

1 Introduction-

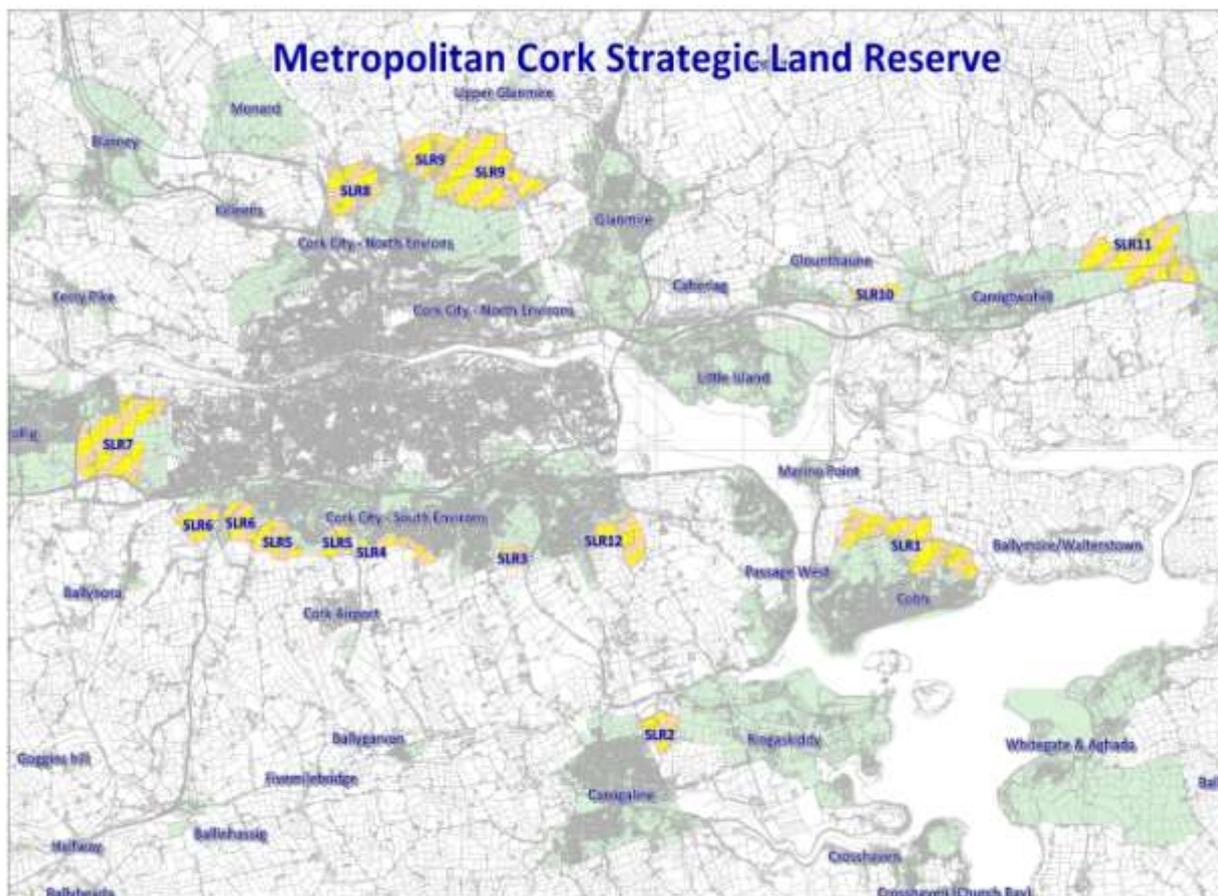
Background

- 1.1.1 The Cork County Development Plan 2014¹ highlighted the significant lack of headroom available within the residential land supply for the County Metropolitan Cork Strategic Planning Area. The plan estimated that a strategic reserve of 360ha minimum should be provided for in the subsequent review of the Local Area Plans, to provide headroom of 33% and to take account of anticipated economic and population growth within Metropolitan Cork.
- 1.1.2 The Council subsequently undertook a review of the available land supply within the County Metropolitan Cork Strategic Planning Area and identified a range of possible sites which needed to be further examined in terms of their suitability as a strategic land reserve.
- 1.1.3 The Draft Local Area Plans published in November 2016 identified 12 sites, comprising a total of 1,489ha, for consideration in terms of a strategic land reserve. The LAP made it clear that not all the lands would be required, and that detailed site by site examination of each would be necessary. The sites are identified in Table 1 below.

Table 1: List of possible sites for consideration as Strategic Land Reserve as published in Draft Local Area Plans November 2016		
Ref	Site Name	Gross Area (Ha)
SLR1	Cobh North Extension	185.0
SLR2	Carrigaline East	47.0
SLR3	Castletreasure	21.4
SLR4	Frankfield /Grange	44.9
SLR5	Togher/Doughcloyne	93.6
SLR6	Ardrostig	100.3
SLR7	Ballincollig East-Carrigrohane	223.9
SLR8	Kilbarry/Carhoo/Kilcully	105.1
SLR9	Ballyvolane-Whites Cross	336.2
SLR10	Carrigtwohill West Extension	32.4
SLR11	Carrigtwohill East	220.7
SLR 12	Oldcourt	78.7
TOTAL		1489.2

¹ See paragraph 2.2.23 – 2.2.26 (pages 18-19) of the Cork County Development Plan 2014

Figure 1:SLR Locations Map



1.1.4 Following the public consultation exercise on the Draft Plans, and consideration of submissions received, the SLRs were subject to a high level appraisal during the LAP process with particular reference to three criteria – Sequential Approach, Infrastructural Investment and Multi Modal Transport Opportunities. However, as all sites have constraints requiring detailed consideration across a range of issues; the LAPs were adopted on the basis that all 12 sites were retained for further detailed assessment.

1.1.5 As part of the Local Area Plan process additional land was zoned for residential use within the County Metropolitan SPA. The available residential land supply increased by 140ha (from 1,242 ha to 1,382ha), thus increasing the amount of headroom available to 293 ha. The CDP 2014 identified a need for 360ha of headroom, and the LAPs adopted in 2017 have now delivered 293ha of headroom, leaving a balance of 67ha to be identified.

Other issues

1.1.6 Since the adoption of the CDP 2014, and the Local Areas Plans of 2017, there have been a number of other significant developments which will influence any future strategic land supply provisions of the County Development Plan / Local Area Plans, or any proposed variations/ amendments to same including:

- Publication of the National Planning Framework which emphasises the need for compact, smart and sustainable growth and requires 50% of all new city housing to be within existing

footprints, and 30% of all new housing elsewhere to be within existing urban footprints, thus reducing the amount of greenfield land required to meet future housing requirements.

- The Draft Regional Spatial and Economy Strategy (including the Cork Metropolitan Area Strategic Plan) which is due to be published shortly which will include a new population allocation for the county and set out a strategy for the future development of the southern region and the Cork Metropolitan Area. The Core Strategy (population growth allocations, housing land supply etc) of the next County Development Plan will need to be consistent with the provisions of Regional Strategy.
- Emerging guidance on Urban & Building Height Guidelines, Water Services Guidelines 2018 etc., which highlight the importance of optimising the yield from existing investment in services and creating more compact and integrated communities.
- Decision to extend the city boundary. Eight of the twelve SLR sites will fall within the jurisdiction of Cork City Council, post May 2019.

2 Site Assessments

Approach to Site Assessment

2.1.1 Post the adoption of the Local Area Plans a more detailed assessment of the SLRs has been undertaken to identify the lands that may have the best chance of delivering housing in the short to medium term. The stages of the assessment undertaken to date are summarised in Table 2 below.

Table 2: Site Assessments Methodology			
Stage	Action	Timeframe	Comment
1	Identification of Land Ownership & Engagement With Landowners	Sept 2017 to Jan 2018	<ul style="list-style-type: none"> ○ 185 registered landowners identified. ○ Ownership of a further 12 parcels of land are being investigated. ○ All identified landowners were notified about the process. ○ To date approximately 50% of landowners or representatives have responded. ○ Of these approximately 60% wish to engage in the SLR process. ○ 40% have not committed as of yet. ○ Three of the identified landowners have thus far declined to take part.
2	Technical Assessment of SLR Locations having regard to a range of criteria (1) Overall Strategy: Delivery/reinforcement of CDP/ CASP/ emerging NPF/RSES strategies. (2) Water Services (3) Public Transport. (4) Roads and Traffic. (5) Connectivity (pedestrian / cycle to local services) . (6) Natural and Built heritage. (7) Archaeology. (8) Market Demand. (9) Proximity to Employment	Jan 2018 to April 2018	<ul style="list-style-type: none"> ○ Internal Working Group Workshop met to examine the Strategic Land Reserve Sites in detail and all 12 sites as well as their broad locations have been technically appraised at a micro level. ○ Further detailed discussions took place between November and February with the Council's Engineering section for the relevant locations and staff in the water production plants serving Metropolitan Cork. ○ See assessments below
3	External Stakeholder Engagement with Irish Water, CIE Group (Irish Rail), Bus Eireann, TII, NTA, Dept of Education, OPW, EPA NPWS, DAA, Southern Reg. Assembly, Dept. of Housing, Planning & Local Government	May 2018 to June 2018	<ul style="list-style-type: none"> ○ Comments from stakeholders have informed the site assessments detailed below .
4	Update Report to Members	October 2018	This report to Members .

2.1.2 The findings of both the technical assessment and the external consultations with statutory stakeholders have informed the assessment of each site which is detailed in the individual site profile which follows below.

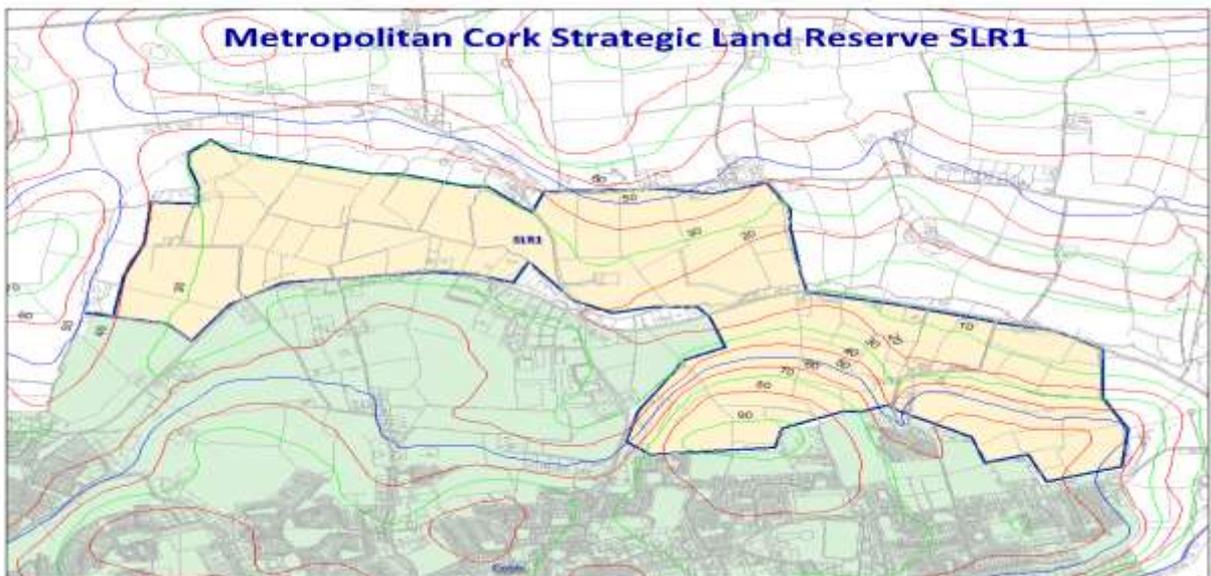
2.1.3 As a result of this assessment it is clear that, for a range of significant infrastructural reasons, some sites are not well placed to deliver housing in the short to medium term. Four sites, or parts thereof, have been identified as having some potential to deliver housing and more detailed site specific assessment of these sites is now recommended to address issues such as water services, traffic and transport assessment, flood risk assessment, Habitats Directive Assessments etc. Once these additional assessments have been carried out, the Planning Authority will be better placed to assess the suitability of the sites for the delivery of housing. A summary overview table, encompassing the criteria outlined at Step 2 above is included on page 35.

Strategic Land Reserve - Site Appraisals

2.1.4 The following section contains a summary profile of each site as emerged from the appraisals.

SLR 1 – Cobh North Extension

SLR 1- Cobh North Extension



Site Description

This land comprising approximately 185ha is located to the north of the Tay Road and north of the Ballynoe Urban Expansion Area (UEA) (47.3ha) zoned for residential development in the Local Area Plan 2017. The lands are currently within the Metropolitan Green belt as defined by the Cork County Development Plan 2014. The lands are bounded and dissected by the Ballynoe Road and Tay Road.

The lands elevate steeply to the south, levelling off towards the centre, rising incrementally to the north.

Local Area Plan Context.

LAP recognises existing roads constraints serving Great Island – single bridge access at Belvelly and the R624 is poorly aligned in parts and experiences serious capacity issues at peak times. Improved access from N25 needed. LAP also seeks the completion of a feasibility study of proposed new rail station at

SLR 1- Cobh North Extension	
<p>Ballynoe, which would serve the UEA and potentially this SLR, and the need for an integrated local transport plan for Cobh.</p> <p>In relation to the existing Urban Expansion Area the LAP recognises that, before development can commence, proposals are needed for upgrading the road infrastructure and a SUDs study is needed to inform the approach to surface water management.</p>	
Strengths	Issues to be addressed
<ul style="list-style-type: none"> • Contiguous to proposed Urban Expansion Area. • Water Services: Cobh will shortly be connected to the Lower Harbour Waste Water Scheme. • Public Transport: Commuter Rail Service available. 	<p>Roads- Roads Infrastructure is an issue for the study area as it is in the wider Cobh area as outlined above. This needs to be addressed before any significant development can take place.</p> <ul style="list-style-type: none"> • Capacity of Belvelly Bridge and upgrading of R624. • The potential for queuing at Belvelly Bridge and further downstream at the Cobh Cross junction on the N25 may be further exacerbated by development of this site (TII). • Integrated local transport plan for Cobh awaited as per the LAP. <p>Rail- Site is a considerable distance from Train Stations. Feasibility study of proposed new rail station at Ballynoe awaited.</p> <p>Water Services : Parts of the land are very elevated, particularly in the South East, and may present difficulties with regard to water pressure. A water tower located on a higher level than the subject lands would be required.</p> <p>Ecology- the eastern portion of the SLR is adjacent to Cuskinny Marsh nature reserve, a significant wet land site that is of particular importance for wintering birds. Development at the eastern end of the SLR may give rise to disturbance issues. Further assessment is required to fully consider possible environmental effects of the development of these SLR lands.</p> <p>Archaeology and Built Heritage- The study area contains 6 no Archaeological features. Buffer areas free of development would need to be maintained around these sites.</p>
Conclusion	
<ol style="list-style-type: none"> 1. Deficiencies in accessing Great Island (Belvelly Bridge and need to upgrade R624), and the likely timeline for the resolution of these issues would indicate that including these lands as part of the Strategic Land Reserve at this time is premature. 2. Current LAP provides 96ha of land zoned for new residential development in Cobh. As outlined above additional studies are required to inform the development strategy for some of this zoned land (transport plan, sustainable urban drainage strategy etc) and significant infrastructure needs to be delivered (roads, transportation, water services etc) before development can commence. Increasing the land supply in Cobh at this time will not result in the early delivery of housing . 	

SLR 2 Fernhill / Carrigaline North East

SLR 2- Fernhill – Carrigaline North East



Site Description

This site is located NE of Carrigaline and West of Ringaskiddy and comprises 44 hectares, made up of a combination of a golf club and agricultural land. The lands are currently classified as Metropolitan Greenbelt in the Cork County Development Plan 2014 and form a strategic gap between Carrigaline and Ringaskiddy Strategic Employment Area.

The site is south of the current N28 and Raffeen Quarry, an active working quarry, adjoins the site to the NE. The proposed M28 will abut the site to the north. The Rock Road borders the site to the west and the Raffeen Road to the east, both of which form T junctions with the N28 National Primary Road to the north. Lands immediately east of the Raffeen Road are zoned for Industrial use. The LAP 2017 includes an objective to provide a greenway, where practicable, linking Carrigaline and Ringskiddy along the old railway line to the NW of the site.

LAP Context.

Due to the heavy industrial nature of many of the industries, and the Port, in Ringaskiddy, many of which operate 24 hours a day and can give rise to significant levels of HGV traffic, noise, odour, light pollution and other nuisance issues, the Council has always sought to retain a greenfield buffer area between Ringaskiddy and adjoining communities. This buffer serves to reduce the potential for negative impacts on the amenities of the community, and to protect industrial users from inappropriate conflicting uses being located too close to them (thus increasing the potential for third party objections to their development proposals and increased uncertainty re their ability to expand or change activity etc.) Industrial development in Ringaskiddy will intensify in the future with the additional port activities and the development of lands zoned for development, this reinforcing the need to maintain a buffer area between industrial and residential uses, to the benefit of both.

The Vision for Carrigaline set out in the 2017 LAP seeks to consolidate Carrigaline's rapid growth of recent years within the towns current development boundary, while improving the town centre and the towns amenities.

The Cork Metropolitan Area Transport Strategy is examining roads and transportation issues facing the metropolitan area and will set out a framework for the planning and delivery of transport

SLR 2- Fernhill – Carrigaline North East

infrastructure and services to support the Cork Metropolitan Areas development in the period up to 2040. The publication of Strategy is awaited.

Strengths

- **Connectivity:** The site abuts the Shannon Park UEA to the east and could potentially be designed to link with that development, and the proposed greenway, providing connectivity to the town of Carrigaline and between Carrigaline and Ringaskiddy.
- **Water and Waste Water-** Capacity is available in the recently constructed Lower Harbour Treatment Plant which is located immediately to the east of the study area. Sufficient drinking water supplies are also available, contour levels on the site are low and present no difficulties for supply.
- **Public Transport-** Public Transport Bus Services to Carrigaline have improved in recent times. Additional enhancement of bus connectivity to Cork City and securing a bus service between Carrigaline and Ringaskiddy is currently being examined. A public transport facility is proposed adjacent to the Shannonpark UEA (CL-U-09).

Issues to be addressed

- **Green Belt-** if all of this SLR is developed future industrial uses in Ringaskiddy will directly abut the town of Carrigaline giving rise to potential adverse impacts on residential amenity for the residents and potential objections and delays to industrial development within Ringaskiddy Strategic Employment Area. This may render zoned industrial land at Ringaskiddy less attractive to future employment uses. A compromise position would be to consider part of the land only, and maintain a buffer area free of development.
- **M28 –** proposed M28 located due north of the site. M28 scheme currently subject to Judicial Review. Outcome of the review needs to be known before new development can be advanced within the route corridor. Publication of CMATs awaited.
- **Traffic –** Additional residential development in the area is likely to add to commuter traffic on the N28, proposed M28 and the N40. CMATS awaited.
- **Roads:** Rock Road, which is the primary means of accessing the site from Carrigaline and other local roads in the vicinity of the study area will need to be upgraded.
- **Flood Risk-** Parts of the study area is subject to pluvial flooding. Development would need to be supported by a flood risk assessment and development of areas at risk of flooding avoided.
- **Archaeology and Built Heritage-** The site contains many areas of Archaeological Value with a large number of Neolithic sites contained within the study area. Buffer areas free of development will need to be maintained around archaeological sites.

Conclusion

1. Having regard to the potential of the location to deliver housing in the short – medium term, consideration could be given to advancing the North West corner of the study area (15.5ha) adjoining existing development to the next stage of the SLR assessment process.

SLR 2- Fernhill – Carrigaline North East

2. Given the traffic and congestion issues in the wider Carrigaline area, a Traffic and Transportation plan would first need to be undertaken for the site to address the likely impact of additional development in this area.
3. In addition the following should be undertaken as part of the next stage of the assessment process:
 - a) Site specific flood risk assessment.
 - b) Archaeological Assessment.
 - c) AA screening.

SLR 3 Castletreasure

SLR 3- Castletreasure



Site Description

This SLR site, comprising 21 ha approx, is located within the Metropolitan Green belt south of Donnybrook at Castletreasure, west of the N28. The site is adjacent to the N28 Douglas Exit and has an access, via an agricultural road, to the Carrigaline Road (R609), located to the east of the site. An improved junction to the M28 is proposed to the south east of the site which will involve some land take from this SLR. This junction will not serve these lands.

These lands will need to be accessed through the zoned lands to the north or directly from the R609 to the east – feasibility of this needs to be established.

The lands slope downwards away to the west from the main road into a valley with a stream and rising back to a highly elevated point. Ballybrack Valley to the west is of significant biodiversity value.

LAP Context.

Lands immediately north of the SLR are zoned for residential development (R-06), and include for the provision of a primary school. The R-06 objective also recognises constraints around the timing and provision of appropriate drinking water and waste water disposal for the R-06 site, and the need to upgrade off site infrastructure (including roads) to facilitate development. Pre planning discussions for a Strategic Housing Development (SHD) are currently underway for the R-06 site.

This SLR is located within the South Environs where the road network suffers from heavy peak hour congestion which overflows onto the N40 and the N28, both of which are strategic National Primary routes for the region. There is limited capacity within the existing transport network and what capacity is there will need to be allocated more efficiently to ease congestion, accommodate public transport and facilitate greater pedestrian and cycle connectivity. The Cork Metropolitan Area Transport Strategy is examining these issues and will set out a framework for the planning and delivery of transport infrastructure and services to support the Cork Metropolitan Areas development in the period up to 2040. The publication of Strategy is awaited.

The proposed M28 scheme is currently subject to Judicial Review, and final consent for the project is

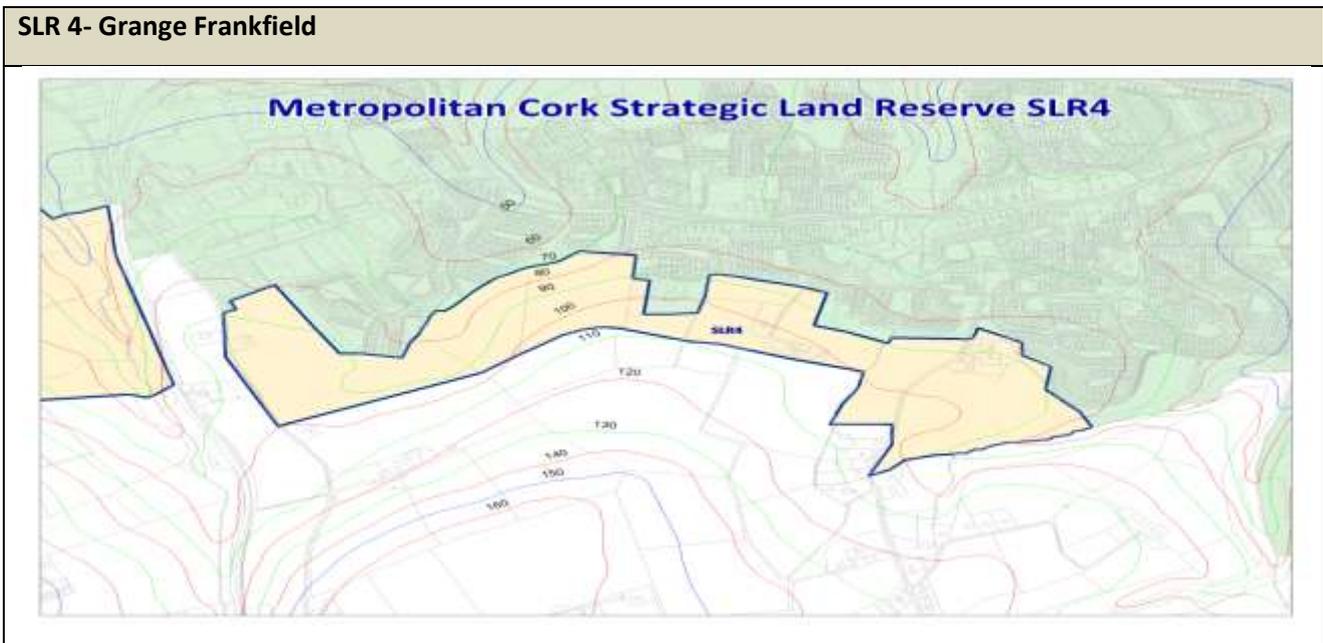
SLR 3- Castletreasure	
<p>awaited (involves some land take from this site).</p> <p>Current layouts for the R-06/ SHD site do not provide for access to the SLR lands to the south. Subject to resolution of access and other issues, there may be an opportunity for development of this SLR site to progress sequentially with the development R-06.</p>	
Strengths	Issues to be addressed
<ul style="list-style-type: none"> If developed in conjunction with the R-06 site to the north, development would be contiguous to the existing built up area of Donnybrook, and subject to the delivery of local road re-alignments, upgrades to pedestrian and cycling facilities and improvements in public transport provision, could enjoy good connectivity to the wider Douglas area and the city, delivering compact growth. 	<ul style="list-style-type: none"> Traffic and Transportation: Given existing congestion in the area and the pending nature of the CMATS and the M28, development of these SLR lands would require more detailed consideration from a traffic and transportation perspective, including the issue of how the land can be accessed and the timeline for the delivery of roads and transportation improvements for the area. Water and Waste Water- Development of these lands would require significant investment in infrastructure including upgrades to pumping stations and the Tramore Valley Sewer and /or the provision of a Southern Trunk Main Sewer. The later item is not included in the Irish Water Investment Programme. Carrigrennan Waste Water Treatment Plant is sized for the current zonings as contained in the 2017 LAP's and significant investment to expand the plant may be required to accommodate development on additional lands. Carrigrennan also has compliance issues. Archaeology- Archaeological assessments have identified a castle within the site and buffer areas, free of development, would need to be maintained around areas of archaeological potential. Topography- site is very elevated in parts along the South Western boundary. Development of this part of the site may be inappropriate from a visual amenity perspective.
Conclusion	
<ol style="list-style-type: none"> Progression of plans for a strategic housing development on lands to the north of this SLR may provide the opportunity to open up these lands for the development of housing in the short to medium term, subject to the availability of suitable access to the lands, the availability of adequate water services to cater for the development, and the timely provision of local road, public transport and pedestrian and cycle connectivity improvements in tandem with development to the north. These issues needed to be explored in more detail and it is therefore proposed to advance this site 	

SLR 3- Castletreasure

to the next stage for more detailed assessment of the following issues:

- (a) Water Services: Clarification required re delivery of appropriate water services infrastructure to serve the land - upgrade to the Tramore Valley Sewer and / or delivery of Southern Trunk Main to provide waste water services for the site, and new Reservoir for the area.
- (b) Traffic and Transport Study to address the issues outlined above.
- (c) Topographical / Visual Impact Assessment.

SLR 4 Grange Frankfield



Site Description

This area of approximately 44.9ha is located immediately south east of Grange/Frankfield on lands currently designated as Metropolitan Green Belt in the Cork County Development Plan 2014. The lands are currently in agricultural use. A portion of the lands to the east overlaps with an existing parcel of zoned land (SE R-07). The study area immediately abuts the built up area of Grange/Frankfield, located NE of Cork Airport.

The lands are elevated in places, but are at a broadly similar elevation to the southern fringes of the City South Environs.

The site is bounded by Cooney’s lane to the east and Sullivan’s Lane to the west, which feed off the R581 Grange Road to the North.

The N27 National Secondary Road serving Cork Airport is approximately 300 metres to the west of the study area with the N27 /N40 junction (Kinsale Road Roundabout) approximately 1km to the north west of the study area .

This SLR is located within the South Environs where the road network suffers from heavy peak hour congestion which overflows onto the N40, a National Primary Route which provides strategic connectivity between the N22, N71, N27 and N28, and with the wider national route network. There is limited capacity within the existing transport network and what capacity is there will need to be allocated more efficiently to ease congestion, accommodate public transport and facilitate greater pedestrian and cycle connectivity. The Cork Metropolitan Area Transport Strategy is examining these issues and will set out a framework for the planning and delivery of transport infrastructure and services to support the Cork Metropolitan Areas development in the period up to 2040. The publication of Strategy is awaited.

Strengths	Issues to be addressed
<ul style="list-style-type: none"> • Development would be contiguous to the existing built up area of Grange / Frankfield, and subject to the delivery of local road improvements, 	<ul style="list-style-type: none"> • Roads : Given existing congestion in the area and the pending nature of the CMATS, development of these SLR lands is considered premature at this time, pending the delivery of signification road and public transportation improvements

SLR 4- Grange Frankfield	
<p>upgrades to pedestrian and cycling facilities, including links over the N40, and improvements in public transport provision, could enjoy good connectivity to the South Environs and the city, delivering compact growth.</p>	<p>for the area and enhanced pedestrian / cycle connectivity.</p> <p>The local road along the western boundary, Sullivan’s Lane, is narrow and the topography of lands immediately to the west of this road make improvements including widening and footpath provision difficult.</p> <p>Further downstream congestion problems are likely and junction improvements at the Bull McCabe and (N40/N27) Kinsale road roundabout would be required.</p> <ul style="list-style-type: none"> • Water and Waste Water- The elevation of these lands presents servicing difficulties with the highest reservoir in the South Environs located at a contour of 67 metres, below the levels of this study area where contours range from a minimum of 70 metres to 110 metres at their highest point. <p>To adequately service this site for waste water, a Southern Trunk main sewer would be required, the cost of which may be prohibitive, and for which no provision has been made in the Irish Water investment programme.</p> <ul style="list-style-type: none"> • Flood Risk and Surface Water Disposal- There is no indication of flood risk within the study area however disposal of surface water from the site may be an issue and significant attenuation measures may be required. A SUDs strategy for the area would be advisable, <p>Ecology- There are no major watercourses on site with the study area comprising largely of agricultural grassland, some old field boundaries have been retained and these may have biodiversity value.</p> <p>Archaeology`- There is a recorded monument within the western boundary of the site. An appropriate buffer zone will need to be provided.</p>
Conclusion	
<p>1. Major Water Services Infrastructural requirements, as well major local road and junction improvements would indicate that development of this site may be premature at this time and the lands are not well placed to deliver housing in the short / medium term.</p>	

SLR 5 Doughclyone /Lehenagh More / Lehenagh Beg

SLR 5- Doughclyone /Lehenagh More / Lehenagh Beg



Description.

SLR 5 comprises a total of approximately 93.6ha. The lands are quite elevated in sections and are visible across a wide area of the City.

SLR 5 East is located immediately south west of Forge Hill, west of the N27 Airport road at Lehenagh More / Lehenagh Beg. The site is accessed from a local county road (Pouladuff road) to the west which serves the Manor Farm and Matthew Hill developments .

SLR 5 West is located at Doughcloyne / Lehenagh More, north of Spur Hill. The land is bounded by local county roads to the east and west.

This SLR is located within the South Environs where the road network suffers from heavy peak hour congestion which overflows onto the N40, a National Primary Route which provides strategic connectivity between the N22, N71, N27 and N28 and with the wider national route network. There is limited capacity within the existing transport network and what capacity is there will need to be allocated more efficiently to ease congestion, accommodate public transport and facilitate greater pedestrian and cycle connectivity. The Cork Metropolitan Area Transport Strategy is examining these issues and will set out a framework for the planning and delivery of transport infrastructure and services to support the Cork Metropolitan Areas development in the period up to 2040. The publication of Strategy is awaited.

Strengths	Issues to be addressed
<ul style="list-style-type: none"> This site is contiguous to the built up area of the city and, subject to the delivery of local road improvement, upgrades to pedestrian and cycling facilities, and improvements in public transport provision, could enjoy good connectivity to employment and services 	<ul style="list-style-type: none"> Roads : Given existing congestion in the area and the pending nature of the CMATS, development of these SLR lands is considered premature at this time, pending the delivery of signification road and public transportation improvements for the area and enhanced pedestrian / cycle connectivity, footpaths and street lighting. Junction improvements at the N40 junctions would also be required. Water and Waste Water- Current Water Supply to the

SLR 5- Doughclyone /Lehenagh More / Lehenagh Beg

that the city provides.

developments along Matthew Hill is pumped from Chetwynd to Carrs Hill and gravity piped back again. This puts pressure on the network therefore an increase in water pressure from Carrs Hill is needed.

There are proposals for a new reservoir at Chetwynd however it may not be at a high enough level to service these lands effectively.

The existing wastewater networks through the city cannot accommodate further development in this area and a Southern Trunk main sewer is required, the cost of which is prohibitive and it is not include in the Irish Water investment programme.

- **Flood Risk and Surface Water Disposal-** Both sections of the study area have areas which appear to be at risk of flooding and the areas affected will need to be excluded from any development proposals.

Comprehensive proposals for surface water attenuation would need to be agreed as part of any development proposal.

- **Ecology-** The Eastern portion of the study area contains a watercourse along the eastern boundary and the floodplain/associated riparian strip would need to be protected from development.

The western portion of the site contains a significant wooded area associated with a stream or small river adjoining the route of the former West Cork railway and this has been identified as being of ecological value. Protection of this corridor from development is also necessary.

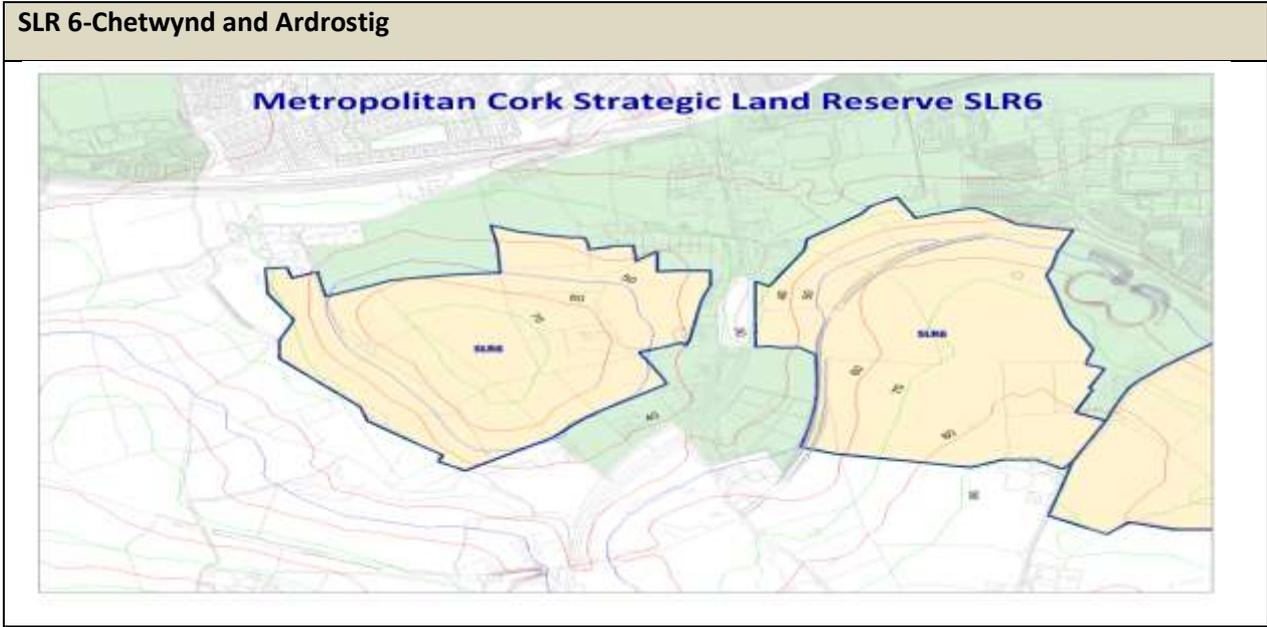
- **Archaeology`-** The study area contains two archaeological sites which would need appropriate protection via buffer areas etc.

- **Airport Public Safety Zones-** A significant portion of the study area (10%) within the Inner Public Safety zone of Cork Airport and this section would also need to be excluded from consideration for residential, institutional or commercial development.

Conclusion

1. Major Water Service’s Infrastructural requirements, as well major local road and junction improvements, would indicate that development of this site may be premature at this time and the lands are not well placed to deliver housing in the short / medium term.

SLR 6 Chetwynd and Ardrostig



Site Description

These sites comprises approximately 100 ha of land either side of the N71 at the Bandon Road Roundabout. The lands are quite elevated in sections and are visible across a wide area of the City. The lands are within the metropolitan green belt around Ardrostig to west and have remained largely intact. The majority of the lands are currently in agricultural use.

SLR 6 East is located SW of Sarsfield Road and Eagle Valley, adjoining the high level reservoir. Chetwynd Cemetery adjoins the site to the south west and the old Bandon railway line runs through the site. The local county road (the Togher Road) borders the site to the east .

SLR 6 West is located west of the N72 Bandon road and is very elevated. Access is off a laneway off the N72. Zoned lands SE R-10, fronting the Waterfall Road, abut SLR6 West to the north.

This SLR is located within the South Environs where the road network suffers from heavy peak hour congestion which overflows onto the N40, a National Primary Route which provides strategic connectivity between the N22, N71, N27 and N28, and with the wider national route network. There is limited capacity within the existing transport network and what capacity is there will need to be allocated more efficiently to ease congestion, accommodate public transport and facilitate greater pedestrian and cycle connectivity. The Cork Metropolitan Area Transport Strategy is examining these issues and will set out a framework for the planning and delivery of transport infrastructure and services to support the Cork Metropolitan Areas development in the period up to 2040. The publication of Strategy is awaited.

LAP objective CA-U-04 seeks to examine the feasibility of provide a new access route to the airport via the western suburban road network, which may impact on the local road network in the Togher area.

Strengths	Issues to be addressed
<ul style="list-style-type: none"> Development of SLR6 East may present an opportunity for development contiguous to the Sarsfield Road area, which is close to Wilton and wider Bishopstown area. Subject to the delivery of local road improvements, upgrades to pedestrian and cycling facilities, 	<p>Traffic and Transport: Given existing congestion in the area and the pending nature of the CMATS, development of these SLR lands is considered premature at this time, pending the delivery of signification road and public transportation improvements for the area and enhanced</p>

SLR 6-Chetwynd and Ardrostig	
<p>and improvements in public transport provision, development could enjoy good connectivity to Wilton and the city.</p>	<p>pedestrian / cycle connectivity, footpaths and street lighting.</p> <p>The local road network is also deficient with the roads being very narrow in parts, lacking in footpaths and public lighting. The ability to upgrade these roads may be constrained by narrow bridges over the disused railway and one off housing and a significant land take would be required.</p> <p>Significant upgrading of the N71 to dual carriageway standard, with footpaths etc would be required.</p> <p>Downstream congestion issues in Togher, Wilton and Bishopstown would also need to be addressed.</p> <p>Development of SLR6 West, which is annexed from the existing suburbs by the N72 and N40, is more difficult as it does not have suitable access to the local road network. The site is not within the catchment of high frequency bus services and proposals for connectivity to the local cycle network are undeveloped. Development here would be premature.</p> <p>Water and Waste Water- The current reservoir at Chetwynd may be at too low a level to service these lands. A new reservoir is required in the vicinity to service this site and the other south environs study areas.</p> <p>A southern trunk main sewer is required to facilitate disposal of waste water from the site as there is insufficient capacity in the city network to accommodate development of these lands. The cost of this item of infrastructure is prohibitive and is not included in the Irish Water Investment programme.</p> <p>Ecology- There are no major watercourses on either section of the study area. The lands appear comprise primarily of agricultural grassland. The hedgerows which form field boundaries in the eastern portion are fairly substantial and would merit protection in the event of this area being considered for development.</p> <p>Flood Risk and Surface Water Disposal- Proposals for surface water attenuation required.</p>

SLR 6-Chetwynd and Ardrostig

Conclusion

1. Major Water Service's Infrastructural requirements, as well major local road and junction improvements, would indicate that development of this site may be premature at this time and the lands are not well placed to deliver housing in the short / medium term.

SLR 7-Ballincollig East

SLR 7-Ballincollig East	
 <p style="text-align: center;">Metropolitan Cork Strategic Land Reserve SLR7</p>	
<p>Site Description</p> <p>This area comprising of 223ha is located in the Metropolitan Green Belt in an area which forms a strategic gap between Ballincollig and the Cork City Suburbs. The lands are bounded to the north by the Carriganarra Road / Model Farm Road and are dissected by the Clash Road L221. The N40 South City Ring Road bounds the lands to the south, with the N22 bounding the lands to the west.</p> <p>The proposed Cork Science and Innovation Park bounds the lands to the east.</p> <p>The road network in this area suffers from heavy peak hour congestion which overflows onto the N40 and N22, National Primary Routes which provides strategic connectivity between the N71, N27 and N28, and with the wider national route network. There is limited capacity within the existing transport network and what capacity is there will need to be allocated more efficiently to ease congestion, accommodate public transport and facilitate greater pedestrian and cycle connectivity. The Cork Metropolitan Area Transport Strategy is examining these issues and will set out a framework for the planning and delivery of transport infrastructure and services to support the Cork Metropolitan Areas development in the period up to 2040. The publication of Strategy is awaited.</p>	
Strengths	Issues to be addressed
<ul style="list-style-type: none"> • Located between the city suburbs of Bishopstown to the east and Ballincollig to the west, this site has the potential to deliver compact infill urban growth, contiguous to the existing built up area, and subject to the delivery of local road improvements, upgrades to pedestrian and cycling facilities and improvements in public transport provision, could enjoy excellent connectivity to the city.. • The is site is located adjacent to the proposed Cork Science and Innovation Park which offers the opportunity for major employment locally, contributing to the sustainability of development at this location. 	<ul style="list-style-type: none"> • Traffic and Transportation- The site is located in the vicinity of a proposed high frequency public transport corridor. However, proposals are not sufficiently developed to identify how much of the site would be located within the relevant catchment. <p>Primary access to the site may have to be from the national road network, with secondary accesses from Model Farm and Carriganarra Roads. Extensive upgrades of both local roads would be required including footpaths, lighting, cycling and bus lanes as well as capacity assessments.</p> <p>There are concerns about the impact</p>

SLR 7-Ballincollig East	
<ul style="list-style-type: none"> • The site is located in the vicinity of a proposed high frequency public transport corridor. • A Potential BRT line traverses the centre of the study area. 	<p>development of these lands may have the N22, N40 and potential Northern Relief Road.</p> <ul style="list-style-type: none"> • Water and Waste Water- There are significant issues with wastewater capacity in the area. There is no capacity in Ballincollig WWTP and all waste will have to be pumped east to either Tramore Valley or to a pumping station by County Hall and with city network unable to accommodate this additional loading, a southern trunk main sewer is required. <p>The cost of this item of infrastructure is prohibitive and it is not included in the Irish Water investment programme.</p> <p>Drinking water is available but the site may require its own reservoir and interconnector from the Ballincollig supply to the Lee Road water supply. A short trunk main is proposed through the study area and a way leave is required.</p> <ul style="list-style-type: none"> • Flood Risk and Surface Water Disposal-Pluvial floor risk occurs on a number of locations throughout the study area with fluvial flooding occurring in the South East corner at the confluence of the Maglin and Curraheen Rivers. A detailed flood risk assessment is required. • Archaeology- The site contains two archaeological sites. These sites and the Zone of Archaeological Potential (ZAP) will need to be preserved and protected in an appropriate greenfield setting.
Conclusion	
<ol style="list-style-type: none"> 1. It is considered that these lands constitute the most strategic of the SLR locations for a number of reasons including its <ul style="list-style-type: none"> • Infill location between the City and Ballincollig • Location along the proposed Bus Rapid Transit route • Proximity to services such as employment, higher education and health care. • Its location adjacent to the proposed Cork Science and Innovation Park 2. However the scale of the site at approximately 220 ha, and the likely interventions required to achieve its development potential requires a multi disciplinary master planning approach is required in order to provide for the comprehensive and co-ordinated development of these lands. In this context, the land is not well placed to deliver housing in the short / medium term. 	

SLR 8 Carhoo

SLR 8-Carhoo	
 <p>The map displays the Metropolitan Cork Strategic Land Reserve SLR8. The reserve area is highlighted in yellow and is situated in a rural area with green fields and some buildings. A road network is visible, including the Old Mallow Road and Old Whitechurch Road. The Glenamought River valley is shown to the south of the reserve. The map also shows the Cork City - North End area to the south.</p>	
<p>Site Description</p> <p>The study area consists of approximately 105ha and is located NW of the City, west of Kilcully and north west of the Kilbarry Industrial Estate. The Cork Dublin rail line and the Old Mallow Road are located immediately west of the site, while the Old Whitechurch road traverses the middle of the study area. The Rosemount housing development borders the site to the east and Kilcully cemetery to the north east. The Glenamought River valley forms the southern boundary of the land and includes areas of biodiversity value. The City Council administrative area lies south of the river. The area is primarily agricultural interspersed by a large number of one of dwellings. The lands are quite elevated in parts.</p> <p>The road network suffers from heavy peak hour congestion which overflows onto the N20 National Primary Route. There is limited capacity within the existing transport network and what capacity is there will need to be allocated more efficiently to ease congestion, accommodate public transport and facilitate greater pedestrian and cycle connectivity. The Cork Metropolitan Area Transport Strategy is examining these issues and will set out a framework for the planning and delivery of transport infrastructure and services to support the Cork Metropolitan Areas development in the period up to 2040. The publication of Strategy is awaited.</p>	
<p>Strengths</p>	<p>Issues to be addressed</p>
<ul style="list-style-type: none"> This site is located adjacent to the major LIHAF project being developed by Cork City Council and may be in a position to capitalise on the investment planned in the vicinity over time. 	<ul style="list-style-type: none"> Traffic and Transportation- The existing road network in this area suffers from severe congestion and does not have capacity to serve additional development. Proposals are not developed for the provision of additional road or public transport services. There are also major congestion issues downstream in Blackpool. <p>Major road upgrades, footpaths and lighting is required.</p> <p>A new access road along the length of the site to the N20 Mallow road may be required.</p>

SLR 8-Carhoo	
	<p>Development of this site may also be premature pending identification of the N40 Northern Ring road.</p> <ul style="list-style-type: none"> Water and Waste Water- The lands are currently supplied with water from the City Council network and the County Council has no control over capacity or production, a watermain could potentially be run from Monard to serve this area. <p>A northern trunk main sewer is needed to service this study area and the adjoining study area as well the Ballyvolane Urban Expansion Area. The cost of this item of infrastructure is prohibitive and is not included in the Irish Water investment programme.</p> <p>The study area is adjacent to the lands in the city which are being developed with assistance from LIHAF funding.</p> <p>Archeology- The site contains a number of Recorded Monuments. These sites and the associated Zones of Archaeological Potential will need to be protected within appropriate buffers areas free of development.</p> <p>Ecology-The lands comprise primarily of agricultural grassland. It is essential from an ecological perspective to protect the Glenamought river and associated riparian area.</p>
Conclusion	
<ol style="list-style-type: none"> Major Water Service’s Infrastructural requirements, as well major local road investment and improvements, would indicate that development of this site may be premature at this time and the land is not well placed to deliver housing in the short / medium term. 	

SLR 9 – Whites Cross

SLR 9-Whites Cross



Site Description

This area comprises 336ha of land, presently within the metropolitan green belt and is located east and west of Whitescross. The eastern block of land lies due north of the Ballyvolane Urban Expansion Area, zoned for development in the 2017 LAP and extends to Rathcooney to the east. . The western section of the study area is west of Whitecross / North of Dublin Pike and east of Kilcully. There are a number of residential developments in Kilcully and Whites Cross area. This land is contiguous to the proposed Ballyvolane Urban Expansion Area (232ha). The Ballyhooley Road dissects the area and the land is close to the route of the proposed Northern Ring Road.

The site is served by an inadequate local road network which suffers from heavy peak hour congestion. The Cork Metropolitan Area Transport Strategy will set out a framework for the planning and delivery of transport infrastructure and services to support the Cork Metropolitan Areas development in the period up to 2040. The publication of Strategy is awaited.

Strengths	Issues to be addressed
<ul style="list-style-type: none"> This land is contiguous to the proposed Ballyvolane Urban Expansion Area and in time may offer the opportunity for walking and cycling connectivity through the North Environs and onwards to the City Centre. 	<ul style="list-style-type: none"> Traffic and Transportation- The Road network in the Western Section is adequate but will need upgrading. In the Eastern section the road network requires major upgrades. The existing road network in this area suffers from severe congestion and does not have capacity to serve additional development. Proposals are not developed for the provision of additional road or public transport services Downstream congestion is a problem in Blackpool and Ballyvolane. There are currently no footpaths or public lighting in this area. Water and Waste Water- These lands are unserved at present for both Water and Waste Water. Upgrades of piping and reservoir upgrades are required. A northern trunk main sewer is required as per SLR8, the cost of this item of is prohibitive and it is not included in the Irish Water Investment Programme.

SLR 9-Whites Cross	
	<ul style="list-style-type: none"> • Flood Risk and Surface Water Disposal- SuDS/ storage proposals would need to be advanced, there is currently no capacity in the city network at Blackpool where surface water is received for this area. • Ecology- Primary features of ecological interest are the two rivers – the Bride to the west and a tributary of the Glashaboy to the east. Protecting these watercourses and associated corridors should be an objective of any development in this study area. The study area also contains some small fields with substantial hedgerow boundaries which will need to be retained. • Archaeology- The southern half of the proposed SLR contains a cluster of eight Recorded Monuments. These sites and the associated Zones of Archaeological Potential will need to be protected within appropriate buffers areas free of development. In addition the concentration of sites indicates significant human activity in prehistoric and Early Christian period in the wider area and it is recommended that the Archaeological Assessment for this SLR includes a geophysical survey and testing.
Conclusion	
<ol style="list-style-type: none"> 1. Major Water Service’s Infrastructural requirements, as well major local road investment and improvements, would indicate that development of this site may be premature at this time and the lands are not well placed to deliver housing in the short to medium term. 	

SLR 10- Carrigtwohill West (Glounthaune East)

SLR 10-Carrigtwohill West – Glounthaune East



Site Description

This area comprises 32ha and is located between the settlements of Glounthaune and Carrigtwohill along the Cork - Midleton suburban rail line and fronts the former N25 national road. The majority of the land is presently within the metropolitan green belt and is gently sloping to the north. Part of the eastern end of the study area is zoned for Industrial Development in the 2017 Local Area Plan (Carrigtwohill CL-I-01). Other lands abutting the study area to the east are also zoned for Industrial use (within Carrigtwohill).

Harpers Island, and Cork Harbour Special Protection Area and Great Island Channel Special Area of Conservation are directly south of the study area.

The Cork Metropolitan Area Transport Strategy is examining roads and transportation issues facing the metropolitan area and will set out a framework for the planning and delivery of transport infrastructure and services to support the Cork Metropolitan Areas development in the period up to 2040. The publication of Strategy is awaited.

Strengths

This site is close to Glounthaune train station which is well served by public transport with up to 4 trains per hour in either direction.

There are also proposals to construct a new station at Carrigtwohill West approximately 2 km from the study area serving the existing industrial estates and retail park, this will potentially allow for an easy commute by public transport to the employment lands in Carrigtwohill from Glounthaune.

Glounthaune is well connected to Cork via a number of regional bus routes, providing

Issues to be addressed

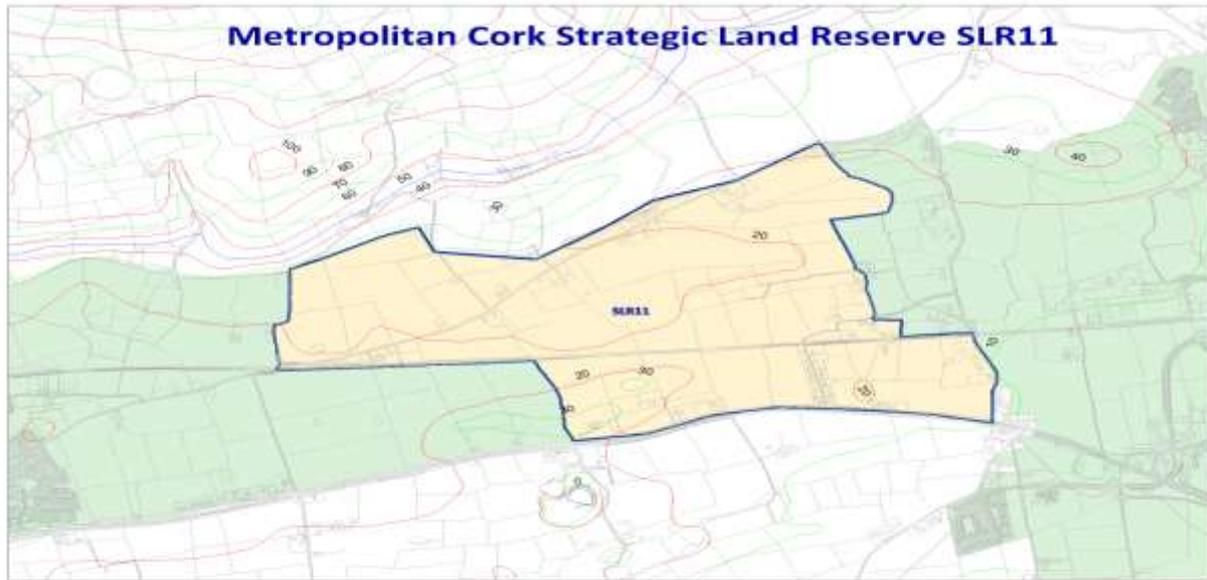
Ecology- The study area is located adjacent to Harpers Island, which is an important sub site within the Cork Harbour Special Protection Area and which also forms part of the Great Island Channel Special Area of Conservation. Intensive development of this site could have adverse impacts on these sites. Further assessment of these issues is required.

Flood Risk- There is no identified flood risks on site save for a small area of pluvial flooding with occurs along the southern boundary.

The location of Glounthaune adjacent to Cork Harbour means that the settlement is prone to Coastal Zone flooding at high tide or

SLR 10-Carrigwohill West – Glounthaune East	
<p>regular services. These services, combined with the existing rail services, make Glounthaune a highly connected location within Metropolitan Cork.</p> <p>Road access is available; the local road network is reasonably good with the site fronting on to a former national road.</p> <p>Water supply is available to the area, with minor infrastructural works such as network extensions and possible storage upgrades required.</p>	<p>during extreme weather events.</p> <p>Whilst flood maps indicate that the SLR site is not within the area prone to flooding, it is in close proximity to affected areas and a flood study to establish the potential for future flooding of this site is required.</p> <p>Traffic and Transportation- concerns about the impact development of these lands could have on the N25.</p> <p>Additional Constraints- The development of these lands may place additional pressures on schools and other community facilities in Carrigwohill/Glounthaune area.</p>
Conclusion	
<p>Subject to the outcome of more detailed studies and assessment, this site is considered to have the potential to deliver housing in the short to medium term, having regard to the following:</p> <ul style="list-style-type: none"> • It presents less difficulties in terms of water and roads services in comparison to other sites. • Principle of development would be consistent with one of the preferred development strategies identified in the Cork Area Strategic Plan which seeks to guide development along the Northern and Eastern Corridor along the existing railway line. • Site is located a short distance from both the Little Island and Carrigwohill Strategic Employment Areas. • Its location adjacent to Cork-Midleton Railway line with an existing station and along a corridor for regional and inter- city bus services presents an opportunity to encourage a substantial modal shift in commuting patterns. <p>It is therefore proposed that this site should be advanced to the next stage for more detailed assessment of the following issues :</p> <ol style="list-style-type: none"> (a) Habitats Directive Screening to consider potential for adverse impact on the Cork Harbour SPA and the Great Island Channel SAC. (b) Traffic and Transport Assessment. (c) Stage 3 Site Specific Flood Risk Assessment. (d) Glounthaune Urban Design Framework Study (e) Subject to the outcome of the above studies, development of this site would need to be informed by a Comprehensive Masterplan. (f) Status of Glounthaune within the settlement hierarchy and Core Strategy would also need to be considered. This should be considered in the context of wider potential /strategic development opportunities along the East Cork Rail Corridor. 	

SLR 11-Carrigtwohill East



Site Description

This area comprises 220ha of land, presently located in the metropolitan greenbelt between the towns of Midleton and Carrigtwohill. The land straddles the Cork- Midleton rail line. The L7640 local road (Carrigane Road) between Carrigtwohill and Midleton dissects the site. The N25 forms the Southern Boundary.

The Carrigtwohill Urban Expansion Area (87.4ha) lies to the immediate west of the study area, and the Midleton / Water Rock Urban Expansion Area (90ha) is located to the immediate east of the study area.

While LIHAF funding has been granted to help facilitate infrastructural investment in Midleton which will enable housing development to commence in the short term, funding is not yet available to enable the advancement of the Carrigtwohill Urban Expansion Area. Traffic studies completed for both Midleton and Carrigtwohill indicate that the development of significant housing is premature pending the upgrading of the N25.

The commuter rail corridor located east of Cork City is recognised as having significant potential for future development from both a housing and employment perspective given its proximity to the city and the additional investment in public transport expected for the area under CMATS. In the long term the site may have a strategic role to play in this regard.

The Cork Metropolitan Area Transport Strategy is examining roads and transportation issues facing the metropolitan area and will set out a framework for the planning and delivery of transport infrastructure and services to support the Cork Metropolitan Areas development in the period up to 2040. The publication of Strategy is awaited.

Strengths

- Location on eastern rail corridor with access to commuter train service. Bus services also available / planned as part of the development of the Urban Expansion Area.
- Located close to employment opportunities at Carrigtwohill, Little Island and Cork City.
- Water Services are available / planned.

Issues to be addressed

- Development of the existing Urban Expansion areas in Carrigtwohill and Midleton need to be advanced. Upgrades to the N25 are required to facilitate the full roll out of development in these areas.
- **Flood Risk and Surface Water disposal-** While the site has not been identified as being at risk

SLR 11-Carrigtwohill East

<ul style="list-style-type: none"> • With the anticipated delivery of the adjacent masterplan land which Cork County Council currently are trying to progress through LIHAF the potential for connectivity to the wider town of Carrigtwohill exists. • The proposed Green Corridor identified in the 2017 Local Area Plan (CT-U-03) running along the southern boundary of the masterplan lands adjacent to the railway line can be easily accessed from these lands. • The proposed construction of two pedestrian/cycle bridges over the railway CT-U-09 and U-10 will further enhance connectivity between the Masterplan lands and Carrigtwohill proper, this also presents an opportunity for this study area to plug in to the proposed infrastructural enhancements. 	<p>of fluvial flooding, a desktop analysis and site inspections have identified areas where flooding occurs from pluvial sources within the study area. The area may also be at risk from Groundwater flooding. Further investigation is these issues is required and a Stage 3 Flood Risk Assessment is recommended.</p> <p>A comprehensive Sustainable Urban Drainage Systems (SuDS) study to identify the issues and solutions for attenuation and disposal of stormwater will be required. Surface Water Attenuation measures to be designed for the site must have regard to an Ecological Appraisal Study which will be required on these lands.</p> <ul style="list-style-type: none"> • Ecology- The primary areas of ecological interest are the mature hedgerows that define field boundaries within the study area and these merit further assessment and protection. • Habitats Protection - Screening will be required to to consider potential for adverse impact on the Cork Harbour SPA and the Great Island Channel SAC. • Archaeology -There are two sites of archaeological interest within the site that will need to be protected within appropriate buffers areas free of development. • Roads- Concerns about the impact on the N40 and particularly the need for junction upgrades or additional junctions. Publication of CMATS is awaited.
---	--

Conclusion

1. Having regard to the location of the land on the eastern rail corridor, contiguous to Carrigtwohill UEA, consideration could be given to advancing part of the western side of this SLR (24ha) to the next stage of assessment. The lands have the potential to deliver housing in line with the phasing programme for the adjoining UEA, but not ahead of it.
2. These lands present less difficulties in terms of water services in comparison to other sites, although in terms of roads infrastructure, upgrades to the N25 will need to be delivered to facilitate development.
3. Development at this location is consistent with national and emerging regional planning strategies which seeks to guide development along the Northern and Eastern Rail Corridor.
4. It is therefore proposed that 24ha only of the overall SLR site, located at the western side, should be advanced to the next stage for more detailed assessment of the following issues :
 - (a) Traffic and Transportation Assessment.

SLR 11-Carrigtwohill East

- (b) Habitats Directive Screening to consider potential for adverse impact on the Cork Harbour SPA and the Great Island Channel SAC.
- (c) Stage 3 Site Specific Flood Risk Assessment to include consideration of pluvial and groundwater flooding issues.
- (d) An Ecological Appraisal Study which will be required on these lands.
- (e) Sustainable Urban Drainage (SuDS) Study to include Karst study.

Subject to the outcome of the above studies, development of this site would need to be integrated with the design strategy for the adjoining UEA lands to the west, and developed in a sequential manner as part of the UEA.

SLR 12-Old Court

SLR 12-Old Court	
	
<p>Site Description</p> <p>This area comprises 78.7ha of land, presently located in the metropolitan greenbelt between Douglas/Rochestown and Passage West. The land is elevated.</p> <p>The western portion of the study area, adjacent to the Garryduff Sports Complex, is currently zoned as public open space in the 2017 LAP, for “public recreation including the provision of a playing pitch, pedestrian walk, tree planting and protection of the stream”(28.5ha). A river valley flanked on either side by Oldcourt / Garryduff woods bisects the site in a north /south direction. There is an area of significant biodiversity value and would need to be protected. Lands east of the Valley are accessed from the local road L2474 to the east of the site (which serves Rochestown College) and are cut off from the existing developed area of Rochestown, and western portion of the SLR, by topography and the wooded valley.</p> <p>This SLR is located within the South Environs where the road network suffers from heavy peak hour congestion which overflows onto the N40, a National Primary Route which provides strategic connectivity between the N22, N71, N27 and N28, and with the wider national route network. There is limited capacity within the existing transport network and what capacity is there will need to be allocated more efficiently to ease congestion, accommodate public transport and facilitate greater pedestrian and cycle connectivity. The Cork Metropolitan Area Transport Strategy is examining these issues and will set out a framework for the planning and delivery of transport infrastructure and services to support the Cork Metropolitan Areas development in the period up to 2040. The publication of Strategy is awaited.</p>	
<p>Strengths</p>	<p>Issues to be addressed</p>
<ul style="list-style-type: none"> The western portion of the SLR zoned as public open space abuts existing development in Rochestown and, subject to the delivery of local road improvements, upgrades to pedestrian and cycling facilities and improvements in public 	<ul style="list-style-type: none"> Water Services - A new reservoir as well upgrades to existing reservoirs is required to service these lands with drinking water. New sewer lines in addition to a Southern Trunk main sewer is required to service waste water generated in this area. The cost of the trunk sewer is prohibitive and it is not provided for in the Irish Water Investment Programme. Surface Water- SuDS proposals would be required to attenuate surface water generated by development in the study area.

SLR 12-Old Court	
<p>transport provision, could enjoy good connectivity to the wider Rochestown area if developed for housing / no longer needed for open space purposes.</p>	<ul style="list-style-type: none"> • Traffic and Transportation- The local road network is very deficient, it consists of narrow roads with deficient junctions and lacks footpaths or public lighting in places. . The road network lacks capacity to accommodate major residential development in this area. Sufficient public transport proposals are not developed for this area. • Ecology- The Oldcourt / Garryduff Woods bisects the site in a north /south direction and occupy a large portion of the study area and is of significant biodiversity value and an important ecological corridor. A small stream runs through the woodland and lands on either side appear to be at risk of flooding. More detailed assessment is required to determine the extent of ecological impact likely to be incurred were development to proceed. • Archaeology and Built Heritage- Old Court House is contained in the NIAH. Development proposals for the site would need to include appropriate measures re this property. • Open Spaces / Recreation needs of the area – further assessment would be required as to whether the lands zoned as public open space are surplus to requirements in the area, or need to be maintained as such to meet the needs of the area.
Conclusion	
<p>1 Major Water Service’s Infrastructural requirements, as well major local road and junction improvements, would indicate that development of this site may be premature at this time and the lands are not well placed to deliver housing in the short to medium term.</p>	

Table 3: Assessment Summary of SLR sites

Settlement	SLR	Gross land area	Physical infrastructure				Other Criteria			Comment
			Drinking Water	Waste Water	Public Transpt.	Roads and Traffic	Connectivity	Proximity to Employment Accessibility	Strategy	
Current Status										
Cobh	SLR1	185	Yellow	Green	Red	Red	Yellow	Yellow	Yellow	Premature at this time. This site will be considered further in context of the review of the next review of County Development Plan .
Carrigaline	SLR2	47	Green	Green	Yellow	Yellow	Green	Green	Yellow	Recommend portion of the site proceeds to the next stage of assessment.
South Environs	SLR3	21.4	Yellow	Yellow	Yellow	Yellow	Green	Green	Yellow	Proceed to the next stage of assessment
	SLR4	44.9	Yellow	Red	Yellow	Yellow	Green	Green	Yellow	Premature at this time. These sites will be within the jurisdiction of Cork City Council post May 2019. The sites have the long term potential to contribute to compact urban growth, and can be considered in future reviews of the City Development Plan.
	SLR5	93.6	Yellow	Red	Yellow	Yellow	Green	Green	Yellow	
	SLR6	100	Yellow	Red	Yellow	Yellow	Green	Green	Yellow	
	SLR7	223	Yellow	Red	Green	Yellow	Green	Green	Yellow	
	SLR12	78.7	Yellow	Red	Red	Red	Yellow	Green	Yellow	
North Environs	SLR8	105	Yellow	Yellow	Yellow	Red	Yellow	Yellow	Yellow	Proceed to the next stage of assessment
	SLR9	36.2	Red	Yellow	Yellow	Red	Yellow	Yellow	Yellow	
Carrigtwohill West	SLR10	32.4	Green	Green	Green	Yellow	Green	Green	Green	Recommend portion of the site proceeds to the next stage of assessment
Carrigtwohill East	SLR11	220.7	Green	Green	Green	Yellow	Yellow	Green	Green	Proceed to the next stage of assessment
Total		1,489.2								

Key	Infrastructure available or potential planned infrastructure upgrades. Site scores well on Other criteria.	Upgrades or significant new infrastructure required to service site. Moderate score on Other Criteria	Major infrastructural deficits Site has a poor score on Other Criteria
------------	---	--	---

3 Conclusion and Recommendation

- 3.1.1 All 12 potential SLR sites have been extensively appraised and the results of the appraisals have been discussed in preceding sections.
- 3.1.2 When Cork County Council embarked on this exercise in 2015 a significant deficiency in headroom was identified in Cork County with the shortfall being particularly acute in the Metropolitan Strategic Planning Area.
- 3.1.3 Subsequently, as part of the Local Area Plan 2017 process, additional land was zoned for residential use within the County Metropolitan SPA. The available residential land supply increased by 140ha, thus increasing the amount of headroom available to 293 ha. The CDP 2014 identified a need for 360ha of headroom, and the LAPs adopted in 2017 have now delivered 293ha of headroom, leaving a balance of 67ha to be identified, to bring the Metropolitan SPA to a Headroom figure of 33%. This in turn would give an overall County wide headroom figure of approximately 50%, in compliance with national guidance.
- 3.1.4 As outlined in the Introduction, since the need to identify additional lands as part of a Strategic Land Reserve was identified in 2014, there have been a number of other significant developments which will influence any future strategic land supply provisions of the County Development Plan / Local Area Plans, or any proposed variations/ amendments to same including:
- Publication of the National Planning Framework which emphasises the need for compact, smart and sustainable growth and requires 50% of all new city housing to be within existing footprints, and 30% of all new housing elsewhere to be within existing urban footprints, thus potentially reducing the amount of greenfield land required to meet future housing requirements.
 - The Draft Regional Spatial and Economy Strategy (including the Cork Metropolitan Area Strategic Plan) which is due to be published shortly will include a new population allocation for the county and set out a strategy for the future development of the southern region and the Cork Metropolitan Area. The Core Strategy (population growth allocations, housing land supply etc) of the next County Development Plan will need to be consistent with the provisions of Regional Strategy.
 - Emerging guidance on Urban & Building Height Guidelines, Water Services Guidelines 2018 etc. highlight the importance of optimising the yield from existing investment in services and creating more compact and integrated communities.
 - Decision to extend the city boundary. Eight of the twelve SLR sites will fall within the jurisdiction of Cork City Council, post May 2019.
- 3.1.5 Whilst it is acknowledged that all 12 sites have potential and could present strategic opportunities for development in the long term, the assessment indicates that only four sites are suitable for further more detailed assessment at this stage. It is concluded that all of SLR10 (32.4ha), supported by a portion of SLR's 11 (24.38ha), a portion of SLR 2 (15.5ha) and all of SLR3 (21ha), are potentially best placed to deliver housing in the short to medium term. It is therefore recommended that more detailed assessments of these sites be undertaken at this stage.
- 3.1.6 SLR 1 located north of Cobh can be considered further as part of the next review of the County Development Plan, by which time there should be greater clarity regarding future land supply requirements, having regard to the provisions of the National Planning Framework, Regional Spatial and Economic Strategy and the Metropolitan Area Strategic Plan etc.
- 3.1.7 The potential of the eight SLRs that will be within the jurisdiction of Cork City Council, post May 2019, can be considered in the context of future reviews of the City Development Plan.

Next Steps

- 3.1.8 In order to further advance the assessment of the four SLRs, a number of issues need to be addressed and additional studies undertaken for each site, and these are outlined in the table below. On completion of the above studies, the Council will be better placed to decide which lands are best placed to meet the needs of a strategic land reserve of 67ha.
- 3.1.9 Prior to commencing the next stage of assessment it is proposed to brief the Department of Housing, Planning and Local Government, and the statutory stakeholders, on the outcome of the assessment and proposed next steps. It is also proposed to engage with the relevant landowners, and to explore mechanisms to support the short / medium term delivery of housing, where this is supported by the outcome of the additional assessments.

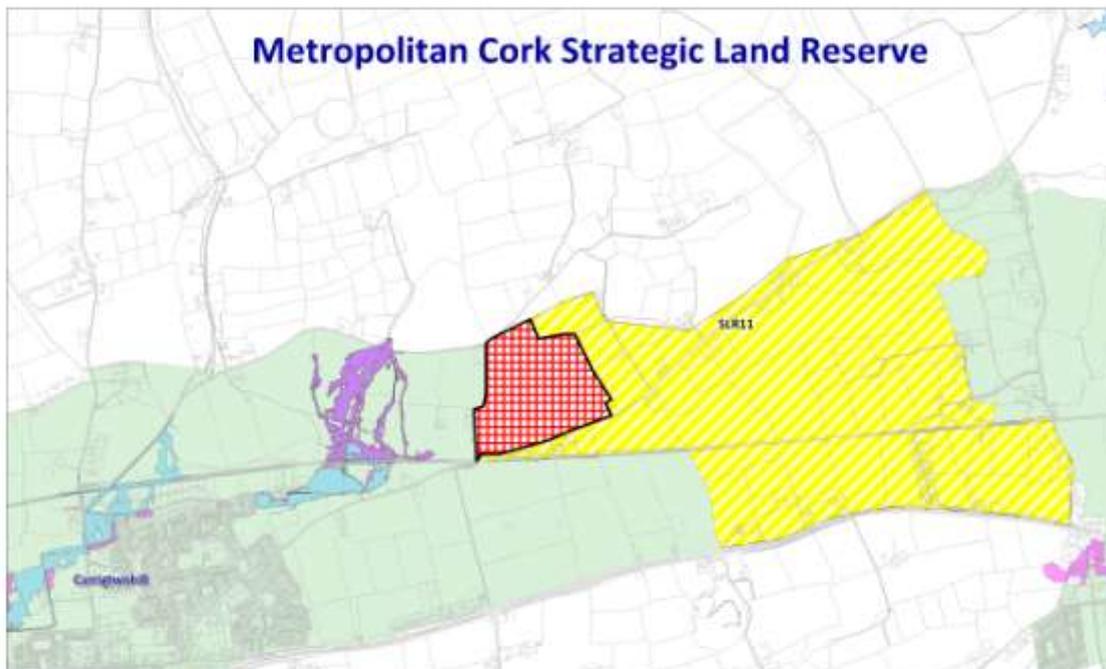
Study Area	Actions/Interventions Required
<p>SLR10 Carrigtwohill West/ Glounthaune East</p>	<p>Proceed with further assessment of the site to include :</p> <ul style="list-style-type: none"> (a) Habitats Directive Screening, to consider potential for adverse impact on the Cork Harbour SPA and the Great Island Channel SAC. (b) Traffic and Transport Assessment. (c) Stage 3 Site Specific Flood Risk Assessment. (d) Glounthaune Urban Design Framework Study (e) Subject to the outcome of the above studies, development of this site would need to be informed by a Comprehensive Masterplan. (f) Status of Glounthaune within the settlement hierarchy and Core Strategy would also need to be considered. This should be considered in the context of wider potential /strategic development opportunities along the East Cork Rail Corridor. <p>Subject to the outcome of the above studies, development of these lands may then be further considered.</p>

SLR 10 - Carrigtwohill West/ Glounthaune East



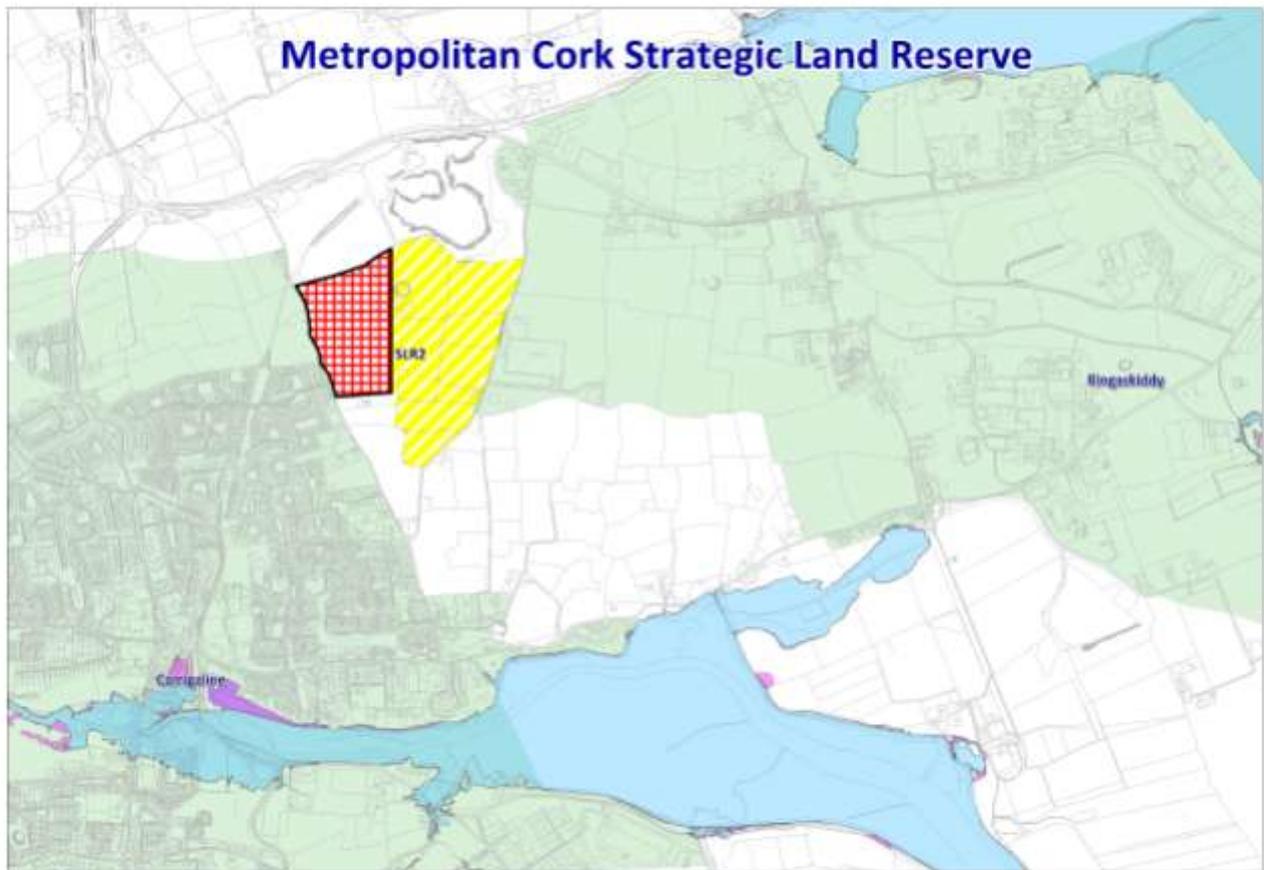
Study Area	Actions/Interventions Required
<p>SLR11 Carrigwohill East</p>	<p>Proceed with further assessment of part of the site only – 24.38 ha as outlined on the map below. Further assessment to include :</p> <ul style="list-style-type: none"> (a) Traffic and Transportation Assessment. (b) Habitats Directive Screening to consider potential for adverse impact on the Cork Harbour SPA and the Great Island Channel SAC. (c) Stage 3 Site Specific Flood Risk Assessment (d) Sustainable Urban Drainage (SuDS) Study to include Karst study. <p>Subject to the outcome of the above studies, development of these lands may then be considered as an extension of the development/phasing programme for the adjoining UEA.</p>

SLR 11 – portion of study area to be subject to further study shown in red.



Study Area	Actions/Interventions Required
SLR2 Fernhill	<p>Proceed with further assessment of part of the site only – 15.5ha as outlined on the map below. Further assessment to include :</p> <ul style="list-style-type: none"> (a) Traffic and Transportation Assessment. (b) Stage 3 Site Specific Flood Risk Assessment (c) Archaeological Impact Assessment <p>Subject to the outcome of the above studies, development of these lands may then be further considered.</p>

SLR 2 – portion of study area to be subject to further study shown in red.



Study Area	Actions/Interventions Required
<p>SLR 3</p> <p>Castletreasure</p>	<p>Proceed with further assessment of the site as outlined on the map below. Further assessment to include :</p> <ul style="list-style-type: none"> (a) Water Services: Clarification required re availability of water services for the site (delivery of upgrade to Tramore Valley Sewer / delivery of Southern Trunk Main to provide Waste Water services for the site and new Reservoir for the area). (b) Traffic and Transport Study (c) Topographical / Visual Impact Assessment. <p>Subject to the outcome of the above studies, development of these lands may then be further considered.</p>

SLR 3 Castletreasure.