorities of this Plan are to enhance self sufficiency in terms of employment and retail development, re-establish the town core along the waterfront as the focus for the town and the centre of the community, and optimise the economic benefit of the town's heritage and maritime tradition.

#### *Cobh in Context*

2.3.4. Cobh is located approximately 15 km south east of Cork City. The town is positioned on the south western corner of Great Island, in a prominent position overlooking Cork Harbour, Haulbowline and Spike Islands. Cobh has an extensive and significant history greatly influenced by its harbour location, island typology and maritime tradition which revolved around naval, military, mercantile, industrial and leisure themes. The town has a long tradition in shipbuilding and also developed as a port and naval base in the 19th Century. The town was the main embarkation port for emigration in the 18th and 19th century. The opening of the railway in 1860 facilitated the transfer of mail and coincided with the development of Cobh as a port of call for Trans-Atlantic liners. The arrival of the railway also facilitated the development of the town as a commuter town. This history has contributed to the towns significant tourist function, including as a cruise liner terminal, with the only dedicated cruise liner berth in the country.

2.3.5. In more modern times, Cobh has benefited from port and industrial development policies seeking to exploit the advantages offered by Cork Harbour which lead to the development of major harbour side industrial areas. Cobh benefited directly from many of these developments including the development of a full scale ship building operation at the dockyard at Rushbrooke (Verlome Dock yard closed in 1984), the development of a steel processing plant on Haulbowline (1938-2002) and Irish Fertiliser Industries at Marino Point (1985-2002).

### *Cobh Today*

2.3.6. Today, Cobh and environs is the third largest of the Cork metropolitan towns, after Ballincollig and Carrigaline, with a population of 12,347 in 2011. Strategically, the town has a role to play in the development of the Cork 'Gateway' and is expected to accommodate significant population and jobs growth up to the year 2020 and beyond. Economically the town has contracted significantly in recent decades. The advent of air travel started the decline in its maritime function and this was compounded by the loss of several significant local employers at Irish Steel, Irish Fertiliser Industries and the Verlome Dockyard. At their peak these industries provided thousands of jobs for the local community, jobs which have not been replicated in the intervening years.

2.3.7. The majority of the workforce now commutes off Great Island for work and there has been a contraction in the retail and commercial base of the town. This commute is made easier by the availability of the commuter rail service and the harbour ferry to Glenbrook which enhances the accessibility of the other main employment locations of Cork City, Ringaskiddy and Little Island. Commuting is a key issue that the Town and County Councils should attempt to address.

2.3.8. Just as in the past, the future economic prosperity of Cobh is intrinsically linked with the harbour and facilities for ship access. Rushbrooke Dockyard retains significant shipping related infrastructure and facilities and while underutilised at present has potential for marine and port related development in the future in keeping with the established use of the site. The greatest potential for economic and employment growth in Cobh lies in developing the tourism function and this is multi faceted. Cobh's harbour setting is a key natural asset of the town providing opportunities for recreation and marine leisure activities while the town's rich historical heritage, and relationship with Spike Island and the other military fortifications within the harbour, also offers significant tourism potential. The Cobh Cruise terminal operated by the Port of Cork currently attracts about 50 cruise ships a year providing a large potential clientele for heritage/ retail attractions within the town.

### *Population*

2.3.9. In 2011 the population of Cobh town and its environs was 12,347, an increase of 1,044 people or 9% over that recorded in 2006. While the growth experienced in the environs area was positive at 23%, the population in the town council area actually fell by 0.7% in the same period.

2.3.10. The County Development Plan Strategy makes provision for population growth of 2, 196 persons in Cobh in the period 2011-2020. The number of households is expected to grow by 1,163 in the same period.



2.3.11. The target population for the Town Council area is 6,798 persons in 2020 which would be an increase of 298 persons over the 2011 census figure.

<b>Table 2.1: Cobh Population &amp; Households 2006-2020</b>				
	<b>Census 2006</b>	<b>Census 2011</b>	<b>Target 2020</b>	<b>Growth 2011-2020</b>
<b>Population</b>				
<b>Town &amp; Environs</b>	11,303	12,347	14,543*	2,196
Town Council Area	6,541	6,500	6,798	298
Environs	4762	5,847	7,745	1,898
<b>Households</b>				
<b>Town &amp; Environs</b>	4,142	4,618	6,034#	1,433
Town Council Area	2,444	2,568	2,821	388
Environs	1,698	2,050	3,213	1,163

\*Sourced from Cork County Development Plan 2009 – Core Strategy ( 2011)

# population divided by household occupancy of 2.41.

2.3.12. The disparity in overall growth rate targets between the town and environs reflects the strong supply of greenfield development land within the environs while there is very little such land within the town boundary. The brownfield and infill development opportunities available within the town will need to be designed to optimise densities on these relatively small sites, work with the topography, and respect the character of adjacent area. The town has a good stock of family and period housing, a relatively young population and a very attractive coastal environment which will inevitably attract population over time especially if proposals to enhance the economic, employment, tourism base of Cobh and the quality of the waterfront are delivered. The population within the Town Council area needs to be sustained and expanded if possible through the development of infill schemes and the redevelopment of the upper floors of town centre properties for residential use. The Midleton Electoral Area Local Area Plan has made provision for significant growth in the environs of the town.

#### *Housing Demand and Land Supply*

2.3.13. Within the Town Council Area Average Household size stood at 2.53 persons in 2011. National trends for falling household size show that this is reducing by an average of 0.28 persons per annum suggesting that by 2020 average household size within Cobh town could be down to 2.3 persons and this would be consistent with wider European trends. In line with the Regional Planning Guidelines, however, the Plan makes a household size assumption of 2.41 for 2020.

2.3.14. Census 2011 recorded 2,568 households within the Plan area. The household target for 2020 is 2821, giving rise to an additional 388 new households, necessitating the provision of an additional 446 new housing units within the Town.

<b>Table 2.2: Housing Demand 2011-2020</b>			
	<b>Population Growth 2011-2020</b>	<b>Household Growth 2011-2020</b>	<b>Housing Units 2011-2020</b>
<b>Cobh Town</b>	298	388	446

2.3.15. Within the Town Council Area two plots of land that were zoned for residential use in the 2005 Plan remain undeveloped and are carried forward in this plan. Planning permission has been granted on both sites (which comprise 3.53ha in total) for a total of 81 dwelling units but construction has yet to commence. One of the permissions for 20 units has recently expired. In order to achieve the target level of growth set out in this Plan, and optimise the housing yield from the development land available within the Town Council Area, the Council will encourage higher density development at appropriate locations within the town, will promote living over the shop schemes in the town centre and encourage the conversion of former retail premises, such as those along Harbour Row to residential use. While it is acknowledged that there is a plentiful supply of land in the Environs, the Town Council's priority is to direct as much population growth as possible to the town.

2.3.16. Within the environs of the town, the Midleton Electoral Area Local Area Plan adopted in 2011 has zoned 42.4ha zoned for residential uses. A further 700 housing units (equivalent to approximately 30ha) are to be provided within the X-01 site, giving a total residential land supply of approximately 72ha. The Midleton Electoral Area Local Area Plan identifies a need for 2,088 new dwellings in Cobh over the period 2010-2020. The County Development Plan Core Strategy identified a lower number of housing units (1,848) but this is based on different assumptions to those used in the Local Area Plan in relation to the multiplier used for vacancy rates, the density to which the lands would be developed and assumptions in relation to gross / net land areas. As future planning applications will be assessed by reference to the Local Area Plan, those figures have been used. When the Plan comes up for review again it is intended to prepare a joint town and environs Development Plan and issues in relation to the land supply will be resolved at that stage.

#### *Phasing*

2.3.17. Given the very limited land supply (3.5ha) available within the town council area, on which planning permission for housing developments have previously been granted, phasing is considered unnecessary and inappropriate.

2.3.18. The Core Strategy Diagram below should be read in conjunction with the "General Land Use Zoning Map 1" of the Draft Plan regarding detailed zoning information.

<b>Table 2.3: Cobh Housing Supply 2011-2020</b>				
	<b>Total Zoned Land (ha)</b>	<b>Yield from zoned Lands</b>	<b>Infill Yield</b>	<b>Total Housing Yield</b>
<b>Cobh Town</b>	3.53	81 units	32 units	113 units

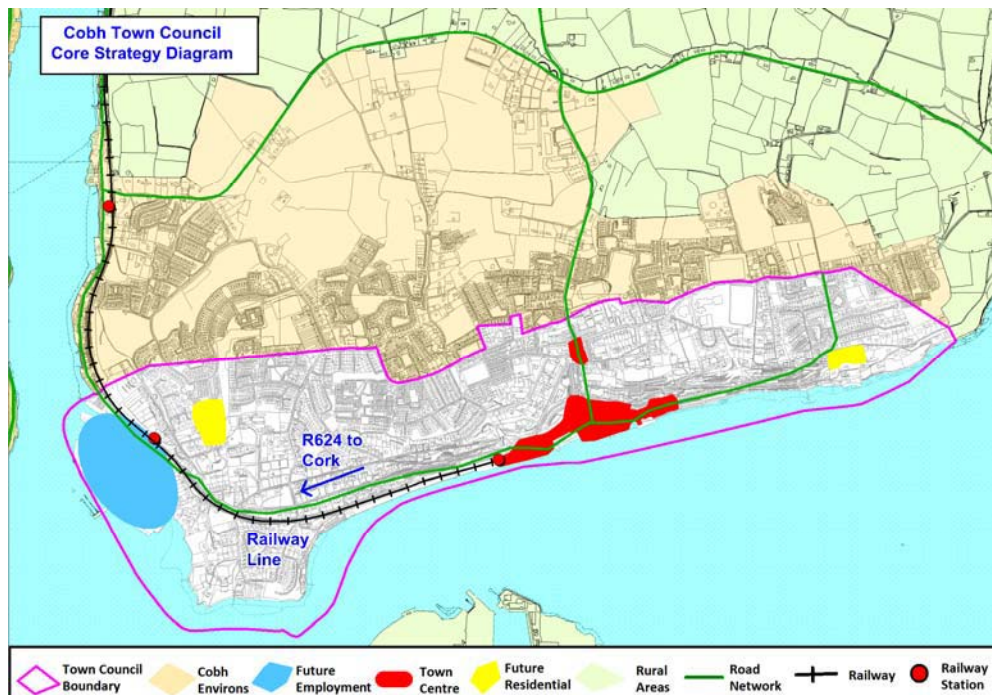


Figure 2.2 Core Strategy Diagram

Table: 2.4 Core Strategy Table: Population and Housing 2011-2020		
	Cobh Town Council	Environs*
Population Allocation 2011-2020 (growth)	298	1,898
Housing required	446	2,088
Existing zoning (ha)	3.53	72.4#
Proposed zoning (ha)	3.53	72.4#
Housing yield (Residential lands)	81	2088
Housing yield (other lands)	32	0
Total yield	113	2088
(Shortfall) or Excess	(333) +	0

\*Source Midleton Electoral Area Local Area Plan 2010;

# Includes 42.4ha of zoned residential & approx. 30 ha as part of XC-01 site where 700 dwellings are to be provided.

+Population target for the town is ambitious in order to capture the optimum level of development within the town council area. Any shortfall is likely to be taken up by development within the environs of the town.

### *Retail*

2.3.19. Historically Cobh was served by a broad retail base which served the large liner traffic and a greater number of locally based residents / employees who worked for one of the many large marine-related employers.

2.3.20. The steady decline of retailing in the town centre has been influenced by a number of factors. The advent of cheap air travel greatly impacted on the transatlantic shipping trade and consequently a loss of visitors to the town. This has been exacerbated by a large percentage of the population commuting off Great Island for work and hence, not availing of local shopping facilities. Nationally, the trend towards fewer shops and larger retailers has also impacted on the retail environment and cumulatively these factors have resulted in a high level of vacancy in the town centre.

2.3.21. The nature of modern convenience retailing (large floor plates with access and delivery needs) prove difficult to accommodate within the town centre due to the steep topography and historic building fabric. This has led to a significant convenience retail leakage to Cobh Suburbs at Ticknock and, to a lesser degree, to Midleton.

2.3.22. The Cork Strategic Retail Study (March 2008) identifies Cobh as having a localised shopping catchment supporting 1,165m<sup>2</sup> convenience shopping (Aldi increased this to 2,015m<sup>2</sup>) and 3,270m<sup>2</sup> of comparison floorspace. The Study noted the potential of the town to tap into the tourist market and particularly underlined the potential market of the cruise liner business. The Strategy identified the need for more convenience floorspace (which has been somewhat addressed by the development of Aldi at Ticknock), additional tourism comparison floorspace and the redevelopment of derelict sites within the town.

2.3.23. This Plan seeks to promote the town centre as the primary location for retailing within the town and encourage a greater amount of higher order retailing to broaden the retail base. In particular the Plan makes provision for:

- (a) Reducing the extent of the area zoned town centre relative to that of the previous plan, to create a more focused retail and service zone in the "Primary Retail Area".
- (b) Midleton Street will continue to perform an important secondary retail function.
- (c) Closer co-operation with Cork County Council to ensure there is no comparison retail leakage to Ticknock.

### *Employment lands*

2.3.24. CASP acknowledges Cobh's competitive advantage with a railway station and its potential for offering high quality work place and residential living. The only significant area of zoned employment land available within the Cobh Town Council area is the existing Cork Dockyard facility at Rushbrooke which comprises 15 hectares. This is currently of strategic importance as a ship repair facility for the Harbour and contains a graving dock and dry dock. The facility has deep water access and the site includes large scale manufacturing halls, workshops and marine engineering facilities. Given the strategic nature of the site, it is considered desirable that the site be retained as a dockyard and for marine related industrial development into the future.

2.3.25. The town centre will be the prime location for small scale business/office based uses which may be accommodated as part of small infill /redevelopment sites at appropriate locations. Elsewhere, greenfield sites have been zoned for business use in the

environs of the town to add to the range of local employment opportunities available in terms of site size and locational requirements. Cobh Town Council will actively engage with Cork County Council to secure the timely development of appropriate employment uses on these lands in order to enhance local employment opportunities.

### *Public Transport*

2.3.26. Cobh has a significant advantage in terms of the availability of a commuter rail service linking the town to Cork City (and onwards) and also to the Strategic Employment Centre of Carrigtwohill and the town of Midleton. The cross river ferry also connects the town to Passage West, Monkstown and Glenbrook with potential for onward journeys to Ringaskiddy and Carrigaline. Cobh is connected to Marino Point by road and rail.

2.3.27. The town is in need of a bus service linking the residential areas to the railway station and linking the town to Cork City, Mahon and the South Environs. The Town Council will encourage the provision of enhanced public transport facilities in this regard and will work in cooperation with an operator regarding detailed design requirements (e.g. suitable locations for bus stops etc).

2.3.28. The Cork Area Strategic Plan 2001 (CASP) identified the need to undertake an integrated local transport plan for the town and its environs. This is re-iterated in CASP Update 2008 where the implementation of such a plan is identified as a priority for Tranche 2 (2008-2013) of the Strategy. A local transport plan is still awaited but the need to resolve wider accessibility issues for the town and its environs is becoming increasingly more urgent if the scale of growth envisaged for the town is to be realised.

### *Wastewater Treatment*

2.3.29. At present effluent from the Cobh Town Council area discharges untreated to Cork Harbour, via 12 outfall points around the town, as the town does not have any waste water treatment facility. The discharge of untreated effluent into Cork Harbour is of significant concern as the Harbour is a Protected Area under the South West River Basin District Plan (SWRBDP) and it contains Natura 2000 sites and a Nutrient Sensitive Area. There are also designated Shell fish Waters at Rostellan North, Rostellan South and Cork Great Island North Channel. The South West River Basin District Plan 2010 identifies Cork Harbour as having 'moderate' water quality status and includes an objective to restore it to 'good' status by 2021. The necessary improvement in water quality required to meet the objectives of the SWRBD Plan is dependent on the delivery of adequate wastewater facilities to meet the needs of existing and planned development.

2.3.30. A Waste Water Discharge Licence was issued by the EPA for the agglomeration of Cobh on 20th July 2010 allowing untreated discharges to Cork Harbour. It is a condition of this license that a specified improvement programme (Cork Lower Harbour Sewerage Scheme) be completed by 1st January 2015 and discharges are discontinued from that date.

2.3.31. The Lower Harbour Scheme will serve a number of towns around the lower harbour including Cobh, Passage West, Monkstown, Carrigaline, Crosshaven and Ringaskiddy. Within Cobh the scheme proposes a new upgraded collection system to convey all effluent to a proposed harbour crossing pumping station at Carrigaloe. Twin rising mains will cross the harbour between Carrigaloe and Glenbrook, ultimately draining to a new wastewater treatment plant to be constructed at Shanbally, Ringaskiddy. The EIS

for this scheme was approved by An Bord Pleanála in June 2009. The cost of the entire scheme is estimated at €90 million. The Scheme is currently out to tender for the appointment of consultants to undertake the detailed design and construction of the scheme and it is envisaged that construction will commence in 2014 but it will not be commissioned in time for the 2015 deadline set by the license.

2.3.32. Cobh is only one of many settlements within the lower harbour and throughout the county as a whole, that has inadequate waste water treatment facilities and discharge licences requiring the cessation of discharges / upgrading of treatment facilities, placing an enormous financial burden on the Council, and the state, in terms of funding investment in new facilities and there is no easy or immediate solution available to deal with this issue. As the 2015 deadline approaches it is likely that the Council will apply to the EPA to amend or vary the terms of the discharge licence for Cobh in line with the most up to date timeframe available at that stage for the completion of the Lower Harbour Scheme.

2.3.33. Cork County Council is the sanitary authority for all wastewater infrastructure serving the town but this responsibility is expected to transfer to Irish Water during the lifetime of the Plan. Both the County Council as the sanitary authority, and the Town Council as planning authority, will need to take care to ensure that any additional development permitted in the town does not result in an increase in untreated discharges beyond the threshold established by the licence granted by the EPA. Were development to be permitted within the Town Council area, it may be feasible to release some capacity within the system by directing existing flow from part of the town and pumping it to the North Cobh Sewerage Scheme which currently serves the environs of the town. This would require the laying of new mains and the provision of a pumping station, the cost of which would have to be met by Cork County Council/ Irish Water / Developers.

2.3.34. Pending the delivery of the Lower Harbour scheme, the Town Council may also consider allowing development on the basis of temporary onsite treatment facilities where feasible and otherwise appropriate.

## Chapter 3 Economic Development & Tourism

The overall aim of the Plan is:

- To increase the quantity of employment opportunities available within Cobh so the town is more self sufficient in terms of employment, allowing people to work locally rather commute outside the area for work.
- To broaden the employment base to supplement the engineering/marine sector
- To encourage more employment in the town centre to increase footfall for retail
- To encourage suitable non-retail uses in the town centre (e.g. restaurants, office, residential) to reduce vacancy and improve vibrancy.

### 3.1 Introduction

3.1.1. This chapter deals with the spatial elements of economic development including employment and retailing in Cobh, in the context of the town's position within County Cork and the Region and its role in accommodating significant population growth into the future. The Plan also places tourism at a central focus for the expansion of the town's economic and employment base.

### 3.2 Cobh in Context

3.2.1. Given its location on an island in Cork Harbour, the second largest natural harbour in the world, it is inevitable that Cobh's economy would be intrinsically linked with marine-related activity. Within the town itself, the dockyard is the only significant industrial site remaining. The deep water quay completed in 1883 remains in use by a growing number of visiting Cruise liners today. Cobh's association with the Navy began when it became a British Naval Port in the early part of the 19th century. The Irish Navy now continue this naval function at Haulbowline.

3.2.2. While the local economy has not recovered from the closure of Verlome Dockyard, IFI and Irish Steel, Cobh has benefited from the wider employment opportunities within the harbour area, particularly at Ringaskiddy, Little Island and Cork city.

3.2.3. The Port of Cork is a major national and regional asset facilitating the international trade of freight and bulk cargo via the City Quays, Tivoli Container Terminal and the Ringaskiddy Deepwater Terminal. Ferry Services are also operated from Ringaskiddy and Cobh Cruise Terminal facilitates visiting cruise ships. The continued competitiveness of the Port and its ability to respond to changing market requirements is an essential component of our overall national and regional competitiveness. The Port is an essential component of the development of the Cork Gateway and relocation of port activities from the City dock is essential to facilitate the regeneration of this part of the city and growth in the city's population. The Port of Cork Strategic Plan details the need to provide additional port infrastructure to meet anticipated demand into the future and address constraints in existing port infrastructure. The Plan identifies the potential for new facilities at Ringaskiddy and Marino Point. While it is acknowledged that the development

of such facilities would raise many significant concerns which need to be resolved, it is recognised that the continued development of the Port of Cork has the potential to confer wide economic benefits to the Cork Gateway as a whole, including Cobh.

3.2.4. Cork Harbour is now being actively marketed as an international energy hub with an attractive range of physical infrastructure and ancillary services needed to support the marine energy sector. The Dockyard at Rushbrooke and Marino Point, both locations with established marine facilities, are well placed to play an important part in the development of the marine energy sector in the future and there is potential for other complementary / supporting businesses to be established in Cobh. Marine educational and research facilities have been established for some years at the National Maritime College of Ireland in Ringaskiddy and will be further enhanced with the development of a Maritime and Energy Research Campus and Commercial Cluster (MERC3) adjacent to the College. MERC3 aims to promote Ireland as a world-renowned research and development location and unlock Ireland's maritime and energy potential. Cobh is well positioned to offer synergies with these established and emerging "smart economy" clusters within the Lower Harbour.

### **3.3 Employment Trends**

3.3.1. The 2006 census indicated that 5,147 people living within the Cobh town and environs were 'at work' while there were just 2,312 jobs within Cobh and its environs, confirming that many people commute outside the area for work and that Cobh now functions largely as a commuter town. The main sectors providing employment within the town itself include the retail / retail services and hospitality sectors, education, manufacturing and transportation.

3.3.2. Further employment opportunities are necessary to sustain and grow the population of the area. Population growth in turn enhances the viability of other shops and services and leads to additional business and employment opportunities. Encouraging, facilitating and securing new employment growth is critical to the development of Cobh as a more self sufficient town into the future. If Cobh is to sustain the target increase in population it is vital that new employment opportunities are provided locally. CASP has identified a 2020 jobs target for the town, of 4,380, giving a growth in jobs needed by 2020 of 2,068.

3.3.3. Within the Town Council Area the main opportunities to enhance employment in the short to medium term lie in the retail, tourism and services sector with the opening of new offices, shops, bars, restaurants, tourist accommodation, heritage or cultural attractions. Planning permission has been granted for a floating pontoon for a new seaplane tourism service which will focus on scenic tours of the harbour and add to the attractiveness of the town as a tourism centre.

#### *Employment land*

3.3.4. One of the key factors in attracting potential investment and employment to Cobh will be the availability of suitable land for development. Within the Town Council area the only industrial lands available are at the dockyard at Rushbrooke. This is a strategic, unique and specialised facility with deep water access, graving dock, and dry docks used for repairs and maintenance of local, national and international vessels. The dockyard also includes large scale manufacturing halls, workshops and marine engineering facilities. Beneficiaries of the facility include the Naval Service, offshore industry and pollution



response vessels. The dry dock facility is a strategic asset for the region and enhances the overall attractiveness of the Port of Cork and it is desirable that it be retained. Much of the site is currently underutilised and a range of small businesses are accommodated within the existing structures on site.

3.3.5 CASP 2001 envisaged that the site could be redeveloped for higher order uses and the 2005 Cobh Town Plan zoned the site for light industry/enterprise uses. The site was also identified as an 'opportunity site for comprehensive flagship development of a character appropriate to the strategic and scenic nature of the location'.

3.3.6 As part of the wider strategy of promoting Cork Harbour as an international energy hub the site may have potential in relation to off shore / marine energy developments e.g. in the manufacture / repair of plant associated with such development. Cork Harbour is also being promoted for marine leisure activities and additional marinas which may in future generate more demand for the facilities on site from the pleasure boat sector. In this context the Plan recognises the specialised and strategic nature of the facilities available at the Cork Dockyard and seeks to retain these facilities on site and promote the continued development of the site as a Dockyard and for complementary marine related marine engineering industrial development which relies on the unique facilities available on site. It is considered reasonable that the site should primarily be used for industrial activities that need to utilise the specialised infrastructure available on site.

3.3.7 The Dockyard is located directly opposite Rushbrooke train station and a considerable amount of on-street parking occurs along the regional road at this location due to rail commuting. This parking along the main access road into the town is undesirable and impacts visibility at the entrance to the Dockyard. There is scope within the dockyard site to provide a park and ride facility and the Council will explore options in this regard.

3.3.8 With the exception of small scale business /office based uses which may be accommodated within the town centre area or as part of small infill / redevelopment sites at appropriate locations elsewhere in the town, the main location for any significant new business or industrial development will have to be in the environs of the town. In this regard, land has been zoned under the 2011 Midleton Local Area Plan for business use at Ballynoe, as part of a wider master plan area which will also include up to 700 new dwellings, local neighbourhood centre, new school and open space. Eleven hectares of business land is to be provided within this master plan. Approximately 8 hectares of business land has also been identified at Ticknock, on the eastern side of the Ticknock road. Cobh Town Council will need to actively engage with Cork County Council to secure the timely development of appropriate employment uses on these lands in order to enhance local employment opportunities and to develop strong linkages between employment uses in the environs of the town and the town centre. As part of the wider strategy of promoting Cork Harbour as an international energy hub and the development of the MERC3 campus in Ringaskiddy, the Council should seek to actively promote the potential of Cobh as a support / service centre.

Objective No.	Development Plan Objective Economy and Employment
EDT-01	<p><b><i>Cork Gateway</i></b></p> <p>It is an objective of the Plan to acknowledge the benefits the realisation of the Cork Gateway can deliver to the wider Metropolitan Area including Cobh. The Plan supports building on the town's intrinsic qualities and seeks to develop and expand its economic base through the expansion of its retail, tourism and marine-leisure base in a sustainable and environmentally responsible manner.</p>
EDT -02	<p><b><i>Economic Development</i></b></p> <p>It is an objective of this Plan to support the sustainable development of the economy of the town and to increase the quantity and range of employment opportunities available so the town becomes more self-sufficient in terms of employment, allowing more people to work locally.</p>
EDT-03	<p><b><i>Rushbrooke Dockyard</i></b></p> <p>It is an objective to recognise the specialised and strategic nature of the facilities available at the Rushbrooke Dockyard and to seek to retain these facilities on site and promote the continued development of the site as a Dockyard and for marine related industrial development.</p>
EDT-04	<p><b><i>Park and Ride Facilities</i></b></p> <p>It is an objective to support the provision of a Park and Ride facility in close proximity to the railway station at Rushbrooke so as to encourage modal shift to the rail and to eliminate on-street parking on the regional road in the vicinity of the station. It is an objective to examine options for the provision of a park and ride facility within the dockyard site.</p>
EDT-05	<p><b><i>Town Centre Employment</i></b></p> <p>It is an objective to encourage the development of small scale business and office based uses within the town centre of Cobh.</p>
EDT-06	<p><b><i>Employment uses in the Environs</i></b></p> <p>It is an objective of the Council to actively engage with Cork County Council to secure the timely development of appropriate employment uses within the environs of the town in order to enhance local employment opportunities and to develop strong linkages between such development and the town centre.</p>

### ***3.4 Industrial Zoning Objectives.***

#### ***Industrial Uses***

3.4.1 Rushbrooke Dockyard is a strategic industrial site. The Town Council acknowledges the unique nature of the site and seeks to protect its function for marine

retailed uses. Due to its location adjacent Rushbrooke Railway Station it has considered that there is also potential to provide a park and ride facility on the site.

Objective No.	Development Plan Objectives Industrial use
I-01	<p><b>Rushbrooke Dockyard</b></p> <p>To retain and develop the site as a dockyard in view of the strategic and specialised nature of its infrastructure and to facilitate the development of complementary marine related industrial uses. Part of the site is also considered suitable for the provisions of a park and ride facility to serve Rushbrooke Train Station</p> <p>Development of the site shall be contingent on the availability of appropriate and sustainable waste water treatment facilities.</p> <p>Parts of the site have been identified as being at risk of flooding. Any development proposals within the areas at risk of flooding will normally be accompanied by a detailed flood risk assessment that complies with the requirements of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives INF -10 to INF-15 of this plan.</p>

### 3.5 Tourism

3.5.1 Cobh is an established tourist centre given its heritage status and has significant tourism infrastructure already in place and a wealth of other resources and attractions waiting to be developed which would consolidate its position as a modern tourist centre. The maritime opportunities provided by Cork harbour together with Cobh's rich architectural and historical heritage, proximity to attractions such as Fota Wildlife Park, Fota House and Gardens and the wider attractions of East Cork, offers significant potential for expansion of tourism. This expansion can take place in the context of a number of wider initiatives to promote tourism within the region and the county as exemplified, for example, by the Fáilte Ireland South West Regional Tourism Development Plan 2008-2010 and the Marine Leisure Infrastructure Strategy 2010.

3.5.2 Fáilte Ireland's Plan seeks to promote the maritime heritage and indigenous strengths of the Cork coastline and promotes many projects in the area including the development of Cork Harbour and Spike Island; investment in new day trip attractions at locations such as Cobh; the development of sailing, marinas, boat touring and the wider marine leisure sector. Cobh is well placed to benefit from the implementation of this Plan but the town needs to position itself so it can capitalise on such investment. Planned public realm upgrades in the town centre and the development of the waterfront can instil confidence for investors and act as a catalyst for further positive interventions within the town.

3.5.3 The potential for growth within the marine leisure sector in Cork has long been recognised. A Marine Leisure Infrastructure Strategy for South Cork was completed in 2010 and documents existing marine infrastructure and facilities along the coastline. In Cobh the Strategy identifies a number of gaps in marine leisure infrastructure provision and usage opportunities including Cobh's potential for

- marina provision

- alternative angling activities such as kayak angling;
- a kayaking water trail from Cobh to East Ferry;
- Links with developments on Spike Island.
- Stronger links within the cruise liner market with activities such as sailing, kayaking, bird watching or angling using local service providers.

3.5.4 It is acknowledged that proposals relating to increasing access to the shoreline and intensifying recreational marine activity all have the potential to increase disturbance to wintering and breeding birds and other species within the Cork Harbour Special Protection Area and the wider harbour and more detailed assessment of individual projects, including Appropriate Assessment, Strategic Environmental Assessment and Environmental Impact Assessment as appropriate, will be required at the project stage to ensure such proposals do not adversely impact on the heritage of the area.

Objective No.	Development Plan Objectives Tourism
EDT-07	It is an objective of this Plan that the Council will work closely with Fáilte Ireland, Cork County Council and other agencies to develop the tourism potential of Cobh and wider harbour area, in a sustainable and environmentally friendly manner having regard to the heritage and nature conservation designations in the harbour.

### 3.6 Tourism Infrastructure:

3.6.1 Cobh's existing tourism infrastructure is detailed below:

#### *Accommodation*

3.6.2 Cobh has three hotels of 2-star and 3-star quality, a range of Bed & Breakfast establishments and one hostel. The town would benefit from the provision of a number of higher quality, four or five star accommodation options. These could be provided by the upgrading/ redevelopment of existing facilities, some of which occupy prime locations along the seafront, and through the conversion of existing properties within or proximate to the town centre, to smaller boutique type hotels.

#### *Retail and hospitality*

3.6.3 There are a number of tourist related shops, bars, restaurants and cafés in the town and these can be expected to grow with the increase in tourist numbers, crucially enhancing the vibrancy of the town. Growth in this sector is most appropriately located in the primary core town centre area along the seafront at Westbourne Place, Casement Square, Pearse Square and extending along West Beach and East Beach. It is important that the quality of the retail offer available within the town is improved over the life of the Plan. The provision of niche clothing, crafts / gifts, food shops is essential to expand the retail offer available.

#### *Entertainment/Culture*

3.6.4 The town has a number of bars and one night club. Other facilities within the town include the Cobh Museum, Heritage Centre and the Sirius Arts Centre. The Titanic

Experience has recently opened within the town, a museum dedicated to the ships history and links with Cobh. There are a number of festivals during the year including an annual Regatta, Blues Festival, Deep Sea Angling Festival and RMS Lusitania Commemorative Festival. These facilities and events cater for local residents and tourists alike and there is potential for the town to expand this sector.

3.6.5 Cobh Cathedral boasts the largest Carillon (49 bells) in Ireland the U.K. and hosts a number of musical events throughout the year. Greater marketing in this regard would boost the town's attraction as a tourist destination. St. Anne's, Shandon in Cork City offers a similar tourism experience and is ranked as one of the top City attractions. In the future there may be potential to provide suitable listening places near the Cathedral to enhance the public enjoyment of recitals. Consideration could also be given to establishing a Bell Museum in Cobh given its unique status as the home of the country's only 'singing tower'. Cobh may also be suitable for a '*Son et Lumière*' show (a sound and light show).

3.6.6 Cobh has a museum located in the former Scots Presbyterian Church which holds exhibitions reflecting the cultural, social and maritime history of Cobh and Great Island. It also houses a small genealogical reference section where visitors can do their own research and is a valuable facility within the town. Fota House, Gardens and Wildlife Park are also close by. The Council will work with local groups in enhancing the range of suitable entertainment/ cultural events held in the town.

#### *Transport facilities*

3.6.7 Although the town benefits from accessibility by rail, road and cross-river access via the Carrigaloe Ferry to Monkstown, its position on an island makes it a destination settlement which doesn't benefit from passing trade. The poor Sunday rail service and lack of public bus services does not support the tourism and recreation potential of the town.

3.6.8 Planning Permission has been granted for a ferry service linking Cobh with other settlements in the harbour and a further permission has recently issued for a pontoon facilitating a sea plane. This commercial aviation service is targeted at the tourism market as a mode to showcase the scenic amenity value of the Harbour and Cobh from the air. As tourism numbers increase, further use of water based transport within the harbour may become more viable and will provide an added tourist attraction in its own right in the harbour.

#### *Recreational Facilities*

3.6.9 Cobh is served by a wide range of recreational facilities including a Golf course at Carrigaloe, a Pitch and Putt course in Carrignafof, Rushbrooke Lawn Tennis and Croquet Club, horse riding, soccer and GAA facilities. The Town Park is the focus of recreation in the town centre, containing a bandstand, seating and a playground overlooking the harbour. Water-based activity is also a significant element of the recreation resource available in the town and these are dealt with separately later in the chapter.

3.6.10 International trends suggest that the walking and cycling sectors of the tourism economy have the potential to grow considerably during the lifetime of the Plan. Cobh is ideally placed to exploit this trend. It is already served by three newly developed Heritage Town Trails. These are laid out along the quayside (blue route), Cathedral walk (green route) and Holy Ground Walk (pink) and document Cobh's maritime history along the

waterfront and through its steep, colourful streets. It also has a “titanic trail” and ghost tours within its list of visitor attractions.

3.6.11 The Cork County Development Plan 2009 acknowledges the potential of developing a series of themed walking and cycling routes across the County, comparable with those on offer in other European countries. The potential of developing the Cork Maritime History Cycle/Walk forms part of that strategy which could be designed to extend around the coastline of the County. The County Plan 2009 outlines that this could extend from Youghal (to the east) via Cobh and onwards to Crosshaven, Kinsale, Skibbereen and Baltimore in West Cork. The planned upgrade to the waterfront which includes the provision of a continuous linked space from Rushbrooke to the Town Centre would act as a critical element to the network within the Town Council boundary and the Plan will ensure the design of the route will accommodate both pedestrians and cyclists.

3.6.12 There is also potential to link Cobh to Cork City through a dedicated recreational cycling route along the former rail line to the ferry terminal at Glenbrook. In addition, East Cork Tourism includes the Great Island Orbital Route (East Cork Route 6) in its list of visitor attractions.

3.6.13 The route from the town centre to Cushkinny Bay, to the east of the town, a scenic and ecological area, and onwards to Marloag Wood, offers particular potential as an attraction for cyclists. Both of these contribute significantly to the value of Cobh as a tourist destination and could benefit from marketing and signage. Marloag Wood has a parking and picnic area but would also benefit from better maintenance to include signage and the provision of bins. The provision of a signposted circular walk at Marloag Wood/Marloag Point would further enhance the recreational value of this area.

#### *Cobh Waterfront and Harbour Related Activities*

3.6.14 The harbour is a valuable recreational asset facilitating coastal walks, swimming, sailing, angling and fishing, boat touring and other water based activities. There are six piers and slipways providing access to the sea but these are concentrated in the heart of the town where parking and launching is very difficult.

3.6.15 A new 74 berth marina with slipway is planned by Cobh Sailing Club at Whitepoint. This will add to the Club’s facilities as permission has also been granted for a Dinghy Park with changing rooms, storage container etc. also at Whitepoint.

3.6.16 There is a privately owned pier close to the railway station at Westbourne Place (Water’s Edge Hotel). There is also planning permission at Westbourne Place (Quays Bar and Restaurant) for a floating pontoon connecting to an existing pontoon facility for the berthing of a sea plane. This commercial activity is aiming to target the tourist market showcasing the harbour and Cobh town from the air.

#### *Angling*

3.6.17 Fishing and angling are important components of tourism in Cobh and is exemplified by its annual Deep Sea Angling Festival. Cobh is a Fáilte Ireland Angling Hub and is ideal for the promotion of alternative angling activities such as kayak angling. There are a number of locations in the town for shore angling and there are currently four licensed angling boats operating from Cobh.

### *Cruise Liner Port*

3.6.18 The Cobh Cruise liner terminal currently attracts approximately 50 cruise ships a year providing an interesting attraction in themselves and also a large potential clientele for the heritage attractions of the town. It is a growing business of significance for Cobh which the town has the opportunity to benefit from to a greater extent through the development of a range of tourist attractions. It is crucial that Cobh continues to support the cruise liner industry within the town, particularly in light of its economic value in terms of direct and indirect investment. The Cobh Chamber of Commerce organises a series of festive events to coincide with the arrival of large or long stay liners.

3.6.19 The Tourism Infrastructure Objectives of this Plan are as follows:

Objective No.	Development Plan Objectives
	Tourism Infrastructure
EDT-08	<p><b>Tourist Accommodation.</b> It is an objective to encourage the provision of high quality tourism accommodation, particularly in the centre of the town.</p>
EDT-09	<p><b>Arts and Culture</b> It is an objective of this plan to continue to support and expand the existing festival calendar and promote arts and culture within the town and to promote public awareness of the arts in the town.</p>
EDT-10	<p><b>Recreational Walking and Cycling Routes</b> It is an objective of this plan to develop and promote recreational walking and cycling routes within the town which form part of the town's green infrastructure.</p>
EDT-11	<p><b>Enhancement of Tourist Attractions</b> It is an objective of this plan to work closely with the relevant agencies and bodies, and relevant voluntary and commercial sectors active in the town, to continue to promote and enhance the tourist attractions of the town and the wider harbour, in a sustainable and environmentally friendly manner.</p>
EDT -12	<p><b>Cruise Facilities</b> It is an objective of this Plan to work with the Port of Cork and local tourism representatives to enhance facilities and infrastructure for the Cruise Liner sector in Cobh and to develop a strong programme of activities and tours to ensure greater interaction between passengers and local tourism attractions. Proposals for new cruise infrastructure will need to demonstrate to the satisfaction of the Town Council that works will not unduly impact on adjacent designated sites in Cork Harbour.</p>

### **3.7 Key Tourism Opportunities**

#### *Marine Activities*

3.7.1 At present there are no marinas in Cobh but the provision of one, preferably within walking distance of the town centre, would significantly improve the profile of the town, building on the existing range of tourism activities and help attract more visitors to the town and thus enhance demand for existing facilities and promote further investment.

3.7.2 The Cobh Urban Design Feasibility Study identifies three potential marina locations in Cobh: Rushbrooke Dockyard, White Point and the Waterfront East area (Harbour Row/ Connolly Street). Each location has some unique constraints, including the need for some form of break-water structure and further investigation of these options is required. Any development proposal would have to demonstrate it will not unduly impact on the environment and be supported by a full environmental impact assessment and habitats directive assessment. The Waterfront East location is the most exposed and further investigation is needed on the feasibility of providing a break water there.

3.7.3 It is generally accepted that marinas which are within walking distance of general on shore facilities like shops, pubs and restaurants are of more economic benefit to a town than facilitates which are not within walking distance. In this context the study finds the site east of Whitepoint is the most practical, being relatively central and having adjacent parking already in place. (Planning permission was granted to Cobh Sailing Club in January 2011 for the installation of a 74 berth marina at Whitepoint. No development has yet commenced on this project) A precautionary approach is recommended to the Waterfront East location having regard to the breakwater issues and the fact that achieving integration with Cobh town centre would require extending the marina along the frontage, thereby increasing costs.

3.7.4 It is essential that any marinas developed in Cobh enhance the town and in this context future marina projects, including any ancillary development, will need to demonstrate that they are of a location, scale, design, form and extent that is capable of being integrated with the existing built pattern, character, heritage, environment and amenities of the town. Proposals will also need to demonstrate that they are compatible with wider commercial shipping needs of the harbour.

3.7.5 On the wider marine front, there is potential to expand the range of marine leisure activities available within the town in line with the objectives of the Marine Leisure Strategy which could strengthen Cobh's position as a "Marine Hub" in the future.

3.7.6 It is recognised that good water quality is an essential ingredient in the successful promotion and development of marine leisure activity and tourism in Cork Harbour and the Council will work closely with Cork County Council and other agencies to implement a solution to the waste water treatment issues in Cobh.

3.7.7 The Objectives of this Plan in relation to Marine tourism are as follows:

Objective No.	Development Plan Objectives Marine Activities
EDT-13	<p><b>Marina Development</b></p> <p>It is an objective of the Council to support the sustainable provision of marina facilities at suitable locations in Cobh where such facilities are within walking distance of the town centre and are of a scale, design, form and extent that is capable of being integrated with the existing built pattern, character, heritage, environment and amenities of the town. The proposal will have to demonstrate to the satisfaction of the Town Council that works will not unduly impact on adjacent designated sites in Cork Harbour. The potential for the development or operation of a marina in Cobh to impact on Natura 2000 sites, in</p>



Objective No.	Development Plan Objectives
	Marine Activities
	particular on the Cork Harbour Special Protection Area, will be assessed in accordance with legislative requirements as set out in objective HE-04. Proposals should also have regard to the wider commercial shipping needs of the harbour.
EDT-14	<p><b>Marine Recreation</b></p> <p>It is an objective of the Council to support the sustainable development of marine recreation activities and infrastructure within the town subject have to proposals demonstrating to the satisfaction of the Town Council that works will not unduly impact on adjacent designated sites in Cork Harbour.</p>
EDT-15	<p><b>Berthing Infrastructure</b></p> <p>It is an objective to maintain, and where appropriate upgrade, piers and slipways in the town within council ownership and to promote the maintenance/upgrading of privately owned piers where appropriate. It is an objective to develop additional berthing and other ancillary infrastructure at key locations along the waterfront.</p>

### *Heritage Tourism*

3.7.8 The town has a broad range of tourist attractions including its unique architectural heritage, maritime and military heritage, harbour frontage, cultural facilities and access to various recreations as detailed above. The town's narrow, steep streets and the terraced housing facing the sea give distinctive character and ambience to the town centre and are itself a tourist attraction. The significance of the town's built heritage is recognised by the designation of a number of Architectural Conservation Areas and a significant number of entries (over 400) in the Record of Protected Structures.

3.7.9 The town's status as a naval base and transatlantic seaport in the past lend it a strong maritime heritage. The one hundredth anniversaries of the sinking of the Titanic and the Lusitania occur in 2012 and 2015 respectively. Cobh's association with these events presents the opportunity of developing a memorial or museum dedicated to these ships in the town.

### *Spike Island*

3.7.10 The transfer of Spike Island from the Department of Justice, Equality and Law Reform to Cork County Council has enabled the County Council to progress the development of Spike Island as a unique tourism, heritage and recreational resource in Cork Harbour. A steering committee has been appointed to look at how the island and the former prison could be developed as a tourist attraction. Since the summer of 2010 Cork County Council has entered into a contract with tour operators to conduct walking tours of the island accessed from Cobh and a series of family entertainment events were organised on the island during 2011.

3.7.11 The County Council is also preparing medium to long-term plans for the development of the island as a tourist attraction, including the integration of new uses into buildings both within and outside the fort and it is proposed to seek funding from Fáilte Ireland under its strategic tourism infrastructure programme. It is hoped that the

development of Spike island as a visitor attraction will help build on the existing tourism and heritage infrastructure in Cork Harbour, especially the Queenstown Story Experience at the Cobh Heritage Centre and Camden Fort. In addition, the tourist infrastructure of Cobh will provide an important launching platform for the Spike Island visitor experience.

### *Haulbowline Island*

3.7.12 Haulbowline Island is currently in state ownership and the original western part of the island, which has been the site of fortifications back as far as the early 1600's, comprises the headquarters of the Irish Naval Service. The former ISPAT / Irish Steel site is also located on the island, on land which was reclaimed from the sea, and is vested in the Department of Finance.

3.7.13 Due to its special character, the western part of the Island is designated as an Architectural Conservation Area, where it is an objective to conserve and enhance the special character of this area. This part of the island contains a number of buildings of heritage importance including a Martello tower and a range of limestone warehouses and offices, which are Protected Structures. The Martello Tower houses a collection of artefacts and memorabilia amassed by the Naval Service, but which, due to its location in the centre of the naval base, is not accessible to the general public.

3.7.14 Planning policies pertaining to Haulbowline feature in the Midleton Electoral Area Local Area Plan. It suggests that the potential for re-development in Haulbowline is most likely to be based around the historic uses on the site, predominantly the naval base function. It also highlights the heritage/cultural development potential of the island, particularly given the location of the island in the heart of Cork Harbour and the potential to create linkages with similar maritime heritage and cultural projects based around Spike Island and Fort Camden amongst others.

3.7.15 In February 2007 a Scoping Study was published on behalf of the Irish Naval Service and the Heritage Council on the potential to create a naval or maritime museum on Haulbowline Island. The report noted the lack of a major cultural facility focused on Ireland's rich coastline and coastal waters or a museum dedicated to naval history. This report involved an appraisal of Block 9; a 2000m<sup>2</sup> warehouse built in the early 19th century over four floors, for use as a maritime or naval museum, concluding that the building is capable of being restored and is suitable for this purpose. An indicative cost of €20m has been estimated for the project, although the study recommends a detailed feasibility study and business plan be prepared.

3.7.16 Cobh has the capacity to act as a gateway for a tourism development at Haulbowline and for Spike Island. Furthermore the town could benefit from the promotion of coastal fortification on Spike and Haulbowline Islands in coordination with other coastal fortifications in the harbour.

3.7.17 The Heritage Tourism Objectives of this Plan as follows:

Objective No.	Development Plan Objectives Heritage Tourism
EDT-16	<p><b>Cork Harbour Heritage</b></p> <p>It is an objective of Cobh Town Council to work closely with Cork County Council in the development of tourism and heritage facilities within the wider harbour area, including Spike Island and Haulbowline, and to</p>

Objective No.	Development Plan Objectives Heritage Tourism
	promote Cobh as the gateway to such facilities.
EDT-17	<p><b>Heritage Trails and Features</b></p> <p>It is an objective of this plan to continue to improve signposting of heritage trails and heritage features where appropriate within a wider public realm improvement scheme in the town centre. These will form part of the town's green infrastructure network.</p>
EDT-18	<p><b>Promotion of harbour fortifications</b></p> <p>It is an objective to work closely with Cork County Council and other relevant agencies to promote Cobh as a launching platform for visits to coastal fortifications in Cork Harbour.</p>

### 3.8 Brownfield Sites

3.8.1 Current national guidelines underline the important role brownfield sites play in delivering sustainable development options within Ireland's cities and towns. It is acknowledged that in certain cases there may be ongoing environmental issues arising from the development history of a site that may need to be dealt with and in such cases the Council is committed to ensuring the appropriate remediation of any potential contaminated lands identified to reduce / eliminate the potential risk to human health and the wider environment.

## Chapter 4 Cobh Town Centre and Waterfront Strategy

The aims of this Plan in relation to the Town Centre and Waterfront are:

- To strengthen and revitalise the Town Centre and Waterfront as the focus for the town and the centre of the community.
- Strengthen the retail base of the town, encouraging high quality specialist and niche shops and restaurants and other non retail uses to improve vibrancy and the overall shopping experience.
- Strengthen the population base of the town, encouraging residential uses on upper floors and as part of infill schemes.
- To reinforce the strong and distinctive character of Cobh and deliver a high quality built environment through good place-making.
- To promote new development that contributes positively to the character of the historic town and respects the established historical and architectural character of the area in terms of design, scale, setting and material specifications.
- To provide better connectivity between the town centre and peripheral residential and commercial areas and between different parts of the Waterfront.

### 4.1 Introduction

4.1.1. Cobh's unique character is derived from its largely 19th century plan and architectural heritage, maritime function, island geography, topography and its location in the Lower Harbour. The town's southerly aspect on the slopes of a steeply sloping hill has created a tight urban grain in places characterised by narrow steep streets and terraced housing. St. Coleman's Cathedral dominates the skyline. The town's main spine runs east-west, parallel with the waterfront and includes two attractive squares and impressive buildings. The town has an extensive waterfront which includes a working harbour, cruise berth and promenade. While the physical character of the town remains very strong the town centre has declined economically and most recent residential and commercial development has taken place in the suburbs, which have little connectivity with the historic town centre, thus impacting negatively on footfall levels and overall vitality. The town centre is dominated by car parking, which, coupled with the narrow steep streets, can make the town difficult to navigate. There are high levels of vacancy along the Main Street which is detracting from the image of the town. It is essential, as the town as a whole continues to grow and develop as part of the Cork Gateway, that the town centre is re-established as the retail and commercial focus for the town and the potential offered by the Waterfront, and the town's unique heritage, is realised.

### 4.2 Development Strategy

4.2.1. A core principle of this Plan is to enhance and strengthen the existing town centre, centred on the seafront at Westbourne Place, Casement Square, Pearse Square and extending along West Beach and East Beach, as the focus for the town and the centre of

the community. In order to achieve this, the economic and retail functions of the town need to be strengthened and vacancy reduced in order to enhance the vitality of the town centre. In addition, the potential of the Waterfront needs to be maximised and further investment is needed in improving the public realm and the quality of urban environment and in strengthening linkages between the town centre / Waterfront and the rest of the town. Residential uses also need to be encouraged, particularly within the Town Centre, to address population decline and to ensure vibrancy in the evening time.

4.2.2. The architectural heritage of the town is a key ingredient of the town's character, it's attraction to residents and visitors and needs to be respected. Developments within the town centre need to reflect the provisions of best practice guidance including Guidelines on Sustainable Residential Development in Urban Areas (2009) and an accompanying Urban Design Manual: A Best Practice Guide, Architectural Heritage Protection: Guidelines for Planning Authorities (2004) and Guidelines for the Management and Development of Architectural Conservation Areas (CCC 2010). Any works to protected structures, or within architectural conservation areas, should follow guidance outlined in Chapter 8 Heritage.

4.2.3. In terms of the development of the Waterfront, the Cobh Urban Design Feasibility Study 2009 highlights the potential to develop the waterfront around a series of nodes, each having a specific maritime function. The study is an important development framework providing guidance in relation to the future development of the Waterfront. Any development along or overlooking the waterfront will have to be sensitively designed in order to respect the setting of the town, maintain important views to the harbour and negate any undue environmental impacts within the wider harbour. However, the study has not been subject to screening for impacts on sites designated for nature conservation within the wider harbour area and projects will need to be screened for impact prior to implementation.

4.2.4. As illustrated on the Flood Extent Map, parts of the waterfront are at risk of flooding and development proposals in areas at risk will need to demonstrate that they comply with requirements in relation to flood risk assessment / management.

### **4.3 Retail Development**

#### *Policy context*

4.3.1. The Retail Planning Guidelines published by the Department of the Environment, Community and Local Government in April 2012, and the accompanying Retail Design Manual, set out the requirements in relation to the preparation of retail strategies for development plans and the principles to be considered in the assessment of retail developments. Both documents together set out a framework for ensuring that future retail development can meet the needs of the sector in terms of modern retail format, while still contributing to protecting, supporting and promoting the attractiveness and competitiveness of town centres as places to live, work, shop and visit. These Guidelines replace the previous guidelines issued in 2005. The Guidelines recognise that the planning system plays a key role in ensuring competitiveness in the retail sector and supporting the vitality and viability of city and town centres. Key provisions of the Guidelines include.

- Revisions to the convenience retail floorspace cap, moving to a three tier approach that provides for a differentiation in cap limits between Dublin (4,000

m<sup>2</sup>), the other four main cities of Cork, Limerick, Galway and Waterford (3,500 m<sup>2</sup>), and the remainder of the country (3,000 m<sup>2</sup>).

- Provision for an exemption from the retail warehouse cap of 6,000m<sup>2</sup> in the 5 main National Spatial Strategy gateway cities;
- Renewed focus on plan-led development and on greater co-operation by planning authorities in the preparation of joint or multi-planning authority retail strategies, including joint strategies by the relevant planning authorities of the gateway cities (Dublin, Cork, Galway, Waterford and Limerick/Shannon).
- Renewed focus on supporting the vitality and viability of city and town centres by promoting the sequential approach to retail development and by Planning Authorities adopting a proactive approach to city / town centre management.

4.3.2. The Guidelines indicate that development plans should include information relating to.

- Details of the retail hierarchy - the role of centres and the size of the main town centres.
- Definition of the core retail area
- A broad assessment of the requirement for additional retail floor space.
- Strategic guidance on the location and scale of retail development.
- Active land management policies / initiatives to encourage the improvement of town centres, and
- Identification of criteria for the assessment of retail developments.

4.3.3. These items are discussed below with regard to Cobh and are also addressed in the relevant Development Plan Objectives.

4.3.4. The Cork Strategic Retail Study (March 2008), was jointly commissioned by the City and County Councils, in consultation with the Town Councils and was prepared in accordance with the previous Retail Guidelines issued in 2005. The study forms the basis of the Retail Strategy included in the County Development Plan 2009. A review of the Retail Strategy is presently ongoing (December 2012).

4.3.5. The Cork Retail Strategy 2009 includes a hierarchy of retail locations that forms the basis for determining the quantum and location of new retail development. The Retail Hierarchy for County Cork, as set out in the Strategy, includes.

- Cork City (Tier 2),
- Cork Suburbs / Districts Centres / Neighbourhood Centres,
- Outer Metropolitan (Tier 3 and 4 )
- Ring Towns (Tier 3)
- Other County Cork (Tier 4)

4.3.6. The strategy identifies Cobh as being a Tier 3 town within the Outer Metropolitan area with a localised shopping catchment. The potential to tap into the tourist market, particularly with the cruise liner business, is also noted. The Strategy identifies the need for more convenience and tourism comparison floor space in Cobh and the opportunity to redevelop some derelict sites.

Objective No.	Development Plan Objectives Retail
TCW-01	<p><b>Role of the Retail Strategy</b></p> <p>It is an objective to have regard to the Retail Planning Guidelines for Planning Authorities, and the Retail Design Manual, regarding the size, nature, design and location of new retail developments and have regard to the Cork Planning Authorities Joint Retail Strategy, and any successors to this strategy, in determining planning applications for retail development in Cobh.</p>
TCW-02	<p><b>Future Retail Development</b></p> <p>It is an objective of this Plan to provide for the sustainable growth in retail floor space within the town in line with population and employment growth, supporting the vitality and viability of the town centre and promoting a sequential approach to development, in accordance with the requirements of the Retail Planning Guidelines.</p>

#### *Retail Provision in Cobh*

4.3.7. Cobh Town Centre is focused around the seafront at Westbourne Place, Casement Square, Pearse Square and extending along West Beach and East Beach. Some retail activity also remains at the western end of Harbour Row. This area comprises the core shopping area and accommodates a number of small convenience shops serving local needs and a range of comparison outlets. The Core Shopping Area is identified on the General Land Use Zoning Maps (1, 1a & 1b). There is a further concentration of retail activity at Midleton Street.

4.3.8. The main area for convenience shopping is now within the environs of the town at Ticknock where there have been new developments in recent years to accommodate Supervalu, Aldi and Lidl Supermarkets. A centra supermarket remains on West Beach and there are other smaller local shopping facilities within the residential areas of the town, most notably at Newtown where there is a Londis supermarket on a site with a petrol station and some ancillary retail services. Other local facilities are available at Rushbrooke, Carrignafoy, near Kirkwood Villas and at the corner of Lake Road / High Road but this shop premises is currently vacant. The retention of these smaller convenience shopping facilities is essential going forward to ensure that some local shops are available convenient to the town's population which can be accessed on foot and the Plan seeks to encourage the retention of these small local shops / services.

4.3.9. The retail base of the town has contracted significantly over the years and this is attributable to a number of factors including :

- The development of modern out of town convenience shopping facilities at Ticknock thus reducing the need the go into the town centre.
- the general contraction in the employment base of the town and the fact that many residents commute outside the area for work, are not in Cobh to shop during the week and do some of their spending elsewhere;
- Limited development opportunities within the town core and the growth of the environs. If people live and shop in the environs of Cobh, and work elsewhere, they don't need to interact with the town centre on a regular basis.

- Constraints associated with the small plot sizes, access issues, lack of parking, topography and the protection of architectural heritage.
- Enhanced attractiveness of other accessible towns such as Midleton.
- General economic downturn associated with the current recession.

4.3.10. The Cork Strategy Retail Study 2008 states that Cobh needs to be supported as a self sustaining town and identified scope for additional convenience and tourism comparison floor space. In advance of the review of the Retail Strategy during 2012, this Plan does not set out precise requirements in terms of the quantum of new floor space required over the lifetime of this Plan. Retail Impact Assessments of development proposals, and the new Retail Strategy when complete, will inform decisions of the Planning Authority in relation to the appropriate scale of future retail development.

4.3.11. The main challenge for Cobh Town Centre over the life of this Plan is to enhance the attractiveness of the town centre and recapture local trade by delivering a higher quality retail, service, leisure, cultural and public realm experience. A greater take up of retail space within the town centre is needed to reduce vacancy and enhance vitality, and in this context new retail uses and new businesses will be encouraged. Allied to this it is essential that further retail development at locations other than the town centre is very carefully controlled to ensure it does not undermine the town centre. While there may be scope to redevelop or enhance existing local convenience shopping facilities within the environs of the town, most notably at Newtown, new comparison retailing in particular should only take place in the town centre.

4.3.12. Convenience retailing in the form of Supervalu, Lidl and Aldi developed at Ticknock in response to the practical difficulties of accommodating modern format retailing within the town Centre and these facilities provide the residents of Cobh with valuable local convenience shopping facilities and reduces the need to travel off Great Island for convenience shopping trips. However the location is relatively isolated from the heart of the town and the main residential areas and it is considered that further retail expansion at this location is not desirable and would be likely to undermine the primacy of the town centre. If further convenience retail is to be provided then it would be preferable to have it within the town centre which would be capable of accommodating smaller 'express' type stores or closer to the main residential areas. In terms of the latter option, there are options within the environs of the town, proximate to the administrative boundary with the Town Council for such developments. There is for example, undeveloped land adjacent to the existing Londis centre at Newtown which could facilitate a comprehensive redevelopment of these facilities to accommodate a larger more modern style supermarket.

4.3.13. In order to boost the overall vitality of the town it is essential that the provision of other facilities such as quality restaurants and tourist accommodation be encouraged. The level of vacancy in the core shopping area needs to be reduced and overall presentation of premises needs to improve. Given the overall potential of the tourist sector in Cobh, the established cruise liner business and planned developments at Spike Island, there would appear to be some potential in Cobh to develop high quality niche/higher order shops that would be attractive to locals and tourists alike. In order to support such development parking constraints need to be addressed and further investment is needed to improve the quality of the public realm, particularly along the waterfront.



#### 4.4 Zoning Objectives - Town Centre Development

4.4.1 The area zoned as Town Centre, TC-01, on the Zoning Objectives Map 1 is considered to be the core retailing area within the Town Council boundary. The area has been contracted from the last Plan to provide a focus for retailing and tackle the problem of vacancy in the wider town core.

4.4.2 A secondary retail area is designated at Midleton Street, TC-02, reflecting the diverse range of uses at this location and its function within the retail hierarchy of the town.

4.4.3 The Town Centre TC-01 will form the primary focus and preferred location for new retail development within the town and will provide for a range of complementary uses including shops, food supermarkets, civic buildings and general offices, car parks, banks & other retail and financial services, professional practices, office-based industry, residential, guest houses, hotels, hostels, restaurants, entertainment, leisure, recreation and community uses. Residential uses within the town centre are particularly important in contributing to vibrant and safe evening environment and high quality residential development, particularly that aimed at owner occupiers will be encouraged at appropriate locations. In order to protect the overall amenity, vitality and character of the town centre, the Planning Authority will impose controls as necessary on the mix of uses to be accommodated within the town centre, hours of operation of premises and on the management of litter and odour. In order to protect the vitality of the town centre the proliferation of certain uses which threaten the vibrancy and mixed-use character of the town centre will be discouraged.

##### Town Centre Zoning Objectives:

Objective No.	Development Plan Objectives: Town Centre Zoning
TC 01	<p><b>Town Core - Mixed Uses</b></p> <p>To protect and enhance the special physical and social character of the existing core retail area and to provide for new and improved town centre facilities and an expansion of comparison retailing uses in particular.</p> <p>Parts of Town Centre have been identified as being at risk of flooding. Any development proposals within the areas at risk of flooding will normally be accompanied by a detailed flood risk assessment that complies with the requirements of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives INF-10 to INF -15 and within section 7.2 of chapter 7 of this plan which deals with infrastructure.</p>
TC-02	<p><b>Midleton Street -Secondary Town Centre Area</b></p> <p>To protect and enhance the special physical and social character of this secondary town centre area and to provide for new and improved town centre facilities.</p>

4.4.4 The historic fabric of Cobh is a critical ingredient of the town's attraction to retailers, shoppers and residents. Visitors have the opportunity to shop and linger in an attractive historic environment. The historic nature of the town lends itself naturally to accommodating some forms of small-scale niche/specialist retailing. The accommodation

of larger store formats are more challenging within the historic core of the town. However, Cobh Town Council recognises that retailing makes a key contribution to the culture and economy of the town as well as ensuring the vitality of historic buildings. In order to facilitate the redevelopment of town centre shops, Cobh Town Council will consider creative solutions for new modern retail developments within the historic town centre. Such development proposals will need to sensitively address properties designated as Protected Structures and/or within Architectural Conservation Areas.

4.4.5 In the case of development proposals relating to Protected Structures and/or within designated Architectural Conservation Areas owners/occupiers/developers are advised to engage the services of suitably qualified conservation consultants/architects and to undertake pre-planning discussions with the planning authority. Please refer to Chapter 8: Heritage for further guidance in relation to design, protected structures and architectural conservation areas.

4.4.6 In order to revitalise the town centre it is important to maintain a compact core along the waterfront where town centre uses are concentrated and help create a greater sense of vibrancy and activity throughout the day and into the evening where development can build on the strong urban quality of the streetscape, the Squares and relate to the waterfront. Development proposals will need to be sensitive to the historic character of the area and ensure suitable signage as per guidelines set out later in this chapter.

4.4.7 Town Centres rely on high levels of accessibility, particularly for public transport, cyclists, and pedestrians. While it is recognised that the topography of some parts of the town poses particular challenges for cyclists, the Plan aims to optimise accessibility for these users within the centre by introducing traffic calming measures, additional pedestrian crossings and shared surfaces to create a high quality public realm. The town requires cycle stands at a number of convenient locations and dedicated cycle lanes in any proposed or upgraded amenity routes, (as appropriate and where widths allow).

**4.5 Zoning Objectives- Car Parking**

4.5.1 The availability of car parking is a significant issue for the town centre. This Plan makes provisions for the development of a multi-storey car park at West Beach / Rahilly Street which is identified on the Zoning Map 1 as U-01. This site is located in a very sensitive location adjoining a number of protected structures, within an architectural conservation area and between St. Colman’s Cathedral and the waterfront. Any proposal will need to respond appropriately to its sensitive location in terms of height, scale and massing. Any proposed linkages to the adjacent protected structures will need to be undertaken having regard to best practice conservation guidelines.

Objective No.	Development Plan Objective Parking
U -01	<p><b>Utilities/Car Parking (U)</b>                      To secure the development of a new multi-storey car park to serve the town. The design, mass and height of the structure will need to pay particular attention to its location adjoining a number of protected structures and within a designated architectural conservation area. A visual impact statement will be required to ensure views from the cathedral and/or from the waterfront to the cathedral are not negatively impacted upon.</p>

#### 4.6 Assessment of Retail Developments

4.6.1 Applications for retail development will generally be assessed by reference to the provisions of the Retail Planning Guidelines, the Retail Strategy and the provisions of this development plan which seek to protect the primacy of the town core in the first instance, enhance the public realm and improve pedestrian connectivity.

##### Town Centre Objectives

Objective No.	Development Plan Objectives: Town Centre - General
TCW-03	<p><b>Town Centre</b></p> <p>It is an objective of this Plan to;</p> <ul style="list-style-type: none"> <li>a) Protect existing retail uses at ground floor level and to control proposals for non retail uses (e.g. professional and financial services, bookmakers, take away restaurants etc) at ground floor level in order to protect the vitality of the town core. Applications for new development/changes of use within the town centre will need to ensure proposals will not detract from the amenity, vitality and character of the area. Safeguards regarding the hours of operation, control of litter and odour may be imposed as conditions to development. The proliferation of uses which threaten the vibrancy and mixed-use character of the town centre will be discouraged.</li> <li>b) Where possible within the parameters of conserving the architectural heritage of the town, encourage greater use of backland areas, the development of brownfield sites within the town centre area, and the use of upper floors of existing buildings for residential and office use, where new development can positively contribute to the commercial vitality of the town centre.</li> <li>c) Continue to enhance the streetscape and heritage assets of the town centre and continue with environmental improvements.</li> <li>d) Encourage a sustainable mix of land uses in the town centre area.</li> <li>e) Improve links between the town centre and the waterfront by creating safe crossing points at convenient locations within the core.</li> </ul>
TCW-04	<p><b>Appropriate Uses</b></p> <p>It is an objective to promote the development of the town centre as the primary location for comparison and convenience retail and other uses that provide goods or services principally to visiting members of the public. The town centre will form the primary focus and preferred location for new retail development. Where sites are not available within the town centre the sequential approach will be applied to the assessment of alternative proposals in accordance with the provisions of the Retail Planning Guidelines. The Council will liaise with Cork County Council to ensure retail development within the environs of the town does not undermine the primacy of the Town Centre or contribute to vacancy within the core.</p>
TCW-05	<p><b>Town Centre Development</b></p> <p>Cobh Town Council recognises that retailing makes a key contribution</p>

Objective No.	Development Plan Objectives: Town Centre - General
	to the culture and economy of the town as well as ensuring the vitality of historic buildings through their sensitive adaptation for a variety of uses. In order to facilitate the redevelopment of town centre shops and encourage enhanced retailer representation, Cobh Town Council will consider creative solutions for new modern retail developments within the historic town centre. Such development proposals will need to sensitively address relating to designated Protected Structures and Architectural Conservation Areas.
TCW-06	<b>Vacant Premises</b> Outside of the Town centre and the secondary retail area at Midleton Street, the Council will encourage the redevelopment of vacant / underutilised commercial premises to facilitate residential use.
TCW-07	<b>Maintenance &amp; Enhancement of Mixed Use Character</b> It is an objective to maintain and enhance the mixed use character of the town centre by encouraging the retention and development of general office, retail, housing, office based industry, community, civic and entertainment uses. The development of uses that are considered particularly important to the vitality of town centres, such as retailing and general offices, will be discouraged in other, less appropriate, locations.
TCW-08	<b>Design, Access &amp; Safety: Town Centres</b> It is an objective to improve the quality of civic design and hard and soft landscaping within the town centre, to promote improved pedestrian, cyclist & public transport access along with enhanced movement and safety throughout the town centre.
TCW-09	<b>Parking</b> It is an objective to rationalise parking within Casement Square, Pearse Square and Westbourne Place in order to provide a series of high quality linked public spaces.
TCW -10	<b>Local Shopping Facilities</b> It is an objective to promote the retention of existing local retail / service facilities within the Town Council area as they provide essential services to the local catchment area.

### *Retail Warehouses and Retail Parks*

4.6.2 Retail warehouses are large stores specialising in the sale of household goods and bulky items catering mainly for car-borne customers. Under the Retail Planning Guidelines they can be a maximum size of 6,000 sq metres (gross), including garden centres, and a minimum size of 700 square metres (gross) and the range of goods sold is normally restricted to the sale of bulky household goods such as carpets, furniture, automotive products, white electrical goods, DIY items, garden materials etc.

4.6.3 Acceptable uses also include the sale of computers, toys and sports goods, subject to the following restrictions:

- The size of store selling computers, toys and sports goods shall be restricted to a maximum of 2,000 square metres (gross). This will allow current market requirements to be met without encouraging an excessive scale of provision.
- Sports stores shall be limited to the sale of bulky goods only, such as golfing equipment or gym equipment. The sale of footwear and clothing is limited to 15% of floor or wall space.
- In order to ensure that retail warehouse developments and retail parks incorporate a high proportion of bulky goods it is appropriate to limit the proportion of total space within a retail warehouse development or retail park which is devoted to the sale of computers, toys and sports goods. It is therefore, proposed that no more than 20% of the floor-space of a retail warehousing development or Retail Park be devoted to the sale of computers, toys or sports goods.

4.6.4 While the uses listed above are not a complete list of acceptable uses, the range listed is a good indication of the types of uses considered appropriate for Retail Warehouse Units. The permitted uses exclude the sale of goods which are not bulky such as food, clothing and footwear items.

4.6.5 There is limited opportunity to accommodate retail warehouse uses within Cobh Town Centre because of the scale of premises normally required and the need for adjacent car parking to transport the bulky goods. The Town Plan has not identified any specific site for this purpose within the town council area but opportunities may become available. A retail warehouse development has been permitted within the environs of the town at Ticknock by Cork County Council and remains only partially occupied. This provision should be sufficient to meet the retail warehouse needs of the town for the foreseeable future. It is important, in terms of protecting the primacy of the town centre for comparison shopping, that that only bulky goods are retailed at the development in Ticknock and that development complies with the minimum / maximum floor space requirements for retail warehousing.

4.6.6 Applicants for retail warehouse development will need to demonstrate that they will not impact on the existing centres and that, taking into account the location of the proposed development, they will add to the centres overall attractiveness for shopping.

Objective No.	Development Plan Objectives: Retail Warehousing and Retail Parks
TCW-11	<p>a) The preferred location for retail warehousing is in or near the edge of town or other sustainable locations in accordance with the sequential test.</p> <p>b) It is an objective that the range of goods sold in retail warehouses are restricted to the sale of bulky household items including: carpets, furniture, automotive products, 'white' electrical goods, DIY items, garden materials, office equipment, industrial plant and equipment. Car showrooms can also be accommodated in retail parks.</p> <p>Acceptable uses may also include limited sale of computers, toys and sports goods, subject to:</p> <ul style="list-style-type: none"> <li>• The size of store selling computers, toys and sports goods shall be restricted to 2,000 sq m. gross.</li> <li>• Sports stores shall be limited to the sale of bulky goods only such as golfing or gym equipment. The sale of sports footwear</li> </ul>

	<p>and clothing is limited to 15% of floor or wall space.</p> <ul style="list-style-type: none"> <li>• The total floorspace devoted to the sale of computers, toys or sports goods shall be limited to not more than 20% of the total floorspace in individual retail parks. The permitted uses exclude the sale of goods which are not bulky such as food, clothing and footwear items.</li> <li>• Applications for planning permission must demonstrate that not only will the proposal not impact on existing centres, but it will add to the centres overall attractiveness for shopping.</li> <li>• In addition, proposals should normally show that they are or are planned to be accessible by public transport, and that there is sufficient capacity in the road network to accommodate the development.</li> </ul>
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### *Monitoring and Review of Strategy*

4.6.7 The Retail Planning Guidelines advise planning authorities to regularly monitor trends in their area and update retail policies if appropriate. A monitoring system will be put in place by the Town Council to ensure that any necessary adjustments in policy can be made.

## **4.7 Cobh Waterfront**

4.7.1 The Cobh Urban Design Feasibility Study 2009 sets out a framework for the development of the Cobh Waterfront, and details a wide range of possible interventions / projects which could be undertaken within different parts of the Waterfront to optimise its potential. If implemented the various projects could help deliver a vibrant heart for Cobh, with a variety of uses and public spaces that the townspeople can enjoy spending time in, and a revitalized maritime and historic heritage that the people of Cobh can share with the visitors.

4.7.2 Prior to the implementation of any of the projects itemised below, more detailed assessment is required in relation to flood risk assessment / management and the protection of sites designated for nature conservation. All interventions would have to be carried out in accordance with best conservation practice in order to enhance and develop on the established architectural historic environment of the town – see objectives relating to Protected Structures and Architectural Conservation Areas outlined in Chapter 8.

4.7.3 Some of the projects suggested are very ambitious and their feasibility would need further more detailed examination. Subject to further assessment, some of the smaller projects are capable of phased implementation over the lifetime of this Plan, subject to the availability of funding.

### *Town Centre*

4.7.4 The town centre is the most important focal area of the waterfront. At its heart are Casement Square and Pearse Square and the Town Harbour/Admiralty Pier. The colourful buildings along the Squares and West Beach are the attractive “face” of the town. The objective for interventions in this area is to enhance the existing qualities and create a vibrant, bustling active town centre. Possible interventions within the Town Centre area include:

- Public Realm Improvements including use of an agreed building painting scheme, pavement widening, street furniture, outdoor kiosks, traffic calming etc.
- Refurbishment of Kennedy Park to deal in with the difference in grounds levels between it and Westbourne Place that will allow the park to be connected directly to the town squares and harbour.
- Restoration/Refurbishment of the JF Kennedy Pier.
- Restoration of the Town Harbour as central focus of the Town Centre
- Sensitive infill development which respects and maintains the overall building character appropriate to Cobh.
- Restoration and expansion of the Sirius Art Centre
- Development of a hotel cluster along Westbourne Place, converting buildings in this area into boutique hotels to expand the accommodation on offer.
- Redevelop areas at West Beach to facilitate a greater mix of uses and to allow public access to the waterfront to be restored.
- Provision of a “Cobh Connector” i.e. a suitable mode of transport to connect the major points in the town centre beginning at the Old Train Station (Cruise Centre) and stopping at Casement Square, Canon O’Leary Place (top of West View) and ending at Cathedral Place. This feasibility of this proposal requires further assessment.

### *Whitepoint*

4.7.5 This escarpment overlooking the harbour is a quiet residential area with a foreshore comprising shingle beaches, some privately owned. Historic maps show the existence of a couple of bathing piers. Today, the eastern end of Whitepoint, which has a slipway, is used as a mooring location and for the Cobh Sailing Club. White Point has traditionally been a location for family-oriented activities such as swimming and fishing.

4.7.6 Possible interventions to enhance the existing qualities of the area as a relaxing family-orientated destination, including the following:

- Provision of a boardwalk over the shingle above the high-tide mark along the foreshore, allowing pedestrians and cyclists to reach Rushbrooke and continue the waterfront link.
- Upgrading of the existing Whitepoint Park through the provision of seating, lighting, a small lookout deck, and a ramp down to the proposed boardwalk and foreshore.
- Provision of a bathing pier
- Provision of a Marina and ancillary facilities.
- Improved access to the single beach.

4.7.7 At present one of the main outfalls of untreated effluent from the town takes place at Whitepoint so the swift resolution of the waste water treatment constraints facing the town is essential to the future enhancement of the amenities of this area, particularly in terms of water based recreation and use of the beach.

### *Waterfront West*

4.7.8 Stretching from Whitepoint to the Train Station, the Waterfront West area is defined by a long, uniform quay including the Deep Water Quay where the Cruise Liners berth. The “Five Foot Way” pedestrian walkway is well-used by residents. The elegant Victorian houses along the High and Lower Roads have fine views over the Harbour. The access to

the waterfront is blocked by the railway line, and is only possible via a pair of footbridges. This is the transport hub of the town containing the train station and cruise berth where large volumes of people merge. Possible interventions to strengthen the character of the area and create a new gateway for Cobh include:

- Provision of enhanced Cruise berth facilities to serve the growing number of liners and passengers and to act as a “multimodal transport interchange” for trains, taxis, tram, coaches etc., and provision of improved access to the Deep Water Quay
- Public realm improvements to Station Square and the Five Foot Way walking route.

#### *Waterfront East*

4.7.9 The waterfront to the east of the Town Centre, from the Old Town Hall to the Pilot Harbour, is more heterogeneous in character than the west. There are quays (Kings’ Quay, Lynch’s Quay etc) with newer residential units coexisting with older, historic buildings such as the Customs House. Beyond the ‘Bench’, the waterfront is a shingle beach with fishermen huts at the edge of the Pilot Harbour. The main objective for this area is to enhance access to the foreshore while minimising interference with it, maintain views and minimise the traffic impacts of any new waterfront activities. Possible interventions in this area include;

- Upgrade Lynch’s Quay to optimise its potential and facilitate public access along the entire length of waterfront.
- Provision of a landscaped plaza south of Old Town Hall providing a lookout point and connecting up with public realm further east.
- Public realm improvements at the Holy Ground/The Bench to include public access to entire length of waterfront with improved accessibility and transparency from Harbour Row and Connolly Street.
- A “viewing platform” at the crossroads intersection incorporates the existing public square at Fr Corbett’s Terrace with the hillside and waterfront public park.
- Road Improvements at Harbour Row including separation of local and foreshore traffic.
- Potential for a Community leisure/sports facility incorporating the Port of Cork Harbour Pilot Station. The space for the Pilot Station, which requires clear views over Cork harbour, could be incorporated into the building as an architectural feature/ landmark.

#### *Cove Fort / Bishop Roche Park*

4.7.10 The historic fort, with its heavy stone walls jutting into Cork Harbour, marks the eastern edge of the town. Apart from a few residential buildings and the Pilot Station the Fort is empty. There is quite a significant difference in levels from the rear of the fort to the waterfront. The rear of the Fort, the former location of a military hospital is awaiting redevelopment as a residential area. The lower half of the Fort is also known as Bishop Roche Park. This Plan designates this area for ‘Open Space/Sports/Recreation/Amenity’. The main objective for this area is to create a destination to draw people to this location and serve as a node for the waterfront linear connection.



Objective No.	Development Plan Objectives Cobh Waterfront
TCW-12	<p><b>Cobh Waterfront</b></p> <p>It is an objective of this Plan to seek to optimise the potential of the Waterfront and its contribution to the revitalisation and future development of the town and to support the implementation of the various projects outlined in the Cobh Urban Design Feasibility Study (as detailed above) where these are compatible with the sustainable development of the town, the requirements of flood risk management and the protection of the natural and built heritage of the area.</p>

#### 4.8 Signage

4.8.1 The control of signage and advertisements is also an important element in Cobh's urban character. The prosperity of Cobh may be seen in the significant number of attractive shop fronts in the town. People have become increasingly aware of the value of high quality shopfronts, both historic and contemporary, in enhancing the overall character of an area and in attracting customers. However, poor quality shopfronts and signage can equally detract from the character and attractiveness of an area. Each commercial business will have specific requirements in terms of shopfronts, signage and advertisement. Careful thought should be giving to the design, size and placement of such elements, particularly within designated Architectural Conservation Areas, so as not to detract from the character of the area.

Objective No.	Development Plan Objectives Shopfronts, Advertising and Signage
TCW-13	It is an objective of the Council to seek the repair and retention of shopfronts of architectural interest.
TCW-14	<p>New shop fronts and the fronts to other commercial buildings located within or adjacent to an architectural conservation area shall:</p> <p>a) Display a unity with the building of which they are part (including the use of appropriate materials).</p> <p>b) Reflect the scale and proportion of adjoining buildings and the street scene as a whole.</p>
TCW-15	<p>Advertisements and signage located within an Architectural Conservation Areas shall:</p> <p>a) Be designed so as not to detract from the character or appearance of the building on which they are to be displayed, or from the character or appearance of the street.</p> <p>b) Be of a size, format and design (using appropriate materials colouring and lettering) which complements the visual amenities of the building and the locality.</p> <p>c) Avoid unsightly, confused or cluttered appearance.</p> <p>d) Signage shall generally be restricted to the fascia board and/or at fascia level.</p> <p>e) Corporate signs will only be permitted where they are compatible with the character of the building, its materials and colour scheme and those of adjoining buildings.</p> <p>f) Signage internal to the premises, including interior suspended advertising panels, which, obscures views into the shop or business and creates dead frontage onto the street shall not normally be permitted.</p>

Objective No.	Development Plan Objectives Shopfronts, Advertising and Signage
	<p>g) Internally illuminated signage shall not be permitted.</p> <p>h) Advertisements and signs relating to uses above ground floor level should generally be provided at the entrance to the upper floors, in a form and design which does not detract from or impinge upon the integrity of the ground floor shopfronts, or other elevational features of the building.</p> <p>i) Lighting shall ideally be located discreetly within the shopfront.</p> <p>j) Overhanging lighting will not normally be permitted. A small number of good quality, well designed overhanging lights may be considered by the planning authority in certain circumstances.</p> <p>k) Shutters should be hung internally and be perforated.</p>
TCW -16	Cobh Town Council shall seek the use of appropriate heritage range colour scheme within the town. Bright neon colours shall not be permitted.

#### 4.9 Utilities and Security Measures

4.9.1 The control of utilities and security measures within the town centre and/or designated architectural conservation areas is an important consideration. The addition of these elements can have undue impacts on the townscape and need careful control. Policies regarding same are outlined below.

Objective No.	Development Plan Objectives Utilities and Security Measures within Architectural Conservation Areas
TCW-17	It is an objective to ensure that security measures, such as CCTV cameras and/or security alarm boxes, should be discreetly located. Such units should be of a small size and appropriate colour. Any wiring or cables associated with the same would ideally be internalised and should not be located across the facade of the building.
TCW-18	The requirement of utilities such as satellite dishes, extractor fans, ventilations systems etc. will arise for buildings in architectural conservation areas. It is an objective to ensure such elements shall be located in such a manner that they will not detract from the character of or negatively impact on the integrity of the architectural conservation area. Such elements shall not be located on the front elevation of the structure.

#### 4.10 Public Realm

4.10.1 The public realm of Cobh comprises its squares, streets, street furniture, boundary treatments, the Waterfront and the spatial definition created by these various elements. General guidance on this issue is contained in "Guidelines for the Management and Development of Architectural Conservation Areas" (2010) produced by Cork County Council. Policies and objectives for the protection of the public realm are outlined below.

Objective No.	Development Plan Objectives Public Realm within Architectural Conservation Areas
TCW-19	<p>It is an objective of the Council to protect and enhance the character of the Architectural Conservation Areas, designated in this plan, as part of any public realm improvements or public infrastructure schemes. Such schemes shall;</p> <p>a) Ensure the protection and where necessary the reuse of historic street</p>

Objective No.	Development Plan Objectives Public Realm within Architectural Conservation Areas
	furniture, such as kerbing, paving, lamps, plaques etc. b) In new development, use materials appropriate to the character of the architectural conservation area and promote high quality urban design.
TCW-20	It is an objective of the Council to protect and enhance the quality of public open spaces, such as parks and squares within Cobh.

## Chapter 5 Housing

The overall aim of the Plan is:

- To strengthen the population of the town centre by prioritising development which makes wise use of the limited land available and encouraging residential uses in former retail premises and in the use of upper floors
- To ensure sensitive infill development and re-use of the historic building stock in the context of the town's unique townscape and historic environment.
- To work closely with Cork County Council to ensure the orderly development of the necessary lands within the environs of the town to accommodate most of the planned population growth.
- To work closely with Cork County Council to strengthen and develop good physical linkages between development in the environs of the town and the town centre, and existing and proposed community facilities.
- To ensure an appropriate housing mix to meet the diverse needs of the population.

### **5.1 Introduction**

5.1.1. This Chapter deals with the provision of housing and community facilities. It describes how the Council has addressed its statutory obligations to ensure that sufficient land is zoned for residential development (having regard to the limited land supply available within the Town Council boundary) and details the Council's Housing Strategy. This chapter also details the Council policies in relation to the new housing development and the provision of community facilities.

### **5.2 Housing Function**

5.2.1. Cobh Town Council is the Housing Authority and Planning Authority for the town plan area. As a Planning Authority, the Council's role is to influence the location, nature and quality of new housing development within its administrative area and has a statutory obligation to ensure such development complies with government guidelines.

5.2.2. As a Housing Authority, the Council's function includes the provision/management of rented local authority housing for those unable to provide housing from their own resources; promotion of home ownership through tenant purchase schemes for those who fulfil certain criteria and facilitating approved voluntary or non profit housing organisations in the provision of rented accommodation and facilities within the town. Cobh Town Council currently has 182 social houses in rental schemes but has no provision of affordable housing, despite attempts to sell units locally.

5.2.3. Cobh retains a strong residential function within the town centre and has a good stock of family housing located in close proximity to the core of the town. The environs of the town have grown significantly in recent years as it has become a popular residential location for commuters working in or near Cork City. The bulk of development in the

recent past has taken place in the Ballynoe and Ticknock areas on the northern and north western ends of the Town Council area. There has also been some growth in new housing within the Town Council Area.

5.2.4. Using geo-directory data, the Midleton Electoral Area Local Area Plan 2011 has estimated that between 2005 and 2010 approximately 950 new dwellings were completed in Cobh and that planning permission exists for a further 1,069 units (including permissions within the Town Council Area) which have yet to be constructed. A Housing Land Availability Study undertaken by Cork County Council in 2008 estimated that there was sufficient zoned and undeveloped residential land within the town and environs to deliver approximately 1,600 new units.

### **5.3 Strategy**

5.3.1. The approach to housing development in this plan is guided by National Guidance, the provisions of the Housing Strategy, and the overall Core Strategy for the development of Cobh which envisages significant growth within the town and its environs by 2020. The main aims of this Plan in relation to housing are:

- Promote Cobh Town as an attractive place to live in order to reverse recent trends of population decline.
- Encourage the optimum use of available development land to deliver high quality residential development and encourage the redevelopment of vacant commercial premises and the upper floors of town centre properties to residential use.
- To ensure sensitive and high quality architectural design for infill development in the context of the town's unique townscape and historic environment (Please refer to Chapters 7 & 8 for further guidance).
- To work closely with Cork County Council to ensure the orderly development of the necessary lands within the environs of the town to accommodate most of the planned population growth.
- To work closely with Cork County Council to strengthen and develop good physical linkages between development in the environs of the town and the town centre, and existing and proposed community facilities.
- Promote the development of sustainable residential communities by ensuring new development includes a mix of house types to cater for a range of housing needs and tenures and to facilitate the creation of balanced communities.
- Promote balanced tenure developments to avoid concentrations of rental housing and to counteract social segregation.
- Protect the amenities of existing residential areas so as to ensure that these areas remain attractive places to live.
- Ensure that both new and existing housing enjoy access to appropriate amenity space especially where higher densities are proposed and also enjoy good connectivity to the town centre and transport services through pedestrian or cycle facilities in particular.

### **5.4 Future Population Growth and Availability of Land**

5.4.1. As detailed in the Core Strategy for the town outlined in Chapter 2 of this Plan, population growth in the town for the period 2011-2020 is estimated at 298 persons. In

turn it is estimated that this will give rise to an additional 388 new households, necessitating the provision of an additional 446 new housing units.

#### *Supply of Residential Land*

5.4.2. In terms of future housing provision Cobh Town Council has just 3.5ha of residential land available for development within the Plan area. This is expected to generate a yield of 81 units, based on existing planning permissions. The balance of the units required will need to arise from infill / redevelopment schemes within the town.

5.4.3. Cobh has a good existing stock of family housing and the Council is also in a position to protect this housing stock and the amenity of the residential areas to ensure they remain attractive places to live. It is crucial for the town that the trend of population decline is reversed and in this context the Council needs to encourage infill / redevelopment and 'living over the shop' schemes which deliver a high quality standard of residential development that is attractive to owner occupiers and families.

5.4.4. The Town Council owns 57 acres within the environs of the town at Ballynoe. Under the provisions of the Midleton Electoral Area Local Area Plan, these lands form part of wider Master Plan area which will include the provision of up to 700 new houses, local neighbourhood centre, new school and open space.

### **5.5 The Housing Strategy**

5.5.1. The Planning & Development Act 2000, as amended, requires each Planning Authority to include the provisions of its Housing Strategy in its Development Plan. Cobh Town Council has participated in the Cork Local Authorities Joint Housing Strategy and it is the intention of the Town Council to work with Cork County Council in the implementation of this policy and its review in the future. Where appropriate, other chapters of this plan have also taken into account relevant considerations of the Housing Strategy.

5.5.2. The following general objective confirms that the Joint Housing Strategy is a key part of this plan, which will, in turn support the implementation of the policies and programmes for action set out in the strategy.

Objective No.	Development Plan Objectives: Implementation of the Housing Strategy
HOU-01	It is an objective to implement the Joint Housing Strategy prepared by the Cork Local Authorities.

#### *Social and Affordable Housing*

5.5.3. The Joint Housing Strategy states that the local authorities in Cork will exercise their powers under Part V of the Planning & Development Acts 2000 and require that 20% of land zoned for residential use, or for a mixture of residential and other uses, subject to certain exemptions, shall be reserved for the provision of social and affordable housing. The Strategy provides for 50% of the reserved land will be allocated to social housing and 50% of the reserved land will be allocated to affordable housing. This is subject to certain exceptions as outlined in the Housing Strategy. The Strategy is currently (December 2012) under review.

5.5.4. The following objective specifically implements these proposals in the development plan:

Objective No.	Development Plan Objectives: Reserved Land for Social and Affordable Housing
HOU-02	<p>(a) It is an objective, on lands zoned for residential / housing or lands zoned for a mixture of residential / housing and other uses, to require 20% of all new residential developments, to be reserved for social and affordable housing in accordance with the principles, policies and programmes for action set out in the Joint Housing Strategy,</p> <p>(b) The objective in (a) above does not apply in respect of proposed developments that are specifically exempt from this requirement under Part V of the Planning and Development Act 2000, as amended, or in respect of proposed developments of student housing in accordance with the location and design criteria set out in the Finance Act Guidelines on Residential Developments for Third Level Students,</p> <p>(c) The portion of reserved land allocated to either social or affordable housing will be in accordance with the Joint Housing Strategy for the County.</p>

#### *Joint Housing Strategy Stakeholders' Forum*

5.5.5. The Housing Strategy also identified a need for a forum at which groups with an interest in future housing requirements would be represented. The following objective reflects the agreement made during the review of the Housing Strategy that the Cork Local Authorities will set up a Joint Housing Strategy Stakeholders' Forum to comprise representatives of the main stakeholder groups dealing with housing issues in Cork, to meet annually and assist the local authorities in the implementation and monitoring of the Housing Strategy and to facilitate the exchange of information and ideas.

Objective No.	Development Plan Objectives: Joint Housing Strategy Stakeholders Forum
HOU- 03	<p>Cobh Town Council, in conjunction with the other local authorities represented in the Joint Housing Strategy, will set up a Joint Housing Strategy Stakeholders' Forum to comprise representatives of the main stakeholder groups dealing with housing issues in Cork, to meet annually and assist the local authorities in the implementation and monitoring of the Housing Strategy and to facilitate the exchange of information and ideas.</p>

### **5. 6 Developing Sustainable Residential Communities**

5.6.1. The Guidelines on Sustainable Residential Development in Urban Areas published by the DoEHLG in December 2008, identify sustainable neighbourhoods as areas where an efficient use of land, high quality urban design and effective integration in the provision of physical and social infrastructure combine to create places people want to live in. Throughout the Guidelines and the Urban Design Manual, particular emphasis is placed on the importance of qualitative standards in relation to design and layout in order to ensure that the highest quality of residential environment is achieved. To further assist with this, the County Council have produced a Design Guide for Residential Estate Development. Cobh Town Council will have regard to this guide in assessing planning applications and developers / designers will be required to have regard to it when designing their developments / housing mix.

5.6.2. The mix of house types proposed in an area should be influenced by a range of factors including the desirability of providing for mixed communities and a range of housing types and tenures; the nature of the existing housing stock in the area and the need to provide a choice of housing, suitable to all age groups and persons at different stages of the life cycle; the existing social mix in the area; the need to cater for special needs groups such as the elderly or disabled and the saleability of different types of housing.

5.6.3. Figures recorded during the 2006 Census highlight the town's housing profile is currently dominated by semi-detached (35%) and terraced housing (35%) which together represents three-quarters of the total housing stock. Detached housing represents 20% of the housing market while only 8% comprises of a flat/apartment. There is a need to boost the portion of smaller housing units within the housing profile to reflect the falling household sizes nationally. The Town Plan seeks to achieve this rebalance in the housing profile by encouraging "living over the shop" within the town centre, allowing changing in use from commercial/retail to residential in certain areas of the town and promoting sensitive infill schemes. It is acknowledged that the age, condition and architectural sensitivity of much of the building stock will pose significant challenges in this regard, particularly with regard to compliance with current energy, building and fire requirements.

5.6.4. The provision of a range of housing types and sizes will become more critical as trends towards smaller household units continue and demand for housing for the elderly and single-person households increase. The 2007 guidelines entitled "Sustainable Urban Housing, Design Standards for New Apartments" issued by the DoEHLG, aim to promote sustainable urban housing, by ensuring that the design and layout of new apartments will provide satisfactory accommodation for a variety of household types and sizes. Accordingly, these guidelines provide recommended minimum standards for:

- floor areas for different types of apartments,
- storage spaces,
- sizes for apartment balconies / patios, and;
- room dimensions for certain rooms.

5.6.5. Within Cobh the provision of apartment schemes may be considered at appropriate locations and where a significant demand for smaller units of accommodation is evident.

### *Housing Density*

5.6.6. The question of density plays an important part in developing sustainable communities and in integrating new development within existing settlements. It is important that densities are appropriate to the character of an area, to the likely population profile of the area and market demand. The DoEHLG Guidelines promote the achievement of higher densities in appropriate locations and place particular emphasis on the importance of qualitative standards in relation to design and layout in order to ensure that the highest quality of residential environment is achieved.

5.6.7. Given the limited availability of land within the town plan boundary and decreasing household size, the Council will seek to promote higher density developments



in suitable locations, where there are no undue impacts on residential amenity, protected structures, nor the character of a designated architectural conservation areas and where the proposal meets the required development management standards for internal space standards, amenity and open space. Where such development relates to Protected Structures (or its curtilage) and/or are located within Architectural Conservation Areas, the owner/occupiers advised to engage the services of suitably qualified conservation consultants/architects and to undertake pre-planning discussions with the planning authority. Please refer to Chapter 7: Cobh Town Centre and Waterfront Strategy and Chapter 8: Heritage for further guidance in relation to design, protected structures and architectural conservation areas.

5.6.8. Cobh town centre is characterised by a compact, high density core which is served by a regular railway service. The Town Plan will seek to optimise the delivery of higher densities at this location to reinforce the urban structure and encourage a greater uptake of public transport, subject to maintaining the character of the historic building stock.

Objective No.	Development Objective Sustainable Residential Communities
HOU-04	<p>(a) It is an objective of this plan to ensure that all new development within Cobh is of a high design quality and supports the achievement of successful urban spaces and sustainable communities. The Council will have regard to the provisions of the Guidelines on Sustainable Residential Development in Urban Areas and the accompanying Urban Design Manual, in development plan preparation and in assessing applications for development through the development management process. and meets the requirements as set out in Chapter 8, relating to Protected Structures and Architectural Conservation Areas.</p> <p>(b) It is an objective of this plan to promote development which prioritises and facilitates walking, cycling and public transport use, both within individual developments and in the wider context of linking developments together and providing connections to the wider area, existing facilities and public transport nodes such as bus and rail stops.</p> <p>(e) It is an objective of this Plan to encourage higher residential densities at appropriate locations within the town so that average densities will generally be in accordance with Government advice.</p> <p>(f) It is an objective to secure the development of a mix of house types and sizes to meet the needs of the likely future population in accordance with the guidance set out in the Joint Housing Strategy and the Guidelines on Sustainable Residential Development in Urban Areas.</p>

### 5.7 New Residential Areas

5.7.1. New Residential Areas are intended primarily for housing development but may also include a range of other uses, particularly those that have the potential to foster the development of new residential communities. These are uses that benefit from a close relationship to the immediate community and have high standards of amenity, such as crèches, some schools, nursing homes or elderly peoples' homes, open space, recreation and amenity uses.

5.7.2. Occasionally, retailing may be appropriate in new residential areas. This should be of limited scale to provide valuable services to the local community and support the overall residential function of the area. Consideration should be given to the introduction of a residential element to these proposals, possibly at first floor level.

5.7.3. Particularly in new residential developments, there is an opportunity to create high standards of layout, design, and landscaping. Vehicular movement should be designed to exclude through-traffic and discourage the use of the car for local trips.

5.7.4. Appropriate amenity and public open space will normally be required as an integral part of new development proposals which should incorporate existing features e.g. water, vegetation, trees etc. Proposals for non-residential uses in these areas will be assessed particularly in relation to their need for close links to the local community and any potential for adverse impacts on the standard of amenity appropriate in these areas.

### **5.8 Zoning Objectives - New Residential Areas**

5.8.1 The Zoning Objectives for the two parcels of residentially zoned land in Cobh are detailed below:

Objective No.	Development Plan Objectives New Residential Development
R-01	Medium density residential development subject to the availability of appropriate and sustainable water services.
R-02	Low-medium density housing, designed to a very high standard of architectural design having regard to the prominent nature of the site, its proximity to a protected structure and subject to the availability of appropriate and sustainable water services.

### **5.9 Other Residential Developments /Protecting Residential Amenity**

#### *Extensions to Dwellings*

5.9.1 The construction of extensions to houses will generally be encouraged as a sustainable use of land. The design and layout of extensions should have regard to the amenities of adjoining properties, particularly as regards sunlight, daylight and privacy.

#### *Changes of Use*

5.9.2 Conversion of houses to other uses, which would impact on the residential amenities of an area by reason of noise or traffic or other reason and which would result in the loss of units for family accommodation will generally be discouraged.

#### *Residential infill*

5.9.3 Potential sites may range from small gap infill, unused or derelict land and backland areas, side gardens of existing houses, up to larger undeveloped sites within an established residential area. A balance has to be struck between the reasonable protection of the amenities and privacy of adjoining dwellings, the protection of established character and the need to provide residential infill. Proposals for development involving the intensification of residential uses within existing residential areas such as

houses in side gardens, will need to clearly demonstrate that the proposal respects the existing character of the area and would not harm the amenity value of adjoining properties.

5.9.4 Where such development relates to a Protected Structure (or its curtilage/setting) or a Architectural Conservation Area, all proposals will be considered on a case by case basis and will have to clearly demonstrate that such development will not negatively impact on the character of the protected structure and/or architectural conservation area. It is advised that the services of suitably qualified conservation consultants/architects and to undertake pre-planning discussions with the planning authority. Please refer to Chapter 7: Cobh Town Centre and Waterfront Strategy and Chapter 8: Heritage for further guidance in relation to design, protected structures and architectural conservation areas.

#### *Backland Development*

5.9.5 The development of backland sites in a coherent and well-designed manner can contribute to enhancing the vibrancy and character of an existing settlement while also contributing to the efficient use of serviced lands. The development of backland sites on an individual basis (i.e. rear garden areas/ individual backland sites with no frontage) can conflict with the established pattern and character of development in an area. Backland development will generally only be considered where the proposed development forms part of a comprehensive plan for development of the entire backland area.

#### *Apartment Development*

5.9.6 The 2007 guidelines “Sustainable Urban Housing, Design Standards for New Apartments”, issued by the DoEHLG, aim to promote sustainable urban housing, by ensuring that the design and layout of new apartments will provide satisfactory accommodation for a variety of household types and sizes. Accordingly, these guidelines provide recommended minimum standards for:

- floor areas for different types of apartments,
- storage spaces,
- sizes for apartment balconies / patios, and;
- dimensions for certain rooms

5.9.7 Within Cobh, the provision of apartment schemes may be considered at appropriate locations and where a significant demand for smaller units of accommodation is evident. Generally apartments, or retail developments with apartments above, should be located in the town centre zone. They may also be appropriate close to public transport nodes or as a limited proportion of a general residential scheme.

### **5.10 Zoning Objectives (Built Up Area)**

5.10.1 The approach to zoning in this Plan differs significantly from the 2003 Plan in that many parts of the town which have already been developed and were previously zoned for residential and other uses, are no longer ‘zoned’ for a particular use and are now identified as existing “built up area”. This approach has been taken in order to allow a more positive and flexible response to proposal for development. “Existing built up area” includes all lands within the development boundary which do not have a specific zoning objective attached. Therefore it includes a mix of land uses which may have existing buildings in place, brownfield lands and some undeveloped areas. Within such areas, proposals for new development will be assessed with reference to :

- The provisions of this Plan.
- The character of the surrounding area.
- Other planning and sustainable development considerations considered relevant to the proposal or its surroundings (e.g. protecting residential amenity).

Objective No.	Development Plan Objectives: Residential Amenity
HOU-05	<p><b>Protecting Residential Amenity</b></p> <p>It is an objective, normally, to maintain and enhance overall standards of amenity within existing residential areas.</p>
HOU-06	<p><b>Community Facilities in Residential Areas</b></p> <p>It is an objective, normally, to promote the provision of community and other facilities as an integral part of both new and existing residential areas subject to overall residential amenity.</p>
HOU-07	<p><b>Design Standards</b></p> <p>It is an objective, normally, in both existing and new residential areas, to foster a high standard of neighbourhood design, to encourage improved pedestrian and public transport access. It is also an objective that all residential developments will have regard to “Making Places: A Design Guide for Residential Estate Development, May 2011” prepared by Cork County Council.</p>
HOU-08	<p><b>In-fill Development</b></p> <p>It is an objective, normally, in residential areas, to ensure that proposals for ‘in-fill’ development, preserve or enhance both the character of the area as a whole and the setting of any original buildings on the site.</p>
HOU-09	<p><b>Incompatible Uses</b></p> <p>It is an objective of this plan, normally, in residential areas, to discourage the expansion or intensification of existing uses that are incompatible with residential amenity.</p>
HOU-10	<p><b>New Residential Areas</b></p> <p>It is an objective, on land zoned for new residential development, to promote development mainly for housing, associated open space, community uses and, only where an acceptable standard of amenity can be maintained, a limited range of other uses that support the overall residential function of the area.</p>
HOU-11	<p><b>Existing Built Up Area</b></p> <p>It is an objective of this Plan that development proposals within the existing built up area will be assessed with reference to :</p> <ul style="list-style-type: none"> <li>• The provisions of this Plan.</li> <li>• The character of the surrounding area.</li> <li>• Other planning and sustainable development considerations considered relevant to the proposal or its surroundings.</li> </ul>

### 5.11 Other Housing Needs

#### *Housing for the Elderly*

5.11.1 The country's aging demographic profile poses strategic challenges for society in general and more specifically for the development of responsive health and social policies. As a key social policy area, the provision of suitable housing for the elderly to meet their specific needs, will inform the provision of housing in Cobh.

5.11.2 Older people have a range of housing needs relating to access, medical care, security and personal safety among other issues. The location of housing is an important issue for the elderly particularly those who live alone and are reliant on public transport and local services. Dwellings and other residential facilities catering specifically for older people should be located in close proximity to convenience shops, community facilities and public transport nodes. There is a move away from nursing home care to a 'semi supported' or 'assisted living' concept which is considered a suitable option for many older people as it enables them to live relatively independently in their own homes.

5.11.3 For those who wish to continue to live independently, it is important that the opportunity exists to trade down or downsize in the area in which they live (for example to a smaller or single storey dwelling or apartment unit). Assessment of housing mix needs to consider this in appropriate developments and locations.

Objective No.	Development Plan Objectives: Accommodation for the Elderly
HOU- 12	It is an objective to provide and facilitate the provision of accommodation to meet the needs of the elderly and to encourage the provision of a range of housing options for elderly persons in central, convenient and easily accessible locations and to integrate such housing with mainstream housing where possible.

#### *Special Needs Housing*

5.11.4 In considering housing for people with special needs, location is often critical, particularly to those with a mobility related disability. The importance of access to public transport, local community services, and facilities is a significant factor for a mobility-impaired person in improving quality of life. In terms of house design, compliance with Part M of the Building Regulations expands on options available to people with a disability.

5.11.5 Support is needed for the concept of independent living for people with a disability. When designing adapted housing units consideration should be given to the fact that some people require live in care.

5.11.6 Where a specific special housing need is identified within an area, meeting this need should be considered during the pre-planning negotiation involving reserved land under Part V so that the need can be provided for during the design stage of the development.

Objective No.	Development Plan Objectives: Special Needs Accommodation
HOU-13	It is an objective to provide and facilitate the provision of Special Needs Accommodation to meet the needs of those with disabilities through the provision and/or adaptation of appropriate accommodation.

*Accommodation for Travellers*

5.11.7 Traveller accommodation is primarily the responsibility of Cork County Council through its Traveller Accommodation programmes for its functional area. Cobh Town Council recognises the distinct requirements of Travellers in relation to the provision of accommodation and other facilities and supports the implementation of this Programme.

Objective No.	Development Plan Objectives: Accommodation for Travellers
HOU-14	It is an objective, to encourage the support the provision of permanent accommodation for Travellers subject to proper planning considerations and the principles of sustainable development, having regard to the provisions of the Traveller Accommodation Programme for County Cork 2005-2008 and any subsequent programme.

## Chapter 6 Social and Community Facilities

The aim of the Plan is:

- To provide adequate social and community infrastructure to meet the needs of the existing and planned population of the town.
- To ensure new development meets the required standards of amenity for internal and open space.

### 6.1 *Social and Community Infrastructure*

6.1.1. The proper provision of social and community infrastructure of a high standard, in the most appropriate locations and in tandem with housing and other development, is important for all age groups and sectors of society and is an essential component of building sustainable and properly planned communities. Recently published Guidelines on Sustainable Residential Development in Urban Areas highlight the need to phase development in line with the availability of essential social and community infrastructure such as schools, amenities and other facilities. Where appropriate, facilities should also be capable of adapting to changing needs over time and be designed to accommodate a flexible range of uses. The timely delivery of such facilities to meet the needs of communities is a key priority of this Plan.

6.1.2. Community infrastructure is an all-embracing term that should be taken to include buildings and other facilities, which provide community, educational, social, health, childcare, cultural, religious, recreation and leisure facilities that serve the needs of the public. It encompasses facilities and services that are publicly provided and those which are privately funded and developed. Community infrastructure also includes more traditional local services such as local shops and post offices, which in addition to a primary commercial function, can help maintain and nurture a sense of community at local level.

6.1.3. Cobh has an extensive range of community facilities and civic services commensurate with a town of its size including Catholic, Protestant and Good News Christian Churches, a publicly owned leisure centre with swimming pool and gym, a community centre, library, four parks and two publicly maintained playgrounds. The town is also served by a modern Garda station.

6.1.4. The Council has used its powers under Section 48 of the Planning and Development Act 2000, to prepare a Development Contributions Scheme and currently requires developers to contribute to the development of amenities within the town. In any review of the Development Contributions Scheme in the future, consideration may be given to expanding the range of facilities funded under this Scheme.

6.1.5. It is recognised that in order to plan for the proper provision and funding of community facilities, more information is required on the current level and distribution of provision. To this end the Council will, in co-operation with other key agencies and organisations, facilitate and prioritise the completion of an audit, assessing the provision

of community infrastructure within Cobh and prepare a strategy that will identify the type and range of community facilities required to serve both existing and future communities.

Objective No.	Development Plan Objectives: Social and Community Infrastructure
SCF-01	<p><b>Provision of Social and Community Infrastructure</b></p> <p>It is an objective to ensure that new development is accompanied by the provision of appropriate community and social facilities which are phased concurrent with development.</p>
SCF-02	<p><b>Audit of Community Infrastructure</b></p> <p>It is an objective to facilitate and prioritise, in co-operation with other key agencies and organisations, the completion of an audit assessing the provision of community infrastructure (including open space) within Cobh and to prepare a strategy that will identify the type and range of community facilities required to serve both existing and future communities.</p>
SCF-03	<p><b>Funding of Community Facilities</b></p> <p>It is an objective to utilise the Councils powers under the Development Contributions Scheme to fund investment in community facilities, which will form a basis for the improvement of existing facilities and the funding of new community facilities.</p>

## 6.2 *Childcare Facilities*

6.2.1. Government policy seeks to increase the number of childcare places available and to improve the quality of childcare services in the community. There are currently seven childcare facilities operating within the town. Six of these facilities provide part time/sessional services only while one facility provides full time day care. This low level of full time day care provision suggests that many families meet their need for full time day care closer to their place of work. As new housing developments take place within the environs of the town additional facilities may need to be provided.

6.2.2. The Guidelines for Childcare Facilities identify a range of appropriate locations for the provision of childcare facilities including work places, schools, new communities / larger housing developments, community centres, town and neighbourhood centres and adjacent to public transport corridors, park-and-ride facilities, pedestrian routes and dedicated cycle ways. Applications for childcare facilities are generally considered suitable in residential areas subject to providing adequate parking and drop off/collection areas. Elsewhere, applications will be considered on their merits. In large-scale retail, leisure or tourism developments, in particular shopping centres, the provision of drop-in childcare facilities for shoppers will be encouraged.

6.2.3. One of the main provisions of the Guidelines is to require the provision of purpose built childcare facilities in new residential developments of 75 dwellings or more. While this scale of development seems more likely to occur within the environs of the town than within the town centre, the Council will, nonetheless, encourage the provision of a broad range of childcare facilities (i.e. childminding, sessional service, full day care and after school care). The size and number of the facilities should be determined in relation to local needs and likely future demand from the immediate locality.



6.2.4. The Town Council will resist the conversion or loss of childcare facilities to other uses unless it is clearly demonstrated, that having regard to the existing geographic distribution of childcare facilities, the emerging demographic profile of the area or other extenuating circumstances prevailing, that this level of childcare provision is no longer required.

Objective No.	Development Plan Objectives: Social and Community Infrastructure
SCF-04	<p><b>Childcare Facilities</b></p> <p>(a) It is an objective to facilitate the provision of a broad range of childcare facilities at appropriate locations, compatible with land-use and transportation policies and the principles of sustainable development, and otherwise in accordance with national policy and with the Guidelines on Childcare Facilities, 2001. With respect to new residential development one childcare facility with places for a minimum of 20 children shall generally be required for each 75 dwellings proposed.</p> <p>(b) It is an objective to ensure that childcare facilities are accommodated in appropriate premises, suitably located with sufficient open space in accordance with the Childcare (Pre-School Services) Regulations 2006.</p>
SCF-05	<p><b>Monitoring Childcare Needs and Provision</b></p> <p>It is an objective to monitor and assess in conjunction with the Cork County Childcare Committee, the continuing needs of children and related facilities and review progress on the provision of same, during the period of this development plan, through the mechanism of the Cork County Baseline Childcare Census and having regard to the National Childcare Strategy.</p>
SCF-06	<p><b>Change of Use of Childcare Facilities</b></p> <p>It is an objective to resist the conversion or loss of childcare facilities to other uses unless it is clearly demonstrated, that having regard to the existing geographic distribution of childcare facilities, the emerging demographic profile of the area or other extenuating circumstances prevailing, that this level of childcare provision is not required.</p>

### 6.3 Health Care Facilities

6.3.1. A number of public, private and voluntary agencies share the responsibility for healthcare services in Cobh. The Health Service Executive (HSE) – Southern Area is the primary body responsible for the management and delivery of health and personal social services. The increasing role of the private sector in the provision of health care facilities is also recognised.

6.3.2. Health care facilities in Cobh comprise a 38 bed community hospital providing residential and respite services for old persons and a sheltered housing/community facility with 40 units has been developed by Respond at Park Road. There are several medical general practitioners within the town.

6.3.3. Provision has been made within the Midleton Electoral Area Local Area Plan 2011 for the provision of a Primary Care centre and a possible nursing home within the Ballynoe Master Plan area. While provision has been made in the Midleton Electoral Area Local Area Plan to facilitate a Primary Care Centre at Ticknock, it is considered that Cobh Town Centre is the most appropriate location for the new Primary Care Centre which could act

as a catalyst for regeneration within the wider area. Lands within the Environs should be viewed as a secondary location only.

6.3.4. Evidence from the 2006 Census highlight health inequality issues within the town. Higher than average levels of certain types of cancer within the town have been linked to high levels of deprivation in areas of Cobh. The research undertaken by the National Cancer Registry highlights a high deprivation score in the Cobh Urban area (9/10 in a 10 point score or 5/5 in a 5 point score). The deprivation index was generated from information collected from the Census returns.

6.3.5. The overall strategy of the HSE is to make it easier for people to access cost effective and high quality health and personal social services in a community-based care structure with Primary Care Teams and the provision of out-of-hours General Practitioner services. Through the objectives of this Development Plan, the Town Council will seek to facilitate the provision of built facilities to meet the operational requirements of the agencies that provide healthcare services in the town. The aim will be to encourage the integration of these facilities within new and existing communities and to discourage proposals which will cause unnecessary isolation or other access difficulties, particularly for children, special needs groups and the elderly. Accessibility by public transport will also need to be considered as part of the site selection process and this regard the conversion of buildings within the town centre should be a priority. There may often be advantages, to both the operating agency and the community at large, in combining some of these facilities, where their location and site-specific requirements overlap.

Objective No.	Development Plan Objectives: Healthcare Facilities
SCF-07	<p><b>Provision of Healthcare Facilities</b></p> <p>(a) It is an objective to support the Health Service Executive (South) and other statutory and voluntary agencies and private healthcare providers in the provision of appropriate healthcare facilities and the development of both the system of hospital care and the provision of community based care facilities, at appropriate locations, subject to proper planning considerations and the principles of sustainable development.</p> <p>(b) It is an objective in particular to encourage the integration of healthcare facilities within new and existing communities and to discourage proposals that would cause unnecessary isolation or other access difficulties, particularly for those with special needs, the elderly and children.</p>

#### *Services for the Elderly*

6.3.6. The population profile of Cobh contains 9% of people aged 65 and over compared to a national average of 11%. The Planning Authority recognises the importance of the provision of services for the elderly. Nursing Homes should be principally located within settlements to provide accessibility for both staff and visitors and in order to enhance overall quality of life and reduce the likelihood of social isolation.

Objective No.	Development Plan Objectives: Services for the Elderly
SCF-08	It is an objective to encourage, support and facilitate the provision of services for the elderly population of the town. The Council is committed to accommodating the needs of older people by the facilitation of nursing home developments and to a greater degree by the provision of

Objective No.	Development Plan Objectives: Services for the Elderly
	adaptable/special needs housing in the community. These facilities should be located to provide for easy access both for staff and visitors and in order to enhance overall quality of life, increase their links with, and accessibility to, local amenities, and therefore reduce the likelihood of social isolation.

#### 6.4 Education

6.4.1. There are six primary schools in Cobh. During 2012, a new 24 classroom facility was opened on the site of Rushbrooke National School primary school (replacement facility). In order to meet the needs of future population growth in the town and environs, the Department of Education has identified the need for the provision of a site for a new primary school. The Midleton Local Area Plan 2011 has made provision for a new primary school within the Masterplan site at Ballynoe, which will cater for the longer term needs of the area. This Plan also seeks to protect the capacity of existing school sites for further educational expansion into the future by zoning such land for educational use.

6.4.2. There are two secondary schools serving Cobh and Great Island and both have some capacity for additional expansion of their facilities into the future. In light of the 2020 population target for Cobh a need for an additional 275 post primary school places has been identified by the Department of Education. It is likely that these additional places will be catered for by existing schools in the area.

6.4.3. The Council recognises that it has an important role to play in terms of supporting the Department of Education and Science. This is important in terms of assessing future educational needs and in facilitating the provision of sufficient and suitable lands in appropriate locations, to meet the need for new or expanded schools in a timely manner and as an integral part of the growth of the town and as otherwise required in accordance with the provisions of the Guidelines on Sustainable Residential Development in Urban Areas.

6.4.4. Within the Town Council area the sites occupied by existing schools have all been zoned for Institutional/ Civic / Educational use to safeguard their use into the future and maximise the potential of existing school provision.

Objective No.	Development Plan Objectives: Educational Facilities
SCF-09	<p>(a) It is an objective of this plan to ensure that the necessary increased capacity in school facilities, either in the form of new schools, or the expansion of existing schools, is provided in a timely manner and as an integral part of the growth of the town and otherwise in accordance with the requirements of the Guidelines on Sustainable Residential Development in Urban Areas..</p> <p>(b) It is an objective to work closely with the Department of Education &amp; Science to identify existing and future educational requirements, identify and reserve suitable sites for educational purposes and acquire, as appropriate and with the approval of the Department of Education &amp; Science, sites for future school provision in order to ensure that the necessary increased capacity in school provision is provided in a timely manner and as an integral part of the development of Cobh.</p>

Objective No.	Development Plan Objectives: Educational Facilities
	<p>(c) It is an objective to facilitate the development of primary, post primary, outreach, research, adult and further educational facilities to meet the needs of the town.</p> <p>(d) It is an objective to encourage, support and develop opportunities to open up new and existing educational facilities to wider community use, subject to normal proper planning and sustainable development considerations.</p>

### ***Educational, Institutional and Civic Landuse Categories and Objectives***

6.4.5. A number of sites of existing educational, institutional and civic land uses have been zoned as such in this Plan (See Zoning Map 1). Areas designated for educational, institutional and civic land uses generally include community related development including schools & colleges, residential healthcare institutions (e.g. hospitals) and development for other community uses (e.g. club meeting facilities such as scout and guide halls). Often significant ancillary facilities such as staff accommodation and dedicated open space or sports facilities are included.

6.4.6. These uses can sometimes cause amenity problems for adjoining uses (e.g. the noise of 24-hour traffic going to and from a hospital might cause problems in an adjoining residential area). However, they are generally considered essential uses and require a reasonable degree of operational freedom to function properly.

6.4.7. Opportunities should be taken, through the treatment of boundaries and landscaping etc., to protect adjoining uses from any adverse effect that may necessarily arise from this category of uses.

Objective No.	Development Plan Objectives: Educational, Institutional and Civic Uses
SCF-10	<p><b>Car Parking, Site Design &amp; Access</b></p> <p>It is an objective to ensure that the likely demand for car-parking and delivery vehicle facilities are fully met within the site, to apply the highest design standards, hard and soft landscaping and to ensure that pedestrian and public transport access is provided.</p>

### ***6.5 Zoning Objectives Educational, Institutional and Civic Uses***

6.5.1 The educational, institutional and Civic Zoning Objectives are outlined below.

Objective No.	Development Plan Objectives: Educational / Institutional Civic Zoning Objective
SCF-11	<p><b>Zoning Objective for Educational Institutional and Civic Uses.</b></p> <p>On lands zoned for educational, institutional or civic use in this Plan, it is an objective to promote the protection / provision of community related development including schools and colleges, hospitals and development of other community uses ,and where relevant, the provision of ancillary accommodation and facilities.</p>

## **6.6 Cultural Facilities**

6.6.1 Cobh is served with a library located in the centre of town at Casement Square while the Sirius Arts Centre provides a small cultural / arts venue for the town. The Arts Centre building was originally built for the Royal Cork Yacht Club and occupies an important position on the waterfront. There are plans to expand the building to provide additional exhibition and performances spaces.

6.6.2 The Town Museum is located in Scots Church overlooking the train station and accommodates artefacts from the Lusitania disaster, model boats and ships and a selection of artworks composed by Queen Victoria while visiting Cork in 1849 (3 watercolours of the harbour and a pencil sketch of Blackrock Castle). The Museum also contains historic information on the Presbyterian Church and includes a genealogical service to visitors tracing their ancestors.

6.6.3 The Cobh Heritage Centre is located adjacent to the train station and provides information on life in Ireland through the 18th and 19th centuries, the mass emigration, the Great Famine, and the history of the RMS Titanic. In winter, the weekly farmers' market relocates indoors to this building from its position on the promenade.

6.6.4 St. Colman's Cathedral is the town's iconic architectural masterpiece. The striking neo-Gothic building perched on a plateau overlooking the town and harbour boasts the largest carillon in the UK and Ireland (49 bells) and hosts regular carillon recitals. St. Anne's Church, Shandon in Cork City has proved how popular this attraction can be to the tourist market. Cobh could similarly market this unique selling point by offering tours of the Cathedral's carillon.

6.6.5 Works are currently ongoing to provide an interactive museum within the Titanic Building. Furthermore, Irish Rail has made available 300m<sup>2</sup> of railway buildings and platform for use as a cultural centre and these facilities will greatly enhance the range of cultural facilities available within the town.

## **6.7 Open Space, Green Infrastructure and Recreation**

6.7.1 Open spaces can provide a variety of functions, including active and passive recreation, visual amenity (important landscape views), providing space for nature; flood and storm water relief, the protection of water quality and socio-economic needs (such as meeting places). Existing open space within Cobh is made up of areas serving all of these functions. The term green infrastructure is increasingly being used to describe interconnected networks of open space (land and water) around a settlement which sustain environmental quality and enrich quality of life.

6.7.2 Zoning Map 1 identifies significant areas of open space within the town which this Plan seeks to protect. The majority of the zoned lands are carried forward from the last Plan. It is acknowledged that some of these are inaccessible or privately owned. It is proposed to undertake an audit of open space over the lifetime of the Plan.

6.7.3 Cobh Town Council recognises the importance of an adequate provision of attractive and conveniently located open space throughout the plan area. There is currently 48.77 acres of open space within the town council area which comprises formal parks, sports facilities and publically accessible green areas incidental to residential estate developments. Current guidelines recommend 6 acres per 1,000 population. Cobh

currently exceeds this standard for both the existing and target population growth to 2020 as can be seen from the table below.

<b>Town Council Population 2006</b>	<b>2020 Population target</b>	<b>Requirement to meet current population</b>	<b>Requirement to meet 2020 target</b>	<b>Current Provision Gross Area (acres)</b>
6541	6798	39.25 acres	40.79	48.77acres

\*calculations are based on the standards requiring 6 acres per 1,000 population

6.7.4 Open space can provide a variety of functions, including active and passive recreation, visual amenity (important landscape views), ecology (bird and wildlife habitat; biodiversity of plant species), drainage management (particularly stormwater control) and socio-economic needs (such as meeting places). Existing open space within Cobh is made up of these elements which are important in the consideration of the overall open space strategy for the area.

6.7.5 The town has a hierarchy of parks, whereby Kennedy Park and the Promenade serve the principle Town Park function for the town's population. Two further smaller local/pocket parks are also pepper-potted throughout the town. These include: Bishop Roche Park and a park north of Casement Square. All of these resources would benefit from varying levels of investment and upgrades. Playgrounds have been provided within the Town Park and at the Five Foot Way.

6.7.6 The geographical distribution of the existing park provision is concentrated in or adjacent to the town centre. The town would benefit from the provision of a small pocket park within existing areas of unused green space in the northern segment of the town as the steep topography can be a barrier to families and the elderly accessing the town centre amenities by foot. The Town Council will identify land for a pocket park within the existing urban fabric. Some areas identified as a suitable candidate to the public open space network may be in private ownership and the Town Council will look at acquiring same.

6.7.7 There are further opportunities within the town to create a network of linked spaces. The Waterfront "as a string of pearls" would act as the central focus of the network and would create a continuous waterside linked space stretching over 4km. The Waterfront, currently hosts a series of activities including the beaches, piers and harbour and these serve as important amenity areas for the town. The Town Plan seeks to build on the range of activities available and provide better access and permeability between the coastline and the town.

6.7.8 A series of walkways within the town centre further enhance the range of amenity provision. These are the Five Foot walkway and 3 historic trails which are focused on the town's maritime and historic heritage.

6.7.9 Substantial areas of passive open space have been provided as part of housing developments. The quality of these spaces varies considerably, particularly in relation to their layout, integration with the overall development, design, landscaping, and degree of overlooking and level of upkeep. Few links are developed between adjoining housing

areas, or between open spaces within large housing developments. Greater emphasis needs to be placed on the improvement and enhancement of these areas in the future, to create attractive, safe and meaningful public amenities. The Council will look at the feasibility of providing infrastructure such as playgrounds, paths, seating, litter receptacles etc to improve the facilities available within the town.

6.7.10 As Cobh continues to grow and expand it is important to protect and retain its existing open spaces and amenity areas (including parks, woodlands, sports facilities, green areas, river corridors, walkways, cemeteries and churchyards etc. In this regard over the life of this Plan the Council will develop and implement a comprehensive Green Infrastructure Strategy for the town in consultation with key stakeholders and the public, to protect existing green infrastructure resources and plan for future green infrastructure provision. The Strategy will address issues such as biodiversity, parks, open spaces and recreation, sustainable water managements, archaeological and architectural heritage, landscape and access/ connectivity. Pending the development of the strategy all proposals for development should take account of existing green infrastructure resources and ensure that these are protected and enhanced as new development takes places. Large scale development proposals should include a green infrastructure plan. In particular it is important that green corridors are providing linking development in the environs of the town to the existing spaces within the town centre. Whilst some corridors are informally in place it would be have great advantage to the attractiveness of the town to improve such routes through all weather surfacing and infrastructure such as seating or play areas.

Objective No.	Development Plan Objectives: Open Space and Recreation
SCF-12	<b>Open Space Audit</b> Over the lifetime of this Plan the Council will undertake an audit of Open Spaces within the town
SCF-13	<b>Pocket Park</b> It is an objective to identify a suitable space to the north of the town for use as a pocket park
SCF-14	<b>Enhancement of Public Open Spaces</b> It is an objective to investigate the feasibility of providing infrastructure such as playgrounds, paths, seating, litter receptacles etc within existing areas of open space in a manner which maximises accessibility to adjacent residential areas.
SCF-15	<b>Green Infrastructure</b> It is an objective over the lifetime of the Plan to develop and implement a comprehensive Green Infrastructure Strategy for the town in consultation with the key stakeholders and the public, to identify, protect and enhance existing green infrastructure resources and plan for future green infrastructure provision linking open space/amenity areas in the Town Council with similar existing and proposed areas inside and outside the town boundary.

### 6.8 Zoning Objectives - Open Space/Recreation

6.8.1 Objectives relating to areas zoned open space and recreation in the Land Use Zoning Map are outlined below. Proposals relating to the provision of a new waterfront amenity route are detailed in U-02 below.

Objective No.	Development Plan Objectives: Open Space and Recreation Zoning Objectives
SCF -16	<b>Open Space Zoning Objective</b> It is an objective of this Plan to protect existing areas of open space which contribute to the visual setting and amenities and recreational amenities of the town and protect them for inappropriate development.
U-0 2	<b>Waterfront Amenity Walkway</b> This land form part of the Waterfront Amenity Walkway/Cycleway. Provision of a 10m wide amenity route is required or 10m boardwalk to achieve a continuous linked amenity route within the town.

### 6.9 Sports and Recreation Facilities

6.9.1 Sporting activities are reasonably well catered for in the town with GAA, rugby, soccer, hockey and tennis facilities all available and well maintained. Athletics, basketball, boxing, golf, pitch and putt and croquet are just some of the other clubs operating in the town, while the natural amenities of the harbour provide opportunities for sailing, fishing and walking.

6.9.2 Cobh has a wide range of sporting and leisure facilities including a leisure centre with swimming pool and gym, golf club, playing fields (GAA, soccer, rugby and hockey), tennis club and pitch and putt facilities. There are many sports / recreation clubs and societies operating in the town which provide a range of facilities to residents.

6.9.3 The Council is committed to the provision of Recreation and Amenity facilities, including sports and arts / culture facilities, to serve the recreational needs of the population. This may include direct provision of facilities by the Council and the facilitation of other providers, whether community groups or sports clubs, in their efforts to provide recreation and amenity projects.

6.9.4 The Council seeks the retention of all existing recreational land and facilities in their present use and will support the enhancement of existing facilities to encourage their better use through improved accessibility and capacity. The Council will also ensure that new developments make adequate provision for the recreational needs of the future residents of the development.

6.9.5 Where necessary the Council will seek to assist in the clubs and sporting bodies in optimising the recreational use of their land in cooperation with various sporting agencies and funding sources. The Council will also facilitate a joint partnership role with school bodies so as to enable joint usage of existing sporting grounds within the area which are at the moment only open to school students within school times and are hence under utilised.

Objective No.	Development Plan Objectives: Recreation and Amenity
SCF-16	<b>Recreation and Amenity Policy</b> It is an objective of this Plan to protect and improve existing areas of public or private open space, including sports grounds, or other recreation facilities and protect such areas from development or change of use.



Objective No.	Development Plan Objectives: Recreation and Amenity
SCF-17	<p><b>Provision of New Community, Recreation and Amenity Facilities</b></p> <p>a) It is an objective of the plan to ensure that all developments make adequate provision for community, recreational and amenity facilities that are located where they can best meet the needs of the entire community that the facility is intended to serve.</p> <p>b) It is an objective in the case of new residential developments, to require developers to make appropriate provision for sports and recreation infrastructure commensurate with the needs of the development as an integral element of their proposals. Such provision should include direct provision on or off-site or the payment of a development levy to enable appropriate alternative provision to be made.</p>
SCF-18	<p><b>Improvement of Facilities</b></p> <p>It is an objective to seek opportunities to improve the quality and capacity of existing Recreation and Amenity facilities, through initiatives with both the public and private sector (sports governing bodies, local community partnerships and private development proposals) and where appropriate, the Council will use its powers under Section 48 of the Planning &amp; Development Act 2000 to require development levies to achieve the enhancement of these facilities.</p>

### *National Play Policy*

6.9.6 The National Play Policy was published in 2004, with an overall objective to plan for an increase in public play facilities and thereby improve the quality of life of children living in Ireland, by providing them with more play opportunities. The actions relevant to Local Authorities include the development of a play policy, the participation of children in decision making relevant to them, the use of creative landscape for play and the provision and maintenance of playgrounds to the required standards.

6.9.7 The Urban Design Manual: A Best Practice Guide (2008) which accompanies the Guidelines on Sustainable Residential Development in Urban Areas provides guidance on the development of children's play areas. A key ingredient in making children's play areas safe to use is ensuring the space is overlooked.

6.9.8 Current legislation requires the provision of play areas in new residential developments. The size of sites available in the town centre may not practically lend themselves to the provision of on-site facilities. Accordingly a contribution in lieu will be levied.

Objective No.	Development Plan Objectives: Play Areas for Children
SCF-19	<p><b>Play Areas for Children</b></p> <p>(a) It is an objective of the Plan to seek the provision and suitable management of children's play areas in new housing developments and to implement measures to find suitable sites for their provision to serve existing residential areas.</p> <p>(b) It is an objective to develop and implement in co-operation with other relevant agencies, a Play Policy for the town, which will set out a strategy</p>

Objective No.	Development Plan Objectives: Play Areas for Children
	for the provision, resourcing and implementation of improved opportunities for children to play.

### *Allotments*

6.9.9 Public allotments and community gardens can have a number of benefits including promoting healthy lifestyles, providing a cheap and local source of food, reducing food miles and promoting diversity. The recent amendments to the County Development Plan 2009 introduced new land use categories and objectives for Open Space, Agriculture, Sports and Amenity Areas. It includes allotments within the range of suitable land uses within these zoned lands. The Cobh Town Plan will similarly support the provision of allotments on lands zoned Open Space within the Plan, where it does not compromise the open space function of the land.

### *Public Open Space Standards – New Developments*

6.9.10 Public open space is one of the key elements in defining the overall quality of the residential environment. It provides passive as well as active amenity and has important ecological and environmental aspects. The Guidelines on Sustainable Residential Development in Urban Areas and the Urban Design Manual (DoEHLG 2008), recommend that both qualitative and quantitative standards be adopted for open space provision. In particular, much greater emphasis should be placed on the need to ensure the achievement of qualitative standards in relation to design and layout, resulting in a high quality residential environment.

6.9.11 Where residential developments are close to the facilities of city and town centres or in proximity to public parks or coastal and other natural amenities, the Guidelines state that a relaxation of standards should be considered. Alternatively, planning authorities may seek a financial contribution towards public open space or recreational facilities in the wider area in lieu of public open space within a development, where appropriate. "Making Places: A Design Guide for Residential Estate Development, May 2011" prepared by Cork County Council, provides further guidance on the design, siting and location of open space.

6.9.12 The Council requires the provision of usable public open space in residential development, in the range of 12% to 18% of the total useable site area. The percentage shall increase as the density of the development increases. Where other recreational facilities are provided on site the area of open space may be reduced.

6.9.13 In the specific case of institutional or windfall sites which are often characterised by a large private or institutional buildings set in substantial open lands and which in some cases may be accessible as an amenity to the wider community, the guidelines indicate that any proposals for higher density residential development must take into account of the objective of retaining the "open character" of these lands, while at the same time ensuring that an efficient use is made of the land. In these cases, open space provision of 20% of site area will be required.

Objective No.	Development Plan Objectives: Play Areas for Children
SCF-20	<p><b>Public Open Space within Residential Developments</b></p> <p>It is an objective of the Plan to apply the standards contained in the Guidelines on Sustainable Residential Development in Urban Areas and the Urban Design Manual (DoEHLG 2008), as appropriate. "Making Places: A Design Guide for Residential Estate Development, May 2011" prepared by Cork County Council will also provide guidance. With regard to apartment developments, the Guidelines on Sustainable Urban Housing: Design Standards for New Apartments (DoEHLG 2007) will apply.</p>

### *Private Open Space*

6.9.14 Privacy is an essential part of the quality of a residential environment, with the provision of an adequate sized external space, free from undue observation, a fundamental principle of residential amenity. Privacy can be ensured, by attention in the design process to the alignment of new residential buildings and their relationship to each other. The Council will apply the standards contained in the Guidelines on Sustainable Residential Development in Urban Areas and the Urban Design Manual (DoEHLG 2008) and "Making Places: a design guide for residential estate development May 2011" prepared by Cork County Council. With regard to apartment developments, the guidelines on Sustainable Urban Housing: Design Standards for New Apartments (DoEHLG 2007) will apply.

Objective No.	Development Plan Objectives: Private Open Space
SCF-21	<p><b>Private Open Space Provision</b></p> <p>It is an objective of the Plan to apply the standards contained in the Guidelines on Sustainable Residential Development in Urban Areas and the Urban Design Manual (DoEHLG 2008) and "Making Places: A Design Guide for Residential Estate Development (May 2011)" prepared by Cork County Council. With regard to apartment developments, the guidelines on Sustainable Urban Housing: Design Standards for New Apartments (DoEHLG 2007) will apply.</p>

## Chapter 7 Infrastructure

### Aims:

- To ensure the town is supplied with adequate wastewater facilities to cater for the planned level of growth
- To provide an adequate supply of water for all existing and future developments
- To ensure appropriate and sustainable water and wastewater infrastructure is in place to secure the objectives of the South Western River Basin Management Plan and the protection of the Cork Harbour Special Protection Area.

### 7.1 *Water Services – Overall Strategy*

7.1.1. The provision of adequate water supply and wastewater facilities is fundamental to the achievement of the population and economic targets set out in the growth strategy for Cobh and for the protection and enhancement of environmental quality in the town and the receiving waters of Cork Harbour.

7.1.2. Key policy in this area derives from EU and national legislation and the government’s framework for water pricing, project management and service procurement approaches, together with regional strategic planning and integration of services.

7.1.3. The Water Services Investment Programme, the government’s three year rolling funding plan for the provision of major water supply and wastewater infrastructure, has identified the Cork Lower Harbour Sewerage Scheme as a scheme at Planning Stage 2010-2012 and this is the key piece of water services infrastructure required not only to accommodate planned levels of growth, but also to address wider water quality issues in the Harbour.

#### *Water Supply*

7.1.4. Water is supplied to the Cobh Regional Water Supply Scheme from the Tibbotstown reservoir via an abstraction from the Owenacurra River at Ballydesmond. Significant increases in demand led to an augmentation of that supply from the waterworks at Glashaboy via the 750/900mm Little Island trunk main and the Ballard Hill pumphouse. The bulk of the town’s water supply now comes from Glashaboy.

7.1.5. The Town Council has replaced mains pipes in areas previously affected by lead. Pressure problems in the town have been resolved through the construction of a 2,000 cubic metre reservoir on Ballard Hill that was commissioned in 2000 and which boosts water into the Tibbotstown/Cobh trunk main. This supply is considered adequate to cater for any future development in the town.

7.1.6. Leakage continues to be a significant issue in the town, at levels in excess of the county average, and this will need to be addressed through a comprehensive water conservation programme.

## Wastewater

7.1.7. While the town has an historic combined sewer collection system, there is no wastewater treatment plant serving the Town Council Area and untreated effluent discharges to Cork Harbour through 12 outfall points. The primary outfall point, with the largest flow is at Whitepoint where wastewater is macerated before discharge to the Harbour. The northern part of the town (within the Environs area) discharges to the North Cobh Sewerage Scheme (PE 4000) which provides foul and surface water drainage to a temporary outfall to the harbour as part of an advance contract to the Cork Lower Harbour Sewerage Scheme. The temporary wastewater treatment plant has the capacity to expand to 8,000 PE if required.

7.1.8. The discharge of untreated effluent into Cork Harbour is of significant concern as the Harbour is a Protected Area under the South West River Basin District Plan (SWRBBDP) and it contains Natura 2000 sites and a Nutrient Sensitive Area. There are also designated Shell fish Waters at Rostellan North, Rostellan South and Cork Great Island North Channel. The South West River Basin District Plan 2010 identifies Cork Harbour as having 'moderate' water quality status and includes an objective to restore it to 'good' status by 2021. The necessary improvement in water quality required to meet the objectives of the SWRBBD Plan is dependent on the delivery of adequate wastewater facilities to meet the needs of existing and planned development.

7.1.9. A wastewater Discharge Licence was issued by the EPA for the agglomeration of Cobh on 20th July 2010 allowing untreated discharges to Cork Harbour. It is a condition of this license that a specified improvement programme (Cork Lower Harbour Sewerage Scheme) be completed by 1st January 2015 and discharges are discontinued from that date.

7.1.10. The Lower Harbour Scheme will serve a number of towns around the lower harbour including Cobh, Passage West, Monkstown, Carrigaline, Crosshaven and Ringaskiddy. The upgraded Cobh collection system will convey all effluent to a proposed harbour crossing pumping station at Carrigaloe. The collection system within the centre of the town will drain to a new pumping station to be constructed at West Beach. This pumping station will pump to the gravity system west of the town which can gravitate to the location of the harbour crossing. Smaller pumping stations will be provided in the town and at Whitepoint to direct foul flows to the main collection system. Gravity and pumped flows will be directed to a new pumping station at Carrigaloe. Twin 500mm nominal size rising mains will cross the harbour between Carrigaloe and Glenbrook ultimately draining to a new water treatment plant to be constructed at Shanbally, Ringaskiddy. It is also intended to reduce infiltration, remediate structural damage and separate storm water. The EIS for this Lower Harbour scheme was approved by An Bord Pleanála in June 2009. The cost of the entire scheme is estimated at €90 million. The Scheme is currently out to tender for the appointment of consultants to undertake the detailed design and construction of the scheme and it is envisaged that construction will commence in 2014 but it will not be commissioned in time for the 2015 deadline set by the license.

7.1.11. Cobh is only one of many settlements within the lower harbour and throughout the county as a whole, that has inadequate wastewater treatment facilities and discharge licences requiring the cessation of discharges / upgrading of treatment facilities, placing an enormous financial burden on the Council, and the State, in terms of funding investment in new facilities. There is no easy or immediate solution available to deal with this issue.

As the 2015 deadline approaches it is likely that the Council will apply to the EPA to amend or vary the terms of the discharge licence for Cobh in line with the most up to date timeframe available at that stage for the completion of the Lower Harbour Scheme.

7.1.12. Cork County Council is the sanitary authority for all wastewater infrastructure serving the town but this responsibility is expected to transfer to Irish Water during the lifetime of the Plan. Both the County Council as the sanitary authority, and the Town Council as planning authority, will need to take care to ensure that any additional development permitted in the town does not result in an increase in untreated discharges beyond the threshold established by the licence granted by the EPA. Were development to be permitted within the Town Council area, it may be feasible to release some capacity within the system by directing existing flow from part of the town and pumping it to the North Cobh Sewerage Scheme. This would require the laying of new mains and the provision of a pumping station, the cost of which would have to be met by Cork County Council/ Irish Water / Developers.

7.1.13. Pending the delivery of the Lower Harbour scheme, the Town Council may also consider allowing development on the basis of temporary on site treatment facilities where feasible and otherwise appropriate.

#### *Surface water*

7.1.14. There are no significant water bodies that drain the town. The majority of the existing network in Cobh is a combined sewer system and with surface water currently discharging to the existing combined sewer system, problems have been experienced with overflows in periods of heavy rainfall. As part of the Cork Lower Harbour Sewerage Scheme, it is proposed to separate these flows where possible. Storm sewers are proposed on the main roads to separate flows where possible (from roads and front of houses) and to intercept any dedicated storm sewers from individual developments which currently discharge to the combined sewer.

7.1.15. It is a requirement that all new development use separate systems for foul and storm water and incorporate sustainable urban drainage systems (SuDS) so as to limit surface water discharges to current discharge sources. Best practice guidance on the design of SuDS is contained in the Greater Dublin Strategic Drainage Study (2005).

7.1.16. The overall principle behind the SuDS process is to minimise runoff. Therefore the extent of impermeable surfaces such as road surfaces, parking areas, driveways, patios, etc, should be minimised by careful attention to site layout and the specification of porous surfacing materials where practicable. The management of storm-water drainage should emphasise retention and infiltration at source, which reduces runoff volumes and slows the rates of runoff as well as providing partial treatment. The latter requirement reduces the pollution threat to watercourses and ground water.

#### *Threats to water quality*

7.1.17. The water quality in the coastal waters of Cobh is designated as moderate ecological status and it is an objective of the South Western River Basin District Management Plan to restore this water body to good status by 2021. The water of the Lower Harbour adjoining the town have been assessed as failing good chemical status against established EU wide standards. The delivery of the Lower Harbour Sewerage Scheme will play a significant part in addressing water quality issues in the coastal waters adjoining the town.

7.1.18. Pollution Reduction Programmes (PRPs) have been established for four designated Shell fish growing areas near Cobh at Rostellan North, Rostellan South, Rostellan West and Cork Great Island North Channel. These PRPs seek to protect and improve water quality and ensure compliance with the standards and objectives for these waters established by the 2006 Quality of Shellfish Waters Regulations (S.I. No. 268 of 2006) and with Article 5 of Directive 2006/113/EC of the European Parliament on the quality required for shellfish waters. The Pollution Reduction programmes include a range of actions and mitigation measures aimed at improving water quality. Cobh Town Council will support Cork County Council, the sanitary authority for all wastewater infrastructure serving the town, to ensure the implementation of the Pollution Reduction Programmes for the Designated Shellfish Areas surrounding Great Island.

<b>Objective No.</b>		<b>Development Plan Objectives</b>	
<b>Water Services</b>			
INF- 01		a. It is an objective of the Plan to prioritise the provision of water services infrastructure to complement the overall strategy for economic and population growth in the town. In particular, it is an objective to encourage and facilitate the early implementation of the Cork Lower Harbour Sewerage Scheme.	
		b. Appropriate and sustainable water and wastewater infrastructure, that will secure the objectives of the relevant River Basin Management Plan , must be provided and be operational in advance of the commencement of any discharges from development. Wastewater infrastructure must be capable of treating discharges to ensure that water quality in the receiving waters does not fall below legally required levels.	
		c. All new development shall be connected to the public wastewater treatment system and shall utilise separate systems for foul and storm water. Pending the upgrade of the Wastewater Infrastructure in the Town, the Council may consider allowing development on the basis of temporary on site treatment facilities where feasible and otherwise appropriate.	
<b>Water Supply</b>			
INF- 02		It shall be an objective of the Plan to ensure the provision of an adequate supply of water for all existing and future developments.	
INF- 03		All proposed developments shall demonstrate that there is an adequate water supply to accommodate the development as proposed. Development levies shall be imposed as a contribution to the upgrading or provision of water supply where such services have facilitated or will facilitate development. Sources of public water supply shall be protected from polluting activities.	
<b>Water Conservation</b>			
INF- 04		It shall be an objective of this Plan to promote the conservation of water through better management and maintenance of water service infrastructure to prevent water wastage and through the promotion of rainwater harvesting schemes.	
<b>Drainage Channels</b>			
INF- 05		It is a policy objective of the Town council to prohibit development	

Development Plan Objectives	
Objective No.	Water Services
	over natural drainage channels.
Water Quality	
INF- 06	It shall be an objective to support the achievement of good ecological water quality status in the coastal waters of Cobh and adjoining areas by 2021. The Council shall support the County Council to ensure the implementation of the Pollution Reduction Programmes for the Designated Shellfish Areas surrounding Great Island.
Surface Water	
INF- 07	<p><b>Surface Water Infrastructure Needs</b></p> <p>(a) It is an objective generally to provide support for the funding of the surface water infrastructural requirements to accommodate the planned levels of growth expected for the Town.</p> <p>(b) It is an objective generally to improve and extend the surface water disposal infrastructure to serve the planned levels of growth, during the lifetime of this Plan, in order to facilitate development.</p> <p>(c) It is an objective that all new developments should incorporate appropriate measures for dealing with surface water attenuation and disposal to the satisfaction of the Sanitary Authority.</p>

#### Groundwater Protection

7.1.19. Groundwater is a natural resource with both ecological and economic value and is of vital importance for sustaining life, health, agriculture and the integrity of ecosystems.

7.1.20. Groundwater quality in Cobh is classified as “good” and the objective of the Plan will be to protect this “good” status.

#### Bathing Waters

7.1.21. There are a number of beaches which have historically been used for bathing within the Town, namely ‘Pebble Beach’ and a shingle beach, ‘East Beach’ on the eastern water front. These are not *designated bathing areas* as provided for by the Directive on Bathing Water (Directive 2006/7/EC) which is implemented in Ireland by the Bathing Water Quality Regulations 2008 as updated by the Bathing Water Quality Regulations 2011. A swift resolution of the wastewater treatment constraints facing the town is essential to the future enhancement of these amenities but they remain very valuable local amenities and a tourism resource for the town.

Development Plan Objectives	
Objective No.	Groundwater Protection
INF- 08	It is an objective of the Plan to protect groundwater resources within the Plan area and to work with Cork County Council to develop a Groundwater Protection Scheme for the town and its environs.
INF- 09	In assessing applications for development, the Town Council will consider the impact on the quality and quantity of groundwater and will have regard to the recommended approach in “Groundwater Protection Schemes” (and the Response Matrices) published by the Department of Environment, Heritage and Local Government, the Environmental Protection Agency and the



Objective No.	Development Plan Objectives Groundwater Protection
	Geological Survey of Ireland.

## 7.2 Flood Risk Assessment

7.2.1. National Guidelines entitled “The Planning System and Flood Risk Management” were issued jointly by the Minister for the Environment, Heritage and Local Government and the Minister of State at the Department of Finance with special responsibility for the OPW in November 2009 and in accordance with its obligations under Section 28 of the Planning and Development Acts, the Council, in preparing its strategy for the management of flood risks, must have regard to these guidelines.

7.2.2. These Guidelines require planning authorities to introduce flood risk assessment as an integral and leading part of the development plan process. The Guidelines require Planning authorities to:

- Avoid development in areas at risk of flooding, such as floodplains, unless there are wider sustainability grounds that justify appropriate development; and where the flood risk can be reduced or managed to an acceptable level without increasing flood risk elsewhere;
- Adopt a sequential approach to flood risk management when assessing the location for new development based on avoidance, reduction and mitigation of flood risk, and
- Incorporate flood risk assessment into the process of making decisions on planning applications and planning appeals.

7.2.3. There are no significant rivers within the Cobh Town Council Area. The main risk of flooding arises from coastal, pluvial or groundwater flooding. Coastal / Estuarial - Flooding arises from tidal flows, i.e. interaction between rivers and the sea, with tidal levels being dominant in most cases. Pluvial Flooding is flooding associated with periods of high intensity rainfall. The intensity of rainfall can be such that the run-off totally overwhelms surface water and underground drainage systems and flooding arises from a lack of capacity in the urban drainage network. Groundwater flooding is caused by groundwater escaping from the ground when the water table rises to or above ground level. Groundwater flooding tends to be very local while water levels may rise slowly, it may be in place for extended periods of time.

7.2.4. As part of the review of all Electoral Area Local Area Plans in 2010, Cork County Council, in consultation with the OPW, the lead agency for flood risk management in Ireland, commissioned a Strategic Flood Risk Assessment for County Cork and this assessment has informed the preparation of the Cobh Town Plan. With respect to Cobh, the main information about flood risk has been collated from a number of sources including:

- Draft River Lee Catchment Flood Risk Assessment and Management Study (Lee CFRAMS) commissioned and published by the Office of Public Works. The CFRAM Study for the River Lee catchment is one of three such studies being carried out as ‘pilots’ for a national programme of similar studies to be implemented over the coming years. The methodology of the CFRAM Study is based on ‘best

international practice' for the assessment and management of flood risks and includes data for the fluvial and tidal flood risks in the catchment..

- 'Floodmaps.ie' – The national flood hazard mapping website operated by the Office of Public Works, where information about past flood events is recorded and made available to the public. 'Flood point' information available on this site has not been included for technical reasons.
- 'Draft Flood Hazard Mapping' for fluvial and tidal areas commissioned by Cork County Council from Consultants JBA Associates. These indicative flood extent maps provide flood extent information for river catchments where a more detailed CFRAMS study is not currently available.

7.2.5. Indicative maps showing areas that could be at risk from fluvial and coastal flooding have been included in this Plan and provide information on three main areas of flood risk:

- Zone A – High probability of flooding. Most areas at risk of flooding fall into this category. Here, most types of development would be considered inappropriate. Development in this zone should be avoided and/or only considered in exceptional circumstances, such as in major urban or town centres, or in the case of essential infrastructure that cannot be located elsewhere. A Justification Test set out in Ministerial Guidelines applies to proposals in this zone. Only water-compatible development, such as docks and marinas, dockside activities that require a waterside location, amenity open space, outdoor sports and recreation, would be considered appropriate in this zone.
- Zone B - Moderate probability of flooding. Typically, this designation applies only to limited areas of land . Here, highly vulnerable development, such as hospitals, residential care homes, Garda, fire and ambulance stations, dwelling houses and primary strategic transport and utilities infrastructure, would generally be considered inappropriate. Less vulnerable development, such as retail, commercial and industrial uses, sites used for short-let for caravans and camping and secondary strategic transport and utilities infrastructure, and water-compatible development might be considered appropriate in this zone.
- Elsewhere – Localised flooding from sources other than rivers and the coast can still occur and may need to be taken into account at the planning application stage.

7.2.6. Within Cobh Town Council boundary the flood extent maps indicate that most of the town is not at risk of fluvial flooding, which is to be expected given the absence of major watercourses. The area of flood risk is largely restricted to narrow strips along the waterfront. One of the main areas affected is the Rushbrooke Docks site but given the water compatible nature of the uses on site this is to be expected. The coastline and some of the properties along Whitepoint, along the Five Foot Way, deep water quay, Town Park, town centre, piers, West Beach and Harbour Row are also affected to varying degrees.

7.2.7. The Indicative Flood Extent map included in this Plan does not quantify the risk from pluvial flooding. However, given the topography of the settlement and large amounts of hard standing associated with the built up area, Pluvial Flooding may be a significant issue for the town which will need to be addressed at the project stage. The increased occurrence of intense rainfall events associated with climate change makes Cobh more vulnerable in this regard.

### *Flood Risks and 'Zoning'*

7.2.8. The Guidelines for Planning Authorities 'The Planning System and Flood Risk Management' require planning authorities to ensure that development is not permitted in areas of flood risk, particularly floodplains, except where there are no suitable alternative sites available in areas at lower risk that are consistent with the objectives of proper planning and sustainable development. Where such development has to take place, in the case of urban regeneration for example, the type of development has to be carefully considered and the risks should be mitigated and managed through location, layout and design of the development to reduce flood risk to an acceptable level.

7.2.9. Some parts of Cobh are identified as being at risk of flooding. In this Plan it has been considered appropriate to retain the zoning objective on these lands, notwithstanding the fact that they have also been identified as being at risk of flooding. Such zonings have been retained, subject to the requirement for more detailed assessment at the project stage, on the basis that they are located within the centre of the town / along the water front where development is generally desirable to facilitate the regeneration and expansion of the town centre, subject to complying the requirements of the Guidelines.

7.2.10. While such lands have been zoned in this plan, the zoning is subject to a requirement that a more detailed assessment of flood risk, and the suitability of the land for development, is undertaken at the project stage, bearing in mind the fundamental principles of the guidelines are the need to avoid development in areas of flood risk and, where development in flood risk areas is proposed, to take a sequential approach to flood risk management based on avoidance, reduction and mitigation of risk. In these cases planning permission will only be considered where the findings of the site specific flood risk assessment demonstrates that the proposal complies with the requirements of the Development Plan/ Development Management Justification Test as outlined in the Guidelines.

### *Applications for Planning Permission in Areas at Risk of Flooding*

7.2.11. Development proposals in areas which are identified as being at risk of flooding on the 'Indicative Flood Extent Map' will need to comply with provisions of the Ministerial Guidelines – 'The Planning System and Flood Risk Management and, in particular, a site-specific flood risk assessment will be required.

7.2.12. A site-specific flood risk assessment can be undertaken in two stages. The initial stage in the process is intended to be capable of being carried out relatively quickly and at modest expense involving a desk-top review of relevant flood risk information, where applicable the preparation of site levels or cross sections, the preparation of a commentary on site specific issues including the nature of any localised uncertainty in existing sources of information and, finally, a recommendation on the appropriate course of future action. It is recommended that intending applicants for planning permission should carry out this first stage of the site-specific risk assessment process well in advance of the submission of their application for planning permission and that its recommendations should be brought to the attention of Council staff as part of a pre-planning meeting.

7.2.13. Where the first stage of the site-specific flood risk assessment indicates further study is required then the normal course of action will be to carry out a detailed site

specific flood risk assessment in line with Chapter 5 of the Ministerial Guidelines before an application for planning permission can be considered. Where the Town Council have indicated in writing that they are in agreement with the findings of the initial assessment that shows that the site is not at risk of flooding or with any proposals for avoidance then, subject to other proper planning considerations, an application for planning permission may be favourably considered.

7.2.14. The first stage in the assessment process will include:

- An examination of all sources of flooding that may affect a particular location – in addition to the fluvial and tidal risk represented in the indicative flood risk maps.
- A review of all available flood related information, including the flood zone maps and historical flood records (from [www.floodmaps.ie](http://www.floodmaps.ie), and through wider internet / newspaper / library search/local knowledge of flooding in the area).
- An appraisal of the relevance and likely accuracy / adequacy of the existing information. For example, if the outline is from CFRAMS or other detailed studies they can be relied on to a greater extent than if they are from other sources.
- Site cross sections or spot levels, including the river and surrounding lands.
- Description of the site and surrounding area, including ground conditions, levels and land use.
- Commentary on any localised uncertainty in the existing flood mapping and other sources of flood risk information and the site area.
- Proposal as to the appropriate course of action which could be either:
  - a) Further study;
  - b) Revision of proposals to avoid area shown at risk of flooding; or
  - c) Continue with development as proposed (if the site is clearly demonstrated to be outside flood zones A or B and has been shown to be not at flood risk).

7.2.15. It is recommended that intending applicants for planning permission should carry out this first stage of the site-specific flood risk assessment process well in advance of the submission of their application for planning permission and that its recommendations should be brought to the attention of Council staff as part of a pre-planning meeting.

7.2.16. Where it can be satisfactorily shown in the detailed site-specific flood risk assessment that the proposed development, and its infrastructure, will avoid significant risks of flooding in line with the principles set out in the Ministerial Guidelines, then, subject to other relevant proper planning considerations, permission may be granted for the development.

7.2.17. Where there are significant residual flood risks associated with the proposed development, conflicting with the approach recommended in the Ministerial Guidelines, it is unlikely that permission will be granted unless all of the following are satisfied:

- The development of the lands for the particular use or development type is required to achieve the proper planning and sustainable development of the town and, in particular:
  - Is essential to facilitate regeneration and/or expansion of the centre of Cobh;
  - Comprises significant previously developed and/or under-utilised lands;
  - Is within or adjoining the core of the town.
  - Will be essential in achieving compact and sustainable urban growth; and

- There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.

Objective No.	Development Plan Objectives Flood Risks – Overall Approach
INF- 10	<p>It is an objective of this plan to ensure that all proposals for development falling within the areas identified as being at risk of flooding are consistent with the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’ and to take the following approach in order to reduce the risk of new development being affected by possible future flooding:</p> <ul style="list-style-type: none"> <li>• Avoid development in areas at risk of flooding; and</li> <li>• Where development in floodplains cannot be avoided, to take a sequential approach to flood risk management based on avoidance, reduction and mitigation of risk.</li> </ul>
INF- 11	<p>In areas where there is a high probability of flooding - ‘Zone A’ - it is an objective of this plan to avoid development other than ‘water compatible development’ as described in section 3 of the ‘The Planning System and Flood Risk Management – Guidelines for Planning Authorities’ issued in November 2009 by DoEHLG.</p>
INF- 12	<p>In areas where there is a moderate probability of flooding - ‘Zone B’ - it is an objective of this plan to avoid ‘highly vulnerable development’ described in section 3 of the ‘The Planning System and Flood Risk Management – Guidelines for Planning Authorities’ issued in November 2009 by DoEHLG.</p>
INF- 13	<p>It is an objective of this plan to ensure that all proposals for development falling within the areas identified as being at risk of flooding will need to comply with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management. In order to achieve this, proposals for development identified as being at risk from flooding will need to be supported by a site-specific flood risk assessment prepared in line with paragraphs 7.2.11 to 7.2.17 of this chapter of the plan.</p>
INF- 14	<p>Where the planning authority is satisfied that it can be satisfactorily shown in the site-specific flood risk assessment required under objective INF-13 that the proposed development, and its infrastructure, will avoid significant risks of flooding in line with the principles set out in the Ministerial Guidelines, then, subject to other relevant proper planning considerations, permission may be granted for the development.</p>
INF- 15	<p>Notwithstanding the zoning objective of a site, where the site specific flood risk assessment required under INF-13 shows that there are significant residual flood risks associated with a development, conflicting with the approach recommended in the Ministerial Guidelines, it is an objective of this plan to, normally, avoid development vulnerable to flooding unless all of the following are</p>

Objective No.	Development Plan Objectives Flood Risks – Overall Approach
	<p>satisfied:</p> <ul style="list-style-type: none"> <li>• The development of the lands for the particular use or development type is required to achieve the proper planning and sustainable development of the town and, in particular:</li> <li>• Is essential to facilitate regeneration and/or expansion of the centre of the town;</li> <li>• Comprises significant previously developed and/or under-utilised lands;</li> <li>• Is within or adjoining the core of the town;</li> <li>• Will be essential in achieving compact and sustainable urban growth; and</li> <li>• There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the town or within a reasonable distance thereof.</li> </ul>

### 7.3 Major Accidents

7.3.1. There are no sites/activities within the town council boundary subject to the Seveso II Directive. Dynea Ltd at Marino Point (north of the town) is subject to the Seveso II Directive and a 1km consultation zone applies. Cobh Town administrative boundary is outside this consultation zone, however.

7.3.2. Any proposals for new developments at risk of causing major accidents will need to comply with the requirements of the Major Accidents Directive (Seveso II) in the interests of maintaining public safety and safeguarding the environment.

Objective No.	Development Plan Objectives Major Accidents
INF- 16	It is an objective to reduce the risk and limit the consequences of major industrial accidents by, where appropriate, taking the advice of the Health and Safety Authority when proposals for new development are considered.
INF- 17	It is an objective, in assessing applications for new development or expansion of existing development involving hazardous substances to have regard to Major Accidents Directive (Seveso II).
INF- -18	The Health and Safety Authority have established consultation areas surrounding establishments designated as containing hazardous substances. In addition to normal planning criteria it will be an objective to ensure that development within these areas complies with the requirements of the Major Accidents Directive (Seveso II). The Town Council will consult with the Health and Safety Authority regarding any such proposals.

### 7.4 Utilities/ Energy

7.4.1. Cobh is served by ESB 38Kv and 10Kv lines. Approximately 6 kilometres of a 220KV line has recently been laid between Cow Cross, just north of the town, across the

East Channel to the site of the new ESB power station at Aghada so as to connect the power station to the National Grid transmission system.

7.4.2. The town is also served by a Bord Gais pipeline.

7.4.3. Cork Harbour continues to build on its potential as Ireland's 'Energy Hub' with specific focus on Whitegate and Ringaskiddy. While no specific project is targeted at Cobh, the future development of Rushbrooke Dockyard may have an important role to play in facilitating manufacturing, assembly and maintenance in support of, in particular, the marine energy sector.

Objective No.	Development Plan Objectives Energy
INF- -19	Where licensed utility providers have identified corridors for the conveyance of gas and electricity infrastructure, the Council shall not permit developments which compromise the development of these utilities, while taking account of a balanced view of all stakeholders in the process.
INF- -20	It shall be an objective of the plan to encourage the location of all energy and other service conduits underground while taking due cognisance of the need to conserve heritage items and areas, particularly cobble and flagstone pavements and stone kerbing.

### 7.5 Waste Management

7.5.1. There are three bring sites located in the Town Council area:

- Opposite the Railway Station
- In the Council car park at the Five Foot Way, and
- Keatings Londis, Newtown.

7.5.2. A further bring site is located outside the town boundary at Garveys Super-valu at Ticknock.

7.5.3. The nearest civic amenity site is located at Rossmore, south of Carrigtwohill.

7.5.4. The current Waste Management Plan (2004-2009) has been formulated by the County Council to address waste management across the county.

Objective No.	Development Plan Objectives Waste Management
INF- -21	It shall be an objective to have regard to and where feasible to implement, the County Waste Management Strategy.

### 7.6 Air Quality

7.6.1. Air quality monitoring and assessment undertaken by Cork County Council indicates that air quality is generally good in County Cork however it is evident that the biggest threat now facing air quality is emissions from road traffic.

*Noise and light emissions*

7.6.2. Noise can have a significant impact on the environment and the quality of life enjoyed by individuals and communities. Traffic is the dominant noise source in most parts of the town. Other forms of noise such as impulsive or tonal noise can create nuisance in the local environment.

7.6.3. Cobh Town Council can minimise the adverse effects of noise pollution by ensuring compatible land-use are located adjacent to each other and placing activities that generate noise away from sensitive uses such as housing, hospitals or schools. Where this is not practical, planning conditions can be attached to new proposals to limit noise levels and hours of operation.

7.6.4. While adequate lighting is essential to a safe and secure environment, light pollution or spillage from excessive or poorly designed lighting schemes is recognised as a potential nuisance to residential amenity, a threat to wildlife and can reduce visibility of the night sky.

7.6.5. Where proposals for new lighting require permission, the Town Council will ensure they are carefully and sensitively designed. Lighting fixtures should provide the necessary light to illuminate the required feature and avoid creating glare or emitting light over a horizontal plane.

Objective No.	Development Plan Objectives Noise and Light Emissions
INF- 22	It is an objective generally to seek the minimisation and control of noise pollution associated with activities or development, having regard to relevant standards, published guidance and the receiving environment.
INF- 23	It is an objective generally to seek the minimisation and control of light pollution associated with activities or development, having regard to relevant standards, published guidance and the receiving environment.

**7.7 Climate Change and Energy Efficiency**

7.7.1. The Government's energy policy and climate change goals are closely linked, particularly through the reduction in energy-related greenhouse gas emissions and through acceleration in the growth of renewable energy sources. Cork Harbour has been flagged as a location to promote and produce renewables and Cobh could play a role in facilitating such development.

7.7.2. The Urban Design Manual outlines the two principle tools in dealing with climate change: mitigation and adaptation. At a strategic level, the Cobh Town Plan places sustainable development as the cornerstone to the town's future growth, seeking to increase use of public transport, walking and cycling within the town through appropriate incentives and public realm upgrades. At a site specific level, new developments will have to demonstrate efficiency of resources by promoting passive solar design in the layout of houses and public spaces, promote higher densities close of public transport nodes, reuse brownfield sites and provide appropriate recycling facilities. Further details on these issues is included in Chapter 9 of the Cobh Urban Design and Waterfront Strategy.



7.7.3. Flooding is a direct effect of climate change and recent government guidance regarding same is outlined in section 7.2 of this chapter.

Objective No.	Development Plan Objectives Climate Change and Energy Efficiency
INF- -24	<p>a) It is an objective to support the National Climate Change Strategy and, in general to facilitate measures which seek to reduce emissions of greenhouse gases.</p> <p>b) It is an objective to adopt sustainable planning strategies, such as integrated approach to land-use and transportation and facilitate mixed-use developments, so as to reduce greenhouse emissions.</p> <p>c) It is an objective to ensure new developments are designed to optimise solar gain, promote sustainable modes and are designed to utilise green technologies in both the construction phase and use of materials.</p>
INF- 25	It is an objective generally to encourage the production of energy from renewable sources, subject to normal proper planning considerations, including in particular the impact on areas of environmental or landscape sensitivity.

## 7.8 Telecommunications

7.8.1. Cork County Council proposes to implement the regional broadband programme to facilitate the delivery of broadband to Cobh. It is the intention to provide a wireless broadband capacity to the town. The town is part of the County Regional Broadband Programme.

Objective No.	Development Plan Objectives Telecommunications
INF- -26	It shall be an objective of the Plan to work with the County Council and private telecoms providers to ensure excellent telecommunications and broadband access to all areas of the town and its environs including the provision of fibre optic cables to the town.
INF- -27	In the interests of preserving the visual amenities of the heritage town no new masts will be permitted within residential areas or the town centre.

## 7.9 Cemetery

7.9.1. Lands have been protected for the extension of the graveyard at Carrignafoy in the Environs of the town in the Electoral Area Local Area Plan, which, together with the Council burial grounds at Ballyvoloon are sufficient to meet future demand.

## Chapter 8 Heritage

### Aims:

- To conserve and protect the natural heritage of the town and ensure the ecological integrity of all natural heritage sites designated or proposed for designations under National and European legislation are maintained.
- To protect and enhance Cobh's unique landscape character.
- To ensure the protection of all structures or parts of structures contained on the RPS.
- To protect the character of areas designated as Architectural Conservation Areas.
- To protect all designated archaeological sites and monuments, including their setting, within the town.

### 8.1 Heritage Legislation and policy

8.1.1. This chapter describes the Heritage resources of the town and surrounding area and sets out policies and objectives relating to same. Intrinsic to Cobh's heritage is its natural and built environment, archaeology, topography, history and relationship to Cork Harbour. The quality of the natural and built environment is a major factor influencing the quality of life of residents of the town and has an additional economic impact through benefiting the experience of visitors to the town. It is imperative that the town's heritage is protected whilst allowing for future development of the town.

8.1.2. National heritage is protected by legislation under a number of Acts and Directives affording statutory protection to habitats and wildlife, built heritage, and landscapes. The National Monuments Acts provide for the protection of our archaeological heritage. Our buildings, townscapes, natural heritage and landscapes are protected under the Planning and Development Acts. The European Birds and Habitats Directives, the Natural Habitats Regulations and the Wildlife Acts provide the framework for the protection of our natural heritage. In addition, there are a number of international conventions and agreements relating to our heritage which Ireland have ratified (p262 Cork County Development Plan 2009, as amended).

8.1.3. The responsibility of Local Authorities in relation to the care and protection of heritage is set out not only in legislation but in Government policy in both the National Heritage Plan and the National Biodiversity Plan key actions of which include the requirement on Local Authorities to prepare and implement Local Heritage and Local Biodiversity Action Plans in partnership with the main stakeholders in the area. A County Heritage Plan and a County Biodiversity Action Plan, were adopted for County Cork in 2005 and 2008 respectively. It is an objective of this plan to seek to conserve, manage and, where possible, enhance Cobh's natural and built heritage; and to promote increased awareness and appreciation of the natural heritage of the town.

Objective No.	Development Plan Objectives Heritage and Environment
HE-01	It is an objective of the Plan to protect and enhance the natural and built

Objective No.	Development Plan Objectives Heritage and Environment
	heritage of Cobh, to safeguard it as a resource in its own right and ensure that future generations can enjoy and appreciate their heritage.
HE-02	It is an objective of the Plan to support the implementation of the County Heritage Plan and the County Biodiversity Plan.

*Natural Heritage Sites (Designated or proposed for designation)*

8.1.4. A number of special sites in County Cork have been identified to be of exceptional importance for wildlife and to this end they have been or are proposed for designation under European and National legislation as Natural Heritage Areas (NHAs), Special Protection Areas (SPAs) or Special Areas of Conservation (SACs). The responsibility for designating sites of nature conservation interest lies with the National Parks and Wildlife Service. There are no nature conservation designations within Cobh Town Council boundary but there are a number of sites which are designated or proposed for designation for the protection of habitats and species within the vicinity of the Town.

8.1.5. Given the town's location adjacent to Cork Harbour, many of these sites are coastal or marine in nature supporting seabirds, waders, ducks and swans, marine mammals, mud flats, sand flats and other estuarine habitats. There is a hydrological linkage between these sites, dotted as they are around the harbour and Cobh, and increased levels of development within the town which may have an impact on water quality in the harbour may impact on these sites, their habitats and species. Part of Cork Harbour is a Special Protection Area (Cork Harbour 004030) and a proposed Natural Heritage area (Monkstown Creek 001979). Also in close proximity to the town is Cuskinny marsh, a proposed Natural Heritage Area (NHA 001987).

8.1.6. The following table lists all of the designated natural heritage sites within a 15km radius of Cobh. The potential for policy in this plan to impact on each of these sites was considered through the processes of Strategic Environmental Assessment and Appropriate Assessment.

**Table 8.1: Designated Sites considered to be within the area of potential influence of Cobh town**

Code	Description	Natura 2000 Site
SPA 004030	Cork Harbour	Yes
SAC 001058	Great Island Channel	Yes
pNHA 001046	Douglas Estuary	No
pNHA 001058	Great Island Channel	No
pNHA 001054	Glanmire Wood	No
pNHA 001082	Dunkettle Shore	No
pNHA 001979	Monkstown Creek	No
pNHA 001074	Rockfarm Quarry	No
pNHA 001066	Louth Beg	No
PNHA 001064	Leamlara Wood	No

**Table 8.1: Designated Sites considered to be within the area of potential influence of Cobh town**

pNHA 001966	Minane Bridge Marsh	No
pNHA 001987	Cuskinny marsh	No
pNHA 001084	Whitegate Bay	No
pNHA 001076	Rostellan Lough	No
pNHA 001408	Carrigacrump Caves	No
pNHA 000371	Fountainstown Swamp	No
pNHA 001042	Carrigshane Hill	No
pNHA 000446	Loughs Addery and Ballybutler	No

### *Protected Species*

8.1.7. County Cork hosts many native wild plant and animal species. Some of these are unique or special in this part of the country. Some are rare or vulnerable requiring special measures to ensure their continued survival and are protected by law. The Flora Protection Order lists legally protected plant species. The Wildlife Acts list protected animal species. The Birds Directive contains a number of Annexes (lists) of bird species for which varying conservation measures and regulations apply, while the Habitats Directive contains Annexes of both plant and animal (other than birds) species identified to be of conservation concern for which conservation measures and regulations apply.

### *Natural Heritage outside the Protected Sites*

8.1.8. Existing nature conservation legislation provides for the protection of particular species and sites of national and international importance. However, sites and species benefiting from statutory protection do not alone represent the full extent of our natural heritage. In fact most of our biological diversity occurs in the ordinary landscapes. It includes woodlands, hedgerows, earthbanks and ditches, coastal habitats such as mudflats, sandflats and sand dunes, rivers, streams and lakes, upland bogs and heaths, unimproved grasslands and wetlands as well as the plant and animal species that occur in these wild spaces. Rare and protected sites and species cannot survive independently of their surroundings. The ordinary features of our landscape can be of high natural value in their own right and provide the vital links and corridors to allow the movement of plants and animals between protected sites. They are a critical component of a functioning ecological network. Cobh is enriched by the biodiversity resources of the town and surrounding area.

8.1.9. Trees can provide important shelter, screening and air filtering functions and they are an important component of local visual amenity. Cobh has a wealth of arboreal heritage largely put in place during the suburban expansion of the town during the nineteenth century. Many of the residential areas in Midleton Park, Rushbrooke, and Whitepoint and environs were planted with native and exotic specimen trees which have now matured. These areas contain particularly fine specimen trees including Beech, Sycamore and Sweet Chestnut. Rhododendron and Laurel are also common in these areas with some Oak and Scots Pine occurring also. The lower portions of the southern hillside from the Whitepoint area to the town centre display ornamental greenery complementing the Victorian villas.

8.1.10. The town centre features an attractive maturing treescape which includes Lime with some more mature London Plane, Horse Chestnut and Sweet Chestnut recorded. Sea front areas including the area around Kennedy Park are planted with the more exotic Cordyline Palm. Mature Beech hedges are a distinctive and attractive feature of the town.

8.1.11. A particularly distinctive feature of Cobh is the steep banks and walls separating the parallel streets as you travel up through the town from the waterfront. These banks and old walls support a wide range of native and introduced trees, shrubs and herbaceous species including Willow, Sycamore, Fuschia, Buddleia, Red Valerian, Ivy and Willowherb. The invasive species Winter Heliotrope is found on some of the steep banks, and the highly invasive Japanese Knotweed was also recorded on the bank in front of Harbour Row.

#### *Control of the Spread of Invasive Non-native*

8.1.12 The spread of exotic invasive plant and animal species poses a serious threat to biological diversity. By outcompeting native species for space, light and food resources, the introduction and spread of non native plant and animal species can result in the reduction of populations or even extinction of some native species, and the deterioration of habitats and in some cases entire ecosystems. Some invasive plant species including the Knotweeds can cause serious damage not only to biodiversity but also to buildings, roads and other infrastructure. Many invasive species spread easily as they have no natural predators or competitors in Ireland.

8.1.13 The European Communities (Birds and Natural Habitats) Regulations, 2011 make it an offence to breed, reproduce or release or allow or cause to disperse or escape from confinement a number of invasive non native animal species not ordinarily native to Ireland; and to plant, disperse, allow or cause to disperse, spread or otherwise cause to grow in any place a number of invasive non native plant species which are specified in the regulations.

8.1.14 Cobh Town Council will endeavour to prevent the spread of invasive species, in particular Japanese Knotweed through the promotion of best practice in the management of Japanese knotweed to prevent further spread of this species within the town, through the development and implementation of a programme to eradicate it from the town, and through the development of public awareness campaign to encourage support and participation from the public generally to prevent the spread of non native species within the Town Boundary.

8.1.12. Quay walls and waterfront areas support intertidal habitats and species, while the old walls along the railway yield populations of the rare Cork annual Yellow-wort, together with naturalised populations of Stinking St. John's-wort and Large-flowered Evening Primrose. Local populations of Black Mustard also occur in the area.

8.1.13. In recognition of the contribution of trees to the townscape of Cobh it is important to consider existing trees in the formulation and assessment of development proposals. The Town Plan will also seek to preserve specimen trees in the town where appropriate and in addition to consider the possibility of conserving trees of substantial visual or ecological importance. New planting will also be promoted to ensure continued regeneration of tree cover generally within the Town.

8.1.14. Ecological survey work in the Cobh area, which was carried out for the Cork County Habitat Mapping project in 2009, identified one area of local biodiversity value within the Cobh area, Cuskinny Marsh to Ballybrasil River Valley. This is centred on Cuskinny Marsh and extends back along the Ballyleary River to the Ballydulea Bridge. It is an area of national importance supporting a range of habitats including lagoon, saltmarsh, wet willow alder ash woodland and mixed woodland. It is of ornithological interest as it supports a range of bird species including mallard, moorhen, little grebe, mute swan, cormorant, coot, wigeon, teal and gulls. Oystercatcher, curlew and black-tailed godwit feed in fields around the site. Little egret may be breeding in the woodlands and a number of bat species have also been recorded here as has red squirrel and otter.

Objective No.	Development Plan Objectives Natural Heritage / Biodiversity
HE-03	It is an objective of Cobh Town Council to protect the ecological integrity of all natural heritage sites designated or proposed for designation under National and European legislation. This includes Special Areas of Conservation, Special Protection Areas, Natural Heritage Areas, Statutory Nature Reserves, Refuges for Fauna, Biogenetic Reserves and Ramsar Sites.
HE-04	It is an objective of Cobh Town Council that plans and projects which would be likely (either individually or in combination with other plans or projects) to give rise to significant adverse direct, indirect or secondary impacts on the integrity of any Natura 2000 sites having regard to their conservation objectives, shall not be permitted on the basis of this Plan unless imperative reasons of overriding public interest can be established and there are no feasible alternative solutions.
HE-05	It is an objective of Cobh Town Council to provide protection to all legally protected plant and animal species.
HE-06	<p>It is an objective of Cobh Town Council to protect, and where possible, minimise the impact of new development on habitats of natural value that are features of the town's ecological network. These features include treelines, groups of trees and veteran trees, old walls and banks, parkland, hedgerows, intertidal areas, rivers and streams. In relation to these objectives Cobh Town Council will do the following:</p> <ul style="list-style-type: none"> <li>• Carry out screening to determine the potential for all proposed plans and projects authorised by the Council to impact (directly or through indirect cumulative impact) on Natura 2000 sites.</li> <li>• Carry out an appropriate level of ecological/environmental assessment for all proposed plans and projects to ensure the implementation of the policies set out above.</li> <li>• Consult with the prescribed bodies and appropriate government agencies, when considering, undertaking or authorising developments or other activities which are likely to affect protected sites or species;</li> <li>• Only grant permission or licenses for developments or other activities within or likely to affect sites or species the conservation of which is an objective of this plan, in accordance with the relevant legislation;</li> <li>• Co-operate with statutory authorities and others in support of measures taken to manage designated nature conservation sites and protected species in order to achieve their conservation objectives.</li> </ul>
HE-07	It is an objective, subject to safety considerations to preserve specimen trees

Objective No.	Development Plan Objectives Natural Heritage / Biodiversity
	in the town council area and environs and to examine the possibility of conserving visually and/or ecologically important trees by means of tree preservation orders.
HE-08	It is an objective to promote new planting of native trees and plants as part of any development proposals.
HE-09	It is an objective that applications for development on sites with mature trees will be accompanied by a comprehensive tree survey and it is an objective of the town council to avoid loss of trees.
HE-10	<p>It is an objective of the Town Council to control the spread of invasive plant and animal species within the Town by:</p> <ul style="list-style-type: none"> <li>• Seeking to prevent the spread of invasive non native plant species through the control of movement of contaminated soils, where such movement is regulated by the Planning or Local Authority.</li> <li>• Preventing the spread of invasive species by adhering to best practice in relation to the management of land under the control/management of the Local Authority, where invasive species have been identified.</li> <li>• Supporting the implementation of Species Specific Threat Response Plans developed by the National Parks and Wildlife Service where they apply to Cobh.</li> </ul>

## 8.2 Strategic Environmental Assessment and Habitats Directive Assessment

8.2.1. The European Community issued the Strategic Environmental Assessment (SEA) Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment.

8.2.2. The SEA Directive was transposed into Irish Law under the European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004 (S.I. 435 of 2004), and the Planning and Development (Strategic Environmental Assessment) Regulations 2004 (S.I. 436 of 2004) and became operational on 21 July 2004. The legislation was updated by the European Communities (Environmental Assessment of Certain Plans and Programmes) (Amendment) Regulations 2011 (S.I. No. 200 of 2011 and the and the Planning and Development (Strategic Environmental Assessment) (Amendment) Regulations 2011 (S.I. 201 of 2011). Under these Regulations it is required that a Strategic Environmental Assessment (SEA) be carried out for Development Plans by Town Councils where the population, or target population, of the area is 10,000 persons or more. An environmental report has been prepared setting out the principal environmental effects of implementing this plan and is available as a companion volume to this plan.

8.2.3. Habitats Directive Assessment (HDA), also known as Appropriate Assessment, is provided for under EU Habitats Directive 92/43/EEC as transposed into Irish law through the European Communities (Natural Habitats) Regulations, 1997, SI no. 94 of 1997. The directive indicates the need for plans and projects to be subject to Habitats Directive Assessment if the plan or project is not directly connected with or necessary to the

management of a Natura 2000 site, but is likely to have a significant effect either individually or in combination with other plans or projects on the site. Assessment of this plan has been undertaken and is detailed in Volume 3 of the Plan.

### 8.3 Geology

8.3.1. Great Island is composed of a series of east-west geological strata which reflect the geological structure of the wider harbour. The summit of the hillside is composed of purple mudstone with some sandstone and the remaining strata consist of sandstone with varying ancillary composites. Lands in the town council boundary are largely characterised by 3 strata of sandstone: (1) sandstone with mudstone and siltstone; (2) a narrow layer of flasher bedded sandstone and minor mudstone and (3) flasher bedded sandstone and mudstone which run down to the banks of the harbour.

8.3.2. The geological structure of Cobh has resulted in a number of local rockfall/landslide events within the town. The number of these events has increased more recently, possibly linked to the severe cold weather of the past number of winters. Cobh Town Council in association with Cork County Council commissioned consultants to carry out an investigation and assessment of rock/soil slopes and retaining structures throughout the Cobh Town area. The scope of the assessment was to include an investigation of all visible and accessible rock/soil slopes and retaining structures with special attention to those retaining walls that interface between the public roads and private properties. The report was also to provide proposals for remedial works to structures found to be unstable or in poor condition together with cost estimates covering implementation proposals.

8.3.3. On foot of this report the Department of the Environment, Heritage and Local Government granted four separate contracts in summer 2011 to undertake stabilising works to rockfaces and rebuilding retaining walls within the Town. These works have resulted in the temporary re-housing of some residents along Wolftone Street.

8.3.4. The Town Plan will support the continued monitoring and stabilising of areas at risk of destabilisation within the town. A map of the areas “at risk” is included in the report entitled “Cobh Landslides – Investigation and assessment of rock slopes and retaining walls (2009)” and is available from the Town Council. Within these areas any proposed works adjoining rockfaces will need to be accompanied by a slope stability report, completed by a competent person.

8.3.5. As outlined in the County Development Plan 2009, it is an objective to seek the preservation of important features of geological interest within the County. Cork Harbour is contained in this list for its coastal geomorphology including structural features and raised beaches which are Devonian (ORS) in nature. The Cobh Town Plan supports the objectives of the County Development Plan regarding features of geological interest and accordingly incorporates it as a planning objective below.

Objective No.	Development Plan Objective Features or Areas of Geological Interest
HE-11	It is a general objective of the Plan to seek the preservation of important features of geological interest, including Cork Harbour. It is a particular objective to maintain the conservation value of those features or areas of geological interest listed in Volume 2, Chapter 3 of the County Development Plan 2009 including Cork



Objective No.	Development Plan Objective Features or Areas of Geological Interest
	Harbour and protect them from inappropriate development.
HE-12	The Town Plan will support the continued monitoring and stabilising of areas at risk of geological destabilisation within the town. A slope stability report will be required to accompany applications for new-build developments in areas identified as being “at risk” of landslides. This should be completed by a competent person.

#### 8.4 *Landscape / Seascape*

8.4.1. Landscape and visual amenity are afforded protection under the Planning and Development Act 2000. The Dept of Environment, Heritage and Local Government state that landscape embraces all that is visible when one looks across an area of land. As all development therefore impacts on landscape it is crucial to protect and manage it in a sustainable manner.

8.4.2. The Draft County Landscape Strategy 2008 prepared by Cork County Council identifies Cobh as being within a landscape categorised as “City Harbour and Estuary” which is described as being a landscape of very high value, very high sensitivity and of national importance. Objectives for this landscape type include the promotion of sustainable growth in Cobh, and maintaining and enhancing views of the harbour.

8.4.3. The urban character of Cobh is the result of its location and topography which interrelate to produce a unique sense of place and scenic quality. The town is situated on a narrow strip of the south coast of Great Island, facing the harbour and rising steeply above it. Narrow, steep and zig-zagging streets, necessitated by the town’s topography and the resulting terraced housing give distinctive character and ambience to the town centre and afford spectacular views from the sea.

8.4.4. A number of buildings in the town have fallen into a derelict or neglected condition and their restoration/redevelopment is critical to enhancing the visual amenity value of the town. There is further opportunity to enhance the townscape through provision of pedestrian priority areas, locating energy and other service conduits underground and providing improvements in street lighting, paving and public art.

8.4.5. The Cobh Town Plan 2005 included four designated Landscape Character Areas. The origin and purpose of the designation was unclear and, pending the completion further assessment of landscape character within the Town Council Area, these designations have been omitted from this Plan.

#### *Seascape*

8.4.6. Seascape refers to views of the sea which is an essential element of the Cobh’s identity, sense of place and quality of life. Seascape assessment is an extension of landscape character assessment and includes views from land to sea, sea to land, views along the coastline and the effect on landscape of the conjunction of sea and land. It goes beyond landscape character assessment in including historic and cultural maritime issues, amenity functions and uses of the seashore and considers the coast as an edge.

8.4.7. The Cork County Development Plan recognises the need for a feasibility study of seascape assessment for areas of Cork County to be carried out. Such a study would include Cork Harbour. A number of areas in Cobh merit protection for their contribution to the seascape value of the town and Cork Harbour as a whole. Cobh Town Council supports the compilation of a Seascape Assessment of the harbour and will seek to liaise with the County Council to secure the completion of such an assessment over the lifetime of the Plan.

*Town Centre Views*

8.4.8. The Cobh Urban Design Feasibility Study identified a number of important existing town centre views and prospects of special amenity value and the objectives of this Plan seek to protect and enhance them. These are outlined in Figure 8.1 below. The Urban Design study concentrated on the waterfront area and there is a need for a full assessment of the views and prospects throughout the rest of the town. This issue can be addressed as part of the Landscape / Seascape Assessment.



Figure 8.1: Town Centre Views

8.4.9. Within the Town Centre, the size and scale of the historic urban fabric, juxtaposed with hilly terrain offers interesting viewing corridors, e.g. along Rahilly Street, East Street and West View. The views of Cobh along Westbourne Place and West Beach are the ‘classic’ views of the town. There are also a number of important views of landmark buildings. By virtue of its size, height and location on the ridge, St Colman’s Cathedral is the dominant feature of the Cobh townscape. The steeple is an important orientation device for both land and sea approaches to the town. The existing views of the cathedral along the main access roads and from the sea should not be obstructed by new development. The views from the cathedral, particularly from Cathedral Place over the town and harbour are also significant. There are also important views of the Church of Ireland from the R624 which are important to maintain.

Objective No.	Development Plan Objectives Landscape, Seascape, Views, Visual & Scenic Amenity
HE-13	It is an objective to protect and enhance Cobh’s unique landscape and seascape character and views and prospects. Over the lifetime of this Plan the Council will seek to undertake a comprehensive landscape and seascape assessment of the

Objective No.	Development Plan Objectives Landscape, Seascape, Views, Visual & Scenic Amenity
	town to inform future policy on this issue and assess the need to identify additional views and prospects. The Seascape Assessment may take place in conjunction with Cork County Council as part of a wider assessment of Cork Harbour.
HE 14	It is an objective of this plan to preserve the unique townscape qualities of Cobh including its high quality streetscape and landscape features and the view and prospects available throughout the town including views of the harbour, landmark buildings and approach road views and protect them from inappropriate development. It is a general objective to preserve and enhance Cobh's town centre views which are identified Figure 8.2.
HE-15	It is an objective of this plan to promote the restoration /redevelopment of sites and buildings that are in a derelict and neglected condition in order to enhance the visual amenity of the town.
HE-16	It shall be an objective of the Plan to restrict development that would impair views of the harbour from the town's public roads and specifically to restrict any development that would impair views of the harbour from the lower waterside roads.
HE-17	It shall be an objective to encourage optimal siting and design of new developments so as to ensure that permitted development contributes to the visual amenities of the area. The Planning Authority may require the submission of a visual impact assessment for new developments in sensitive locations within the town. These shall be prepared by a suitably qualified professional. Proposals which unduly impact upon the townscape, views of vistas within the town will not be permitted.
HE-18	It shall be a particular objective to preserve existing and create new public viewing points of the harbour.

## 8.5 Cultural Heritage

8.5.1. The Town Council recognises the value of cultural Heritage to the town's population and as a tourism asset. Cultural heritage consists of many intangible assets including the town's history, language, folklore, customs and traditions.

8.5.2. Irish place names are a valuable source of knowledge of the past, giving meaning to the landscape and defining the relationship and their physical environment. In the interests of securing the town's cultural heritage for future generations, the Town Council will promote and preserve local place names, local heritage and the Irish language by ensuring the use of local place names or geographical or cultural names that will reflect the history and landscape of their setting in the naming of new residential and other developments including walkways. Guidance on the preservation of placenames heritage in the naming of new developments has been produced by Cork County Council and copies are available from the Heritage Office or to download from the Council website.

Objective No.	Development Plan Objectives Naming of new developments
HE-19	It is an objective to promote and preserve local placenames, local heritage and the Irish language by encouraging the use of local placenames or geographical or cultural names which reflect the history and landscape of their setting in the naming of new residential and other developments including walkways.

## 8.6 Architectural Heritage

8.6.1. Architectural heritage is a finite resource, once lost it cannot be returned. The historic built environment is a physical expression of the ongoing evolution of our towns and villages. Buildings, monuments and landscapes are tangible links to our past within our contemporary lives. These elements have changed and evolved over time to create the environments that we live and work in today.

8.6.2. Cobh's architectural heritage should not be considered as stagnant or unchanging. Cobh has and will continue to develop into the future and our architectural heritage should not be viewed as an impediment to such development, but an asset to be protected and integrated into any future developments.

8.6.3. The town of Cobh is iconic for its traditional building stock. It is the highly decorative buildings, natural rising topography, long narrow plots, winding streets and the unique public realm created by the circumstance of location that combine to create what is the essence of the character of Cobh Town. This exceptional physical and natural environment is what attracts people to live, work and visit the town of Cobh. It is therefore a very significant asset to the social, cultural and economic life of the town, which should at all times be enhanced as part of any future development.

8.6.4. While the character of Cobh Town stems primarily from its historic development and its traditional building stock, contemporary expressions of the town's characteristic building forms is needed to contribute to the vibrancy and viability of the town into the future. Cobh Town Council appreciates that new developments of a high quality architectural design can contribute significantly to the built environment and indeed to the existing historic built environment. When careful consideration is given to the overall design, context and relationship of new to old, the final result can be very successful in creating an appreciation for quality historic and modern architecture alike. It is important to understand that the architecture of the past and present both have a role to play in the future.

### *The Record of Protected Structures*

8.6.5. Under Part IV of the Planning and Development Act 2000-2010, each Planning Authority must maintain a Record of Protected Structures. The Record of Protected Structures forms part of each Local Authority's Development Plan. This record should include all structures or parts of structures in their functional area which are, in the opinion of the planning authority of special, architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest. There are 377 entries within Cobh Town Council.

8.6.6. The purpose of the designation of protected structure status is to ensure that any changes or alterations to the building and/or its setting are carried out in such a way that

the existing special character is retained and enhanced. Therefore works which would in the opinion of the planning authority, have a material effect on the character of the structure will require planning permission.

8.6.7. Works which consist of routine maintenance, once carried out with the use of appropriate materials and technologies, may be considered exempted development. However, clarification should always be sought from the planning authority, even in the case of minor works.

#### *National Inventory of Architectural Heritage (NIAH) – Recorded Structures*

8.6.8. The NIAH is a section within the Department of the Environment, Heritage and Local Government. The work of the NIAH involves identifying and recording the architectural heritage of Ireland from 1700 to the present day. Identified buildings may be put forward for inclusion in the Record of Protected Structures. A survey has been completed for East Cork and includes 351 entries for Cobh Town, all of which are included in the Record of Protected Structures.

Objective No.	Development Plan Objectives Architectural Heritage
HE-20	It is an objective of the Plan to ensure the protection of all structures (or parts of structures), contained in the Record of Protected Structures including the protection of the curtilage and attendant grounds of all structures.
HE-21	It is an objective to protect important, non-structural elements of the built heritage. These elements include historic gardens/designed landscapes, stone walls, landscapes and demesnes, curtilage features and street furniture.
HE-22	When considering development proposals for alterations and /or extensions to a protected structure or within the curtilage/attendant grounds of a protected structure, the planning authority shall ensure that there is no loss or damage to the elements which contribute to the special character of the structure or its curtilage/attendant grounds.
HE-23	It is an objective to ensure development proposals are appropriate in terms of architectural design, treatment, character, scale and form to the existing protected structure. Development proposals shall be accompanied by appropriate documentation compiled by experienced conservation consultants.
HE-24	It is an objective to ensure development proposals shall be accompanied by appropriate documentation compiled by experienced conservation consultants.
HE 25	It is an objective of the Plan to ensure a high quality architectural design of all new developments relating to or which may impact on buildings listed in the Record of Protected Structures.
HE-26	It is an objective to recognise the town's heritage which is not included in the Record of Protected Structures and in particular the town's maritime heritage.

#### *Architectural Conservation Areas*

8.6.9. Under the Planning and Development Act 2000-2010, a planning authority must include an objective in its development plan to preserve the character of a place, area,

group of structures, or townscape if it is of the opinion that its inclusion is necessary for the preservation of the character of that area.

8.6.10. Such an area is known as an Architectural Conservation Area (ACA) and it is defined as a place, area, group of structures or townscape that is of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest or contributes to the appreciation of protected structures.

8.6.11. An ACA is designated in recognition of the special character of an area where individual elements such as building heights, building lines, roof lines, materials, construction systems, designed landscapes, public spaces and architectural features combine to give a place a harmonious, distinctive and special quality which merits protection. Architectural Conservation Areas play a key role in the protection and enhancement of historic areas and streetscapes.

8.6.12. Five Architectural Conservation Areas are included in this Plan as follows:

- Town Centre
- Victorian villas adjacent to and in Midleton Park
- The Crescent
- Patrick's Square
- Athenian Terrace, Willmott Terrace and St. Maur's Terrace.

8.6.13. In an ACA, the carrying out of works to the exterior of a structure will only be considered exempted development if these works would not materially affect the character of the area. Therefore, development that may normally be considered 'exempted development', may not be considered so if such works would materially affect the character of an Architectural Conservation Area. Even minor works can constitute a material alteration. If there is any doubt as to whether or not works will materially affect the character of an Architectural Conservation Area, clarification should be sought from the relevant Conservation Officer and/or Planning Officer.

8.6.14. Cork County Council has published 'Guidelines for the Management and Development of Architectural Conservation Areas'. This publication is available from Cobh Town Council, Carrig House, Cobh, Co, Cork, 021-4811307 or from Cork County Council Heritage Unit, Planning Department, Floor 3, County Hall, Cork, 021-4276891. The document is also available online at [www.corkcoco.ie/heritage](http://www.corkcoco.ie/heritage).

Objective No.	Development Plan Objectives Architectural Conservation Areas
HE-27	It is an objective of the Plan to conserve and enhance the special character of the Architectural Conservation Areas included in this plan. The special character of an area includes its traditional building stock, material finishes, spaces, streetscape, street and plot layout, landscape, settings, public spaces and important aspects and views.
HE-28	It is an objective of the Plan to ensure that all new development located within or adjacent to designated Architectural Conservation Areas will respect the established historical and architectural character of that area and will contribute positively to the existing built environment in

Objective No.	Development Plan Objectives Architectural Conservation Areas
HE-29	<p>terms of design, scale, setting and material specifications. This will be achieved by promoting a contemporary design of high architectural quality within Architectural Conservation Areas. The special character of Architectural Conservation Areas will be maintained through the protection of structures from demolition, non-sympathetic alterations and the securing of appropriate in-fill developments.</p> <p>It is an objective of the Plan to protect all buildings, structures, and groups of structures, sites, landscapes and all features that are considered to be intrinsic elements to the special character of Architectural Conservation Areas. This will be achieved by promoting the sensitive and appropriate reuse and rehabilitation of buildings and sites located within Architectural Conservation Areas and by prohibiting alterations, development or demolition of structures and features that contribute to the character of the Architectural Conservation Area or any relevant protected structure or monument included in the Record of Monuments and Places.</p>
HE-30	<p>It is an objective of the Cobh Town Plan to designate Architectural Conservation Areas where the Planning Authority is of the opinion that its inclusion is necessary for the preservation of the character of the area.</p>
HE-31	<p>It is an objective to continue to prioritise the assessment and consideration of appropriate historic areas/streetscapes etc for designation as Architectural Conservation Areas and or Areas of Special Planning Control and include policies to protect and enhance their architectural characteristics.</p>

### *Signage, Utilities and Public Realm*

8.6.15. The control of signage, utilities and the treatment of the public realm are important considerations within architectural conservation areas as they can individually or cumulatively detract from the character of the area if inappropriately treated. Chapter 4: Town Centre and Waterfront includes specific objectives regarding these issues.

### **8.7 Archaeology**

8.7.1. The archaeology of Cobh reflects its early rural character with a later military battery adding to the strategic network of defences in Cork harbour.

8.7.2. There are different categories of archaeological sites which can be summarised as follows:

- Recorded Monuments which are subject to statutory protection in the Record of Monuments and Places (RMP) established under Section 12 of the National Monuments (Amendment) Act 1994.
- Monuments in the Sites and Monuments Record (SMR) in [www.archaeology.ie](http://www.archaeology.ie)
- National Monuments (Monuments in State or Local Authority Ownership/Guardianship), preservation order or temporary preservation order. Ministerial Consent is required for any works at or in proximity to the monument under Section 14 of the National Monuments (Amendment) Act 2004.

- Underwater archaeology (wrecks over 100 years old) is subject to statutory protection under Section 3 of the National Monuments Act 1987.

8.7.3. The archaeological sites within Cobh Town Council are listed in the table below:

Reference	Type	Location
RMP CO087-12	Ringfort – possible	Carrignafof
RMP CO087-109	Battery	Carrignafof
RMP CO087-77	Church	Kilgarvan
RMOP CO087-078	Graveyard	Kilgarvan
RMP CO087-079	Graveyard	Kilgarvan
SMR CO087-158	Town	Kilgarvan

8.7.4. The Record of Monuments and Places (RMP) of County Cork identify archaeological sites throughout the county. These Recorded Monuments are protected under the National Monuments (Amendment) Act 1994-2004. Monuments discovered since the RMP was issued in the mid-1990s can be identified from the Sites and Monuments (SMR) database on the National Monuments Section's website: [www.archaeology.ie](http://www.archaeology.ie). The Urban Archaeological Survey of County Cork identifies the Recorded Monuments within Cobh town.

8.7.5. The policy of the Council is to secure the preservation (i.e. preservation in situ or in exceptional cases preservation by record) of all archaeological monuments included in the Record of Monuments and Places as established under Section 12 of the National Monuments (Amendment) Act, 1994, and of sites, features and objects of archaeological interest generally.

8.7.6. In order to facilitate this, any development sites within the Zone of Archaeological Potential of all designated Archaeological sites will be subjected to appropriate archaeological assessment as advised by the Local Authority Archaeologist and the Department of Arts Heritage and the Gaeltacht.

8.7.7. There are two monuments within Cobh Town Council in Local Authority ownership. These are the Battery CO087-109 and Kilgarvan Graveyard CO087-079. As they are in Local Authority ownership, they are National Monuments and may require Ministerial consent for any works within their zone of archaeological potential.

8.7.8. The Council will have regard to archaeological concerns when considering proposed service schemes (including electricity, sewerage, telecommunications, water supply) and proposed roadworks (both realignments and new roads) generally and in areas located in close proximity to archaeological monuments and the Zones of Archaeological Potential.

8.7.9. Any development sites impacting on underwater heritage associated with the Cobh and Cork harbour (intertidal and sub-tidal environments) will be subjected to underwater archaeological assessment in advance of the works.

8.7.10. It is a policy of the Council to protect and preserve the archaeological value of industrial sites such as dockyards, warehouses, lighthouses, harbours etc. Proposals for



refurbishment, works to or redevelopment/conversion of these sites should be subject to a full architectural and archaeological assessment.

8.7.11. Where archaeological assessment and investigation are carried out and relevant material found, the Town Council will encourage the publication and dissemination of the results in a timely and appropriate manner.

8.7.12. These policies and the following objectives reflect the ratification by Ireland in 1997 of the European Convention on Protection of the Archaeological Heritage, known as the Valletta Convention, which requires that appropriate consideration be given to archaeological issues at all stages of the planning and development process.

Objective No.	Development Plan Objectives Archaeology
HE-32	It is an objective to protect all designated archaeological sites and monuments including their settings within Cobh Town Council area including those discovered since the issuing of the Record of Monuments and Places.
HE-33	It is an objective to promote the conservation, enhancement and interpretation of archaeological sites and monuments in Cobh.
HE-34 HE-35	It is an objective to protect underwater archaeology and industrial archaeology of Cobh and Cork Harbour. Any development sites within the Zone of Archaeological Potential of all designated Archaeological sites will be subjected to appropriate archaeological assessment as advised by the Local Authority Archaeologist and the Department of Arts Heritage and the Gaeltacht.
HE-36	Any development sites impacting on underwater heritage associated with the Cobh and Cork harbour (intertidal and sub-tidal environments) will be subjected to underwater archaeological assessment in advance of the works.
HE-37	It is an objective to ensure proposals for the refurbishment, works to or redevelopment/conversion of industrial sites such as dockyards, warehouses, and lighthouses, harbours etc. will be subject to a full architectural and archaeological assessment.

## Chapter 9 Transport

### 9.1 Introduction

9.1.1 Government transport policy as reflected in Transport 21, its capital investment framework for 2006 to 2021, and Smarter Travel, its national transport policy for 2009 to 2020, highlights the crucial role of transport in economic and social development and the need for greater use of more sustainable forms of transport.

9.1.2 The promotion of development which aims for transportation efficiency, safety, economic returns on transport investment, minimisation of environmental impacts and a general shift towards the use of public transportation and sustainable modes of transport is an underpinning principle of this plan.

9.1.3 Cobh is connected to Marino Point by road and rail and to Passage, Glenbrook and Monkstown by the Carrigaloe Car Ferry. Little Island, Ringaskiddy, Haulbowline and Spike Island remain separated by the harbour waters; however, a regular Naval boat service operates between Cobh and the Naval base.

9.1.4 Cobh, with its commuter rail service and water access, is well positioned to take advantage of more sustainable travel modes. CASP Update identifies the following modal shift trip targets : ( there is currently no public bus service in Cobh, hence figures regarding bus targets are not included).

Mode	2000	2020
Rail	450 (0.5%)	7,600 (5%)
Car	66,850 (77.2%)	113,500 (74.5%)

9.1.5 It is an objective to encourage the achievement of this modal shift in line with the targets identified, however, this will require the establishment of a public bus service linking the town to the City and/or wider East Cork area.

9.1.6 The Cork Area Strategic Plan 2001 (CASP) identified the need to undertake an integrated local transport plan for the town and its environs. This is re-iterated in CASP Update 2008 where the implementation of such a plan is identified as a priority for Tranche 2 (2008-2013) of the Strategy. A local transport plan is still awaited but the need to resolve wider accessibility issues for the town and its environs is becoming increasingly more urgent if the scale of growth envisaged for the town is to be realised.

### *Mobility Management*

9.1.7 While it is lacking a public bus service, Cobh has a significant advantage in terms of the availability of a commuter rail service linking the town to Cork City (and onwards) but also to the Strategic Employment Centres of Little Island, Carrigtwohill and the town of Midleton. The cross river ferry also connects the town to Passage West, Monkstown and Glenbrook and with potential for onward journeys to Ringaskiddy (another designated Strategic Employment Centre). These connections are equally as important when

considering locations that feed in to the town. Promoting alternative and more sustainable means of transport is an objective of this Plan.

9.1.8 In the light of the growing energy usage by cars it shall be an objective of this Plan to encourage and promote alternative and more sustainable modes of transport. This is particularly relevant given Cobh's location on the rail-line with potential to have local bus "pick-ups" from the railway stops at Little Island and Carrigtwohill to encourage more employees to use public transport.

Objective No.	Development Plan Objectives Transport
TP-01	It is an objective to support the implementation of Government Transport Policy as expressed in Transport 21.
TP-02	It is an objective to have regard to Cobh's island status and its location at a road and rail terminus in the design of any future road layouts so as to enhance connectivity to the rest of the mainland and the Lower Harbour.
TP-03	This plan supports the principle of investment to provide greater choice and alternatives to travel by private car, by encouraging the achievement of the modal shift targets for the CASP area set out in CASP Update 2008.
TP-04	It is a policy of this plan to maximise the strategic potential of the town's principal transportation modes, both existing modes (rail and car) and potential modes (ferry and bus), in support of the proper planning and sustainable development of the town.
TP-05	It is an objective to complete an integrated local transport plan for Cobh town and its Environs over the lifetime of the Plan.
TP-06	It shall be an objective to require a mobility management plans (travel plans) for any developments of 50 employees or more so as to promote alternative sustainable modes or practices of transport as part of the proposal.

## 9.2 Road Network

### Approach Roads

9.2.1 The critical access issue for the Town is its island nature with a single, narrow, historic bridge functioning as the only road link to the Mainland. Belvelly Bridge is a 200 year old stone arch bridge with a carriageway width of only 5.5m leading to capacity issues and has been subject to periodic flooding. The R624 is poorly aligned in parts and experiences serious capacity issues at peak commuting times.

9.2.2 The Tay Road runs east-west to the north of the town and is in reasonable condition with adequate capacity to serve traffic volumes for the town. Foot and cycle paths are required, however. If upgraded, it is capable of forming an outer distributor road for the whole of the northern portion of the town. The Tay Road feeds the R624,

Ballynoe Road, the Bothar Salach, the Ticknock/'Back' Road, the Ballywilliam road and the Cuskinny road which all lead to the town centre.

9.2.3 Travel to work data from the 2006 Census showed a significant imbalance between employees and jobs in Cobh resulting in high levels of commuting out of the town. Cobh had one of the highest volumes of travel to work to the three main employment locations of Ringaskiddy, Little Island and the Airport. While this clearly suggests the need to provide more employment opportunities within the town, substantial improvements are simultaneously required to the roads infrastructure to cope with traffic demands at peak periods. The need to upgrade the R624 (Cobh Cross-Cobh) is also recognised in the County Development Plan 2009 where it is an objective to seek funding for the upgrading of the route.

9.2.4 As the only fixed link to the mainland, Belvelly Bridge carries all Heavy Goods Vehicle traffic to the town and the restricted width of the bridge increases the risk of a bridge parapet strike by a HGV, the repair of which would effectively close off the only means of road access to the whole of Great Island.

9.2.5 The capacity problems, bridge access, and flooding issues were all important considerations in supporting the need for a scheme to upgrade the R624. Following a constraints study carried out in May 2007, a Route Selection Report was completed in November 2008 for a scheme to upgrade the road between Dog's Lodge and the former IFI plant at Marino Point and also providing a new channel crossing onto Great Island. The preferred route option identified involves a dual carriageway and a concrete box bridge. There is a need to connect this new road to the town and upgrade the remaining link to the town centre.

9.2.6 Despite the identification of a preferred route, the scheme has not been progressed, although Cork County Council has sought strategic road funding in order to expedite the scheme. The South West Regional Planning Guidelines 2010-2022 identify the route as a strategic route. Given the size and importance of the town in Metropolitan Cork, it is considered that there is a strong case to have the main road to the town designated as a national route, which could increase the likelihood of funding in the long term.

9.2.7 The Midleton Electoral Area Local Area Plan 2011 deals with the Environs of Cobh Town and contains significant proposals for the expansion of the town, northwards in the Ballynoe Valley, including an area of approximately 80 hectares that is to be subject to a masterplan for a new residential neighbourhood. The Local Area Plan also supports the re-development of Marino Point for port related industrial development. Therefore, the scale of growth envisaged for the north of the town and at Marino Point will require a considerable investment in the upgrading of the roads infrastructure, including improvements along the entire length of the R624 i.e. including that portion between Marino Point and the town and also improvements to Slatty Bridge, a Protected Structure.

9.2.8 While outside the jurisdiction of Cobh Town Council, it is important that any plans or projects relating to the upgrade of the crossing of the North Channel should be subject to Appropriate Assessment, Strategic Environmental Assessment and Environmental Impact Assessment as appropriate, and prevent the loss of habitat or disturbance to species.

9.2.9 As the main access road to the town and as a regional road it would be important to protect the carrying capacity of the road by restricting access points onto the road. In addition to protecting the carrying capacity of the road, enhanced road safety is an important consideration. Road safety and general transportation issues must be properly addressed when consideration is given to all proposals that rely on the local road network for vehicular and pedestrian access. Traffic and Transport Assessments (TTA) and Road Safety Audits will be required at planning application stage where the development is likely to have a material impact on the safety and free flow of traffic on the Regional Road. The Traffic and Transport Assessment is a review of the transport impacts of a proposed development and should include measures to upgrade the road network and to ensure the road links and junctions in the vicinity of the development are adequate to accommodate the proposed development, without causing additional delays to existing future road based traffic.

9.2.10 Aligned with broader safety considerations is the need to ensure the provision of adequate visibility at any new vehicular access.

9.2.11 Traffic projections carried out in 2007 as part of the route selection exercise for the upgrading of the R624 assumes that traffic splits 50/50 between the R624 and the Back Road (L2989) once over Belvelly Bridge coming onto Great Island. This supports the case for considerable network improvements along this local road also, in line with the expansion of the town. Consideration is also warranted to facilitating more east/west linkage to the north of the town (the objective for the new residential neighbourhood in the Ballynoe valley contained in the local area plan requires the provision of an east/ west distributor link). These issues are perhaps best addressed in the integrated local transport plan advocated by CASP and should include measures to upgrade the R624 between Marino Point and the town.

9.2.12 It would be desirable that the Tay Road be widened to provide for greater capacity but also to accommodate pedestrian/cycle facilities. It would also be desirable that the five other roadways leading from the Tay road to the town be similarly upgraded.

#### *Roads within the Town*

9.2.13 The street network in Cobh Town has a distinctive character echoing the steep topography as it rises above the harbour. In the town centre and immediately east the narrow streets, steep hills and sharp turns contribute to the old world charm of the town but result in a curtailment of vehicular traffic capacity in the area. The nature of the streets, tight building lines and limited curtilage to some properties limits the opportunities for both on and off-street parking. This has tended to result in congestion and access difficulties which act as a general deterrent to development in the town centre. Pedestrian facilities and those for the mobility impaired are often compromised by the street clutter, steep gradients or stepped links to the different levels.

9.2.14 In the town centre difficulties are evident, in particular though not exclusively, along East Beach Road, Harbour Hill and Harbour Row, where parallel parking on the roadsides restricts the operational width of the roads at a number of locations, effectively reducing the carriageway width to one lane.

9.2.15 The lack of turning facilities in the town centre is also problematic particularly for larger delivery vehicles, which generally rely on the junction of East Beach Road and

Lynch's Quay for the performance of U-turn manoeuvres, which is hazardous due to the restricted road width and gradient at this junction.

9.2.16 The area to the north of Middleton Street has some congestion, due to the narrowness of the streets and the presence of shops and schools in the area, although this has largely been relieved by a one way system. There are also proposals to provide a relief road through the adjacent residential estate.

9.2.17 In general with the exception of the town centre, the area immediately to the north of Middleton Street and the eastern portion of the old town has satisfactory road alignments and capacities. For the future, the upgrading of the Ballynoe, Bothar Salach and Ballywilliam roads to cater for all modes of mobility will greatly contribute to the provision of adequate accessibility for the currently undeveloped areas of the town and the planned expansion of the town environs as set out in the current Local Area Plan.

9.2.18 The Draft Urban Design Feasibility Study makes a series of recommendations to improve the public realm and includes improving traffic movement around the town of Cobh and addressing parking issues. Specific recommendations are set out in detail in Appendix II of the Study which provides an analysis of existing traffic and transport conditions. It identifies a need to improve directional signage, traffic flow, parking management and parking provision and to develop a pedestrian and cycle network. In the short term, it recommends improving the management and operation of on and off street parking. In the medium term, it identifies a need for additional parking facilities. As adequate parking provision is integral to all proposals to revitalise and develop the town centre it will be desirable to incorporate proposals for car parking into any streetscape improvement works for the town centre. The Town Council will examine the feasibility of implementing some of these proposals.

9.2.19 Pending the completion of an integrated transport plan that considers the transportation issues of the town and its environs as a whole, the findings and recommendations of the Feasibility Study should be implemented where appropriate.

Objective No.	Development Plan Objectives Road Network
TP-07	It is an objective to recognise the strategic importance of the R624 regional road as the sole road linkage from the town and Great Island to the mainland and to seek the designation of this route as a national road.
TP-08	It is an objective to support plans by Cork County Council for the upgrade of the R624 regional road, to enhance its carrying capacity and safety profile in order to facilitate the growth of the town's population in line with the strategy set out in this plan, subject to the proper assessment (Appropriate Assessment, Strategic Environmental Assessment and Environmental Impact Assessment) of plans or projects affecting the North Channel and the protection of the built and natural heritage of the area.
TP-09	Access to the regional road should be limited so as to protect the carrying capacity of the road network and have regard to safety considerations.
TP-10	It is an objective to support the implementation of any Road

Objective No.	Development Plan Objectives Road Network
	Safety Strategy prepared for the county so as to achieve higher levels of road safety through the implementation of this Strategy.
TP-11	It is an objective of this plan, where traffic movements associated with a development proposal will have a material impact on the safety and free flow of traffic on the regional road, to require the submission of a Traffic and Transport Assessment (TTA) and Road Safety Audit as part of the proposal. Developers should refer to the NRA's "Traffic and Transport Assessment Guidelines" in the preparation of TTA's.
TP-12	It is an objective to ensure all new vehicular access is designed to appropriate standards of visibility to ensure the safety of other road users.
TP-13	Pending the completion of an integrated transport plan for Cobh Town and Environs, it is an objective to support the traffic and transport recommendations set out in Appendix II of the Cobh Urban Design Feasibility Study.

### 9.3 Parking

9.3.1 Accessibility and the availability of car parking are essential to the success of town centre areas. Cobh has a good supply of car parking, the majority of which is located along Westbourne Place (60 spaces), West Beach Road (70 spaces), the two Squares (32 Spaces). Further spaces are available on East Beach Road / Harbour Row (60 Spaces) and in the car park at Cobh Train Station (250 +) and the car park to the rear of St. Colman's Cathedral (100+). Centra also operate a private Carpark on East Beach with 27 spaces. The majority of on-street parking in the town centre operates as Pay and Display in accordance with Parking Bye Laws made by the Town Council in 2008, with a maximum of a two hour stay and the first hour free.

9.3.2 There is evidence that parking within the core needs to be managed more effectively to ensure that spaces are available in central locations to facilitate short / longer term parking throughout the day. It is apparent at present that difficulties in obtaining parking are a key obstacle to the retail function of the town centre. Improved signage and information systems are needed to direct motorists (especially visitors) to the designated parking areas and car parks as the one way system, coupled with the narrow and steep nature of the street network, can be difficult for visitors to navigate. In some areas it is also desirable to reduce the extent of on street parking in order to enhance the public realm and provide more pedestrian friendly spaces e.g. within Casement/ Pearse Square.

9.3.3 Similarly, there is a perception that the parking standards required under the 2003 Town Plan and the high cost of development contributions for parking may be a deterrent in securing the redevelopment of underutilised / vacant premises within the town centre.

9.3.4 An effective parking management strategy is needed for the town to manage and control the provision of car and cycle parking as part of an integrated local transport plan and in order to support the use of public transport and walking / cycling within the town.

It is important that the parking strategy/management pursued compliments public transport provision, ensures short term parking is available centrally within the town and does not act as a deterrent to the revitalisation of the commercial heart of the town or the redevelopment of town centre lands. However congestion and the lack of parking also act as significant deterrents to trade and in this context it is proposed to designate lands at West Beach / Rahilly Street for the development of a multi-storey car parking facility to ensure adequate parking capacity is available into the future. Financial contributions will need to be collected to fund the development of this carpark and the development contribution scheme will need to be revised accordingly.

9.3.5 Car parking standards are included in Appendix C of this Plan. In certain circumstances where on site provision of car parking is not feasible or desirable (e.g. within the core of the town where it is desirable to maintain a continuous shopping frontage and to avoid ad hoc demolition to create parking spaces), developers will be required to pay a financial contribution in lieu which will help fund the provision of a new car parking facility. In order to help stimulate development within the town, the Council will review the development contributions scheme with a view to introducing, on a pilot basis, some relaxation of development contributions for parking for certain types of development within the core of the town. For example, consideration could be given to waiving or substantially reducing contributions for specific types of uses within the core of the town e.g. new tourist accommodation, high quality residential /office uses on the upper floors, new retail uses etc. For developments likely to generate significant levels of traffic, employment generating developments in excess of 50 employees, a reduction in the rate of contribution sought could also be considered where transport and mobility management plans are implemented to ensure a percentage (say at least 20% of the work force) commute to work on public transport or other energy efficient modes of transport, including walking and cycling.

9.3.6 Where on site parking is proposed, developers will be required to demonstrate there is adequate provision of space within the site for parking, manoeuvring, loading and unloading to fulfil the operational requirements of the proposed development. Where there is more than one use functioning simultaneously on the site, the combined figures applicable to all uses will apply. Conversely, in multi purpose developments where it can be shown that separate uses operate at different times, greater flexibility will be applied.

Objective No.	Development Plan Objective Parking provision
TP-14	It is an objective of the Council to support the regeneration of the town centre through maximising the efficiency of existing parking provision and supporting the provision of additional adequate and suitably located car parking facilities.
TP-15	It is an objective to rationalise parking within Casement Square, Pearse Square and Westbourne Place in order to provide a series of high quality linked public spaces.
TP-16	It an objective to secure the provision of additional car parking facilities within the core of the town at East Beach / Rahilly Street.



### *Town Centre Parking Provision*

9.3.7 An objective for the provision of a new town centre car park is detailed at section 4.5.

### *Disabled Car Parking*

9.3.8 Current standards require 1% of car parking spaces provided to be set aside for disabled car parking. Where the nature of particular developments are likely to generate a demand for higher levels of disabled car parking the Town Council may require a higher proportion of parking for this purpose.

9.3.9 Disabled car parking spaces should, as far as possible, be provided within streets and spaces as close as reasonably possible to building entrance points. All disabled parking should be allocated and suitably sign posted for convenient access. Parking bay widths for disabled persons will be a minimum of 3.0 metres wide by 4.75 metres long.

### *Motorcycle Parking*

9.3.10 Motorcycle parking should be provided to meet the requirements of any development. Parking spaces should be provided on the basis of one motorcycle-parking bay per 10 car parking spaces provided for non-residential developments and apartment developments. Spaces should be provided in locations convenient to building access points, similar to cycle parking requirements. Where parking is provided within streets and spaces, drop-kerbs should be provided to facilitate access to motorcycle parking bays.

### *Parking Standards*

9.3.11 Appendix C sets out the parking standards that apply to development in the town, including new buildings, extensions to existing properties and changes in use or existing properties/land. As outlined earlier, development with a significant parking demand will be required to carry out a mobility management plan that will promote alternative sustainable transport modes.

### *Pedestrian/Cycle Facilities*

9.3.12 Roads approaching Cobh are quite narrow and not conducive to pedestrian/cycle usage, lacking cycle lanes and footpaths and having poor horizontal alignment. It would be desirable that Cobh Town Council work with Cork County Council with a view to enhancing cycle and pedestrian facilities on roads approaching the town and within the Town Council boundary area.

9.3.13 While the town's topography challenges pedestrians and cyclists, it is important to support the development of pedestrian and cycle networks for local use, as a valid mode of sustainable transport and as a component of tourism infrastructure.

9.3.14 Pedestrian infrastructure is reasonably adequate in the town centre however the Cobh Urban Design Feasibility Study highlighted the following issues:

- Lack of pedestrian facilities at a number of locations throughout the residential area,
- Poorly lit pedestrian links

- Poor condition of pedestrian stair links from the Cathedral to the town
- Poor signage from cathedral to town centre
- Narrow footpaths in the centre of the town
- Limited facilities for the mobility impaired

9.3.15 The Cobh Urban Design Feasibility study also highlights the importance of providing safe and convenient pedestrian connections along the waterfront between the Fort and Rushbrooke ferry. In addition, it outlines specific proposals including the extension of the existing pedestrian promenade route from Whitepoint to the station and to the fort at the eastern end of the town by the development of new sections of quay and boardwalks at Lynch's Quay and the Bench.

9.3.16 Work has been undertaken on the three historic trails identified as objectives in the previous plan. The trails start at the Titanic memorial in the centre of the town where an information board gives details of the routes. Finger posts signage and plaques highlighting interesting information on the route have been erected. The trails vary between 1.3km and 2.8km in length and cover routes to the west, east and centre of the town. These trails are a considerable amenity to both locals and tourists alike and as well as the wealth of historic and heritage information on display, they offer some of the most spectacular views over Cork Harbour.

9.3.17 The Town Council has also a role in promoting walking for children attending local schools. This can have wider reaching impacts by encouraging exercise and healthy lifestyles while also tackling congestion during peaks drop-off and collection times. The success of the "walking bus" where children are accompanied by adults on the school route has been heralded a success throughout the country.

#### *Public Rights of Way*

9.3.18 The Town Council recognises the importance of maintaining public rights of way and supporting initiatives for establishing walking routes and general accessibility throughout the town.

#### *Cycle Parking Standards*

9.3.19 While there are obvious difficulties in developing cycle facilities such as cycle lanes it is important that other facilities such as parking facilities and safer cycling environment (reduced traffic speeds, advance stop lines at junctions) are provided. Currently there are no public cycle facilities in the town.

9.3.20 In order to support the development of cycling facilities in the town, new developments will be expected to provide for cycle parking in accordance with the standards set out in Appendix C.

9.3.21 The Council will promote the development of cycling and walking as viable transport modes.

Objective No.	Development Plan Objective Pedestrian/ Cycle facilities
TP-17	<p>a) It shall be an objective of the Plan to take into account the needs of pedestrians and cyclists when considering proposals for development, particularly for residential, educational, employment, recreational and other uses.</p> <p>b) It shall be an objective to promote designs and layouts for development schemes that encourage efficient and safe use by pedestrian and cyclists and to discourage development schemes that focus solely or primarily on access by private car.</p> <p>c) Development proposals shall be accompanied by appropriate provision for cyclists and pedestrians including;</p> <ul style="list-style-type: none"> <li>• Pedestrian and cycle routes through new residential areas;</li> <li>• Footpaths and cycle ways.</li> </ul>
<b>Rights of Way</b>	
TP-18	It is an objective, wherever possible, to preserve established public Rights of Way within the town.
<b>Cycle Parking Standards</b>	
TP-19	It is an objective to ensure all new developments comply with the cycle parking standards contained in Appendix C of the Plan.

## 9.4 Public Transport

### Rail

9.4.1 Cobh train station is located less than a kilometre from the town centre and is an important public transport node. It's location beside the heritage centre strengthens its role as a focal point of local tourism. The Cobh-Cork rail line is linked by scheduled services to the Cork-Mallow-Dublin line. The frequency is a half hourly service in the peak although there is a longer term objective to achieve a 15 minute service. Off peak frequency is one train per hour so there is an average of 24 trains each way per day. This plan supports the objective of CASP to increase rail service frequency. In particular, the frequency of the weekend service requires improvement.

9.4.2 Over the life of this Plan the Council will seek to improve access to the train station in order to optimise use of the rail service and will liaise with Iarnóid Éireann and adjoining land owners to examine options re improving access to the station from adjacent car park at the Five Foot Way and adjacent public roads.

9.4.3 With the re-opening of the rail line and the commencement of passenger services to Carrigtwohill and Midleton it is now possible to travel between the three towns by rail, changing at Glounthaune. Given the lack of a public bus service for Great Island, this is an important connection between the town and the wider hinterland.

9.4.4 The second rail station in the town at Rushbrooke is well utilised as a commuter station. As a consequence, there is a significant amount of on-street parking in the vicinity of the station, in particular on the main road which can cause congestion. The potential

for a Park and Ride site in proximity to the station is discussed below in the context of Rushbrooke Dockyard.

9.4.5 The Local Area Plan for Cobh Environs has identified an objective to secure the completion of a feasibility study for a further rail station at Ballynoe and has identified a site for the station. On the main road out of town for commuters, the associated park and ride is likely to be attractive to town dwellers.

### *Bus*

9.4.6 There is no public bus service to Cobh. The train service provides the only public transport service. It would be desirable to have a bus service linking the town to the adjoining towns of Midleton and Carrigtwohill in addition to Cork City. Barry's Bus service, a private Cobh based enterprise, operates a town orbital route of approximately 6 services daily, targeting mainly the elderly, mobility impaired and catering for the school going population. While the bus serves the train station there is no integration between the bus and train timetables.

9.4.7 During the summer season, tour buses transport tourists to and from Cobh. There is some parking space available on the street opposite the 'Pillars' bar.

9.4.8 The issue of ease of access and facilities for tour buses ought to be improved to facilitate the development of the tourist industry in Cobh.

9.4.9 Adequate provision shall be made within developments to accommodate drop-off / pick-up points and turning manoeuvres for public transport vehicles. Consideration will be given to the promotion of bus stops and shelters.

Objective No.	Development Plan Objective Public Transport
TP-20	It is an objective to support the continued enhancement of the rail service frequency to the town and in particular to support an increase in frequency in the off-peak and weekend services. Over the life of this Plan, the Council will seek to improve access to the train station in order to optimise use of the rail service and will liaise with Iarnróid Éireann and adjoining land owners to examine options in this regard including improving access to the station from adjacent car park at the Five Foot Way and from adjacent public roads.
TP-21	It is an objective to support the provision of a regular public bus service to the town.
TP-22	It shall be an objective to upgrade and facilitate tour bus access to and parking within the town.

## 9.5 Accessibility by Sea

### Ferry Services

9.5.1 A car and passenger ferry service is provided by Cross River Ferries Ltd. between Glenbrook (Passage West) and Carrigaloe (north of Rushbrooke) between 7am -10pm daily. The crossing takes approximately 4 minutes and provides a convenient means of avoiding congestion at the Dunkettle Interchange and Jack Lynch tunnel when travelling to the southern suburbs of Cork City. While traffic on the ferry has declined somewhat as a result of the recent economic environment, planned road improvements and possible tolling of the Dunkettle Interchange/ Jack Lynch Tunnel are likely to make the ferry a more attractive commuter option in the years ahead.

9.5.2 Cross River Ferries also provide harbour trips around Cobh in the summer. Given the island nature of the town with only a single road and rail access, the Town Plan supports the expansion of harbour ferry services within the harbour connecting the various settlements within the harbour to each other and to the city. In recent years a proposal for a commuter ferry service has been progressed with the granting of permission for a passenger ferry landing station (comprising 293 sqm.) west of Deepwater Quay and a ferry terminal pavilion and ancillary uses (comprising 1189 sqm.) at Lynch's Quay in 2008.

Objective No.	Development Plan Objective Ferry/Water Taxi service
TP-23	It shall be an objective to encourage the provision of a ferry service and/or water taxi service throughout the harbour area and other measures that enhance connectivity having regard to the need to conserve the special character of Cobh.

### Cruise Liner Terminal

9.5.3 In recent years the Port of Cork have invested heavily (€6-7m) in the improvement of facilities and infrastructure at Deep Sea Quay, including strengthening the quay walls, provision of pontoons, extra mooring bollards etc.

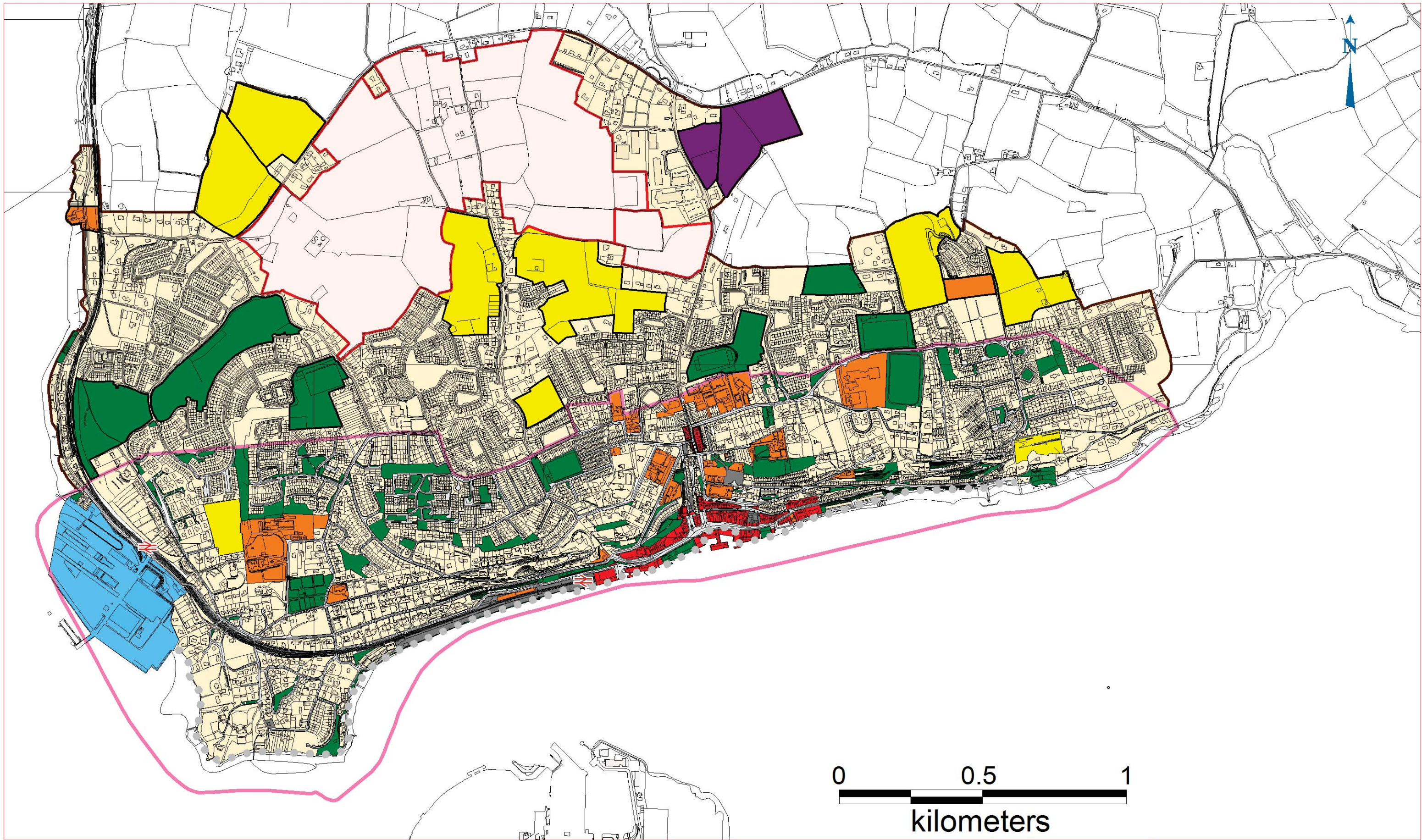
9.5.4 Passengers from cruise liners are frequently transported from the cruise terminal to Cork by bus. Vehicular access to the pier is constrained however, and enhanced access provision is desirable. Proposals for enhanced access to the cruise terminal are outlined in the Cobh Urban Design Feasibility Study which merit further consideration, however, the level of investment required to provide such infrastructure may be prohibitive unless undertaken as part of a broader development project on the waterfront. In the interim, improved co-ordination and augmentation of rail services with visiting cruise liners will aid /relieve traffic management issues within the town.

9.5.5 Objectives supporting the development of these sectors are included in Chapter 3 of this Plan.

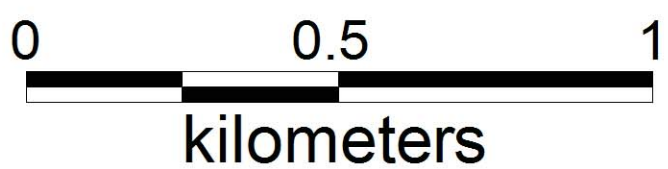
### Marinas

9.5.6 The provision of quality, and appropriately sited marina infrastructure is important to the development of the tourism and marine leisure roles of the town. The options for the location of new marinas are discussed in detail in the Tourism Section of this plan.





- |                        |                                   |           |   |                            |                       |
|------------------------|-----------------------------------|-----------|---|----------------------------|-----------------------|
| Residential            | Town Centre Mixed Uses            | Industry  | Open Space/ Sports/ Recreation/ Amenity | Amenity Walk               | Railway Station       |
| Existing Built Up Area | Institutional / Civic Educational | Utilities | Business                                | Development Boundary (LAP) | Town Council Boundary |
| Special Policy Area    |                                   |           |   |                            |                       |



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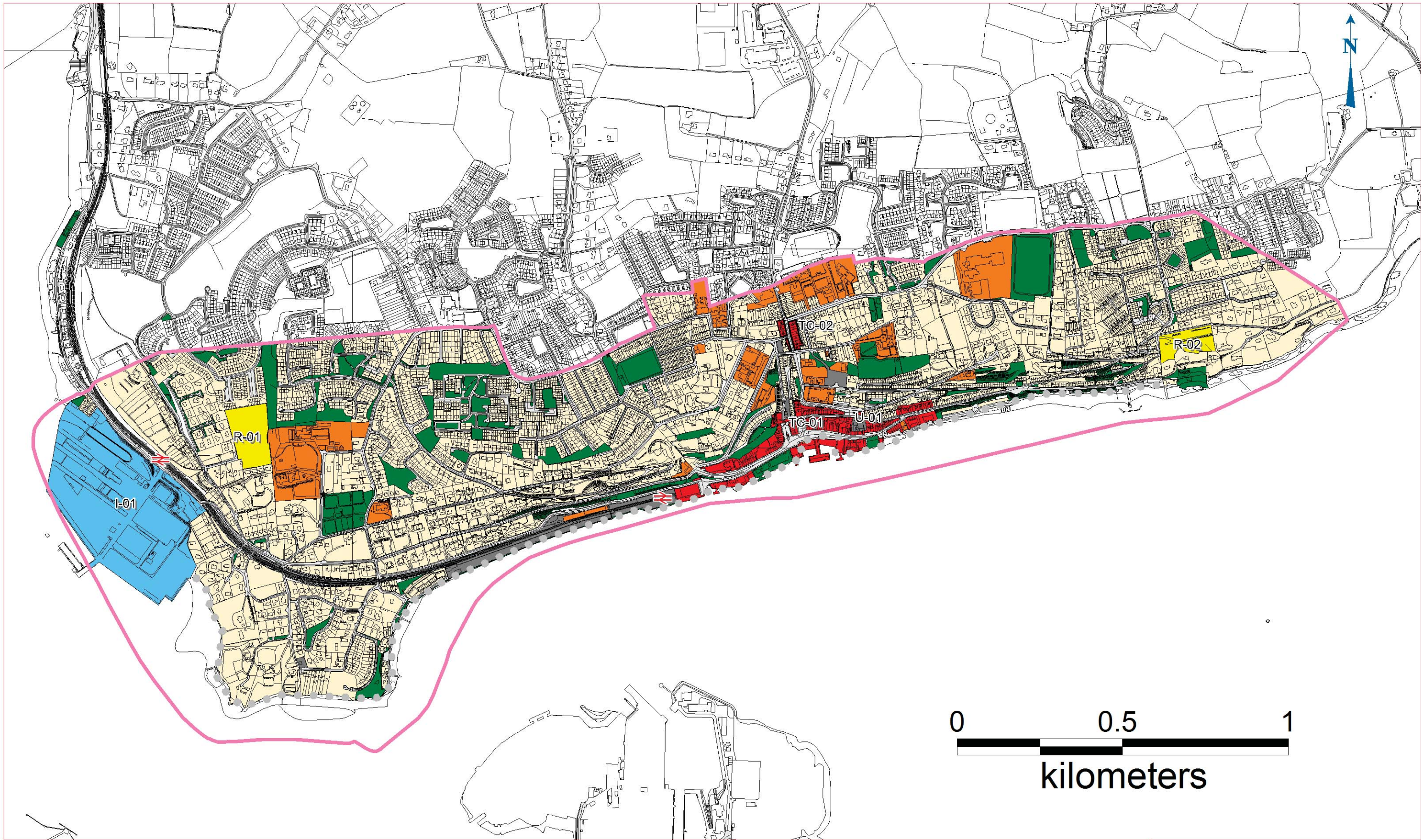
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For Reference Purposes Only - Cobh Environs to be consulted in Midleton Electoral Area Local Area Plan



# Context Map Town and Environs - Map 1



- |                        |                                   |           |   |                       |                 |
|------------------------|-----------------------------------|-----------|---|-----------------------|-----------------|
| Residential            | Town Centre Mixed Uses            | Industry  | Open Space/ Sports/ Recreation/ Amenity | Town Council Boundary | Railway Station |
| Existing Built Up Area | Institutional / Civic Educational | Utilities | Town Council Boundary                   |                       |                 |

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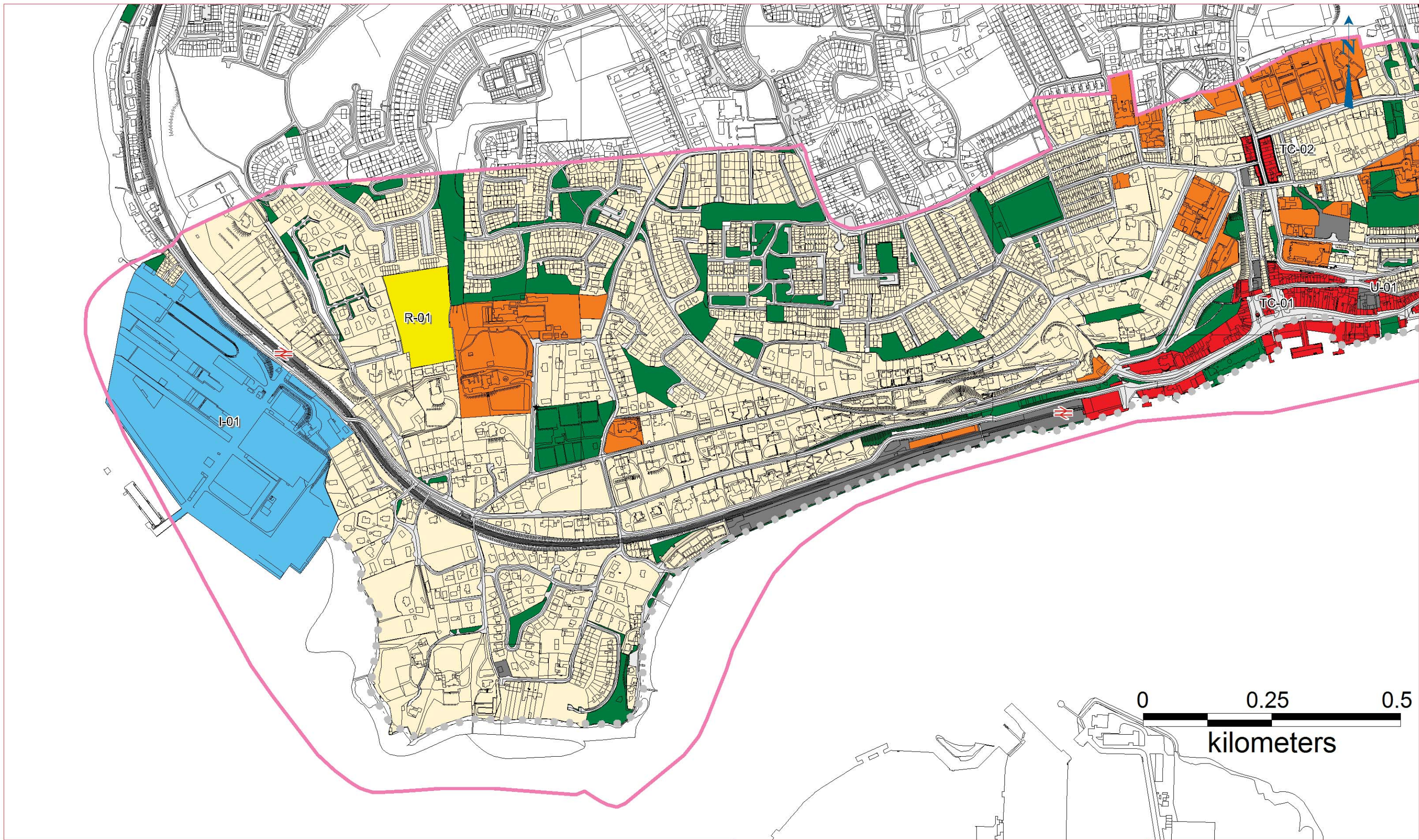
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**General Land Use Zoning - Map 2**





- |                        |                                   |           |   |                       |                 |
|------------------------|-----------------------------------|-----------|---|-----------------------|-----------------|
| Residential            | Town Centre Mixed Uses            | Industry  | Open Space/ Sports/ Recreation/ Amenity | Town Council Boundary | Railway Station |
| Existing Built Up Area | Institutional / Civic Educational | Utilities | Amenity Walk                            |                       |                 |

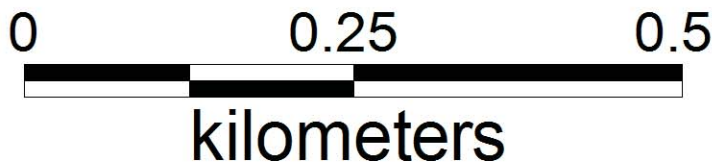
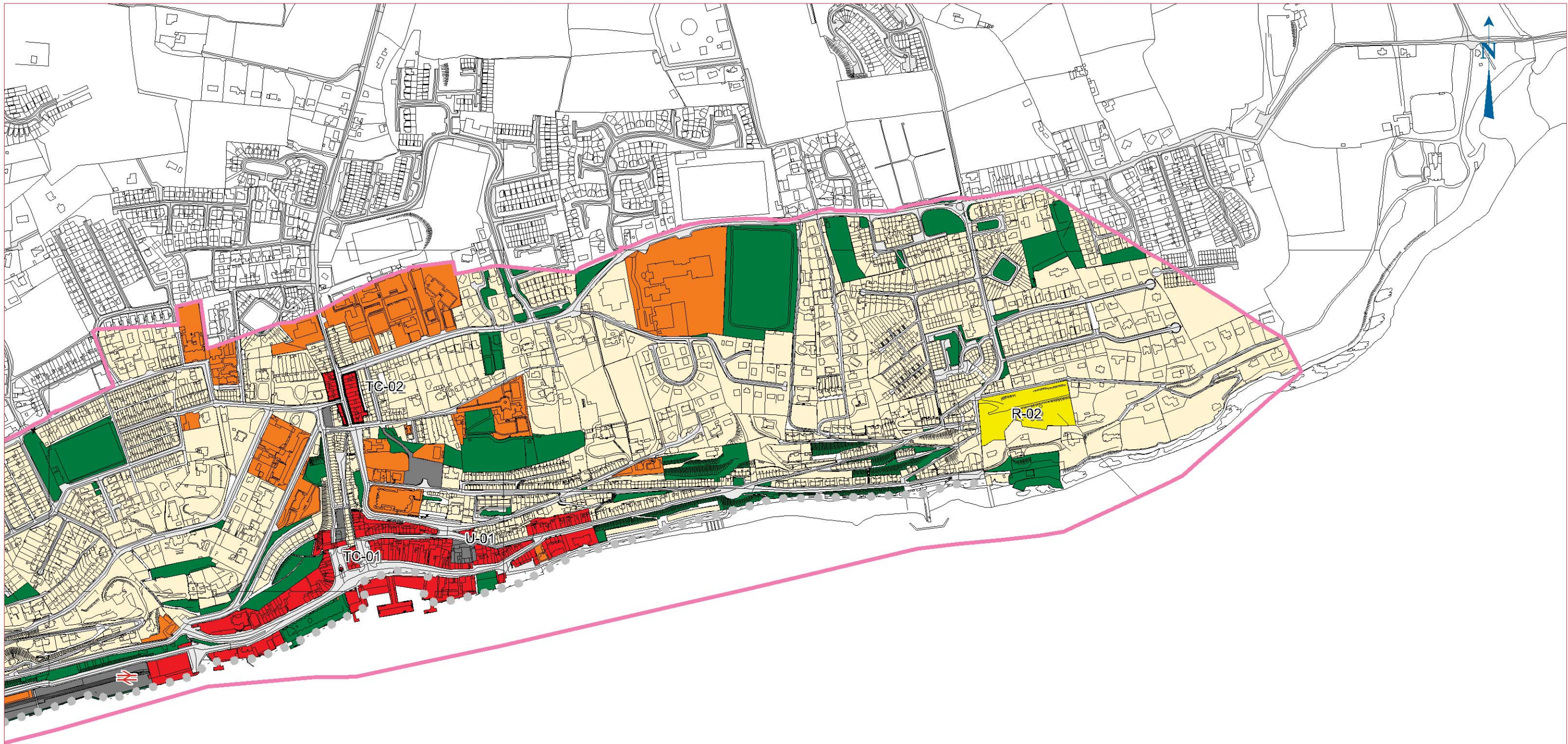
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**General Land Use Zoning - Map 2A**

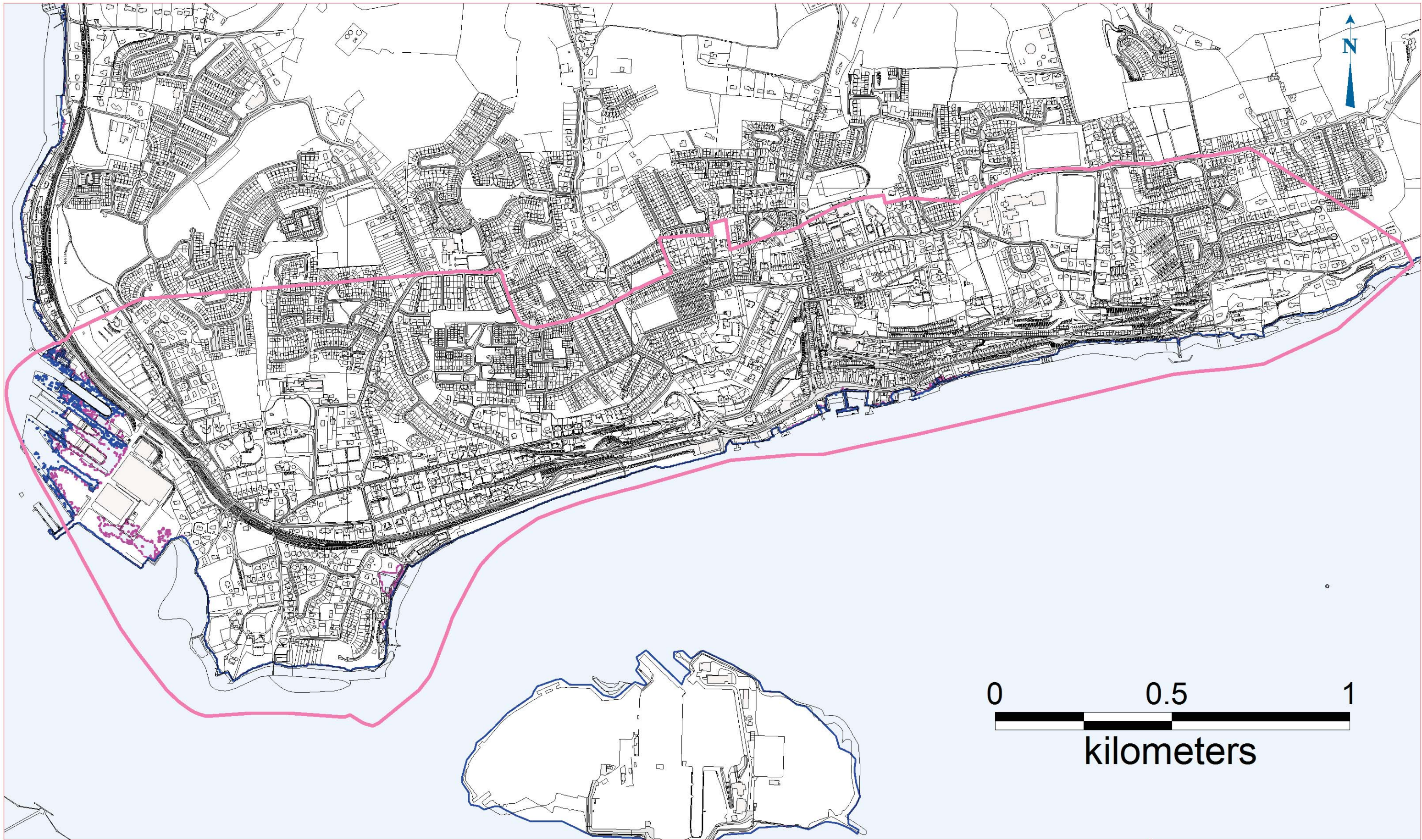


- Residential
- Town Centre Mixed Uses
- Industry
- Open Space/ Sports/ Recreation/ Amenity
- Town Council Boundary
- Railway Station
- Existing Built Up Area
- Institutional / Civic Educational
- Utilities
- Amenity Walk

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# General Land Use Zoning - Map 2B



Area Susceptible to Flooding: Zone A
  Area Susceptible to Flooding: Zone B
  Town Council Boundary

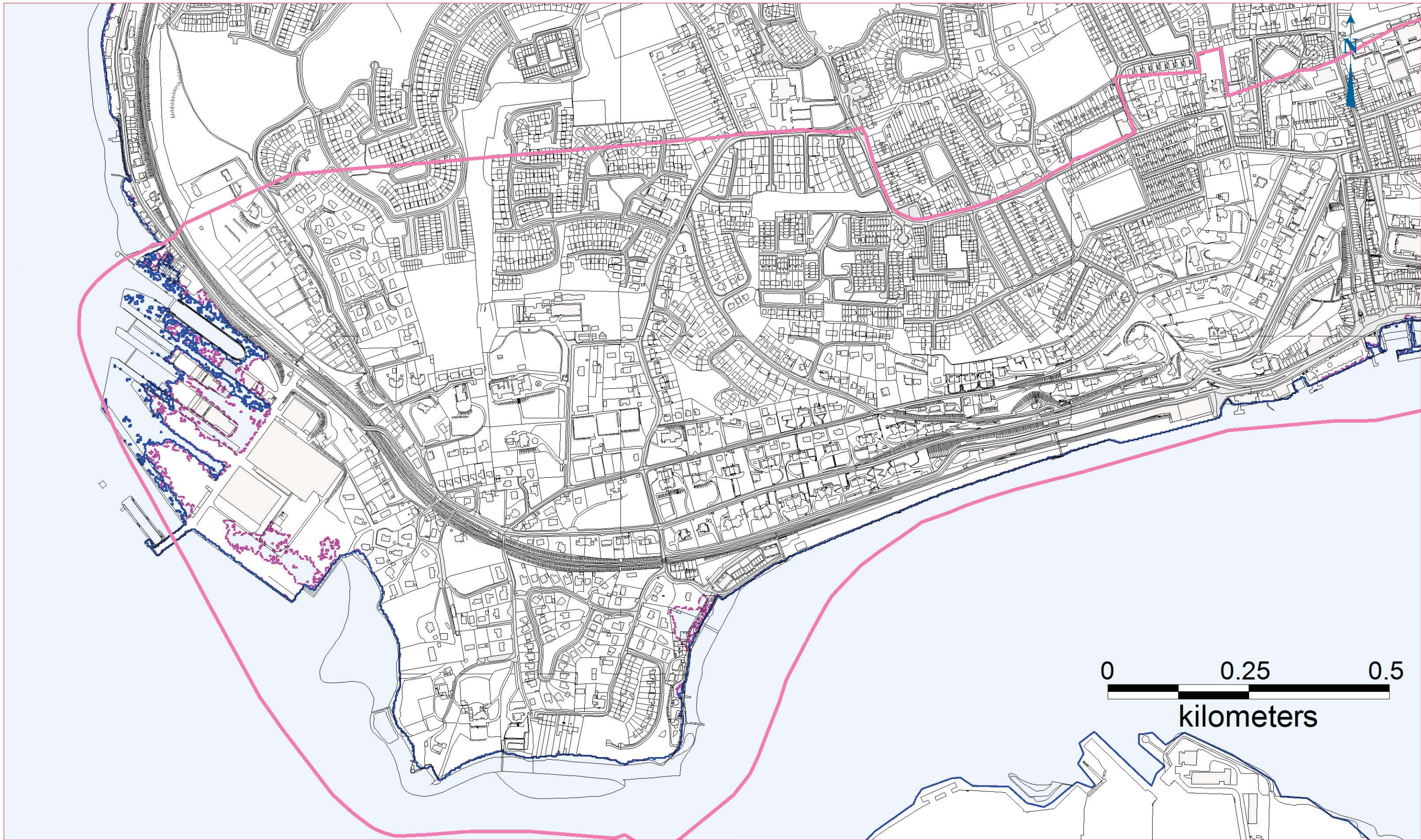
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**Indicative Flood Extents - Map 3**



Area Susceptible to Flooding: Zone A
  Area Susceptible to Flooding: Zone B
  Town Council Boundary

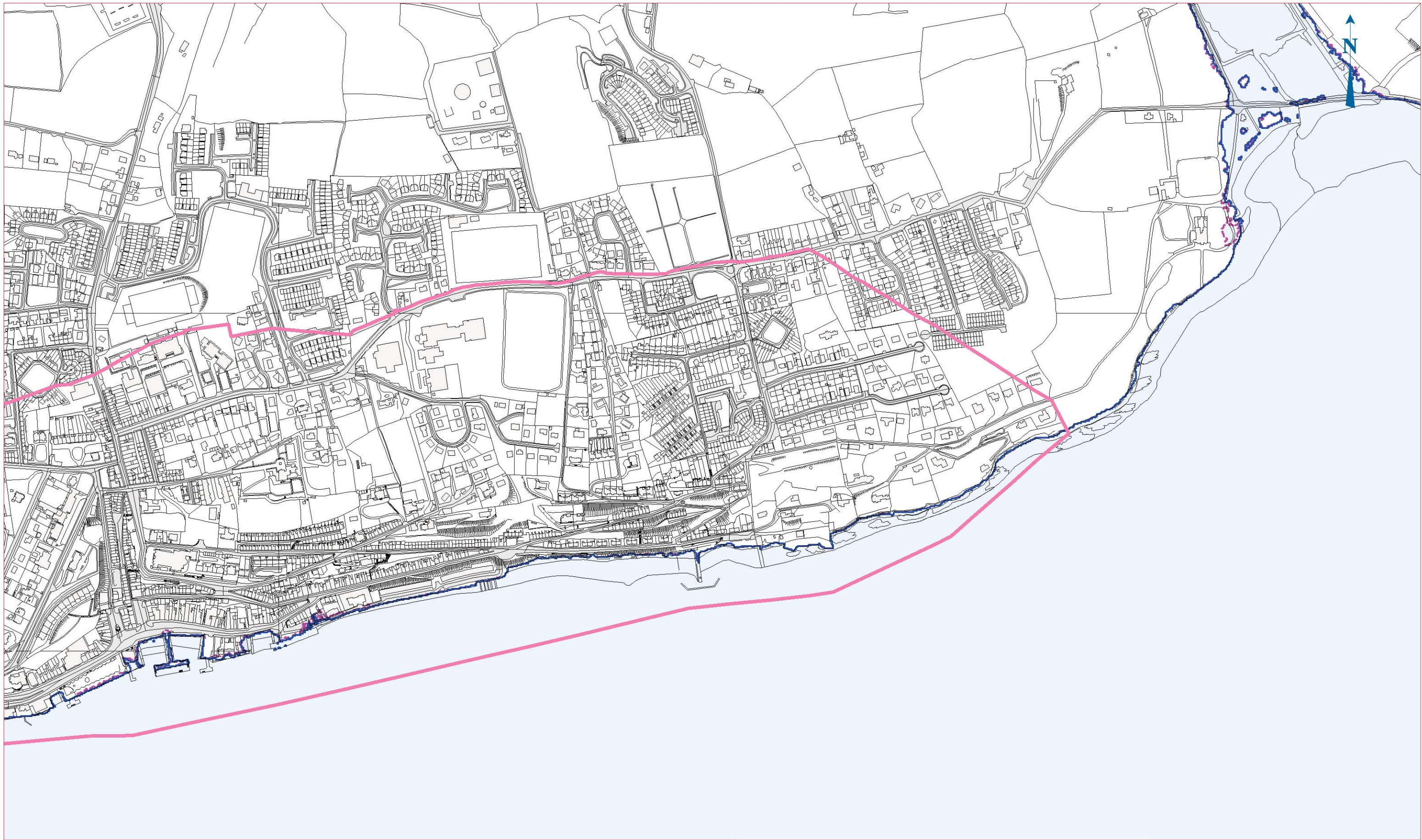
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**Indicative Flood Extents - Map 3A**



Area Susceptible to Flooding: Zone A
  Area Susceptible to Flooding: Zone B
  Town Council Boundary

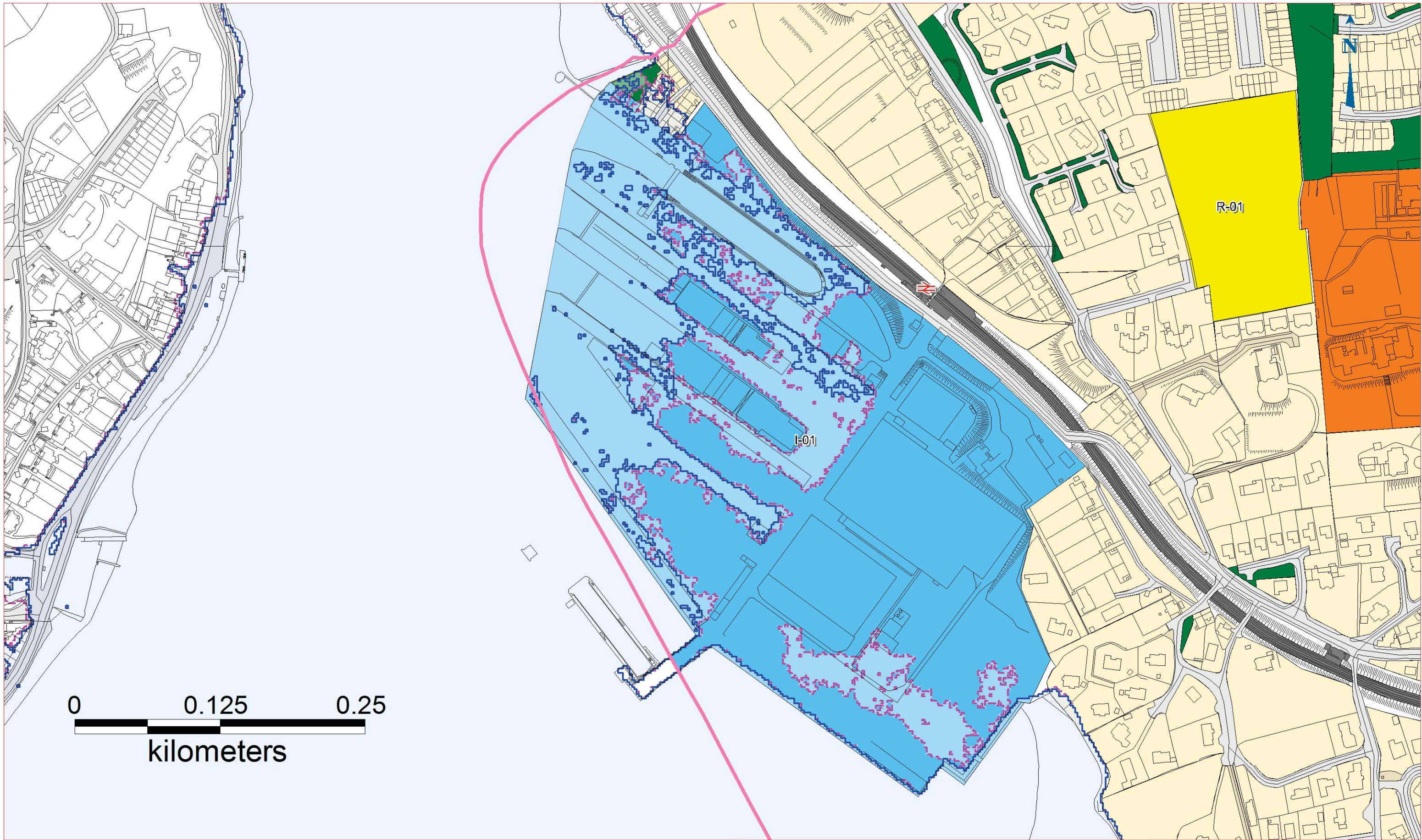
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**Indicative Flood Extents - Map 3B**



- |                        |                                   |           |   |                                      |                                      |
|------------------------|-----------------------------------|-----------|---|--------------------------------------|--------------------------------------|
| Residential            | Town Centre Mixed Uses            | Industry  | Open Space/ Sports/ Recreation/ Amenity | Area Susceptible to Flooding: Zone A | Area Susceptible to Flooding: Zone B |
| Existing Built Up Area | Institutional / Civic Educational | Utilities |   | Town Council Boundary                | Railway Station                      |

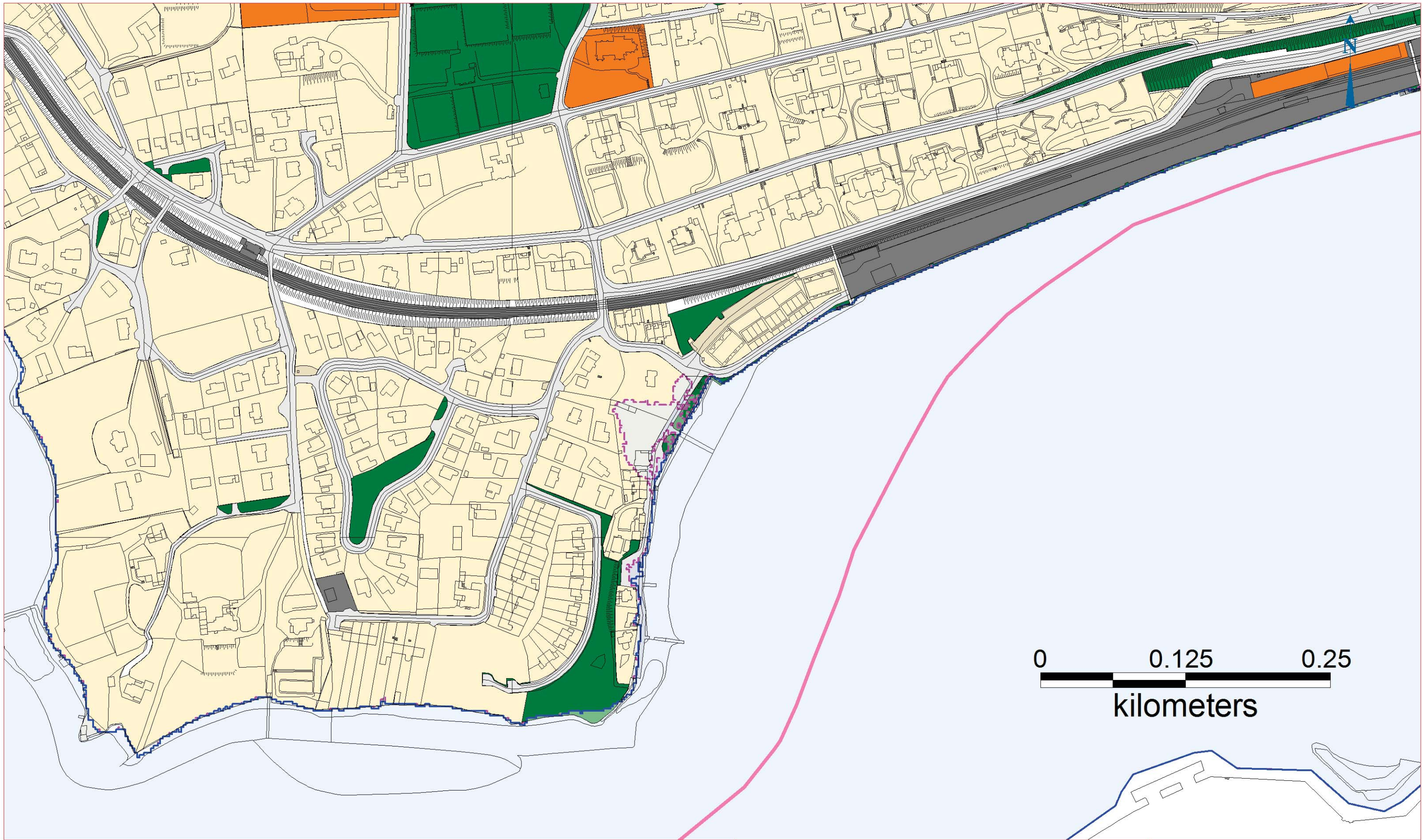
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**General Land Use Zoning - Showing Flood Risk - Map 4A**



- |                        |                                   |           |   |                                      |                                      |
|------------------------|-----------------------------------|-----------|---|--------------------------------------|--------------------------------------|
| Residential            | Town Centre Mixed Uses            | Industry  | Open Space/ Sports/ Recreation/ Amenity | Area Susceptible to Flooding: Zone A | Area Susceptible to Flooding: Zone B |
| Existing Built Up Area | Institutional / Civic Educational | Utilities |   | Town Council Boundary                | Railway Station                      |

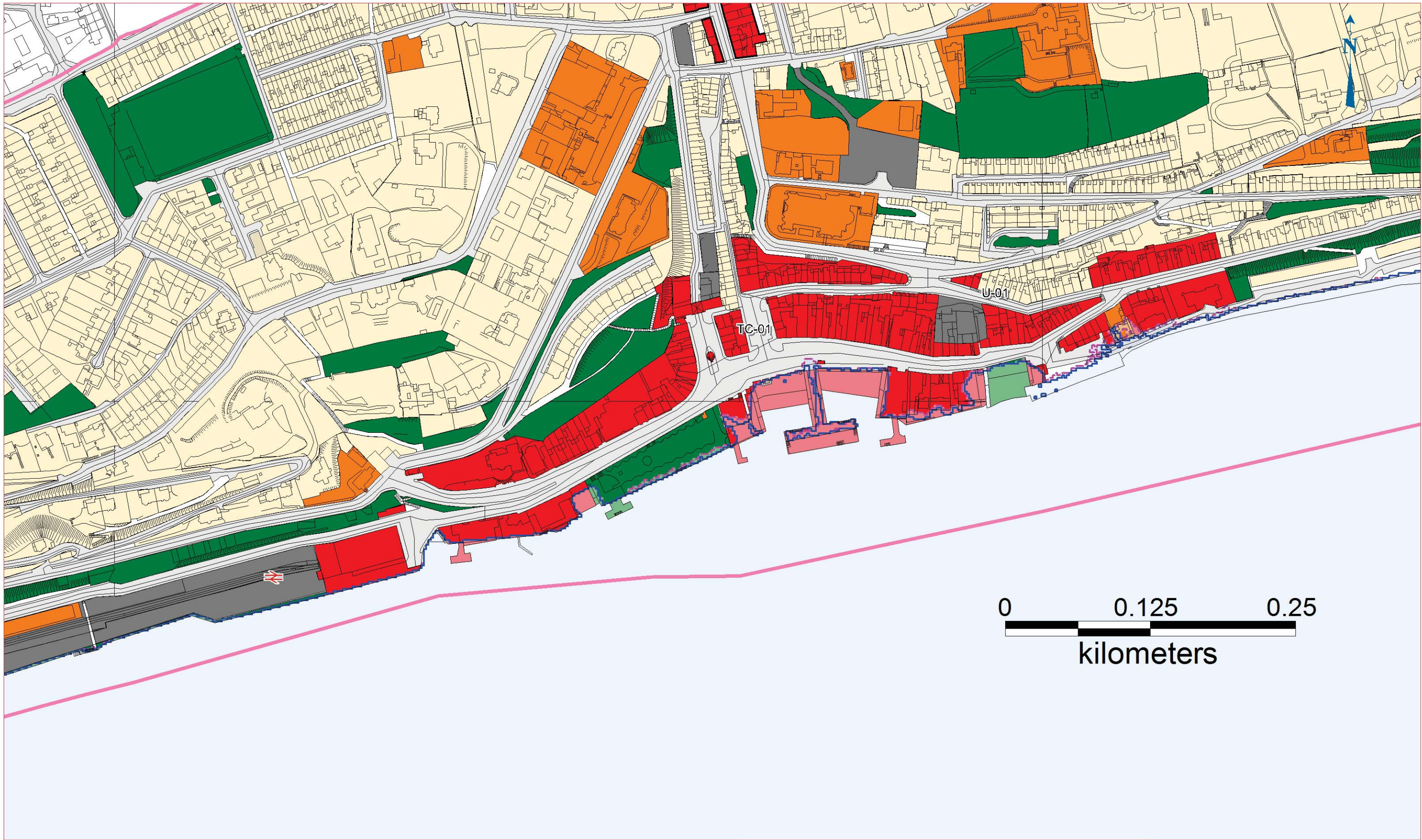
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**General Land Use Zoning - Showing Flood Risk - Map 4B**



- |                        |                                   |           |   |                                      |                                      |
|------------------------|-----------------------------------|-----------|---|--------------------------------------|--------------------------------------|
| Residential            | Town Centre Mixed Uses            | Industry  | Open Space/ Sports/ Recreation/ Amenity | Area Susceptible to Flooding: Zone A | Area Susceptible to Flooding: Zone B |
| Existing Built Up Area | Institutional / Civic Educational | Utilities | Town Council Boundary                   | Railway Station                      |                                      |

**Cobh Town Council**

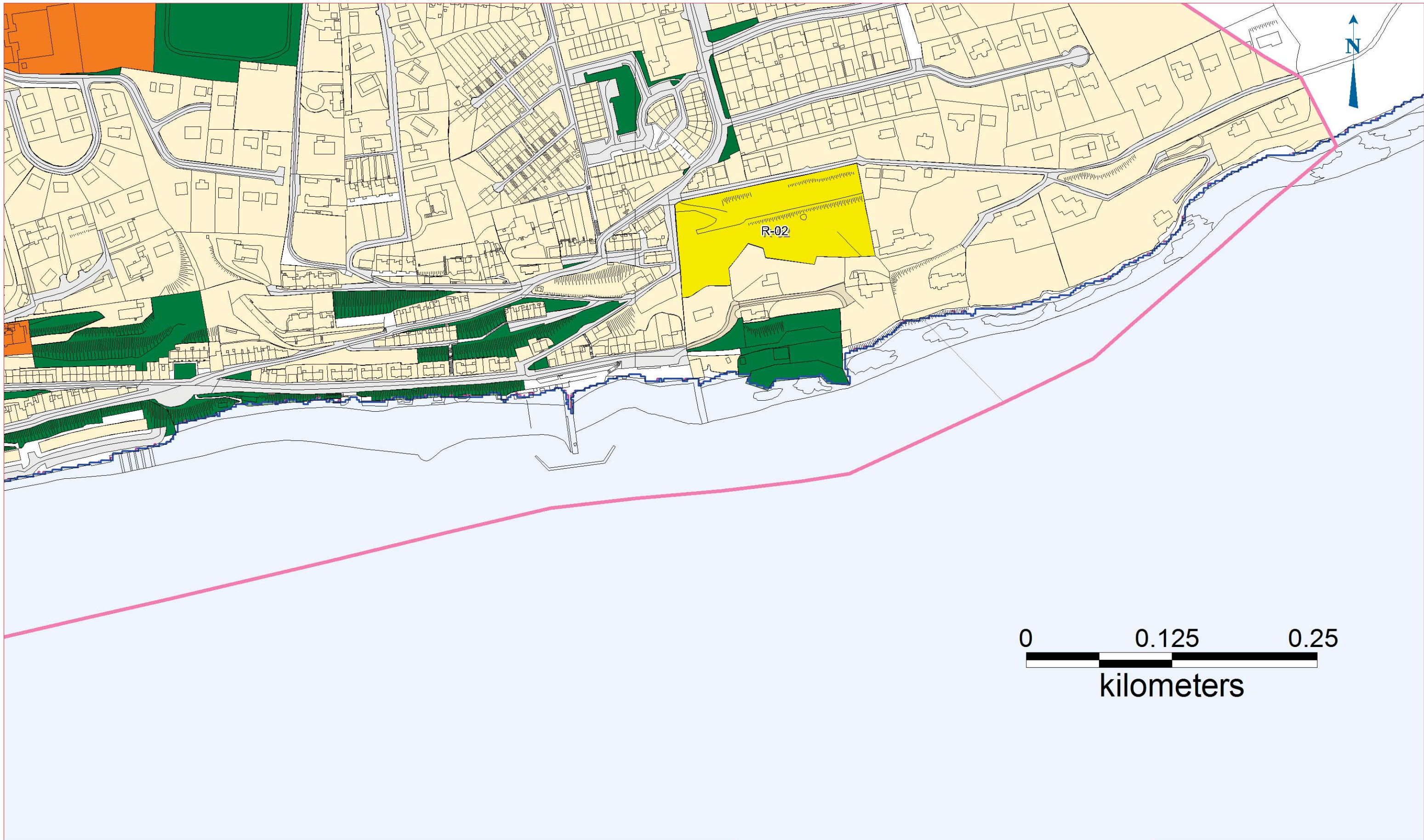
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# General Land Use Zoning - Showing Flood Risk - Map 4C





- |                        |                                   |           |   |                                      |                                      |
|------------------------|-----------------------------------|-----------|---|--------------------------------------|--------------------------------------|
| Residential            | Town Centre Mixed Uses            | Industry  | Open Space/ Sports/ Recreation/ Amenity | Area Susceptible to Flooding: Zone A | Area Susceptible to Flooding: Zone B |
| Existing Built Up Area | Institutional / Civic Educational | Utilities | Town Council Boundary                   | Railway Station                      |                                      |

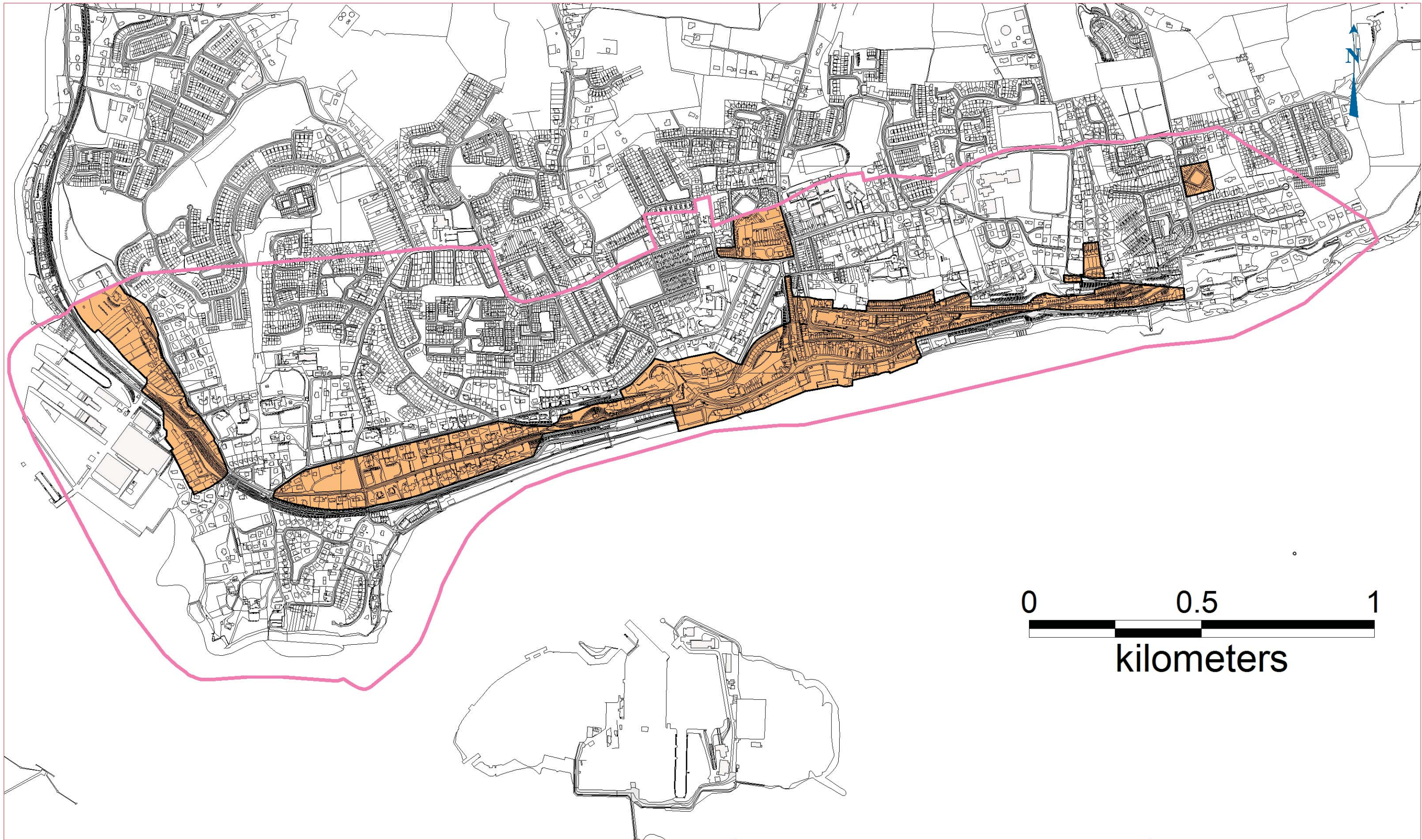
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**General Land Use Zoning - Showing Flood Risk - Map 4D**



 Architectural Conservation Area

 Town Council Boundary

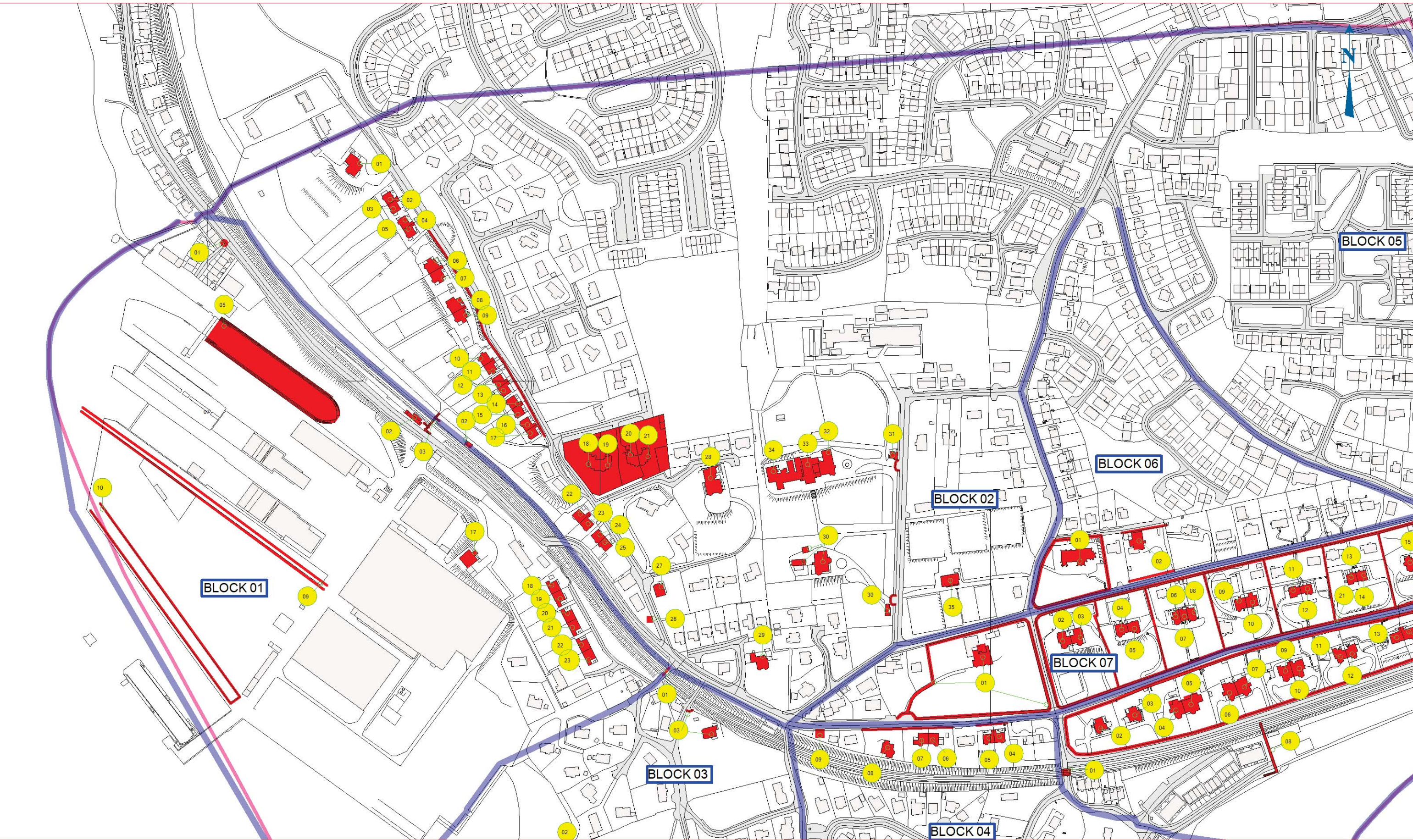
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# Architectural Conservation Areas - Map 5



Protected Structure  
 RPS Number  
 Block Boundary  
BLOCK 07 Block Number

This map ought to be read in conjunction with the Record of Protected Structures (RPS) Schedule in Appendix B of the Plan. For further information the Cobh RPS Study may be consulted at The Cobh Town Council Buildings  
 Note: When a structure is shown outside a private property boundary the item referred to is street paving or other public domain artifact

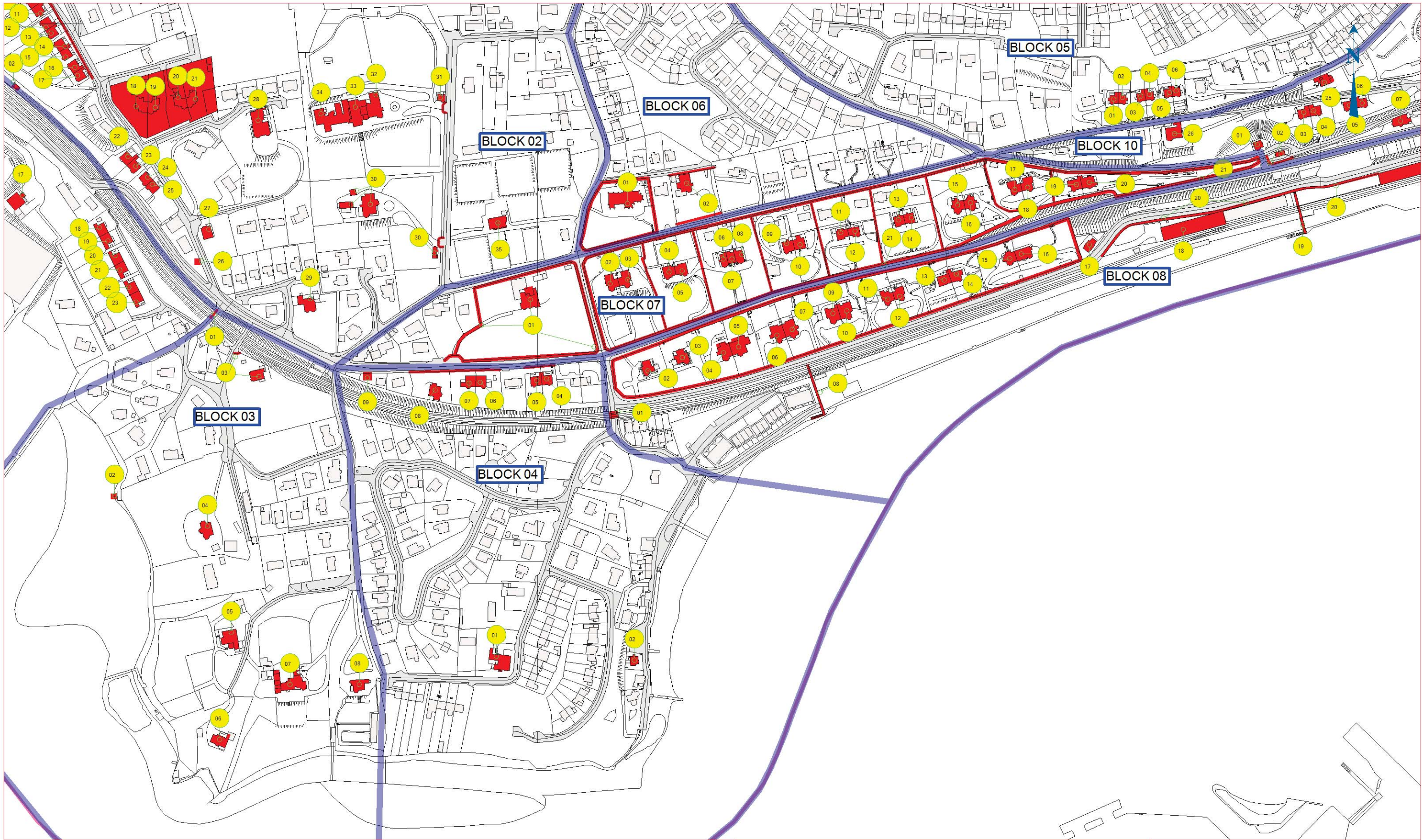
**Numbering System on Reference Maps**  
 The two digits in the yellow circle refers to the Structure Number. The Structures are divided by Block Boundary (shown blue) and given a Block Number

e.g. The RPS Structure Numbered 12 in Block 07 is 0712  
 07 - Block Number  
 12 - Structure Number in Block

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# Protected Structures - Map 6A



**Protected Structure**  
 Protected Structure

**RPS Number**  
 RPS Number

**Block Boundary**  
 Block Boundary

**Block Number**  
 Block Number

This map ought to be read in conjunction with the Record of Protected Structures (RPS) Schedule in Appendix B of the Plan. For further information the Cobh RPS Study may be consulted at The Cobh Town Council Buildings  
 Note: When a structure is shown outside a private property boundary the item referred to is street paving or other public domain artifact

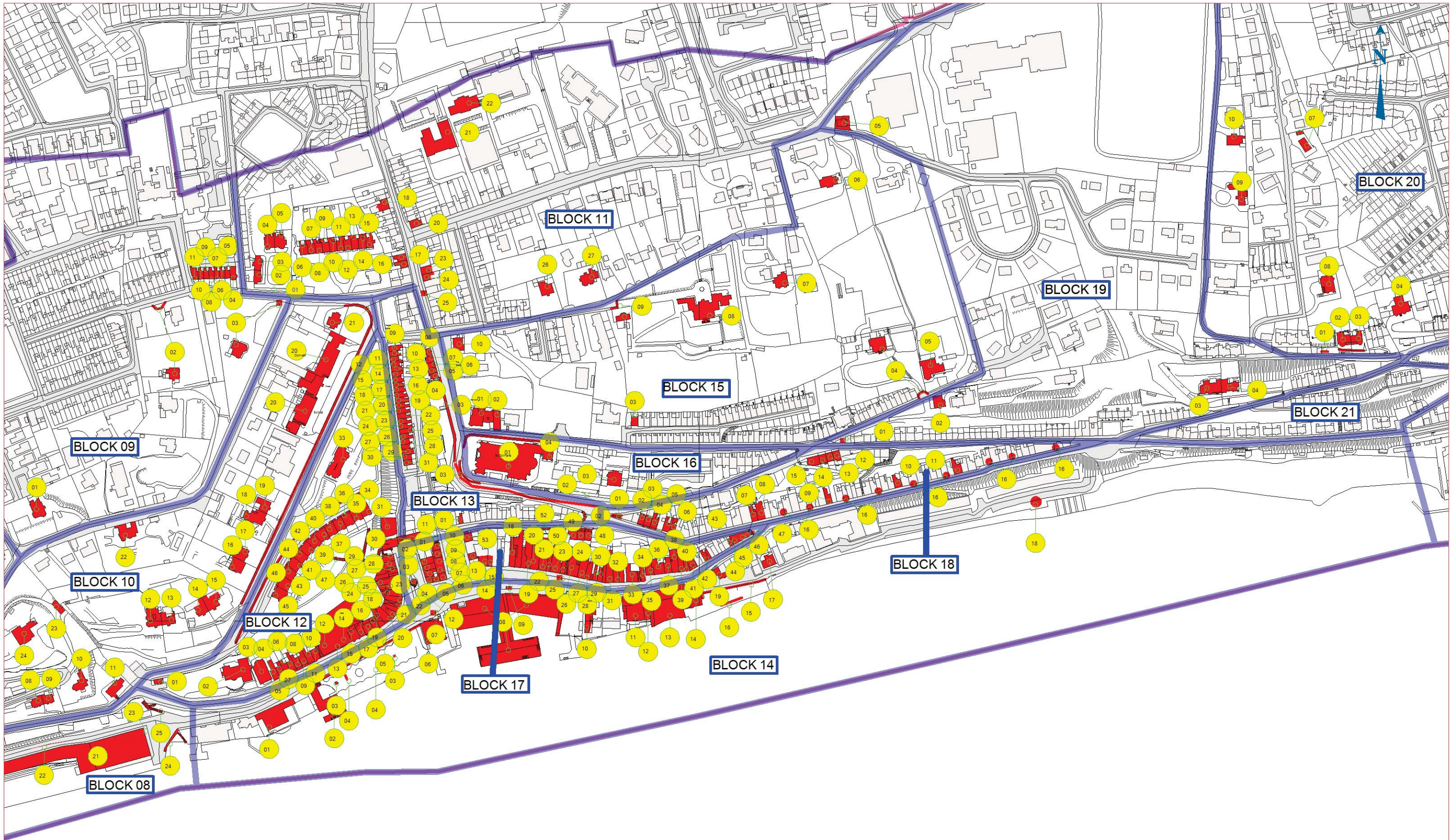
**Numbering System on Reference Maps**  
 The two digits in the yellow circle refers to the Structure Number. The Structures are divided by Block Boundary (shown blue) and given a Block Number

e.g. The RPS Structure Numbered 12 in Block 07 is 0712  
 07 - Block Number  
 12 - Structure Number in Block

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# Protected Structures - Map 6B



■ Protected Structure  
● RPS Number  
BLOCK 07 Block Boundary  
BLOCK 07 Block Number

This map ought to be read in conjunction with the Record of Protected Structures (RPS) Schedule in Appendix B of the Plan. For further information the Cobh RPS Study may be consulted at The Cobh Town Council Buildings  
 Note: When a structure is shown outside a private property boundary the item referred to is street paving or other public domain artifact

**Numbering System on Reference Maps**  
 The two digits in the yellow circle refers to the Structure Number. The Structures are divided by Block Boundary (shown blue) and given a Block Number

e.g. The RPS Structure Numbered 12 in Block 07 is 0712  
 07 - Block Number  
 12 - Structure Number in Block

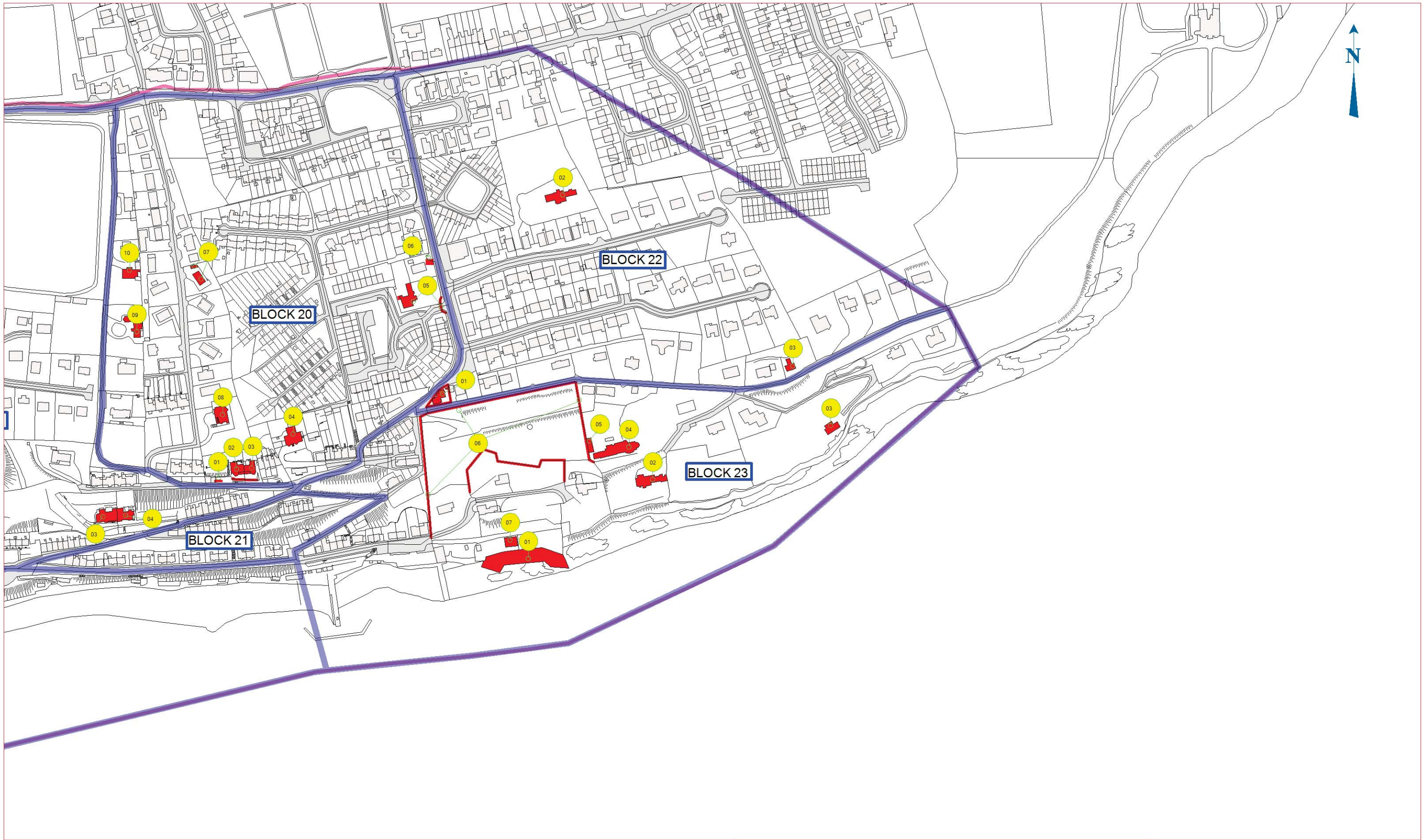
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# Protected Structures - Map 6C



 Protected Structure

 RPS Number

 Block Boundary

 Block Number

This map ought to be read in conjunction with the Record of Protected Structures (RPS) Schedule in Appendix B of the Plan. For further information the Cobh RPS Study may be consulted at The Cobh Town Council Buildings

Note: When a structure is shown outside a private property boundary the item referred to is street paving or other public domain artifact

**Numbering System on Reference Maps**

The two digits in the yellow circle refers to the Structure Number. The Structures are divided by Block Boundary (shown blue) and given a Block Number

e.g. The RPS Structure Numbered 12 in Block 07 is 0712

07 - Block Number  
12 - Structure Number in Block

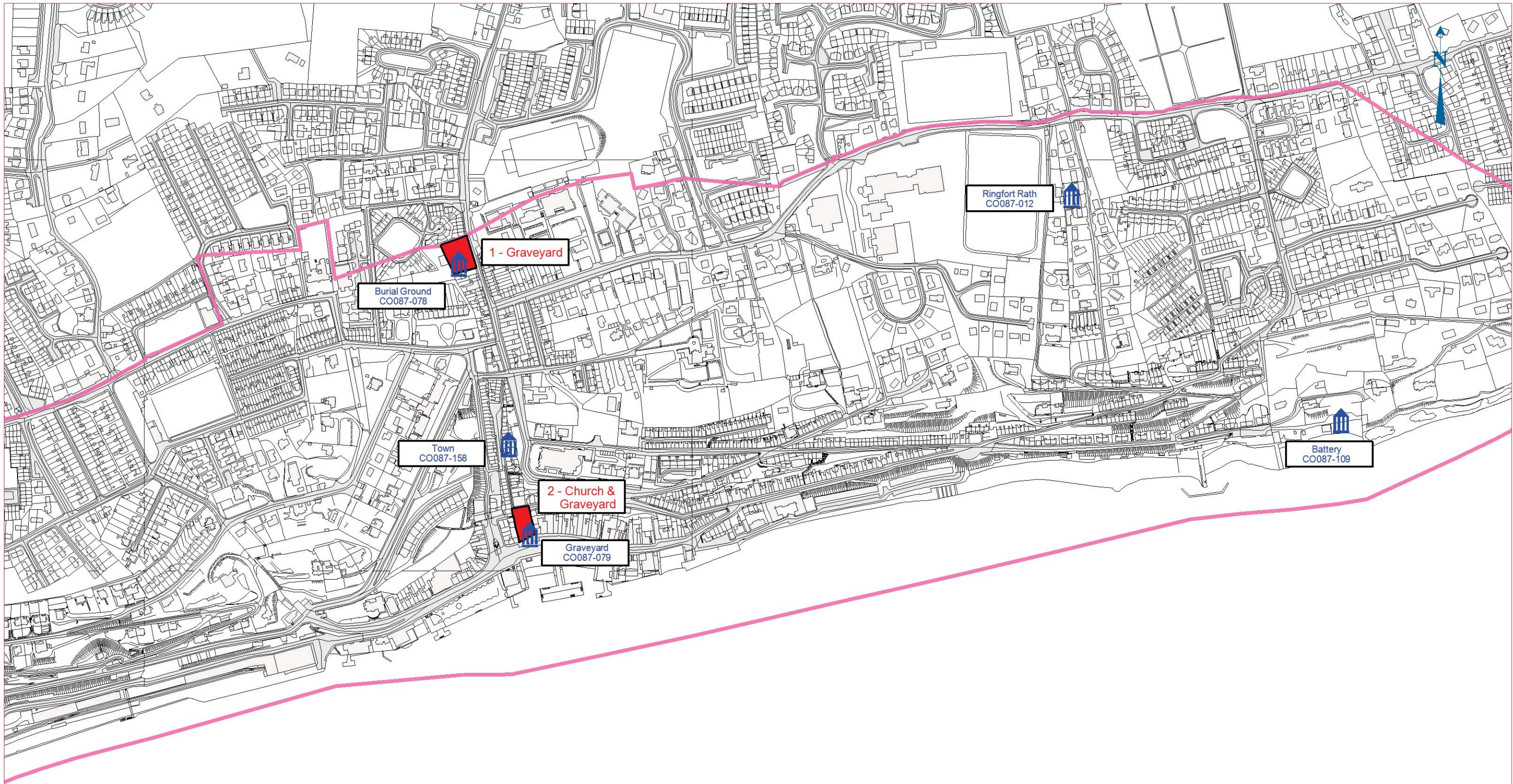
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# Protected Structures - Map 6D



 Site (without upstanding remains)
  Sites & Monuments
  Town Council Boundary

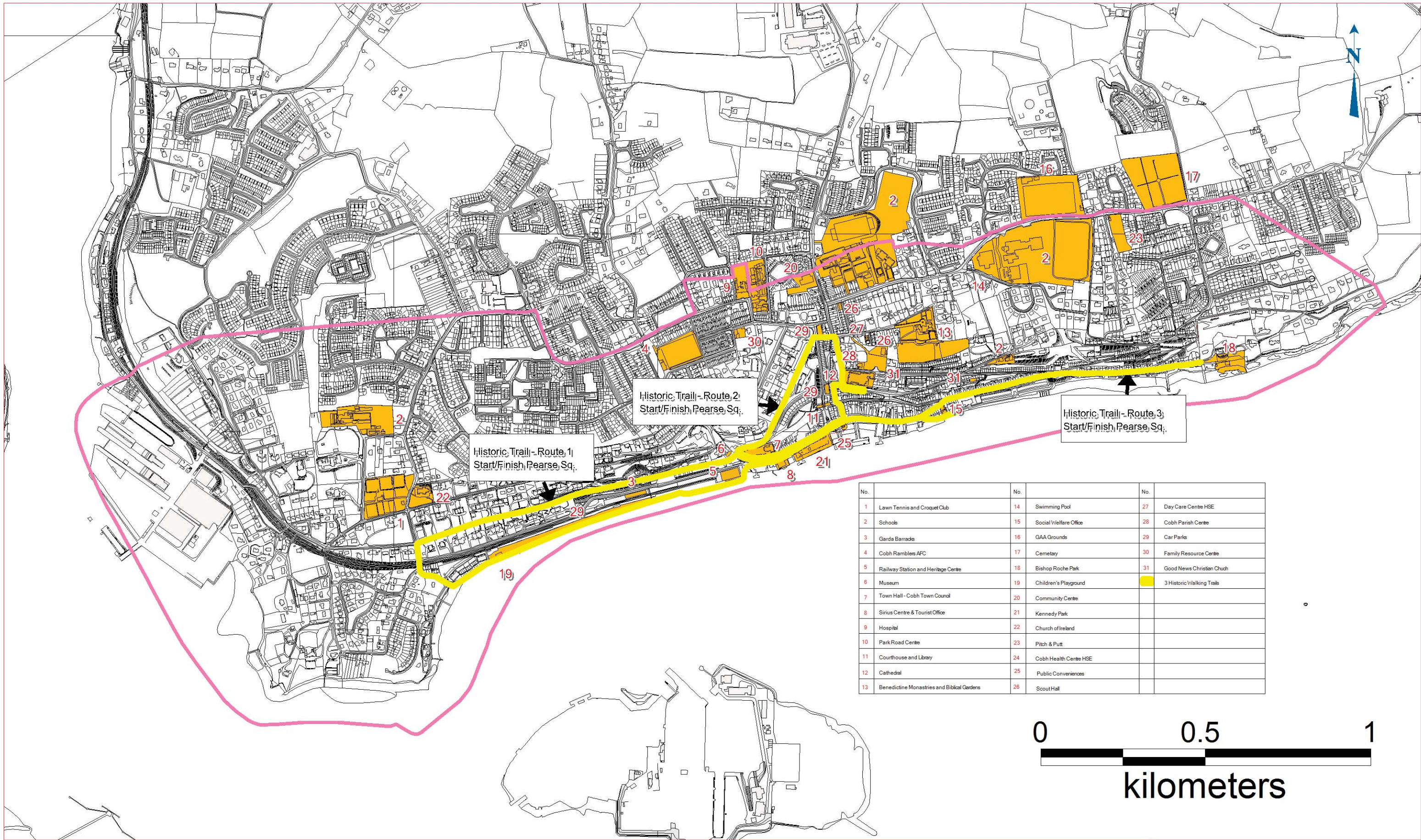
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**Archaeological Survey - Map 7**

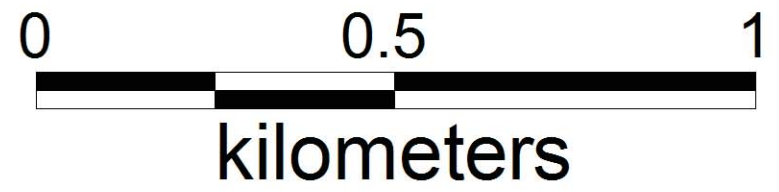


Historic Trail - Route 1  
Start/Finish, Pearse Sq.

Historic Trail - Route 2  
Start/Finish, Pearse Sq.

Historic Trail - Route 3  
Start/Finish, Pearse Sq.

No.		No.		No.	
1	Lawn Tennis and Croquet Club	14	Swimming Pool	27	Day Care Centre HSE
2	Schools	15	Social Welfare Office	28	Cobh Parish Centre
3	Garda Barrade	16	GAA Grounds	29	Car Parks
4	Cobh Ramlers AFC	17	Cemetery	30	Family Resource Centre
5	Railway Station and Heritage Centre	18	Bishop Roche Park	31	Good News Christian Church
6	Museum	19	Children's Playground		3 Historic Walking Trails
7	Town Hall - Cobh Town Council	20	Community Centre		
8	Sirius Centre & Tourist Office	21	Kennedy Park		
9	Hospital	22	Church of Ireland		
10	Park Road Centre	23	Pitch & Putt		
11	Courthouse and Library	24	Cobh Health Centre HSE		
12	Cathedral	25	Public Conveniences		
13	Benedictine Monasteries and Biblical Gardens	26	Scout Hall		



- Community Facility
- 3 Historic Walking Trails
- Town Council Boundary

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# Existing Community Facilities - Map 8



## ***Appendices***



## **Appendix A: Housing Strategy**

Note: The full report and appendices of the housing strategy study are entitled 'Cork Planning Authorities Joint Housing Strategy' dated January 2009. They are available in two volumes from the County Council Planning Department. This Appendix is in two parts: Housing Strategy: Principles and Policies and Housing Strategy: Implementation and Monitoring.

### ***Principles and Policies***

This section has evolved from an analysis of housing issues, needs and supply. A restatement of the aim of the strategy sets the context for the four key principles that underpin the strategy. These principles are expanded into detailed policies and programmes of action.

#### ***Aim of the Strategy:***

*'To help enable the people of Cork, now and in the future, to have a place to live, suited to their needs, at a price that they can afford'*

#### ***Key Principles:***

Four key principles guide the Housing Strategy.

***Principle 1:*** *To Provide for a Diverse Range of Housing Needs.*

***Principle 2:*** *To Promote Balanced & Sustainable Communities.*

***Principle 3:*** *To Promote Sustainable Development of the Urban & Rural Environment*

***Principle 4:*** *To Promote Environmental Sustainability and the development of a High Quality Living Environment*

### ***Policies and Programmes of Action***

Following directly on from analysis in earlier sections and a review of issues raised through the consultation process, a set of policies and programmes of action have been identified. The programmes of action identified are wide ranging: some are more general in nature and may already be contained in other policy documents of the Cork Local Authorities while others have been created to address specific issues, such as the reserved land policy. It is through the implementation of all of these actions together that we are likely to address existing and future housing needs in a comprehensive way.

The policies and programmes of action are presented on the following pages.

#### **POLICY 1.1**

The Cork Local Authorities will ensure a mix of house types and sizes within individual developments and within communities.

## PROPOSED ACTIONS:

(a) Assess housing variety and mix as a material consideration when considering individual planning applications for residential development. Require developers to submit a *Statement of Housing Mix* with planning applications for multiple housing units detailing the proposed housing mix and why it is considered appropriate— established mix in the area, design, location and market considerations etc. The needs of special groups such as the elderly and disabled should be considered as part of this process.

(b) When developing their own housing stock, the Local Authorities will aim to achieve a mix of housing types and sizes, having regard to identified needs.

(c) Seek to improve the quality of information exchanged between the local authorities, development industry and all other groups with an involvement or stake in the provision of housing with a view to ensuring the supply of the different types of units more closely suits demand and to assist with monitoring the implementation of the strategy.

## POLICY 1.2

**The Cork Local Authorities will ensure the delivery of a range of housing to suit varying income levels.**

## PROPOSED ACTIONS:

(a) Ensure that sufficient land is zoned at appropriate densities to meet housing requirements during the lifetime of the relevant Development Plans.

(b) Work with educational and training institutions to support the development of student accommodation.

(c) In partnership with the DoEHLG, private developers, the voluntary & co-operative housing sector, and academic bodies, the Local Authorities will consider other methods for providing housing which is affordable to low and middle income groups.

(d) In partnership with the DoEHLG, continue to support and enhance the voluntary & co-operative housing sector in the development of general and special needs housing.

(e) Facilitate and support the provision of a high quality and affordable private rented sector.

(f) Each Local authority, in its development plan, will give an indication of preference for discharge of development under Part V.

## POLICY 1.3

**The Cork Local Authorities will require 20% of all land zoned for residential uses (or for a mix of residential and other uses) to be reserved for the purpose of social and affordable housing.**

## PROPOSED ACTIONS:

(a) Seek a suitable balance between social and affordable housing on the reserved lands in accordance with policy 2.1 below.

(b) Where it is proposed that a site be developed for student accommodation, the portion of the site relating to this shall be exempt from the reserved land policy. The proposed development must comply with the location and design criteria set out in the Government's Guidelines on Residential Developments for Third Level Students published in 1999.

(c) Development Plans are to include a policy, similar to that contained in the current City Development Plan, indicating that, in general, applications for a change of use from student accommodation to any other type of accommodation shall be resisted unless it can be adequately shown that an over provision of student accommodation exists in the County. Where such applications are given favourable consideration, Part V obligations will apply.

(d) Development Plans are to include an objective that all land within a development boundary, that is not subject to a specific zoning objective (including land that is subject to a general zoning objective), is deemed to be zoned for residential or mixed uses (including residential) for the purposes of Part V of the Planning and Development Act 2000 (as amended).

(e) To ensure the timely conclusion of Part V agreements local authorities shall consider the use of a written agreement in conjunction with planning permissions to remove the ambiguity as regards what is agreed at preplanning and to impose time limits on both sides.

(f) Local authorities will give timely consideration to the enforcement of planning control where development proceeds without compliance with a Part V condition.

#### POLICY 1.4

**The Cork Local Authorities will support the development of housing for people with special housing needs.**

#### PROPOSED ACTIONS:

(a) Support the voluntary sector to develop housing for special needs.

(b) Continue to work with the Cork Homeless Forum in finding ways to prevent homelessness and finding housing solutions for homeless households.

(c) Provide appropriate accommodation for Travellers and / or halting site and /or transient site facilities through the implementation of the Traveller accommodation programmes.

(d) Work with the various Disability Organisations to ensure that wherever possible, housing (including Local Authority Housing) is built to barrier-free standards.

(e) Liaise with the Department of Justice to develop policy for the provision of short-term accommodation for refugees / asylum seekers in Cork and to develop policy on long-term provision for refugees.

(f) Liaise with representative organisations, the Health Service Executive and other stakeholders in undertaking a review of the need for accommodation for older people and people with a disability.

(g) Support the concept of independent living for older people and people with a disability and ensure where possible that housing for such groups is integrated with mainstream housing.

(i) Requirements of special needs housing will be considered in the context of Part V negotiations.

#### POLICY 1.5

**The Cork Local Authorities will facilitate the establishment of a Joint Housing Strategy Stakeholders' Forum, to include representatives of the main stakeholder groups dealing with housing issues in Cork.**

## PROPOSED ACTIONS:

(a) The Cork Local Authorities will set up a Joint Housing Strategy Stakeholders' Forum to comprise representatives of the main stakeholder groups dealing with housing issues in Cork, to meet annually and assist the local authorities in the implementation and monitoring of the Housing Strategy and to facilitate the exchange of information and ideas.

**POLICY 2.1**

**In the interests of developing sustainable communities the Cork Local Authorities will ensure that there is in appropriate balance between social, affordable and mainstream housing provision within communities.**

## PROPOSED ACTIONS:

(a) Within the County area of Cork Metropolitan area, there will be a requirement that half of the reserved land be for social housing and half for affordable housing, subject to the exceptions in c) below. This will be subject to review in future Development Plans.

(b) Within the City area of Cork Metropolitan area, there will be a requirement that one quarter of the reserved land be for social housing and three quarters for affordable housing, subject to the exceptions in (d) below. This will be subject to review in future development plans.

(c) In certain specified areas within the County (excluding the city), where there is an existing high concentration of social housing or where it is perceived that there is no social housing demand, there will be a lesser requirement or no requirement for social housing on reserved lands. Such areas will be identified in the first instance in Housing Action Plans and will be reflected in future development plan objectives or local area plan objectives where appropriate. In taking the full 20% reserved land the balance will be made up by affordable housing or by other options of compliance with Part V as specified in the Planning and Development Act 2000(as amended).

(d) In Cork City this exception applies to the selected City wards.

(e) In all other areas, the appropriate proportion of social housing on reserved lands will be agreed with the relevant planning authority based on the existing housing profile and needs of the area. This proportion is subject to a maximum of one half of the reserved lands.

(f) The above actions do not preclude all of the reserved land from being used for social housing, if a developer wishes to make such an agreement and where a social housing need has been identified and where there is not a high concentration of social housing already.

(g) The Local Authorities will investigate ways of developing multi-tenure developments on their own land.

(h) The Local Authorities will promote participation in the Rental Accommodation Scheme.

(i) Should legislation allow, Local Authorities will support the provision of affordable rental housing in the future<sup>1</sup>.

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<sup>1</sup> The DoEHLG has indicated that it is committed to piloting the affordable rental approach but that further study is required before an appropriate pilot can be progressed, not least in relation to the potential target group and the conditions of eligibility. (Delivering Homes, Sustaining Communities, 2007).

(j) In seeking to ensure an appropriate balance is maintained between the different housing tenures within communities the Cork Local Authorities will establish a consultative group to discuss the issues arising in meeting future social housing demand and to agree a co-ordinated approach to the delivery of social housing units.

(k) The Cork Local Authorities will seek to enhance the administration and marketing of affordable housing schemes in order to maximise the affordable housing uptake.

#### **POLICY 2.2**

**The Cork Local Authorities will ensure that multi-tenure developments are developed as cohesive developments.**

##### PROPOSED ACTIONS:

(a) As part of their planning application on sites subject to the reserved land policy, developers will be required to demonstrate how the overall development will be perceived as a cohesive unit and how the overall layout and design of the development, the mix of house types and sizes, the distribution of the different tenures throughout the development and the phasing of the scheme will work.

(b) Support integration in mixed tenure developments by developing a high standard of property management for Local Authority properties and promoting good estate management practices.

#### **POLICY 2.3**

**The Cork Local Authorities will maintain and enhance existing residential areas.**

##### PROPOSED ACTIONS:

(a) Improve Estate Management practices for existing Local Authority Properties.

(b) Continue development plan policies of protecting the residential amenity of established residential areas.

(c) Seek to build sustainable communities by addressing, through development plan policies, any deficits in the provision of social and community infrastructure within established residential areas.

(d) Identify opportunities for infill residential developments in the City centre, towns and villages.

(e) Where appropriate, make use of powers under the Derelict Sites Act to acquire and secure the redevelopment of derelict sites.

#### **POLICY 2.4**

**The Cork Local Authorities will facilitate and support the development of a high quality private rented sector.**

##### PROPOSED ACTIONS:

(a) Promote and facilitate best practice of the development of the Rental Accommodation Scheme to achieve the transfer of long term rent supplement recipients to RAS.

(b) Investigate other ways in which the Local Authority can support the development of the private rented sector at local level.

(c) Promote improvement in the quality and standards of private rented accommodation by carrying out of inspections of such properties.

**POLICY 2.5**

**The Cork Local Authorities will, where possible, ensure that development of second / holiday homes does not have a detrimental effect on provision of mainstream housing development.**

PROPOSED ACTIONS:

(a) In assessing new housing applications in urban and rural areas under pressure for development, priority will be given to meeting local demand in the provision of housing over provision of holiday/second homes.

(b) Seek to identify ways of monitoring the impact of second / holiday homes in Cork's rural areas and smaller settlements.

(c) Identify ways in which local housing needs can be met in areas of existing high second / holiday home pressure.

**POLICY 2.6**

**The Cork Local Authorities will seek to safeguard the enjoyment of any house, building or land provided by the Local Authority, and the enjoyment of any neighbouring private properties, through the promotion of good estate management.**

PROPOSED ACTIONS:

(a) The Local Authorities will continue to resource and expand the remit of the Estate Management Units to improve the quality of estate management services provided.

(b) The Local Authorities will continue to provide Tenancy Courses to all new tenants and to tenants who have been granted a transfer. A tenant handbook will also be given to each tenant.

(c) The Local Authorities will continue to assist tenants in establishing 'Resident Associations / Resident Groups, progressing any community initiatives and providing training to tenants elected to resident associations/groups.

(d) The Local Authorities will continue to deal with complaints regarding breaches of tenancy conditions.

(e) The Local Authorities will continue to work in close co-operation with An Garda Síochána and other agencies in addressing anti-social behaviour and in carrying out their estate management functions.

**POLICY 3.1**

**The Cork Local Authorities will ensure that future residential development takes maximum advantage of existing and future services and transportation links.**

PROPOSED ACTIONS:

(a) Ensure new development is prioritised in areas where services and infrastructure are already available or can be efficiently provided.

(b) Require higher density residential development in proximity to town centres.

(c) Require higher density residential development within a walking catchment area of public transport facilities, i.e. at points of access.

(d) Promote enhanced accessibility in all new residential developments including provision of pedestrian routes and cycleways.



(e) Promote sustainable travel patterns by locating new residential development in close proximity to city and town centres; within a walking distance of public transport facilities; and in close proximity to other compatible uses.

**POLICY 3.2**

**The Cork Local Authorities will encourage mixed-use developments.**

**PROPOSED ACTIONS:**

(a) Adopt land-zoning policies in future development plans for appropriate mixed-use developments (thereby reducing demands for commuting to work / education and social facilities).

(b) Look favourably on applications for home based economic activities where, by virtue of their nature and scale, they can be accommodated without detriment to the amenities of residential areas.

**POLICY 3.3**

**The Cork Local Authorities will promote the development of sustainable design solutions for future residential development.**

**PROPOSED ACTIONS:**

(a) In accordance with the provisions of the Urban Design Manual published by the DoEHLG in February 2008 the Cork Local Authorities will request the submission of design statements with applications.

(b) Encourage retention and use of existing natural and built features where appropriate.

(c) Encourage inclusive design which allows all people to use space in the same way on equal terms.

(d) Encourage sensitive refurbishment of under-utilised or obsolete buildings.

(e) Encourage skilful design at a range of appropriate densities and designs for adaptable housing units through promotion of existing design guidelines and review requirement for further design guidelines.

(f) Consider promoting architectural competitions for the design of residential developments, to encourage more sustainable designs for houses and residential neighbourhoods.

(g) Promote the concept of 'Lifecycle Housing', i.e. that housing is adaptable for people's needs as they change over their lifetime.

**POLICY 3.4**

**The Cork Local Authorities will maximise the use of existing local authority housing stock.**

**PROPOSED ACTIONS:**

(a) Review the utilisation of the existing housing stock and assess the numbers of tenants willing to transfer to smaller units and under what conditions.

(b) Consider regeneration programmes involving the re-design of existing Local Authority housing units and housing estate layouts such as those already pioneered by Cork City Council.

(c) Promote good estate management as a means of maximising the use of Local Authority housing stock.

(d) The local authorities will strive to reduce the length of time that a Local Authority house is left vacant between tenancies.

**POLICY 3.5**

**The Cork Local Authorities will ensure clear demarcation between urban and rural land uses.**

## PROPOSED ACTIONS:

- (a) Prioritise the development of towns and villages with existing services, through land zoning policies and the prioritisation of infrastructural investment.
- (b) Where appropriate to the role and size of each settlement, provide for a range of different land uses to be accommodated within settlements, to ease pressure for development in the countryside.
- (c) Make optimum use of existing infrastructure and serviced land, by requiring development to take place at appropriate density levels.

**POLICY 3.6**

**The Cork Local Authorities Housing Development will protect and enhance the Natural Environment.**

## PROPOSED ACTIONS:

- (a) Require applications for new developments to demonstrate that they are sensitive to the surrounding environment.
- (b) Require new developments to maintain vegetation and existing environmental features.
- (c) Promote the use of environmentally friendly / energy efficient construction materials and techniques.
- (d) Require the incorporation of appropriate open spaces into the overall design of new developments in line with the DoEHLG publication "Sustainable Residential Development in Urban Areas – Consultation Draft Guidelines for Planning Authorities", 2008 (in line with the final adopted version when issued by the DoEHLG).
- (e) Promote sustainability initiatives in new and existing residential developments.

**POLICY 4.1 The Cork Local Authorities will seek to ensure a safe residential environment.**

## PROPOSED ACTIONS:

- (a) Encourage the submission of a Public Realm Safety and Security Assessment, where appropriate, with all applications for new development in accordance with the criteria set out in the Urban Design Manual, DoEHLG, 2008, and ensure that all new local authority developments have regard to the same guidelines.
- (b) Liaise with the Garda Crime Prevention Unit in developing design guidelines for new public and private housing developments and in the design of new local authority estates.
- (c) Require applications for new developments to incorporate traffic calming methods within the development.
- (d) Continue to promote the establishment of residents associations in all developments and residents' participation in estate management programmes targeted at enhancing the safety of housing areas.

**POLICY 4.2**

**The Cork Local Authorities will ensure the attractive design and layout of residential developments.**

## PROPOSED ACTIONS:

- (a) Require all applications for new development to demonstrate due regard to the latest government guidance documents on residential design issues e.g the overall design and layout of residential developments, including design standards for apartments and the creation of sustainable communities.
- (b) Require applications for new residential developments to ensure adequate provision of well-designed public and private open space, including provision of family-oriented recreation facilities.
- (c) Require applications for higher-density residential developments to provide appropriate laundry facilities and adequate storage space for domestic waste, including provision of 'user friendly' recycling facilities as part of the scheme.
- (d) Encourage skilful design through promotion of existing design guidelines and review the requirement for further design guidelines.

### **POLICY 4.3**

**The Cork Local Authorities will seek to maximise the provision of social infrastructure for residential areas.**

#### **PROPOSED ACTIONS:**

- (a) Require future land zoning policies to make adequate provision for community facilities and essential services such as schools, shops, health centres and childcare services and to seek their provision concurrent with development.
- (b) Optimise and protect use of existing facilities and services, including established recreational facilities, amenity areas and open spaces.
- (c) Require applications for residential development to make provision for childcare facilities, as outlined in appropriate guidelines.
- (d) Require applications for residential development to address the need for open space and recreational facilities.

### ***Implementation and Monitoring***

The Cork Planning Authorities Joint Housing Strategy will become operational when it has been adopted into the relevant Development Plan following the completion of procedures to make or vary the Plan as set out under the Planning and Development Act 2000 (as amended).

Achieving the aims of the strategy, restated below, requires successful implementation of strategies policies and actions.

- a) To ensure that sufficient land is zoned to meet the housing requirements in the region for the lifetime of the development plan.
- b) To ensure there is a mixture of house types and sizes to meet the needs of various households.
- c) To ensure that housing is available for people on different income levels.
- d) To provide for the need for both social and affordable housing.

Implementation of these policies can only be realised through integration with all the relevant bodies. There is a need in particular for:

- closer inter-departmental working within Local Authorities including, in particular, consultation between planning and housing departments prior to and during the preparation of future housing plans;
- closer liaison between the Local Authorities within Cork;
- enhanced consultation and co-operation between Local Authorities, Developers, Voluntary & Co-operative Housing Sector and other relevant agencies in the implementation of the strategy;
- the development of Partnerships to deliver multi-tenure developments; · the development of imaginative design solutions to deliver multi-tenure developments; and
- closer liaison with City & County Development Boards, Community and Special Needs Forums.
- The facilitation of the establishment of a Joint Housing Strategy Stakeholders' Forum, to include representatives of the main stakeholder groups dealing with housing issues in Cork.

Among the key issues arising from the process of reviewing the Strategy have been the following:

- The need for the establishment of a Joint Housing Strategy Stakeholders' Forum. The purpose of establishing the Forum would be to assist the local authorities in the implementation and monitoring of the Housing Strategy and to facilitate greater cooperation and the exchange of information and ideas between the Local Authorities and Housing Stakeholders.
- The importance of estate management and of continuing to resource and expand the remit of the Estate Management Units to improve the quality of estate management services provided. Through estate management the Cork Local Authorities will seek to safeguard the enjoyment of any house, building or land provided by the Local Authority, and the enjoyment of any neighbouring private properties, through the promotion of good estate management.
- The need to enhance the administration of Part V and marketing of affordable housing schemes to improve public confidence in the Part V process and to increase the uptake of affordable housing.

### **Role of Cork Local Authorities**

Cork Local Authorities play an important role in influencing housing outcomes in our City and County. The key roles of the Local Authority include: -

- *An Integrated Planning Role:* setting broad policy directions, and land use development strategies and policies; and where appropriate directly implementing these policies.
- *A Regulatory Role:* regulating land use development, building quality, the private rented sector and environmental health, in accordance with national and local planning frameworks.
- *A Promoting Role:* promoting development and working with community agencies and other levels of government for housing outcomes that best address the social, cultural and economic needs of residents.
- *An Amenity Role:* developing, maintaining and preserving open space, parklands, recreational areas and physical infrastructure, so that the residential amenity of local areas is improved.
- *A Facilitating Role:* assisting in the leverage of funds and facilitating development opportunities that create affordable and social housing opportunities.
- *A Landowner Role:* using the Local Authorities' role as landowner to directly influence the market for housing to achieve established objectives.

It is a requirement of the Planning and Development Act that the Housing Strategy is reviewed every two years or sooner if there is a significant change in the housing market or in National Spatial Planning Policy.

To facilitate this review and to assess if policies of the strategy are being achieved monitoring of the strategy will be essential. In addition it is important that trends in house prices and incomes are kept under review.

Systems must be put in place to ensure that the necessary data is recorded on an ongoing basis in a usable manner by all of the authorities and where possible recorded in a consistent manner to allow effective analysis of data. The authorities will need to cooperatively develop a range of indicators. It is hoped that the compilation of adequate and accurate data by the County Council will be made possible with the development of the new home computer system and the new Part V add-on to the system developed by the County Council. The availability of adequate data will facilitate more effective integration with and within Cork Local Authorities.

**Appendix B: Record of Protected Structures**

Item	REG_NO	Name	Address / Street	Description
1	10001001		Dock Cottages	Cast-iron post box, c. 1950.
2	10001002	Rushbrooke Railway Station	Rushbrooke	Detached ten-bay single-storey railway station, built c. 1865, Platform shelter to railway elevation. Timber sheeted shelter to site.
3	10001003	Rushbrooke Railway Station	Rushbrooke	Single-span footbridge over railway tracks, built c. 1865, flights of steps to each side of platform.
4	10001005	Cork Dockyard	Rushbrooke	Dry dock, built c. 1860, and remodelled c. 1900 and c. 1950. Comprising stepped concrete walls with steel ladders and railings.
5	10001017	Cork Dockyard,	Rushbrooke	Detached three-bay two-storey house over basement and with dormer attic, built c. 1860, with projecting central entrance bay.
6	10001018		6 Castlevew Terrace, Cobh	Semi-detached three-bay two-storey house, built c. 1875,
7	10001019		5 Castlevew Terrace, Cobh	Semi-detached three-bay two-storey house, built c. 1875,
8	10001020		4 Castlevew Terrace, Cobh	Semi-detached three-bay two-storey house, built c. 1875,
9	10001021		3 Castlevew Terrace, Cobh	Semi-detached three-bay two-storey house, built c. 1875,
10	10001022		2 Castlevew Terrace, Cobh	Semi-detached three-bay two-storey house, built c. 1875,
11	10001023		1 Castlevew Terrace, Cobh	Semi-detached three-bay two-storey house, built c. 1875,
12	10002001		Riviera Terrace , Cobh	Detached three-bay two-storey house, built c. 1910,
13	10002002		4 Riviera Terrace , Cobh	Semi-detached three-bay two-storey house with dormer attic, built c. 1885, Coursed rubble stone boundary walls and cast-iron gate to site.
14	10002003		3 Riviera Terrace , Cobh	Semi-detached three-bay two-storey house with dormer attic, built c. 1885, Coursed rubble stone boundary walls and cast-iron gate to site.

Item	REG_NO	Name	Address / Street	Description
15	10002004		2 Riviera Terrace , Cobh	Semi-detached three-bay two-storey house with dormer attic, built c. 1885, Coursed rubble stone boundary walls and cast-iron gate to site.
16	10002005		1 Riviera Terrace , Cobh	Semi-detached three-bay two-storey house with dormer attic, built c. 1885, . Coursed rubble stone boundary walls and cast-iron gate to site.
17	10002006		4 Beausite Terrace, Cobh	Semi-detached three-bay two-storey house built c. 1885, Coursed rubble stone boundary walls and cast-iron gate to site.
18	10002007		3 Beausite Terrace, Cobh	Semi-detached three-bay two-storey house , built c. 1885, Coursed rubble stone boundary walls and cast-iron gate to site.
19	10002008		2 Beausite Terrace, Cobh	Semi-detached three-bay two-storey house built c. 1885, Coursed rubble stone boundary walls and cast-iron gate to site.
20	10002009		1 Beausite Terrace, Cobh	Semi-detached three-bay two-storey house , built c. 1885,. Coursed rubble stone boundary walls and cast-iron gate to site.
21	10002010		8 Rushbrooke Terrace , Cobh	Semi-detached three-bay two-storey house with dormer attic, built c. 1885, Coursed rubble stone boundary walls and cast-iron gate to site.
22	10002011		7 Rushbrooke Terrace , Cobh	Semi-detached three-bay two-storey house with dormer attic, built c. 1885, Coursed rubble stone boundary walls and cast-iron gate to site.
23	10002012		6 Rushbrooke Terrace, Cobh	Semi-detached three-bay two-storey house with dormer attic, built c. 1885, Coursed rubble stone boundary walls and cast-iron gate to site.
24	10002013		5 Rushbrooke Terrace, Cobh	Semi-detached three-bay two-storey house with dormer attic, built c. 1885, Coursed rubble stone boundary walls and cast-iron gate to site.
25	10002014		4 Rushbrooke Terrace, Cobh	Semi-detached three-bay two-storey house with dormer attic, built c. 1885.

Item	REG_NO	Name	Address / Street	Description
				Coursed rubble stone boundary walls and cast-iron gate to site.
26	10002015		3 Rushbrooke Terrace, Cobh	Semi-detached three-bay two-storey house with dormer attic, built c. 1885. Coursed rubble stone boundary walls and cast-iron gate to site.
27	10002016		2 Rushbrooke Terrace, Cobh	Semi-detached three-bay two-storey house with dormer attic, built c. 1885, Coursed rubble stone boundary walls and cast-iron gate to site.
28	10002017		1 Rushbrooke Terrace, Cobh	Semi-detached three-bay two-storey house with dormer attic, built c. 1885, Coursed rubble stone boundary walls and cast-iron gate to site.
29	10002018		1 Norwood Villas, Cobh	Semi-detached three-bay two-storey house, built c. 1885, . Coursed rubble stone boundary walls and cast-iron gate to site.
30	10002019		2 Norwood Villas, Cobh	Semi-detached three-bay two-storey house, built c. 1885, Coursed rubble stone boundary walls and cast-iron gate to site.
31	10002020		3 Norwood Villas, Cobh	Semi-detached three-bay two-storey house, built c. 1885, Coursed rubble stone boundary walls and cast-iron gate to site.
32	10002021		4 Norwood Villas, Cobh	Semi-detached three-bay two-storey house, built c. 1885. Coursed rubble stone boundary walls and cast-iron gate to site.
33	10002022		4 Prospect Villas, Cobh	Semi-detached three-bay two-storey house with dormer attic, built c. 1885,
34	10002023		3 Prospect Villas, Cobh	Semi-detached three-bay two-storey house with dormer attic, built c. 1885,
35	10002024		2 Prospect Villas, Cobh	Semi-detached three-bay two-storey house with dormer attic, built c. 1885, Rendered boundary walls with cast-iron gate.
36	10002025		1 Prospect Villas, Cobh	Semi-detached three-bay two-storey house with dormer attic, built c. 1885, Rendered boundary walls with cast-



Item	REG_NO	Name	Address / Street	Description
				iron gate.
37	10002026		Rushbrooke Terrace, Cobh	Wall-mounted cast-iron post box, c. 1915.
38	10002027		Rushbrooke Terrace, Cobh	Detached six-bay single-storey former gate lodge, built c. 1875,
39	10002028	Knockeven House		Detached three-bay two-storey house, built c. 1875,
40	10002029	Roseneath Cottage,	Whartons Corner, Cobh	Detached three-bay two-storey house, built c. 1900, Outbuilding to site.
41	10002030	The Grove,		Detached three-bay two-storey house, built c. 1870. Rendered boundary walls, pair of wrought-iron gates and derelict gate lodge to site.
42	10002031	Rushbrooke Convent		Detached five-bay single- and two-storey gate lodge, built c. 1860, Ashlar limestone gate piers and plinths having cast-iron railings and gates.
43	10002032	Rushbrooke Convent		Detached four-bay two-storey former house, built c. 1860,
44	10002033	Rushbrooke Convent		Convent chapel, built c. 1880.
45	10002034	Rushbrooke Convent		Detached eight-bay two-storey former orphanage with dormer attic, built c. 1885,
46	10003001		High Road	Single-arch bridge carrying road over railway tracks, built c. 1865.
47	10003002		Whitepoint Foreshore	Metal and concrete mooring bollard and chain, c. 1960, set on concrete plinth.
48	10003003	Trellis Cottage,		Detached three-bay single-storey house with dormer attic, built c. 1895, Outbuilding and cast-iron gate to site.
49	10003004	Ringacoltig Cottage		No photos permitted. Detached house, built c. 1900.
50	10003005	Travara		Detached asymmetrical multiple-bay two-storey house with dormer attic, built c. 1885, Cast-iron gates to site.
51	10003006	Coleen		Detached three-bay two-storey house with dormer attic, built c. 1885,

Item	REG_NO	Name	Address / Street	Description
52	10003007	Coolgreena House		Detached five-bay two-storey house, built c. 1820,
53	10003008	Coolgreena		Detached asymmetrical plan house four-bay two-storey house with dormer attic, built c. 1885,
54	10004001	White Point House		Detached two-bay two-storey house, built c. 1820,
55	10004002		White Point Road	Detached two-bay two-storey house, built c. 1910,
56	10004004		High Road	Semi-detached three-bay two-storey house with dormer attic, built c. 1885, Rendered boundary walls to site.
57	10004005		High Road	Semi-detached three-bay two-storey house with dormer attic, built c. 1885, Rendered boundary walls to site.
58	10004006		High Road	Semi-detached three-bay two-storey house with dormer attic, built c. 1885, Rendered piers with cast-iron railings and gate to site.
59	10004007		High Road	Semi-detached three-bay two-storey house with dormer attic, built c. 1885, Rendered piers with cast-iron railings and gate to site.
60	10004008		High Road	Detached asymmetrical plan two-storey house, built c. 1885,
61	10005001		Lake Road	Semi-detached two-bay two-storey house with projecting bay window, built c. 1910,
62	10005002		Lake Road	Semi-detached two-bay two-storey house with projecting bay window, built c. 1910, .
63	10005003		Lake Road	Semi-detached two-bay two-storey house, built c. 1910,
64	10005004		Lake Road	Semi-detached two-bay two-storey house, built c. 1910,
65	10005005		Lake Road	Semi-detached two-bay two-storey house, built c. 1910,
66	10005006		Lake Road	Semi-detached two-bay two-storey house, built c. 1910,
67	10006001	Church of	Lake Road	Freestanding cruciform-plan church,

Item	REG_NO	Name	Address / Street	Description
		Ireland Church		built c. 1870, Ashlar limestone piers set in roughly dressed stone boundary walls with cast-iron gates.
68	10006002	Robin Hill	Lake Road	Detached three-bay two-storey house, built c. 1870,
69	10007001	Ringmeen	High Road	Detached five-bay two-storey house with attic storey, built c. 1870,
70	10007002	Benmore	High Road	Semi-detached three-bay two-storey house with dormer attic, built c. 1870, Rubble stone boundary walls to site.
71	10007003	Silverdale	High Road	Semi-detached three-bay two-storey house with dormer attic, built c. 1870, Rubble stone boundary walls to site.
72	10007004		1 Aston Villas, High Road	Semi-detached three-bay two-storey house with dormer attic, built c. 1870, Rubble stone boundary walls with cast-iron gates to site.
73	10007005		2 Aston Villas, High Road	Semi-detached three-bay two-storey house with dormer attic, built c. 1870, Rubble stone boundary walls with cast-iron gates to site.
74	10007006		1 Mount Carmel, High Road	End-of-terrace gable-fronted single-bay two-storey house with dormer attic, built c. 1870, Rubble stone boundary walls to site with cast-iron gates to site.
75	10007007		2 Mount Carmel, High Road	Terraced three-bay two-storey house, built c. 1870, Rubble stone boundary walls to site.
76	10007008		3 Mount Carmel, High Road	End-of-terrace gable-fronted single-bay two-storey house with dormer attic, built c. 1860, Rubble stone boundary walls to site with cast-iron gates to site.
77	10007009	Mistleigh	High Road	Semi-detached three-bay two-storey house with dormer attic, built c. 1870, Rubble stone boundary walls to site with cast-iron gates to site.
78	10007010	Merrion Lodge	High Road	Semi-detached three-bay two-storey house with dormer attic, built c. 1870, Rubble stone boundary walls to site

Item	REG_NO	Name	Address / Street	Description
				with cast-iron gates to site.
79	10007011	Beech Wood	High Road	Semi-detached three-bay two-storey house with dormer attic, built c. 1870, Rubble stone boundary walls to site.
80	10007012	Ardcullen	High Road	Semi-detached three-bay two-storey house with dormer attic, built c. 1870, Rubble stone boundary walls to site.
81	10007013		High Road	Semi-detached two-bay three-storey house over basement and with dormer attic, built c. 1870. Rubble stone boundary walls to site.
82	10007014	Leemount	High Road	Semi-detached two-bay three-storey house over basement and with dormer attic, built c. 1870, Rubble stone boundary walls to site.
83	10007015	The Gables	High Road	Semi-detached four-bay two-storey house with dormer attic, built c. 1870,
84	10007016	The Hollies	High Road	Semi-detached four-bay two-storey house with dormer attic, built c. 1870,
85	10007017		High Road	Semi-detached four-bay two-storey house with dormer attic, built c. 1870,
86	10007018	Gortnafleur	High Road	Semi-detached four-bay two-storey house with dormer attic, built c. 1870,
87	10007019	Rockliffe	High Road	Semi-detached four-bay two-storey house with dormer attic, built c. 1870,
88	10007020	Mount Bernard	High Road	Semi-detached four-bay two-storey house with dormer attic, built c. 1870,
89	10007021		High Road	Wall-mounted cast-iron post box, c. 1880, with VR insignia and crown motif.
90	10008001		Lower Road	Single-arch bridge carrying road over railway tracks, built c. 1865.
91	10008002	Elmville	Lower Road	Detached four-bay two-storey house over basement, built c. 1870, Rubble stone boundary walls with red brick gate piers.
92	10008003	Oakhurst	Lower Road	Detached four-bay two-storey house over basement, built c. 1870, Rubble stone boundary walls with red brick gate piers.

Item	REG_NO	Name	Address / Street	Description
93	10008004	Inver	Lower Road	Semi-detached three-bay two-storey house with dormer attic, built c. 1870.
94	10008005	Cultra	Lower Road	Semi-detached three-bay two-storey house with dormer attic, built c. 1870.
95	10008006	Lynwood	Lower Road	Semi-detached three-bay two-storey house with dormer attic, built c. 1870.
96	10008007	Araglin	Lower Road	Semi-detached three-bay two-storey house with dormer attic, built c. 1870.
97	10008008		Lower Road	Single-span pedestrian bridge spanning railway tracks, c. 1865.
98	10008009	Fernbank	Lower Road	Semi-detached three-bay two-storey house with dormer attic, built c. 1870.
99	10008010	Weston	Lower Road	Semi-detached three-bay two-storey house with dormer attic, built c. 1870.
100	10008011	Rosenburg	Lower Road	Semi-detached three-bay two-storey house with dormer attic, built c. 1870.
101	10008012	Oldenburg	Lower Road	Semi-detached three-bay two-storey house with dormer attic, built c. 1870.
102	10008013	Seafield	Lower Road	Semi-detached three-bay two-storey house with dormer attic, built c. 1870. Comprising pair of recessed bays and gabled projecting bay with bay windows to sea facing elevation, and gabled projecting entrance bay to gable. Pitched slate roof with rendered chimneystacks and gabled dormers. Rendered walls with crenellations to bay windows. Square-headed and pointed arch openings with timber sash windows.
103	10008014	Eldon	Lower Road	Semi-detached three-bay two-storey house with dormer attic, built c. 1870.
104	10008015	Rathronan	Lower Road	Semi-detached three-bay two-storey house with dormer attic, built c. 1870.
105	10008016	Woodbank	Lower Road	Semi-detached four-bay two-storey house with dormer attic, built c. 1870.
106	10008017		Lower Road	Detached three-bay two-storey former railway worker's house, built c. 1885. Rendered boundary walls to site.

Item	REG_NO	Name	Address / Street	Description
107	10008018		Lower Road	Gable-fronted three-bay single-storey former train shed, built c. 1865.
108	10008019		Lower Road	Single-span pedestrian bridge spanning railway tracks, c. 1865.
109	10008020		Lower Road	Red brick boundary wall with ashlar limestone copings, built c. 1865, retaining cast-iron railings to eastern end.
110	10008021	Cobh Railway Station	Lower Road	Multiple-bay single-storey and double-height railway station, built c. 1885,
111	10008022		Lower Road	Remains of limestone kerb stones, c. 1875.
112	10008023		Lower Road	Wall-mounted cast-iron post box, c. 1890.
113	10008024		Lower Road	Ashlar limestone quay walls, steps, piers and parapets, built c. 1860. Cast-iron bollard between piers.
114	10008025		Lower Road/ High Road	Flight of steps with cast-iron railings, built c. 1865.
115	10009001	Dunlea House	Lake Road	Detached three-bay two-storey house, built c. 1870,
116	10009002	Mayville	Lake Road	Detached two-bay two-storey house with gabled projecting bays, built c. 1885,
117	10009003	Great Island House	Lake Road	Detached three-bay two-storey over basement former rectory, built c. 1850, approached by flight of limestone steps with cast-iron railings. Carved limestone gate piers, cast-iron gates and rubble stone boundary walls to site.
118	10009004		1 Park Terrace	End-of-terrace four-bay two-storey house with turret to north end, built c. 1885, Red brick boundary walls with cast-iron railings and gate to site.
119	10009005		2 Park Terrace	Terraced two-bay two-storey house, built c. 1885, Red brick boundary walls with cast-iron railings and gate to site.
120	10009006		3 Park Terrace	Terraced two-bay two-storey house,

Item	REG_NO	Name	Address / Street	Description
				built c. 1885, Red brick boundary walls with cast-iron railings and gate to site.
121	10009007		4 Park Terrace	Terraced gable-fronted two-bay two-storey house, built c. 1885, Red brick boundary walls with cast-iron railings and gate to site.
122	10009008		5 Park Terrace	Terraced gable-fronted two-bay two-storey house, built c. 1885, Red brick boundary walls with cast-iron railings and gate to site.
123	10009009		6 Park Terrace	Terraced two-bay two-storey house, built c. 1885, Red brick boundary walls with cast-iron railings and gate to site.
124	10009010		7 Park Terrace	Terraced two-bay two-storey house, built c. 1885, Red brick boundary walls with cast-iron railings and gate to site.
125	10009011		8 Park Terrace	Corner-sited end-of-terrace four-bay two-storey house, built c. 1885, Red brick boundary walls with cast-iron railings to site.
126	10010001		High Road	Detached three-bay single-storey former gate lodge, built c. 1850, Ashlar limestone gate piers with cast-iron railings set on rubble stone boundary walls with cast-iron railings to site.
127	10010002		Lower Road	Detached two-bay two-storey house, built c. 1915, Rendered boundary walls to site.
128	10010003		Lower Road	Semi-detached three-bay two-storey house, built c. 1875,
129	10010004		Lower Road	Semi-detached three-bay two-storey house, built c. 1875,
130	10010005		Lower Road	Semi-detached three-bay two-storey house, built c. 1875,
131	10010006		Lower Road	Semi-detached three-bay two-storey house, built c. 1875,
132	10010007		High Road	Detached three-bay two-storey

Item	REG_NO	Name	Address / Street	Description
				house, built c. 1875,
133	10010008		High Road	Semi-detached three-bay two-storey house, built c. 1875,
134	10010009		High Road	Semi-detached three-bay two-storey house, built c. 1875,
135	10010010		High Road	Detached three-bay two-storey house, built c. 1850,
136	10010011	Scots Church	Spy Hill	Detached former church, built 1854, Rendered boundary walls to site.
137	10010012		4 West End Terrace, Spy Hill	Semi-detached three-bay two-storey house, built c. 1840,
138	10010013		3 West End Terrace Spy Hill	Semi-detached three-bay two-storey house, built c. 1840,
139	10010014		2 West End Terrace Spy Hill	Semi-detached three-bay two-storey house, built c. 1840,
140	10010015		1 West End Terrace Spy Hill	Semi-detached three-bay two-storey house, built c. 1840,
141	10010016		2 Spy Hill Villa, Spy Hill	Semi-detached three-bay two-storey house, built c. 1840, Roughly dressed stone boundary walls.
142	10010017		1 Spy Hill Villa, Spy Hill	Semi-detached three-bay two-storey house, built c. 1840, Roughly dressed stone boundary walls.
143	10010018		2 Almorah Villa, Spy Hill	Semi-detached three-bay two-storey house, built c. 1840, Roughly dressed stone boundary walls with ashlar limestone gate pier.
144	10010019		1 Almorah Villa, Spy Hill	Semi-detached three-bay two-storey house, built c. 1840. Roughly dressed stone boundary walls with ashlar limestone gate pier.
145	10010020	Convent of Mercy	Spy hill	Multiple-bay convent, built c. 1860, Roughly dressed stone walls to site.
146	10010021	Park Villa	Laundry Hill	Detached two-bay two-storey house, built c. 1870,
147	10010022	The Brake	Lake Road	Detached irregular-plan three-bay two-storey house, built c. 1910, Carved limestone piers with rubble stone boundary walls and cast-iron gates.



Item	REG_NO	Name	Address / Street	Description
148	10010023			Detached three-bay two-storey former outbuilding with integral carriage arch, built c. 1850,
149	10010024	The Glen	Burma Steps	Detached five-bay two-storey house, built c. 1850,
150	10010025	Carndonagh		Detached two-bay two-storey house, built c. 1870,
151	10010026	The Rectory	Lake Road	Detached four-bay two-storey house, built c. 1910,
152	10011001		Laundry Hill	Wall-mounted cast-iron post box, c. 1880, with VR insignia and crown motif.
153	10011002		1 Upper Park, Laundry Hill	Semi-detached three-bay two-storey house over basement built c. 1850,
154	10011003		2 Upper Park, Laundry Hill	Semi-detached three-bay two-storey house over basement built c. 1850,
155	10011004		3 Upper Park, Laundry Hill	Semi-detached three-bay two-storey house with dormer attic, built c. 1850,
156	10011005		4 Upper Park. Laundry Hill	Semi-detached three-bay two-storey house with dormer attic, built c. 1850,
157	10011006		1 The Park	End-of-terrace gabled two-bay two-storey house with dormer attic, built c. 1840,
158	10011007		2 The Park	Terraced three-bay two-storey house with dormer attic, built c. 1840,
159	10011008		3 The Park	Terraced three-bay two-storey house with dormer attic, built c. 1840,
160	10011009		4 The Park	Terraced three-bay two-storey house with dormer attic, built c. 1840,
161	10011010		5 The Park	Terraced three-bay three-storey house, built c. 1840,
162	10011011		6 The Park	Terraced three-bay three-storey house, built c. 1840,
163	10011012		7 The Park	Terraced three-bay two-storey house with dormer attic, built c. 1840,
164	10011013		8 The Park	Terraced three-bay two-storey house with dormer attic, built c. 1840, as part of a terrace of ten. Pitched artificial slate roof with rendered chimneystacks. Rendered walls.

Item	REG_NO	Name	Address / Street	Description
				Replacement uPVC windows. Timber panelled door with overlight.
165	10011014		9 The Park	Terraced three-bay two-storey house with dormer attic, built c. 1840,
166	10011015		10 The Park	End-of-terrace gabled two-bay two-storey house with dormer attic, built c. 1840,
167	10011016	Key Mortgage, Life and Pension	6 Midleton Street	Terraced three-bay three-storey house with former integral carriage arch, built c.
168	10011017	Aherns	7 Midleton Street	Terraced three-bay three-storey house, built c. 1892,
169	10011018	The Roaring Donkey	Midleton Street	Terraced four-bay two-storey house, built c. 1850,
170	10011020	O' Brien's	Bishop Street	Corner-sited end-of-terrace three-bay three-storey house, built c. 1820, Carved timber shopfront, comprising of panelled pilasters with fascia, elaborate consoles, moulded cornice and cast-iron cresting above.
171	10011021	St. Mary's Convent	Bishop Street	Detached twelve-bay two-storey school, built c. 1890, Red brick piers, cast-iron gates and rubble stone boundary walls to site.
172	10011022	St. Josephs National School	Bishop Street	Detached eight-bay two-storey national school with pair of central breakfront bays, built 1903. . Statues set on plinth to site.
173	10011023		14 Midleton Street	Terraced three-bay three-storey house, built c. 1840,
174	10011024	H. Gibbs Pharmacy	15 Midleton Street	Terraced three-bay three-storey house, built c. 1840,
175	10011025		Midleton Street	Cast-iron post box, c. 1950.
176	10011026	Ringville	Beechmount Park	Detached five-bay two-storey house, built c. 1840,
177	10011027	Beechmount	Beechmount Park	Detached three-bay two-storey house, built c. 1860, Outbuildings to site.
178	10012001		Spy Hill	Detached five-bay single-storey gate lodge, built c. 1850, Circular-profile

Item	REG_NO	Name	Address / Street	Description
				carved limestone piers and plinths with cast-iron railings and gates to site.
179	10012002	Carrig House	Spy Hill	Detached three-bay two-storey house, built c. 1850, Roughly dressed stone boundary walls to site, with limestone balustrade to the south.
180	10012003	Pillars Bar	Westbourne Place	Detached former Methodist church, built 1873, Limestone plinths with cast-iron railings to site.
181	10012004	Ard na Laoi	15 Westbourne Place	End-of-terrace two-bay four-storey house over basement, built c. 1855. Cast-iron railings set on limestone plinth to site.
182	10012005	Colman Rasmussen	14 Westbourne Place	Terraced breakfront two-bay four-storey house over basement, built c. 1855,. Cast-iron railings set on limestone plinth to site.
183	10012006		13 Westbourne Place	Terraced two-bay four-storey house over basement, built c. 1855, Limestone plinths with cast-iron railings to site
184	10012007	Westbourne House	12 Westbourne Place	Terraced two-bay four-storey house over basement, built c. 1855, Limestone steps and plinths with cast-iron railings to site
185	10012008		11 Westbourne Place	Terraced two-bay four-storey house over basement, built c. 1855, approached by flight of limestone steps. Limestone plinths with cast-iron railings to site.
186	10012009		10 Westbourne Place	Terraced two-bay four-storey house over basement, built c. 1855, approached by flight of limestone steps. Limestone plinths with cast-iron railings to site.
187	10012010	Don Ryan & Co. Solicitors	09 Westbourne Place	Terraced breakfront two-bay four-storey house over basement, built c. 1855, Cast-iron railings set on limestone plinth to site.
188	10012011	Commodore Hotel	08 Westbourne Place	Terraced two-bay five-storey house over basement, built c. 1855,

Item	REG_NO	Name	Address / Street	Description
189	10012012	Commodore Hotel	5-7 Westbourne Place	Terraced eight-bay four-storey hotel over basement, built c. 1855, Limestone steps and plinths with cast-iron railings to site
190	10012013	Commodore Hotel	6 Westbourne Place	Terraced two-bay four-storey house over basement, built c. 1855, Cast-iron railings set on limestone plinth to site.
191	10012014	Commodore Hotel	5 Westbourne Place	Terraced breakfront two-bay four-storey house over basement, built c. . Cast-iron railings set on limestone plinth to site.
192	10012015	Cove Off Licence	4 Westbourne Place	Terraced three-bay four-storey house over basement, built c. 1855,
193	10012016		3 Westbourne Place	Terraced two-bay four-storey house over basement, built c. 1855,
194	10012017	The Cellar Bar	2 Westbourne Place	Terraced three-bay four-storey house over basement, built c. 1855, Cast-iron railings set on limestone plinth to site. Limestone steps leading to entrance door.
195	10012018	S. Donegan & Co.	1 Westbourne Place	Terraced breakfront two-bay four-storey house over basement, built c. 1855, Cast-iron railings set on limestone plinth to site. Limestone steps leading to entrance door.
196	10012019	Kellys	Westbourne Place	Terraced three-bay four-storey house with curved facade, built c. 1855, .
197	10012020	Bank Of Ireland	16 Casement Square	Terraced three-bay four-storey house with curved facade, built c. 1855,
198	10012021	Classic Mortgage Centre	17 Casement Square	Terraced two-bay four-storey house with curved facade, built c. 1855, Timber shopfront to ground floor.
199	10012022		18 Casement Square	Terraced three-bay four-storey house, built c. 1855, Timber shopfront to ground floor.
200	10012023	J. Geasley	1 Casement Square	Terraced two-bay four-storey house with curved facade, built c. 1855,
201	10012024	Rumbles Bistro	2 Casement Square	Terraced two-bay four-storey house, built c. 1855, Timber shopfront to ground floor.

Item	REG_NO	Name	Address / Street	Description
202	10012025	Garden Basket	3 Casement Square	Terraced two-bay four-storey house, built c. 1855, Timber shopfront to ground floor,
203	10012026	Mimmos	4 Casement Square	Terraced three-bay four-storey house, built c. 1855,. Timber shopfront to ground floor.
204	10012027	D. Corcoran	5 Casement Square	Terraced three-bay four-storey house, built c. 1855, Timber shopfront to ground floor,
205	10012028	The Voyager	6 Casement Square	Terraced two-bay four-storey house, built c. 1855, . Timber shopfront to ground floor.
206	10012029	The Voyager	7 Casement Square	End-of-terrace two-bay four-storey house, built c. 1855, Timber shopfront to ground floor.
207	10012030	Cobh Town Hall	Casement Square	Detached thirteen-bay two-storey town hall, built c. 1855,.
208	10012031		West View	Detached four-bay two-storey building with breakfront central bay, built c. 1860,
209	10012033	The Palace	Spy hill	Detached six-bay three-storey H-plan house, built c. 1860,
210	10012034		1 The Crescent	End-of-terrace three-bay two-storey double-pile house over basement, built c. 1850, Piers and balustrades to surrounding basement area.
211	10012035		2 The Crescent	Terraced three-bay two-storey double-pile house over basement, built c. 1850, Piers and balustrades to surrounding basement area.
212	10012036		3 The Crescent	Terraced three-bay two-storey double-pile house over basement, built c. 1850, Piers and balustrades to surrounding basement area.
213	10012037		4 The Crescent	Terraced three-bay two-storey double-pile house over basement, built c. 1850, Piers and balustrades to surrounding basement area.
214	10012038		5 The Crescent	Terraced three-bay two-storey double-pile house over basement, built c. 1850, Piers and balustrades to

Item	REG_NO	Name	Address / Street	Description
				surrounding basement area.
215	10012039		6 The Crescent	Terraced four-bay two-storey double-pile house over basement, built c. 1850, Piers and balustrades to surrounding basement area.
216	10012040		7 The Crescent	Terraced three-bay two-storey double-pile house over basement, built c. 1850, Piers and balustrades to surrounding basement area.
217	10012041		8 The Crescent	Terraced three-bay two-storey double-pile house over basement, built c. 1850, Piers and balustrades to surrounding basement area.
218	10012042		9 The Crescent	Terraced three-bay two-storey double-pile house over basement, built c. 1850, Piers and balustrades to surrounding basement area.
219	10012043		10 The Crescent	Terraced three-bay two-storey double-pile house over basement, built c. 1850, Piers and balustrades to surrounding basement area.
220	10012044		11 The Crescent	Terraced three-bay two-storey double-pile house over basement, built c. 1850, Piers and balustrades to surrounding basement area.
221	10012045		12 The Crescent	Terraced three-bay two-storey double-pile house over basement, built c. 1850, Piers and balustrades to surrounding basement area.
222	10012046		13 The Crescent	End-of-terrace three-bay two-storey double-pile house over basement, built c. 1850, Piers and balustrades to surrounding basement area.
223	10012047		Casement Square	Flight of limestone steps, built c. 1855, with brick walls and limestone parapets.
224	10013001	The Welcome Inn	1 Rahilly Street	Terraced three-bay three-storey house, built c. 1855, now in use as public house.
225	10013002		Rahilly Street	Remains of limestone kerb stones, c. 1840.

Item	REG_NO	Name	Address / Street	Description
226	10013003		Cathedral Place	Cast-iron railings set limestone copings with rubble stone walls and having ashlar limestone piers, built c. 1880.
227	10013004		1 Sandymount	End-of-terrace gable-fronted single-bay three-storey house, built c. 1850,
228	10013005		2 Sandymount	Terraced gable-fronted single-bay three-storey house, built c. 1850,
229	10013006		3 Sandymount	Terraced gable-fronted single-bay three-storey house, built c. 1850, as a group of five with the adjoining houses to the north and south. Pitched artificial slate roof having rendered chimneystacks and carved timber bargeboards. Roughcast rendered walls with render plat bands. Square-headed openings having replacement uPVC windows and door. Limestone threshold to front door.
230	10013007		4 Sandymount	Terraced gable-fronted single-bay three-storey house, built c. 1850,
231	10013008		5 Sandymount	End-of-terrace gable-fronted single-bay three-storey house, built c. 1850,
232	10013009		1 West View	Corner-sited end-of-terrace gable-fronted single-bay three-storey house, built c. 1850,
233	10013010		2 West View	Terraced gable-fronted single-bay three-storey house, built c. 1850,
234	10013011		3 West View	Terraced gable-fronted single-bay three-storey house, built c. 1850,
235	10013012		4 West View	Terraced gable-fronted single-bay three-storey house, built c. 1850,
236	10013013		5 West View	Terraced gable-fronted single-bay three-storey house, built c. 1850,
237	10013014		6 West View	Terraced gable-fronted single-bay three-storey house, built c. 1850,
238	10013015		7 West View	Terraced gable-fronted single-bay three-storey house, built c. 1850,
239	10013016		8 West View	Terraced gable-fronted single-bay three-storey house, built c. 1850,

Item	REG_NO	Name	Address / Street	Description
240	10013017		9 West View	Terraced gable-fronted single-bay three-storey house, built c. 1850,
241	10013018		10 West View	Terraced gable-fronted single-bay three-storey house, built c. 1850, as a group of twenty-three with the adjoining houses to the north and south. Pitched artificial slate roof having rendered chimneystacks and carved timber bargeboards. Rendered walls. Square-headed openings with projecting bay window to first floor, having replacement uPVC fittings. Limestone threshold to front door.
242	10013019		11 West View	Terraced gable-fronted single-bay three-storey house, built c. 1850,
243	10013020		12 West View	Terraced gable-fronted single-bay three-storey house, built c. 1850,
244	10013021		13 West View	Terraced gable-fronted single-bay three-storey house, built c. 1850,
245	10013022		14 West View	Terraced gable-fronted single-bay three-storey house, built c. 1850,
246	10013023		15 West View	Terraced gable-fronted single-bay three-storey house, built c. 1850,
247	10013024		16 West View	Terraced gable-fronted single-bay three-storey house, built c. 1850,
248	10013025		17 West View	Terraced gable-fronted single-bay three-storey house, built c. 1850,
249	10013026		18 West View	Terraced gable-fronted single-bay three-storey house, built c. 1850,
250	10013027		19 West View	Terraced gable-fronted single-bay three-storey house, built c. 1850,
251	10013028		20 West View	Terraced gable-fronted single-bay three-storey house, built c. 1850,
252	10013029		21 West View	Terraced gable-fronted single-bay three-storey house, built c. 1850,
253	10013030		22 West View	Terraced gable-fronted single-bay three-storey house, built c. 1850,
254	10013031		23 West View	Terraced gable-fronted single-bay three-storey house, built c. 1850,
255	10014001	Sirius Centre	Westbourne Place	Detached nine-bay single-storey over



Item	REG_NO	Name	Address / Street	Description
				basement former yacht club, built 1854, approached by limestone steps.
256	10014002	Naval Service Pier	Westbourne Place	Ashlar limestone pier, built c. 1850, with cast-iron piers and railings and ashlar limestone steps. Limestone mooring bollard to site.
257	10014003	The Promenade	Westbourne Place	Pair of cast-iron park structures, c. 1885, with limestone plinth.
258	10014004	The Promenade	Westbourne Place	Pair of cast-iron cannon, c. 1900.
259	10014005		Westbourne Place	Cast-iron railings, c. 1870, comprising of barley sugar piers and cast-iron railings with limestone copings set on rubble stone walls.
260	10014006	Post Office	Casement Square	Detached seven-bay single-storey building over basement post office built 1870, Rendered walls to north elevation. Limestone piers with cast-iron railings and gates to site.
261	10014007		Casement Square	Cast-iron post box, c. 1880, with VR insignia.
262	10014008		West Beach	Projecting T-plan pier with flanking slip ways to combers, built c. 1850. Cast-iron mooring bollard to site.
263	10014009	Cove Cabs	West Beach	Detached nine-bay single-storey kiosk, built c. 1910,
264	10014010	Permanent TSB	West Beach	Detached gable-fronted three-bay single-storey former offices, built c. 1890,
265	10014011	Young Mens Society	West Beach	Gable-fronted four-bay two-storey hall, built c. 1890
266	10014012	Floral Impressions	West Beach	Gable-fronted four-bay two-storey building, built c. 1890,
267	10014013		East Beach	Harbour, built c. 1850, comprising of stone paved slipways and comber. Limestone mooring bollard to site.
268	10014014	Urban District Council	East Beach	Detached five-bay single-storey office, built c. 1860,
269	10014015		Lynch's Quay	Cast-iron piers with cast-iron railings and gates, built c. 1860.
270	10014016		Lynch's Quay	Pair of cast-iron mooring bollards, c.

Item	REG_NO	Name	Address / Street	Description
				2791860.
271	10014017	Customs and Mercantile Marine Office	Lynch's Quay	Detached three-bay two-storey custom house with integral carriage arch, built c. 1900,
272	10014018		Lynch's Quay	Free-standing chimneystack, built c. 1910, comprising of square-profile base with octagonal shaft.
273	10014019	Little India	Lynch's Quay	End-of-terrace two-bay three-storey house with dormer attic, built c. 1860,
274	10015001		Cathedral Place	Detached five-bay two-storey convent, built c. 1910,
275	10015002	Parish Centre	Cathedral Place	Detached gable-fronted three-bay single-storey hall, built 1912.
276	10015003	Hingston Almshouse	15 Roche's Terrace	Terraced two-bay two-storey house with steep gablet, built 1861, . Rendered boundary walls to site.
277	10015004	Merville		Detached three-bay two-storey house, built c. 1850, Rendered piers and boundary walls to site.
278	10015005	Manor House		Detached five-bay two-storey house, built c. 1840, and extended c. 1885.
279	10015006	Sea View		Detached three-bay two-storey house over basement, built c. 1880,
280	10015007	Springfield	Beechmount Park	Detached three-bay two-storey house with dormer attic and projecting bay windows to ground floor, built c. 1885,
281	10015008	Benedictine Convent	Beechmount Park	Detached seven-bay four-storey former admiralty house, built 1886,
282	10015009		Beechmount Park	Detached three-bay single-storey gate lodge, built c. 1885, Carved limestone gate piers having wheel guards, cast-iron gates and rubble stone boundary walls.
283	10015010		Sandymount	Detached three-bay two-storey house over basement, built c. 1820, Limestone steps and plinths with wrought-iron piers and cast-iron railings to site. Detached three-bay two-storey outbuilding to site, now in ruins, with roughly dressed limestone

Item	REG_NO	Name	Address / Street	Description
				walls having red brick quoins and dressings to openings.
284	10016001	St. Colmans Cathedral	Cathedral Place	Detached cruciform-plan multiple-bay cathedral, commenced c. 1870, Snecked rusticated granite boundary walls having ashlar limestone copings, carved limestone piers, wrought-iron railings, gates and lamp standards. Inset niches with stations of the cross to site.
285	10016002		Cathedral Place	Wall-mounted cast-iron post box, c. 1880, with VR insignia and crown motif.
286	10016003	Hill House	Cathedral Place	Detached four-bay two-storey house, built c. 1850. Red brick boundary walls having rendered piers, cast-iron railings and wrought-iron arch over gate.
287	10016004	Adoration Chapel	Cathedral Place	Detached gable-fronted two-bay single-storey chapel, built c. 1920, Ashlar granite boundary walls with ashlar limestone copings and wrought-iron railings to site.
288	10017001		11 Casement Square	Terraced two-bay four-storey house, built c. 1855,
289	10017002	Ryan	12 Casement Square	Terraced two-bay four-storey house, built c. 1855, Timber shopfront to ground floor.
290	10017003	The Lusitania	13 Casement Square	Terraced two-bay four-storey house, built c. 1855, Timber shopfront to ground floor.
291	10017004	The Mauritania	14 Casement Square	Corner-sited three-bay four-storey house with curved corner to the south-west, built c. 1855, Timber shopfront to ground floor.
292	10017005	M. English	15 Casement Square	End-of-terrace two-bay four-storey house, built c. 1855, Carved timber shopfront.
293	10017006	M. English	1 Pearse Square	Corner-sited end-of-terrace three-bay three-storey house with dormer attic, built c. 1860,

Item	REG_NO	Name	Address / Street	Description
294	10017007	Rob Roy	2 Pearse Square	Terraced three-bay three-storey house with dormer attic, built c. 1860,
295	10017008	Rob Roy	3 Pearse Square	Terraced three-bay three-storey house with dormer attic, built c. 1860,
296	10017009	D.P. O'Mahony	4 Pearse Square	Terraced three-bay three-storey house with dormer attic, built c. 1860,
297	10017010		5 Pearse Square	Terraced three-bay three-storey house with dormer attic and integral laneway, built c. 1860,
298	10017011	W. Barry & Sons	6 Pearse Square	Terraced two-bay three-storey house with dormer attic, built c. 1860,
299	10017012	The Lusitania Memorial	Casement Square	Memorial comprising circular-plan stepped limestone plinth with seating to north side,
300	10017013	Victoria Murphy	Pearse Square	Terraced two-bay three-storey house with dormer attic, built c. 1860,
301	10017014	B.M.C. Newsagent	2 West Beach	Terraced four-bay three-storey house with dormer attic, built c. 1860,
302	10017015	AIB	4 West Beach	Terraced three-bay three-storey house with dormer attic, built c. 1860.
303	10017018	Maddens Entertainment	7 West Beach	Pair of semi-detached two-bay three-storey houses with dormer attics and pediment, dated 1900, Limestone shopfront.
304	10017019	Atlantic Inn	West Beach	Terraced three-bay three-storey house with dormer attic, built c. 1860, Timber shopfront to ground floor.
305	10017020	Discount World	West Beach	Terraced three-bay three-storey house with dormer attic, built c. 1860, Timber shopfront
306	10017021	Porterbellies	11 West Beach	Terraced three-bay three-storey house, built c. 1860.
307	10017022	Dave's £1 shop	12 West Beach	Terraced two-bay three-storey house with dormer attic, built c. 1860, Timber shopfront.
308	10017023	The Moderne Cobh	13 West Beach	Terraced two-bay three-storey house with dormer attic, built c. 1860, Timber shopfront to ground floor.
309	10017024	The River Room	14 West Beach	Pair of semi-detached two-bay three-storey houses with dormer attic, built

Item	REG_NO	Name	Address / Street	Description
				318c. 1900, Timber shopfronts to ground floor.
310	10017025		West Beach	Cast-iron post box, c. 1940, with P&T emblem.
311	10017026	Supervalu	16 West Beach	Terraced five-bay three-storey house with dormer attic and former integral carriage-arch, built c. 1860, . Timber shopfront.
312	10017027		17 West Beach	Terraced three-bay three-storey house, built c. 1860.
313	10017028	T. Wilson	18 West Beach	Terraced single-bay four-storey house built c. 1820, Timber shopfront to ground floor.
314	10017029	Cobh Dry Cleaners	19 West Beach	Terraced three-bay three-storey house with dormer attic, built c. 1860, Timber shopfront
315	10017030	Fanatics	20 West Beach	Terraced three-bay three-storey house with dormer attic, built c. 1860, Timber shopfront to ground floor.
316	10017031	Jim's Palace	21 West Beach	Terraced three-bay three-storey house with dormer attic, built c. 1860, Timber shopfront to ground floor.
317	10017032	The Gift Centre	23 West Beach	End-of-terrace four-bay three-storey house, built c. 1860, Timber shopfronts to ground floor.
318	10017033	The Keen House	25 West Beach	End-of-terrace four-bay three-storey house, built c. 1860, Shopfront comprising of ashlar limestone stall risers with fluted pilasters having moulded consoles, cornice and fascia with gilt lettering above. Fixed windows and timber panelled door with mosaic threshold to shopfront.
319	10017034	Connie Doolan's	26 West Beach	End-of-terrace two-bay three-storey house with curved corner to the south-east and integral carriage arch, built c. 1860.
320	10017035	An Poca Fada	1 East Beach	End-of-terrace three-bay three-storey house with dormer attic, built c. 1860.
321	10017036	English	2 East Beach	Terraced four-bay three-storey house with dormer attic, built c. 1860,

Item	REG_NO	Name	Address / Street	Description
322	10017037	Phelans Pharmacy	3 East Beach	Terraced three-bay four-storey house, built c. 1860,
323	10017038	The Seaview	4 East Beach	Terraced three-bay four-storey house, built c. 1860, Shopfront to ground floor.
324	10017039	International Sailing	5 East Beach	Terraced two-bay three-storey house with dormer attic, built c. 1860.
325	10017040	Bistro	6 East Beach	Terraced two-bay three-storey house with dormer attic, built c. 1860.
326	10017041		7 East Beach	Terraced four-bay four-storey house, built c. 1860. Shopfront to ground floor.
327	10017042	O'Connell's Pet Shop	9 East Beach	Terraced three-bay three-storey house with dormer attic, built c. 1860, Timber shopfront.
328	10017043	D. Broderick	13 East Beach	Terraced four-bay three-storey house with dormer attic, built c. 1860, Timber shopfront.
329	10017044	K. Ryng	East Beach	Terraced two-bay three-storey house with pair of gablets, built c. 1860,
330	10017045	K. Ryng	East Beach	Terraced two-bay three-storey house with pair of gablets, built c. 1860,
331	10017046	K. Ryng	East Beach	Corner-sited end-of-terrace three-bay two-storey building, built c. 1860,
332	10017047		East Beach	Wall-mounted cast-iron post box, c. 1880, with VR insignia and crown motif.
333	10017048		3 Cuchulainn Place, Rahilly Street .	Terraced three-bay two-storey house over basement, built c. 1820,
334	10017049		2 Cuchulainn Place, Rahilly Street .	Terraced three-bay two-storey house over basement, built c. 1820, Cast-iron railings and gate to site.
335	10017050		1 Cuchulainn Place, Rahilly Street .	End-of-terrace three-bay two-storey house over basement, built c. 1820, Cast-iron railings and gate to site.
336	10017052		Rahilly Street .	Remains of limestone kerb stones, c. 1840.
337	10017053	Video Post	Pearse Square	Corner-sited end-of-terrace four-bay three-storey house with dormer attic, built c. 1850,

Item	REG_NO	Name	Address / Street	Description
338	10018001		Harbour Hill	Rubble stone plinths with limestone copings and cast-iron railings, c. 1850.
339	10018002		2 Harbour Hill	Terraced two-bay two-storey house over basement and with dormer attic, built c. 1820, Rendered plinth with wrought-iron railings surrounding basement area. Limestone steps leading to front door.
340	10018003		3 Harbour Hill	Terraced two-bay two-storey house over basement and with dormer attic, built c. 1820, Rendered plinth with wrought-iron railings surrounding basement area. Limestone steps leading to front door.
341	10018004		4 Harbour Hill	Terraced two-bay three-storey house over basement and with dormer attic, built c. 1820, . Cast-iron railings set on limestone plinth surrounding basement area. Limestone steps leading to entrance door.
342	10018005		6 Harbour Hill	Terraced two-bay three-storey house over basement and with dormer attic, built c. 1820, Cast-iron railings set on limestone plinth surrounding basement area. Limestone steps leading to entrance door.
343	10018006	Buckley	7 Harbour Hill	Terraced three-bay four-storey house with dormer attic, built c.1820.
344	10018007	Teach na gCrua Earri	2 Harbour Row	Terraced two-bay three-storey house with dormer attic, built c. 1860.
345	10018008	Daunt Bar	3 Harbour Row	Terraced two-bay three-storey house with dormer attic, built c. 1860, Moulded render shopfront.
346	10018009	The Hairdressers	Harbour Row	End-of-terrace two-bay three-storey house with dormer attic, built c. 1860. Shopfront comprising fixed tripartithe window and pair of timber panelled doors with decorative consoles, fascia and cornice above.
347	10018010		Harbour Row	Terraced three-bay three-storey house, built c. 1860.
348	10018011	Charter House	34 Harbour Row	Terrace three-bay three-storey house

Item	REG_NO	Name	Address / Street	Description
				with dormer attic, built c. 1860.
349	10018012		4 Merview	Terraced two-bay two-storey house over basement and with dormer attic, built c. 1820,. Cast-iron railings to site.
350	10018013		3 Merview	Terraced two-bay two-storey house over basement and with dormer attic, built c. 1820. Cast-iron railings to site.
351	10018014		2 Merview	Terraced two-bay two-storey house over basement and with dormer attic, built c. 1820, Cast-iron railings to site.
352	10018015		1 Merview	End-of-terrace four-bay two-storey house over basement and with dormer attic, built c. 1820, Cast-iron railings to site.
353	10019001		Bellview Terrace	Wall-mounted cast-iron post box, c. 1880, with VR insignia and crown motif.
354	10019002		East Hill	Detached three-bay single-storey house, built c. 1900,
355	10019003	Fort Lisle	East Hill	Semi-detached multiple-bay two-storey house, built c. 1840,
356	10019004	Fort Lisle	East Hill	Semi-detached multiple-bay two-storey house, built c. 1840.
357	10019005		Carrignafoy	Detached three-bay single-storey former gate lodge with dormer attic, built c. 1840, Carved limestone gate piers with cast-iron railings to site.
358	10020001		East Hill	Wall-mounted cast-iron box post, c. 1880, with VR monogram and crown motif.
359	10020002	Summerhill	East Hill	Semi-detached three-bay two-storey house, built c. 1890.
360	10020003	Summerhill	East Hill	Semi-detached three-bay two-storey house, built c. 1890.
361	10020004	East Hill House	East Hill	Detached three-bay two-storey house with projecting bays windows, built c. 1840.
362	10020005	Bellmount		Detached four-bay two-storey house, built c. 1840.



Item	REG_NO	Name	Address / Street	Description
363	10020006		Mount Eaton	Wall-mounted cast-iron post box, c. 1950, with P & T emblem.
364	10020007		Mount Eaton	Detached three-bay single-storey house, built c. 1860.
365	10020008	Mount Alto		Detached asymmetrical three-bay two-storey house with dormer attic, built c. 1890.
366	10020009		Wilmount Ave.	Detached multiple-bay two-storey house, comprising three-bay two-bay block with projecting bay windows to gable, built c. 1885.
367	10020010		Wilmount Ave.	Detached three-bay two-storey house, built c. 1870.
368	10022001	Merton Lodge		Detached three-bay single-storey with dormer attic and projecting bays to gables former gate lodge, built c. 1820, Cast-iron railings and rubble stone boundary wall to site.
369	10022002	Mount Eaton		Detached six-bay two- and three-storey house, comprising three-bay three-storey house, c. 1820.
370	10022003		French's Walk	Detached three-bay two-storey house with dormer attic, built c. 1875.
371	10023001	Cove Fort		Remains of roughly star-shaped fort, built 1743-9, with roughly dressed stone walls.
372	10023002	The Retreat		Detached asymmetrical multiple-bay two- and three-storey house, built c. 1820,
373	10023003	Clifton Cottage		Detached three-bay two-storey house, built c. 1820.
374	10023004	Merton		Detached multiple-bay two-storey house, built c. 1820, with block, c. 1910 attached to east.
375	10023005	Merton		Four-bay two-storey outbuilding, built c. 1820, with gabled-fronted outbuilding, c. 1910, attached to the south.
376	10023006	Belmount Military Depot		Former military barracks, commenced c. 1800, with various later additions to site. Rubble stone boundary walls

Item	REG_NO	Name	Address / Street	Description
				to site, with war department stone to north wall.
377	10023007	Harbour Commissioners		Detached multiple-bay two-storey office, built c. 1960. Sloped roof.

**Appendix C: Car & Cycle Parking Standards****Car Parking Standards**

<b>Land Use</b>	<b>Unit</b>	<b>Parking Spaces per Unit</b>
Community Centres, Auditorium	100 m <sup>2</sup> of Gfa	14
Cinema: (a) Town centre (b) Suburban	seat	(a) 0.20 (b) 0.25
Stadium	seat	0.33
Greyhound Tracks, local Football Fields	per head attending	0.20
Church	seat	0.33
Bank	100 m <sup>2</sup> of Gfa	5
Library	100 m <sup>2</sup> of Gfa	2
Offices	100 m <sup>2</sup> of Gfa	8
Shopping Centres, Retail Stores (a) Town centre (b) Suburban	100 m <sup>2</sup> of Gfa	(a) 4.5 (b) 6.0
Retail Warehousing	100 m <sup>2</sup> of Gfa	4.0
Cash & carry Outlets, etc.	100 m <sup>2</sup> of Gfa	2
Golf driving & Archery Ranges	3m of base line	1
Golf or Pitch and Putt Courses	per hole	4
Bowling Alley	per lane	3
College Vocational School	Student Seats	0.5
Schools	Per Class Room	1.0
Dwelling House	Dwelling	2.0
Flat (residential)	Dwelling	1.25

Land Use	Unit	Parking Spaces per Unit
(Tourist Accommodation)		2.0
Hospitals	Per Bed	1.5
Hotel, Motel, Motor Inn, etc (excluding function rooms, bars, etc)	Bedroom	1.0
Guesthouses	Bedroom	1.0
Self Catering Accommodation	Dwelling	2.0
Manufacturing	100 m <sup>2</sup> of Gfa	2
Ware-housing	100 m <sup>2</sup> of Gfa	1
Ballroom, Private dance clubs	10m <sup>2</sup> of dance floor and sitting space	3
Bars , Lounges, Function Rooms	8m <sup>2</sup> of Gfa	2
Restaurants	10m <sup>2</sup> . Of dining room	1
Surgeries	Consulting Room	6.0
Nursing Home	Bed	0.33

### **Standard Space Requirements**

Parking Space Dimension Requirements	
Car Parking Bay	4.9m X 2.4m
Loading Bay	6.1m X 3m
Circulation Aisles	6.1 m in width

### Cycle Parking Standards

Cycle Parking (Minimums per sqm)	
Land Use Category	Appropriate Provision
Enterprise & Employment	1 per 200 m2 GFA
Retail (including retail office and retail services)	1 per 250 m2 GFA
Convenience retail	1 per 100 m2 GFA
Retail warehouse	1 per 250 m2 GFA
Showrooms	1 per 250 m2 GFA
Industry (light and general)	1 per 250 m2 GFA
Warehouse	1 per 400 m2 GFA
Hotels & guesthouses (excl public areas)	1 per 10 bedrooms
Hostels	1 per 5 bedrooms
Public houses (incl hotel bars)	1 per 200 m2 GFA
Restaurant, cafes & take-aways	1 per 200 m2 GFA
Clinics & group medical practices	0.5 per consulting room
Nursing homes	0.5 per 1 patient bed
Hospitals	1 per 4 staff
Churches, theatres, cinemas & auditoriums	1 per 30 seats
Cultural, community & recreational buildings	1 per 200 m2 GFA
Crèches	1 per 4 staff
Primary Schools	1 space per 10 students
Secondary School	1 space per 4 students
Colleges of further education / universities	1 space per 15 staff and pupils
Commercial leisure: (amusement centres, play centres, etc.)	1 per 150 m2 GFA
Conference centres: public areas	1 per 200 m2 GFA
Other cultural / recreational & leisure uses	Dependent upon nature and location of use
Residential Apartments 1-2 Beds	0.5 spaces per unit
Residential Apartments 3+ beds	1 space per unit
Student housing	1 space per 4 students

**Appendix D:**

**STATEMENT PURSUANT TO SECTION 28 OF THE PLANNING AND DEVELOPMENT ACT 2000  
(as amended)**

Pursuant to Section 28 of the Planning and Development Act 2000 (as amended) it is a requirement of the Planning Authority to append a statement to the development plan demonstrating:

- (i) How the planning authority has implemented the policies and objectives of the Minister contained in the guidelines when considering their application to the area or part of the area of the development plan, or
- (ii) If applicable, that the planning authority has formed the opinion that it is not possible, because of the nature and characteristics of the area or part of the area of the development plan, to implement certain policies and objectives of the Minister contained in the guidelines when considering the application of those policies in the area or part of the area of the draft development plan or the development plan and shall give reasons for the forming of the opinion and why policies and objectives of the Minister have not been so implemented.

<b>Guidelines pursuant to Section 28 of the Planning and Development Act 2000 (as Amended)</b>	<b>Cobh Town Development Plan 2013</b>
<b>(a) Architectural Heritage Protection Guidelines (2004)</b>	<p>Chapter 8 of the Plan addresses architectural and archaeological protection and conservation. Policies and objectives contained within this plan have had regard to various legislative provisions and policy guidance documents, including the <i>Planning and Development Acts 2000-2010</i>, <i>Architectural Heritage Protection Guidelines 2004</i>, <i>National Monuments Acts, Framework and Principles for the Protection of Archaeological Heritage 1999</i> and the <i>National Inventory of Architectural Heritage</i>.</p> <p>Chapter 8 deals with the provision of ACA’s and these are mapped on Map 5. The Development Plan also lists 377 structures on the Record of Protected Structures and these are listed in Appendix B.</p> <p>As part of the amendments to the Draft Plan the Members decided, against the advice of the Manager, to remove two cranes in the Dockyard (Ref 10001009 &amp; 10001009) from the Record of Protected Structures. Both Cranes are included on the National Inventory of Architectural Heritage. Members decided that retaining the cranes was not appropriate on health and safety grounds as they have not</p>

Guidelines pursuant to Section 28 of the Planning and Development Act 2000 (as Amended)	Cobh Town Development Plan 2013
	been maintained and could be dangerous.
<b>(b) Childcare Facilities (2001)</b>	Chapter 6 of the Plan deals with Community Facilities, including Childcare facilities (section 6.2) and includes a number of objectives in relation to childcare which have regard to the recommendations and requirements of the <i>Childcare Facilities: Guidelines for Planning Authorities 2001</i> and the <i>Child Care (Pre-School Services) Regulations 1996</i> .
<b>(c) Design Standards for New Apartments (2007)</b>	Chapter 5 of the Plan deals with housing and states that all planning applications for apartments shall be assessed against the recommendations and requirements of the <i>DoEHLG Guidelines for Planning Authorities, Sustainable Urban Housing: Design Standards for New Apartments, 2007</i> .
<b>(e) Development Plan- Guidelines for Planning Authorities (2007)</b>	The Development Plan Guidelines for Planning Authorities have informed the preparation of this Development Plan. The Core Strategy detailed in Chapter 2 of the Plan outlines the main targets for this plan in terms of population growth, amount of housing land required and details the lands zoned for housing etc.
<b>(f) Implementing Regional Planning Guidelines – Best Practice Guidance (2010)</b>	This document updates previous best practice advice on RPG implementation, taking into account the new statutory provisions of the Planning and Development (Amendment) Act 2010. The Core Strategy for Cobh Town Council as set out in Chapter 2 of the Development Plan deals with population and household growth for the area. These growth targets are consistent with the targets identified in the South West Regional Planning Guidelines.
<b>(g) Provision of Schools and the Planning System (2008)</b>	Section 6.4 of Chapter 6 deals with Educational Provision in Cobh and outlines existing provisions and plans for new schools facilities. Schools sites have also been zoned for educational use in this Plan to protect the

Guidelines pursuant to Section 28 of the Planning and Development Act 2000 (as Amended)	Cobh Town Development Plan 2013
	<p>land use into the future.</p> <p>Policies and Objectives contained in this chapter have regard to the recommendations and requirements of <i>The Provision of Schools and the Planning System, a Code Practice for Planning Authorities, 2008</i>.</p>
<p><b>(h) Retail Planning Guidelines (2012)</b></p>	<p>The Retail Planning Guidelines (2012) set out the requirements in relation to the preparation of retail strategies for development plans and the principles to be considered in the assessment of retail developments. Previous guidelines (2005) informed the Cork Strategic Retail Study (March 2008). The Cork Retail Strategy included a hierarchy of retail locations that forms the basis for determining the quantum and location of new retail development. This strategy is currently under review (December 2012) and will be informed by the new Retail Planning Guidelines which came into effect in April 2012. The Guidelines recognise that the planning system plays a key role in ensuring competitiveness in the retail sector and supporting the vitality and viability of city and town centres.</p> <p>The retail section of the Cobh Town plan was prepared having regard to the provisions set out in the Draft Retail Planning Guidelines. It has defined a retail core for Cobh Town Centre as well as identifying a secondary retail centre at Middleton Street.</p> <p>It has also included objectives (TCW-03 &amp; TCW-04) setting out guidance on the future retail development and encouraging the improvement of the town centre.</p>
<p><b>(i) Sustainable Residential Development in Urban Areas (2009)</b></p>	<p><i>Guidelines for Planning Authorities: Sustainable Residential Development in Urban Areas, 2009</i> has been considered in the context of both Chapter 5 Housing and Chapter 6 Social and Community Facilities,</p>



Guidelines pursuant to Section 28 of the Planning and Development Act 2000 (as Amended)	Cobh Town Development Plan 2013
	Recreation and Open Space. These chapters contain specific policies and objectives in relation to high quality design of residential areas, the use and development of infill, greenfield and brownfield sites etc.
<b>(j) The Planning System and Flood Risk Management (2009)</b>	A Strategic Flood Risk Assessment has been carried out for Cobh in accordance with <i>The Planning System and Flood Risk Management Guidelines for Planning Authorities, 2009</i> and an Indicative Flood Extent Map for Cobh is included in this Plan. The outcome of this SFRA has informed strategic land-use decisions with the purpose of ensuring that flood risk management is fully integrated into the Town Development Plan. Specific policies and objectives in relation to flood risk are included in Chapter 7 of the development plan.
<b>(k) Wind Energy Development (2006)</b>	Chapter 9 Infrastructure has been formulated having regard to the <i>Wind Energy Guidelines for Planning Authorities, 2006</i> . Section 7.7 of the development plan references how Cork Harbour has been flagged as a location to promote and produce renewables and Cobh could play a role in facilitating such development.