



Section 5

Connectivity & Access

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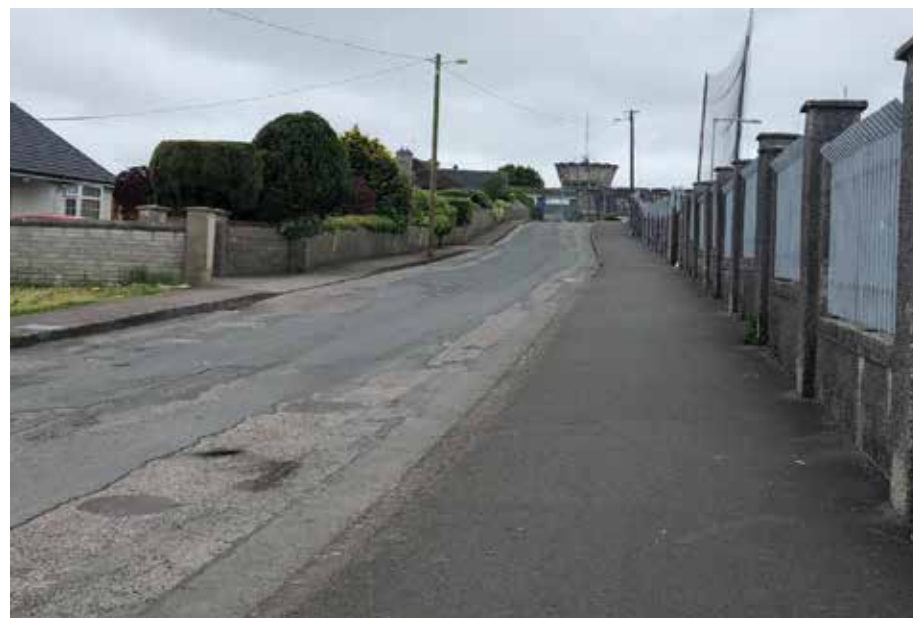
- 5.1** Existing Circulation
- 5.2** Proposed New Road
- 5.3** Proposed Improved Connectivity

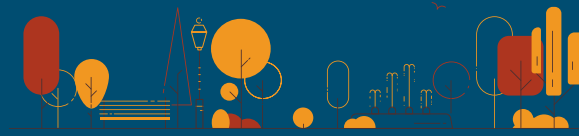




Section 5

CONNECTIVITY & ACCESS



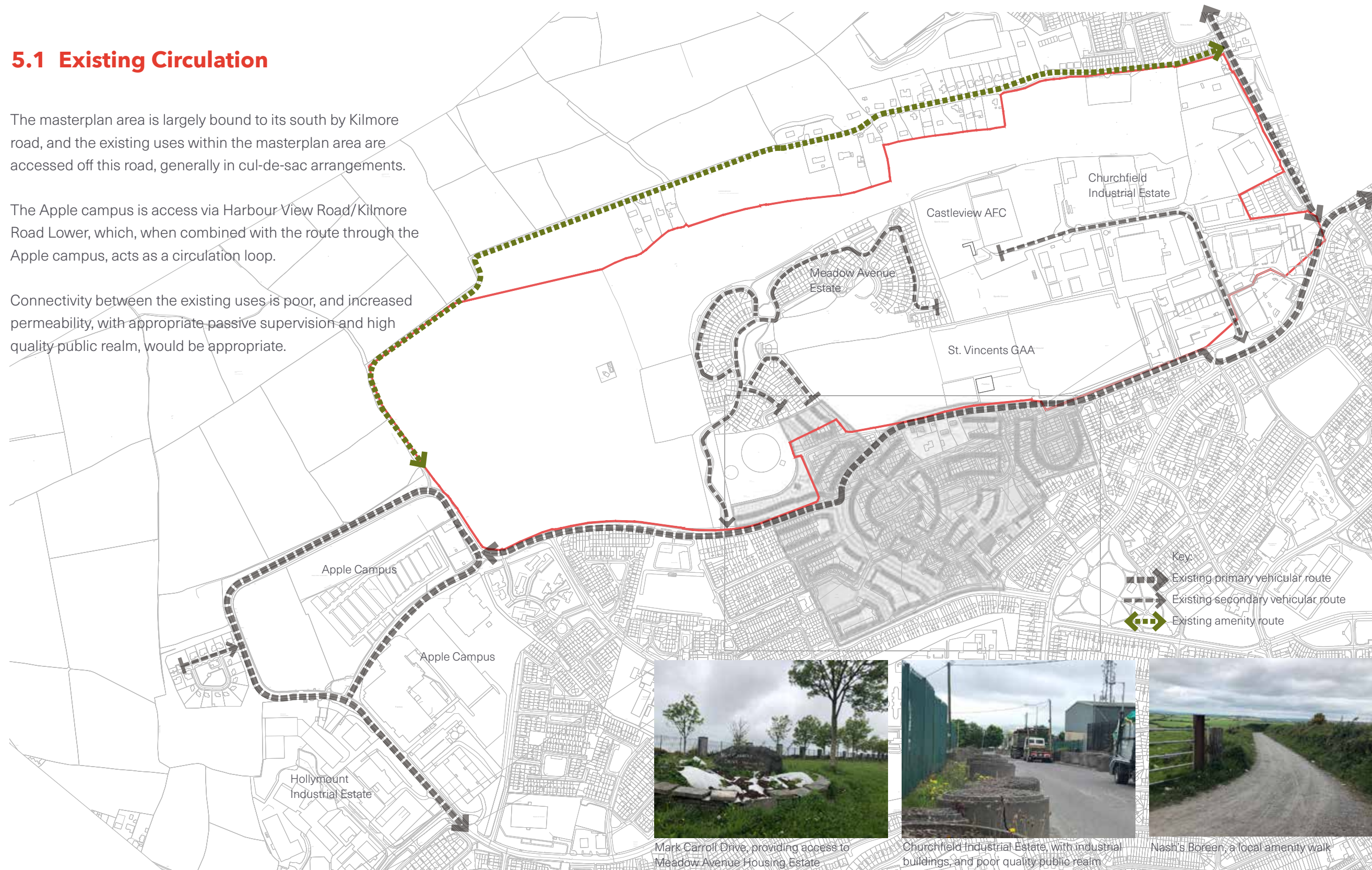


5.1 Existing Circulation

The masterplan area is largely bound to its south by Kilmore road, and the existing uses within the masterplan area are accessed off this road, generally in cul-de-sac arrangements.

The Apple campus is access via Harbour View Road/Kilmore Road Lower, which, when combined with the route through the Apple campus, acts as a circulation loop.

Connectivity between the existing uses is poor, and increased permeability, with appropriate passive supervision and high quality public realm, would be appropriate.



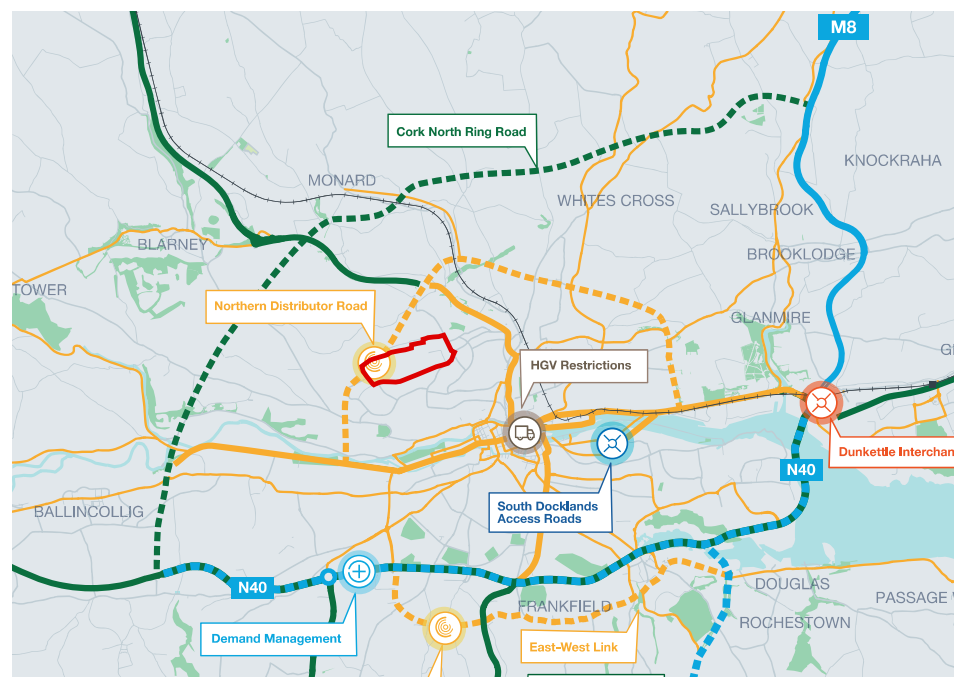


5.2 Proposed New Road

The proposed new road through the masterplan lands has the potential to form an attractive avenue through the masterplan area, providing dedicated pedestrian and cycle facilities, in compliance with DMURS.

The road also has the potential to act as a local bus loop, when combined with Kilmore Road Lower and Upper Fairhill, as shown on the diagram. The potential bus loop would link the proposed District Centre and Regional Park with both existing and proposed employment uses, and existing and proposed residential areas.

The proposed bus stop locations are positioned so as to provide convenient access to the District Centre and Regional Park, the residential neighbourhoods, and the employment uses. The locations are indicative, and may be subject to future changes.



Extract from Proposed Road Network 2040 Map, CMATS. The subject site is indicated with a red outline, showing its proximity to the Northern Distributor Road.

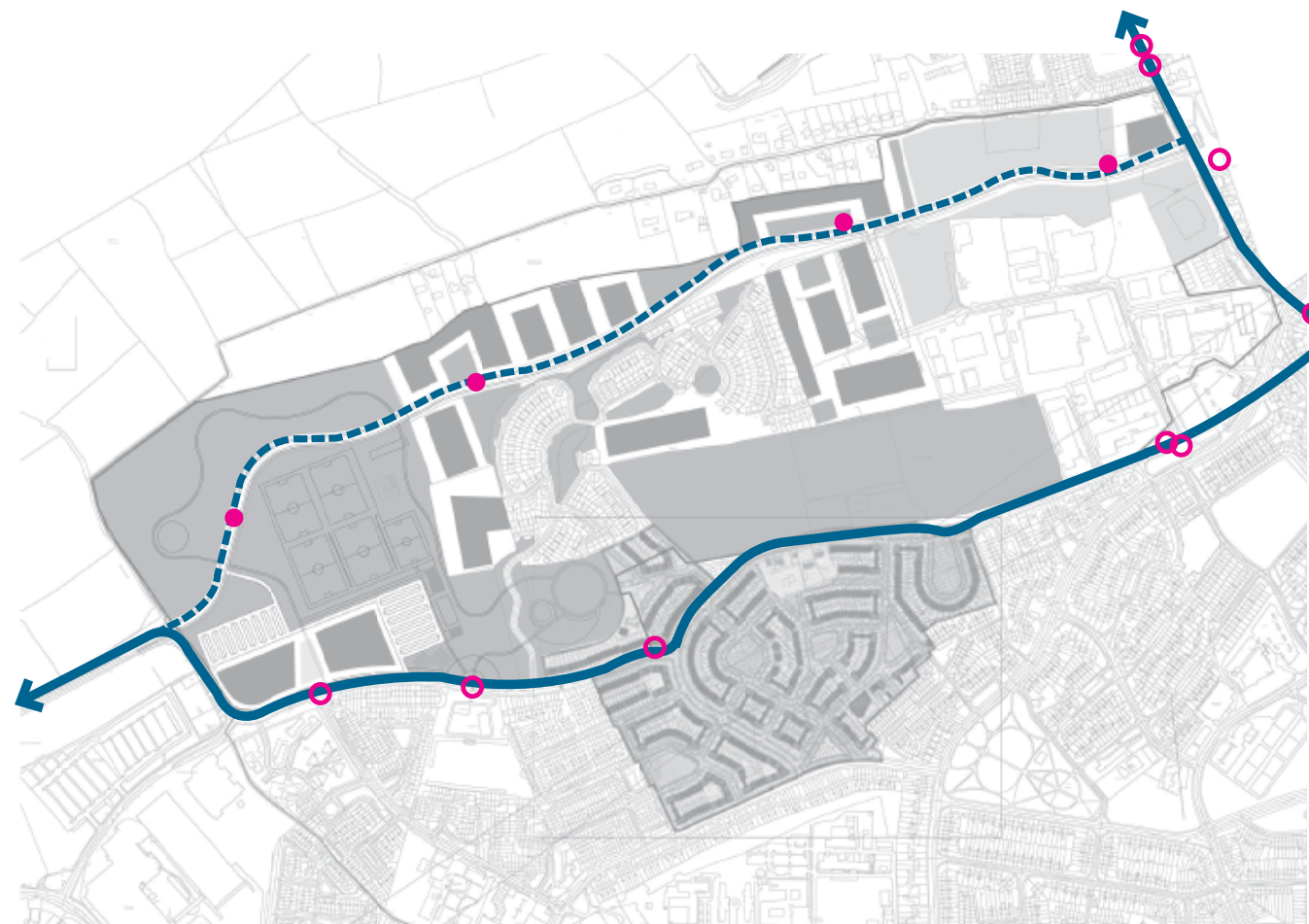


Diagram showing potential local bus loop, with indicative locations for bus stops;

* Note: The diagram shows the CCC NorthWest Regeneration Masterplan, which is not yet complete; It is assumed that CCC may reposition some existing bus stops within the NorthWest Regeneration Masterplan Area in due course.

Key:

- Existing road with Bus Route
- - - Proposed road with Bus Route
- Existing Bus Stop
- Proposed Bus Stop

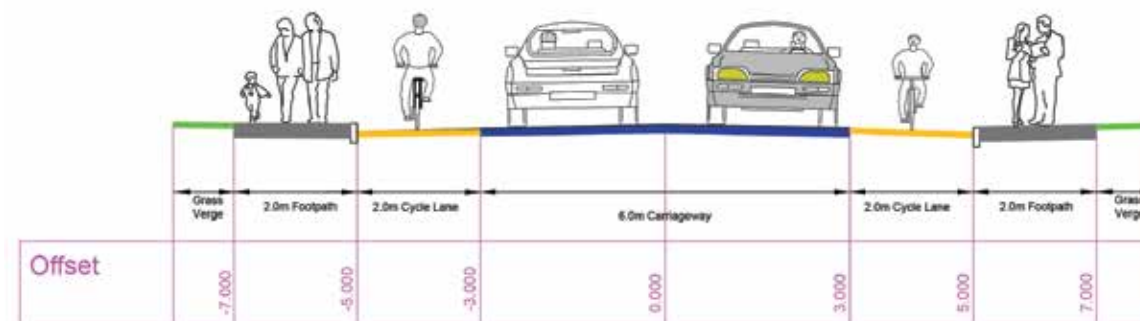
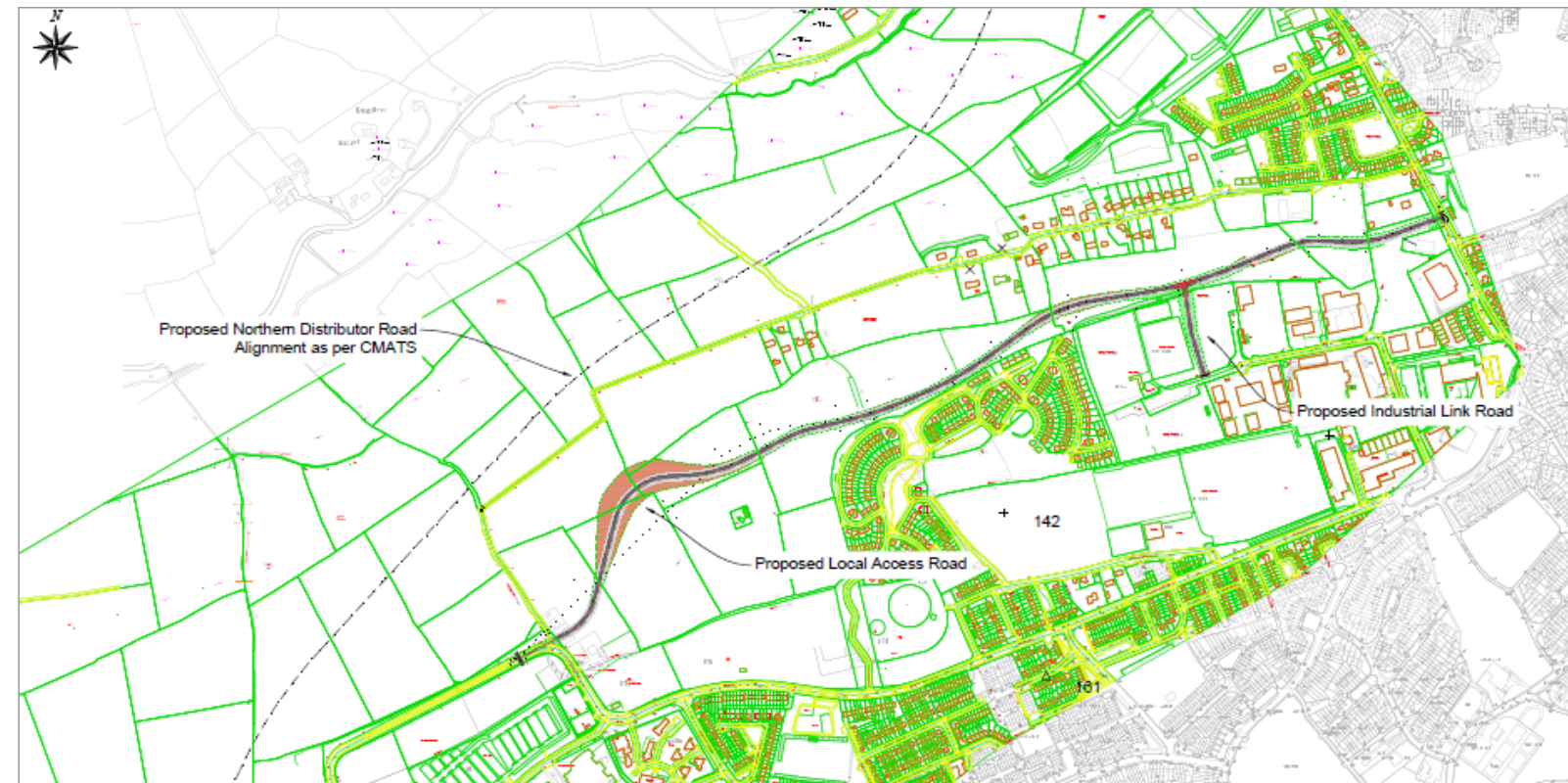


Various precedent images showing road typologies with landscaping and attractive cycle and pedestrian facilities

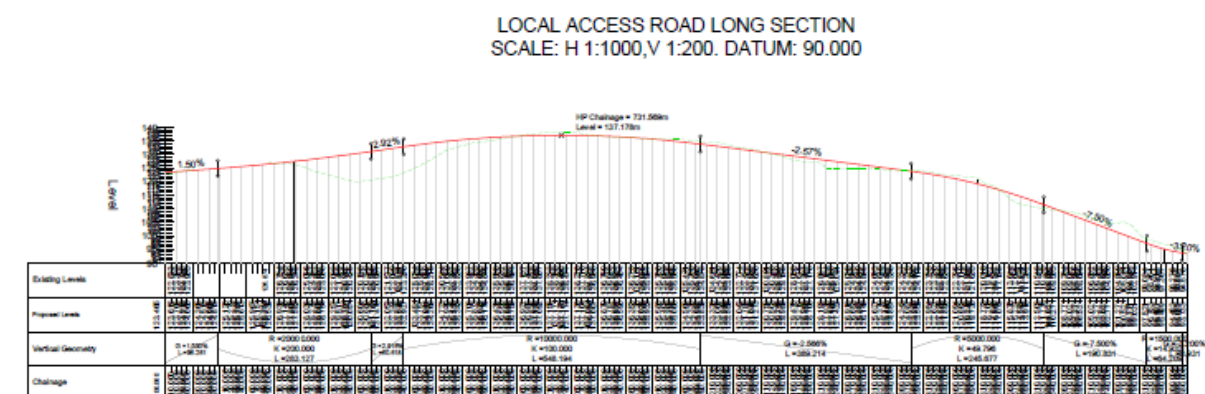
The proposed new access road has been designed by MHL Consulting Engineers to function as a multi modal access road which will improve access to existing and proposed uses throughout the study area. In linking Fair Hill with Kilmore Road Lower the road will unlock underutilised lands and can provide improved access to existing industrial uses and relocated and expanded amenity uses. At present the amenity value and profile of Castleview grounds are compromised by vehicular access shared with light industrial uses and poor pedestrian and cycling connectivity to the community they serve. The potential relocation of the grounds will allow for the development of improved facilities at a more attractive location and which are served by appropriate pedestrian, cycling and vehicular links. The relocation of the grounds could also facilitate the development of a new and more direct access route to existing industrial uses.

The road has been designed to complement not replace the future Northern Distributor Road, the route of which we understand will be confirmed later in 2020. The implementation of the Masterplan is not dependant upon or compromise the route of the Northern Distributor Road and we note from Figure 3.1 of the Tender Brief for the Northern Distributor Road that the study area for its route has been extended west, potentially in recognition of the topographical challenges presented by providing a distributor road from the N20 to Clogheen and terminating on the Lee Road.

The design of the proposed local access road has full regard to the topography in the area and has been designed to comply with current guidelines for roads of this standard.



Proposed Local Access Road





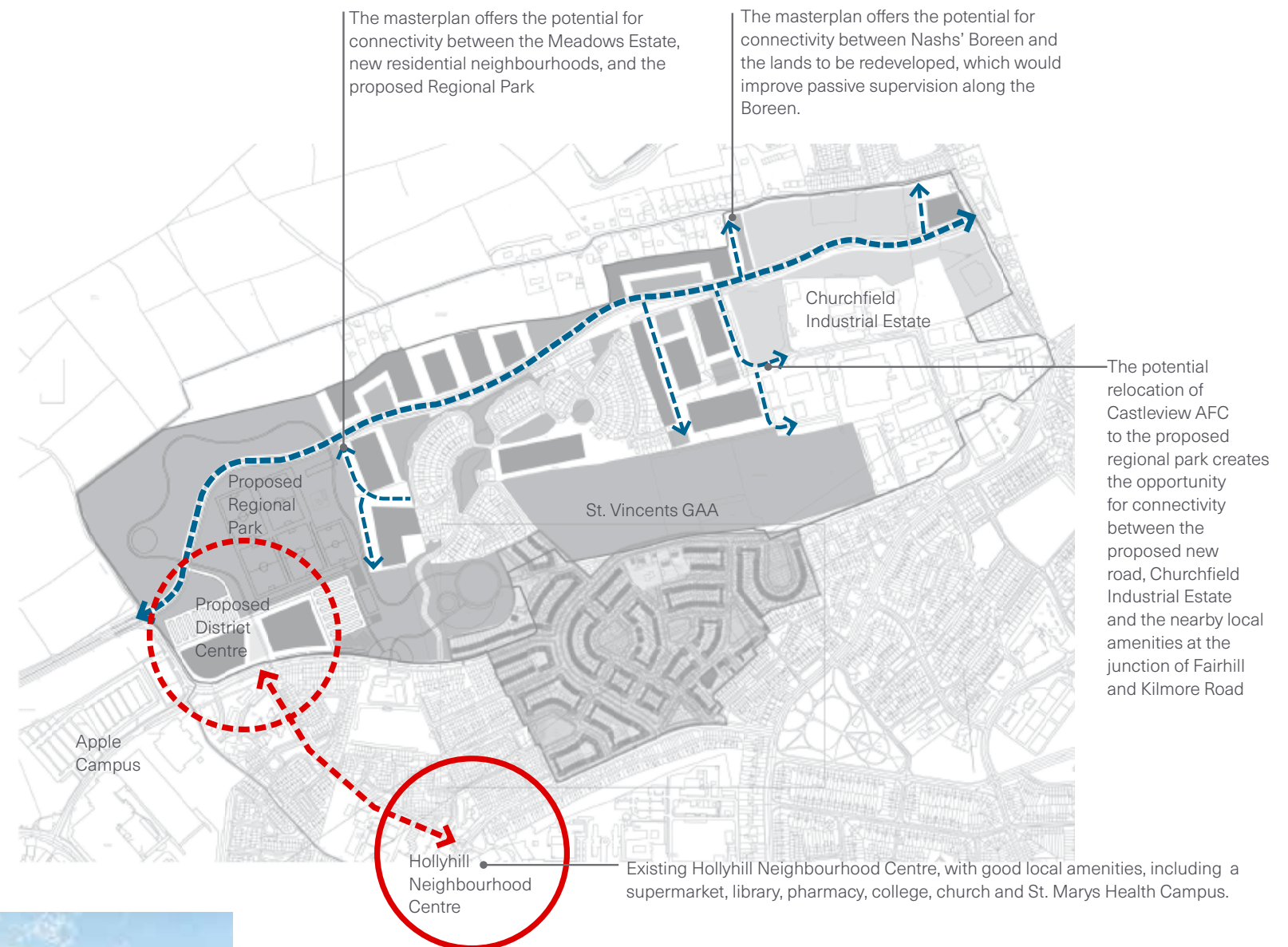
5.3 Proposed Improved Connectivity

The masterplan offers potential for improved connectivity between the existing and proposed uses, thereby improving permeability and encouraging passive supervision of routes.

The diagram indicates the locations of potential new routes and connection points. The routes are intended to be indicative only, and subject to future discussions with existing residents and other stakeholders.

In addition to the routes highlighted in the diagram, the masterplan provides a hierarchy of street types, including homezones and local streets, which would be designed in compliance with DMURS.

The proposed District Centre is located at the junction of Kilmore Road Lower and Courttown Drive, so as to create a strong relationship between the proposed District Centre, and the existing Hollyhill Neighbourhood Centre.



- Key:
- Proposed primary route
 - Potential new routes to provide improved connectivity to existing context
 - Existing Desire Line along Courttown Drive, connecting the proposed District Centre and the existing Neighbourhood Centre
 - Proposed District Centre
 - Existing Neighbourhood Centre



Cycle routes will be provided through the Regional Park and along the proposed new road.



Homezones will be designed as shared surface environments, in compliance with DMURS



Section 6

Landscape and Visual

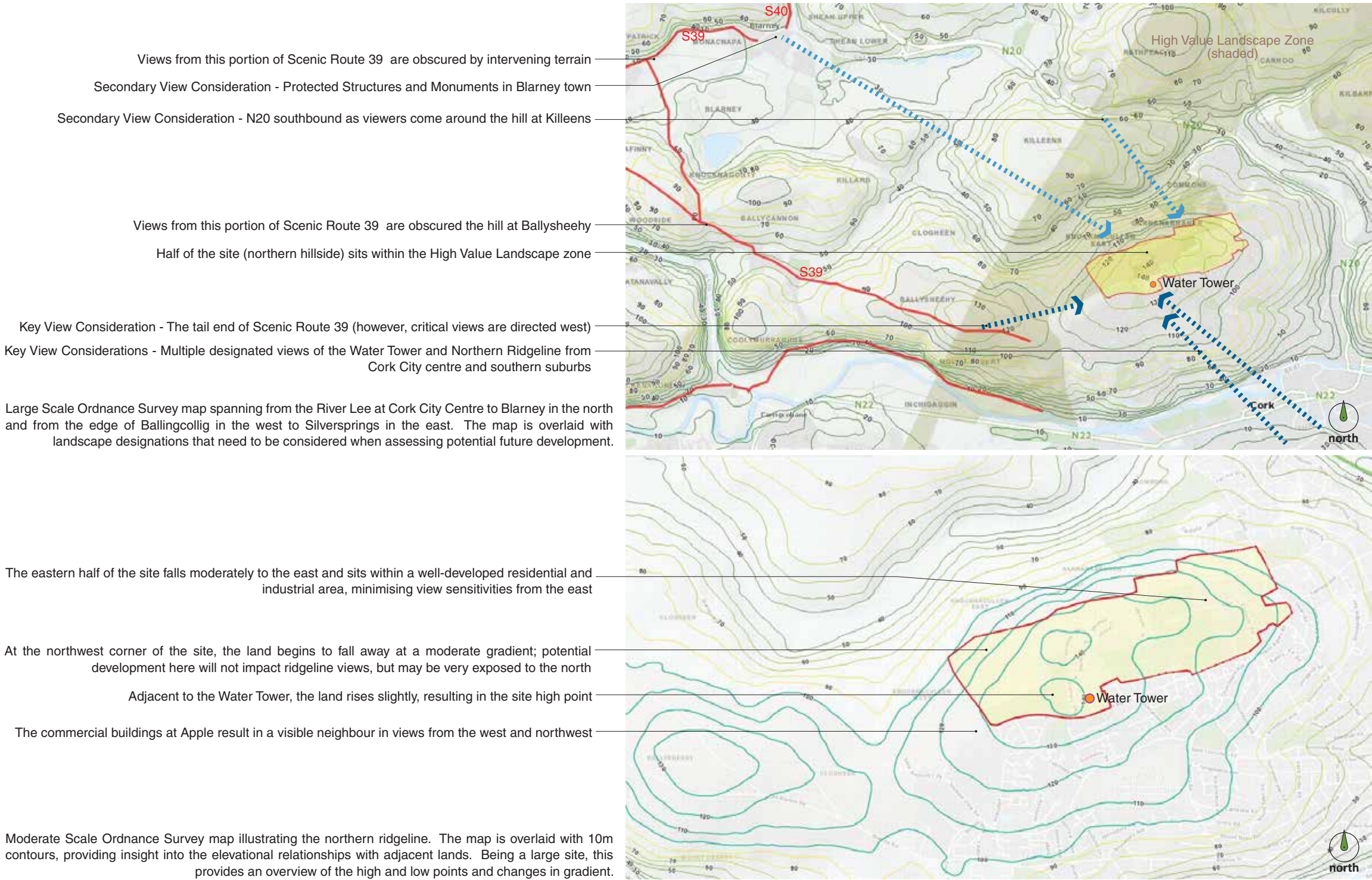
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6.1 Landscape and Visual Assessment





6.1 Landscape and Visual Assessment





Landscape and Visual Assessment Summary

Development on this site will undoubtedly be visible from a number of locations, up to 5km away. Several sensitivities have been inherited from the County Council Development Plan and need to be considered with the urban Cork City views. Notwithstanding sensitivities, development can be accommodated on this ridgeline. By adhering to some basic guidelines, visibility can be a successful contribution to the greater landscape. Any development proposals should be accommodated by a comprehensive Landscape and Visual Impact Assessment. The following development guidelines should be applied:

- 1) Ridgeline development should incorporate unique features and not be monotonous or visually uninspiring.
- 2) Tall structures are welcome, so long as they are architecturally distinct. Height with suitable design may exceed the height of the Water Tower. Any tall structures should be located minimum 200m away from the Water Tower, for ridgeline clarity.
- 3) Ridgeline development should incorporate large canopy tree clusters, particularly on the north side of the hill.
- 4) Incorporate a north/south amenity vein, whereby all users can enjoy the visual relationship to the northern countryside.
- 5) Redefine the Water Tower grounds, giving the semblance of integration into the scheme and evolve the tower and tank into amenity features.
- 6) Maintain a view corridor of the Water Tower, as seen from Kilmore Heights Road.
- 7) Development at the west end of the site should consider the visual relationship with the Apple facility and views from Scenic Route 39.
- 8) Development on the northern hillside should contain a high percentage of the regional park and limit the extent of suburban sprawl.
- 9) Relocate sports pitches or provide links through and between the soccer and GAA grounds.



CONSIDERED VIEW AT CLOSE RANGE - KILMORE HEIGHTS ROAD - One of the positive experiences when travelling Kilmore Heights Road is the view of the Water Tower. As surrounding development increases, local residents experience the Water Tower on a reduced scale. The view is not designated, but it is an important contributor to the community. Future development along this road should consider retaining a view corridor of the tower.



CONSIDERED VIEW AT LONG RANGE - WILTON ROAD - A number of designated views are associated with Water Tower visibility. This is an example of a Landscape & Townscape View with a direct line of sight. NW Regeneration development will partially obscure the lower portion of the Water Tower. Any tall structures on the ridgeline should be of architectural interest and cognisant of providing an adequate offset from the tower for ridgeline clarity.



Section 7

Masterplan

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- 7.1** Masterplan Infrastructure
- 7.2** Masterplan Proposal
- 7.3** Masterplan Proposed Uses
- 7.4** Masterplan District Centre
- 7.5** Masterplan Amenity



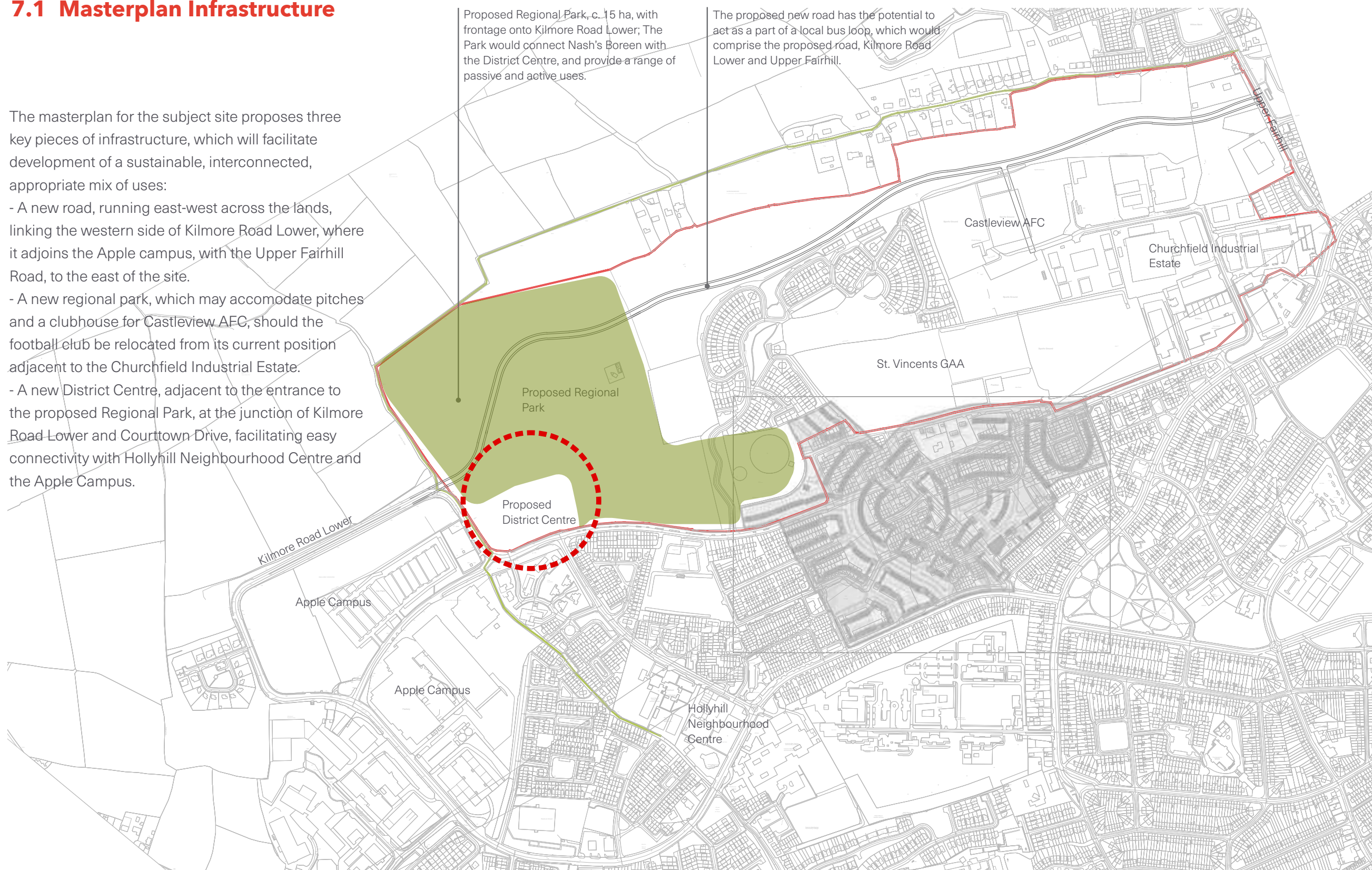




7.1 Masterplan Infrastructure

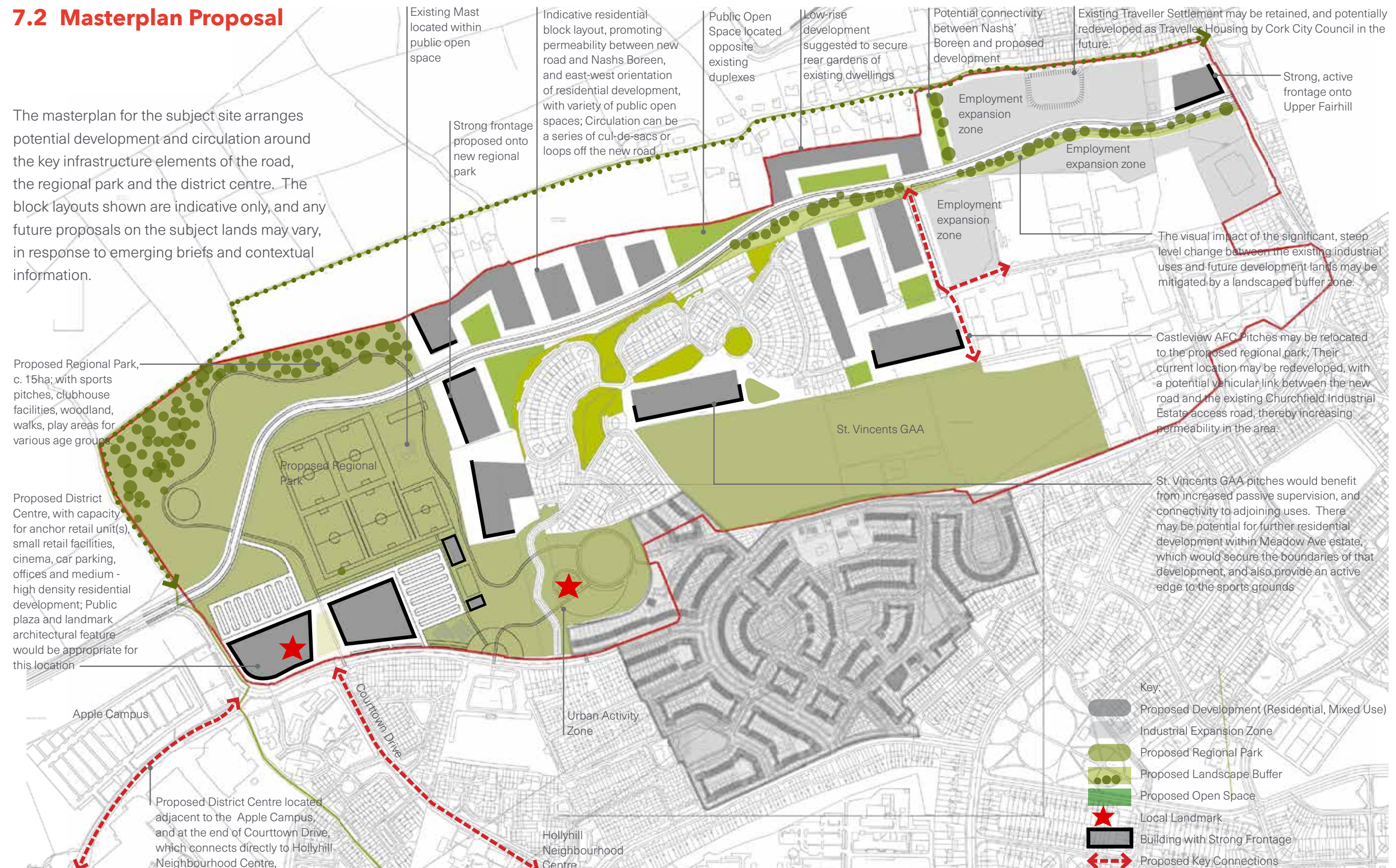
The masterplan for the subject site proposes three key pieces of infrastructure, which will facilitate development of a sustainable, interconnected, appropriate mix of uses:

- A new road, running east-west across the lands, linking the western side of Kilmore Road Lower, where it adjoins the Apple campus, with the Upper Fairhill Road, to the east of the site.
- A new regional park, which may accommodate pitches and a clubhouse for Castleview AFC, should the football club be relocated from its current position adjacent to the Churchfield Industrial Estate.
- A new District Centre, adjacent to the entrance to the proposed Regional Park, at the junction of Kilmore Road Lower and Courttown Drive, facilitating easy connectivity with Hollyhill Neighbourhood Centre and the Apple Campus.



7.2 Masterplan Proposal

The masterplan for the subject site arranges potential development and circulation around the key infrastructure elements of the road, the regional park and the district centre. The block layouts shown are indicative only, and any future proposals on the subject lands may vary, in response to emerging briefs and contextual information.





7.3 Masterplan Proposed Uses

The masterplan proposed a sustainable mix of uses, each of which relates to its adjoining context.

The District Centre is a mixed use zone, with the potential to accommodate retail, entertainment, community, office and residential uses. A small amount of mixed use area is also provided at the junction of the masterplan lands with Fairhill Upper.

The proposed Employment Expansion zone is provided on lands adjacent to the existing Churchfield Industrial Estate. Appropriate landscape buffers may be provided between employment uses and sensitive neighbouring uses, where required.

The proposed Regional Park may accommodate public open space and a community uses. Both indoor and outdoor facilities are possible, as well as car parking to serve the park.

Residential uses are proposed as shown. The density of the proposed residential areas shall be in line with national, regional and local policy.

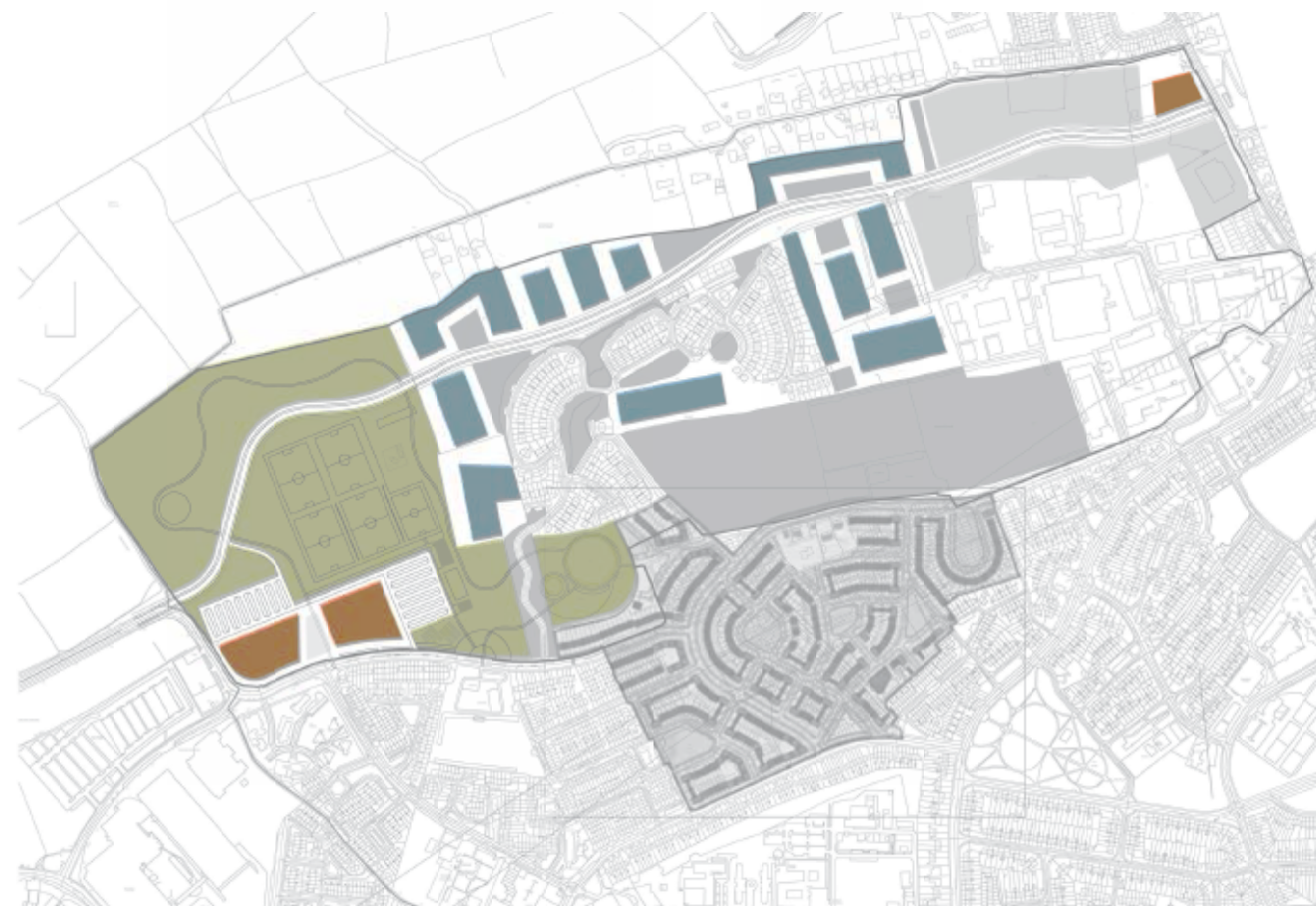


Diagram showing indicative proposed uses



Gate Cinema, Cork



Regional Park: Various images from Ballincollig Regional Park, Fitzgerald Park, and Father Collins Park, showing sports pitches, play areas, and walking routes.



Residential Development, with two storey housing and pocket parks,

- Key:
- Mixed Use
 - Residential Use
 - Employment Use
 - Community Use



7.4 Masterplan District Centre

The masterplan proposed a sustainable mix of uses, each of which relates to its adjoining context.

The proposed District Centre is located at the junction of Kilmore Road and Courttown Drive, so as to create a strong relationship between the proposed District Centre and Regional Park, and the existing Hollyhill Neighbourhood Centre.

The District Centre is a mixed use zone, with the potential to accomodate retail, entertainment, community, office and residential uses. It is suggested that the buildings facing onto Kilmore Road Lower could frame a south facing, civic space, or plaza, which would become the entrance area for the District Centre, with clear links to the Regional Park.

Consideration should be given to a tall building in this location, or some other form of landmark feature, so as to demarcate the District Centre within the wider area.



Diagram showing proximity of proposed District Centre to important existing amenities and employment centres



Library at Hollyhill Neighbourhood Centre



Hollyhill Inn (Redevelopment opportunity at Hollyhill Neighbourhood Centre)

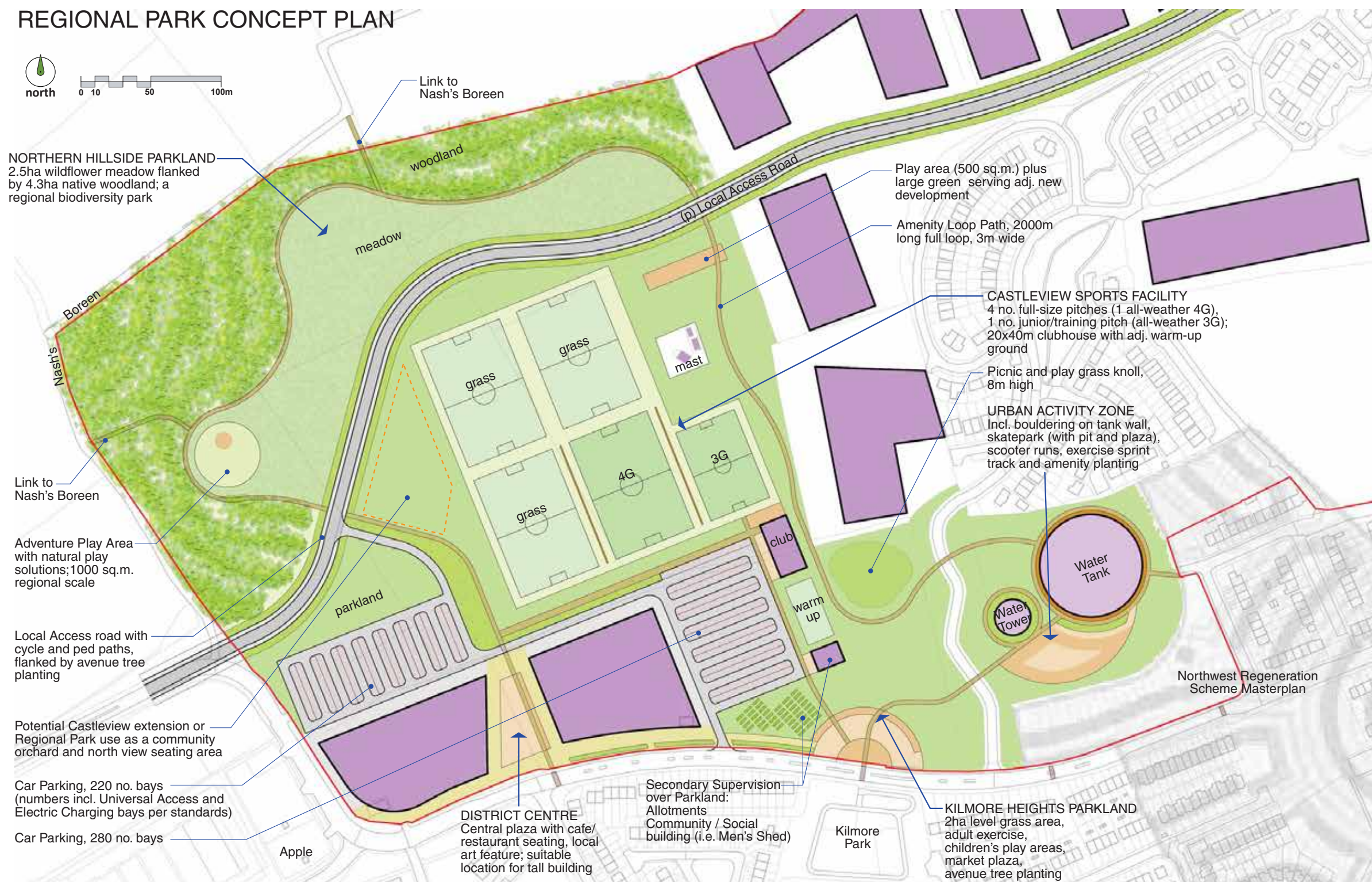


Public Space and Mixed Uses at Ballincollig, which is a precedent for the proposed District Centre



7.5 Masterplan Amenity

REGIONAL PARK CONCEPT PLAN



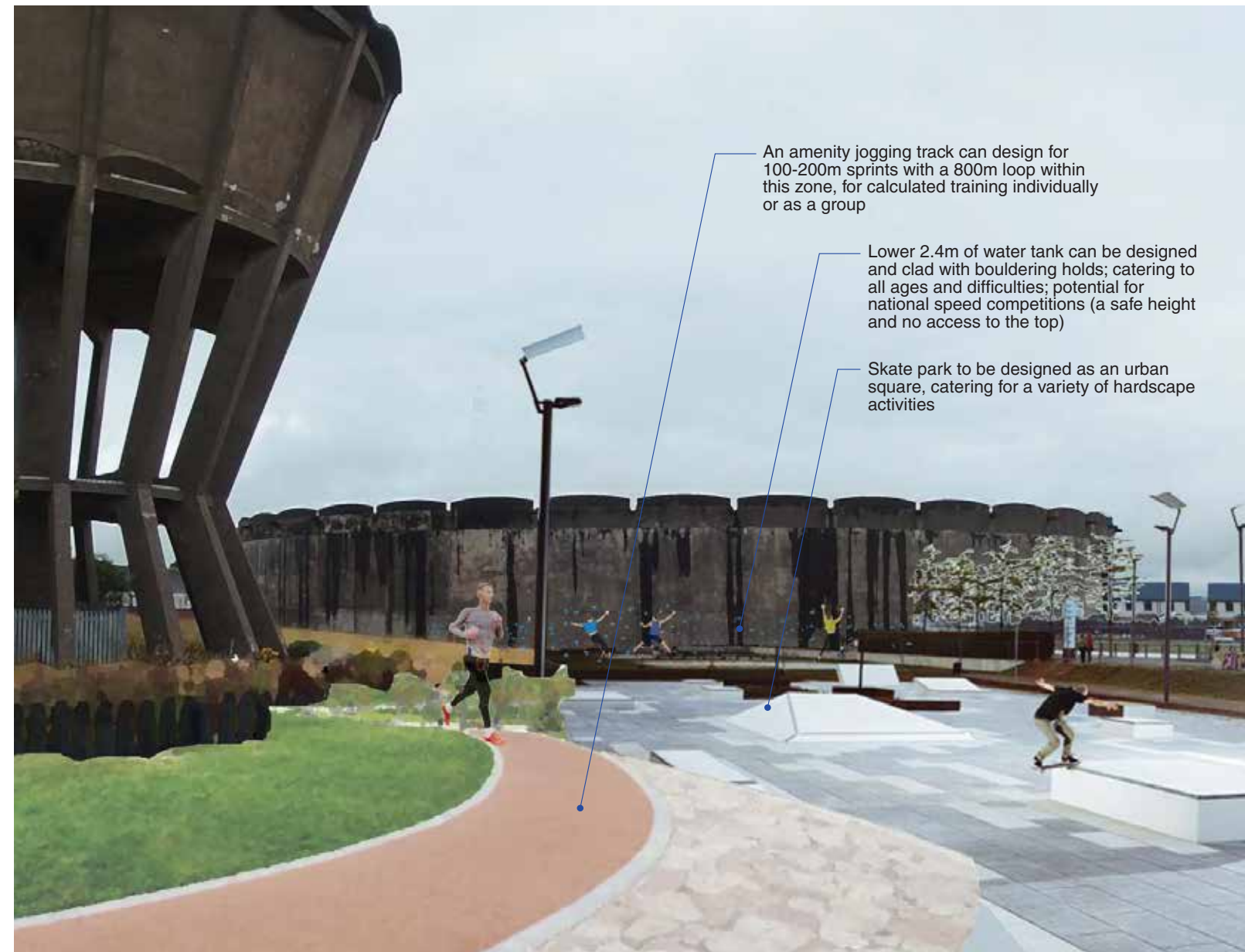


URBAN ACTIVITY ZONE

The amenity in this zone takes advantage of the unique setting provided by the Water Tower and Tank. It is an area of active use that you might find in international urban centres, but with the inviting atmosphere found in the skateparks of Bandon or Carrigaline.

The Water Tower has been a visual icon of the northside for several generations, but it has never been an accessible element. Up close, the industrial elegance of the tower and the tank create a distinct atmosphere. Amenity here will be instantly recognisable and very Instagrammable. The venue will be identified as “Cork” and it is not a stretch of the imagination that the site could be used in film sets. The design of the tower and tank lend themselves to being safe elements, so there is every reason to bring them into the public realm.

It is full of amenity suited to individual use, but in an interactive setting. Activity would include a skatepark and a bouldering wall as focal points. Additional features like Ball Walls, Parkour and a measured Sprint Track could also be integrated.



(Above) Visualisation of an Urban Activity Zone within context of the Water Tower and Tank. Ideally, the features would become part of the active amenity. The spaces would be visually open to each other for long distance supervision.

(Upper Left) Example of a public sea wall enhanced with bouldering holds (UK).

(Lower Left) Example of a modern skatepark with 'plaza' design and potential for multiple uses, designed by Cork Co Co (Carrigaline).



KILMORE HEIGHTS PARKLAND

Linking the District Centre, Sports Pitches and the Urban Activity Zone is an area designated as 'Active Parkland'. This amenity can generally be discussed as two landscape elements - softscape and hardscape.

The 'Softscape' is essentially a large lawn area, centrally located and offset from the road. At this location is it level and would be well suited to informal ball play and family outings. As a high point, these grounds would have long range views both north and south. A few large canopy parkland trees (Oak, Lime, Plane) would accent the lawn. In the future, these trees would be landmarks when seen from a distance, but with high canopies they would not impede supervision at close range.

Highlighting the green could be a manufactured knoll (refer Parkland Masterplan). With full sun exposure and excellent views, it would be a desired spot for relaxing. On the odd snowy winter day, this is where local children will congregate, in a safe setting. It would also serve as a visual buffer to adjacent residential development.

The 'Hardscape' is a promenade, functioning as an expanded streetscape to Kilmore Heights Road. As a regional park, there is a need for broad pedestrian avenues on a day-to-day basis (parental groups, elderly exercise, class visits). With clear road frontage and access to a large car park (new), it is anticipated that this promenade could be used for periodic markets or community events with equipment being driven onto the hardsurfacing, then disassembled on the same day.

The promenade is expanded at Kilmore Park for connectivity and transfer of playground-type activity to this site, where supervision is improved.

An avenue of wide-spaced tree planting softens the hardscape and the beds can form a physical barrier, while still allowing clear views through to the landscape. With intermittent south-facing seating, pedestrians can take a break on their way to the District Centre, able to take in views over the city.



Image of a 'Hardscape' zone adjacent to a green. This is representative of the spatial allowance envisioned. It illustrates how the space can be temporarily transformed with markets or events. Day-to-day, benches and a broad pedestrian avenue would allow for many types of users (exercise, buggies, infirm, etc.) with adequate social distancing. Acting as a promenade with direct access to the District Centre, it would also be illuminated. It is anticipated that the paving would be a mix of coloured concrete and flags, for a layered appealing aesthetic.



Image of an allotment garden in an urban setting (Dublin). At the west end of the parkland, near the District Centre and associated high density housing, a parcel for allotments is designated. With minimal private garden space, many residents benefit from having their own plot of soil for practical and therapeutic use. The success of the nearby Churchfield Allotments indicates the need locally (particularly with population increase) and the benefits such activity has within the community. It is also anticipated that allotment producers could participate in local markets along the promenade.



Image of a 'Softscape' zone (Ballincollig Regional Park). We have a large level area well suited to maintained grass. People can kick a ball around in this space without it going onto a road or causing great nuisance to promenade users. If desired, a couple of net-less goals could be installed for more structured play by the general public (not club use). This image also illustrates how avenue tree planting can define a space, yet still provide clear visibility into the larger landscape. At the node across from Kilmore Park, an adult exercise area is proposed.



Image of Northwest Regeneration scheme under construction along Kilmore Heights Lower road. The experience of Kilmore Heights road is based on two elements - long distance views and close range views of the Water Tower. The residential expansion along this road obscures the tower and reduces the extent of visibility for local residents. Part of the solution provided by the parkland and wide open promenade along Kilmore Heights is to ensure the experience of the tower views is not lost. Heading east, views into the parkland will also include the Urban Activity zone.



NORTHERN HILLSIDE PARKLAND

North of the proposed Local Access Road, the land begins to fall away at a moderate gradient. The view north towards Killeens and the Blarney hills is picturesque and often dramatic. It is also rural, with little evidence of the nearby urban activity. With sloping terrain, northern aspect and countryside views, this parkland is drastically different than the level Kilmore Heights parkland at the top of the hill. Consequently, the treatment of these lands will also be vastly different.

As with the contrasting hard and softscape treatments at Kilmore Heights, this parkland also uses two different treatments - woodland and meadow. They are visually very different, but quite compatible in terms of amenity use, mindset and ecology. The entire lower parkland (north of the road) is 6.8ha, 2/3 woodland and 1/3 meadow. This parkland could be one of the largest areas of biodiversity in the city council portfolio.

The design is intentional. A singular large meadow is located adjacent to the road, with the amenity path following the interface between meadow and woodland. This allows full visual supervision of the amenity path and increased sense of safety as users can see what's ahead of them. The meadow is steep, accommodating the change in elevation from road construction. The organic layout creates interest and pockets of usable space, ensuring the woodland does not appear as a monotonous wall. Within one of these pockets, an adventure or natural play area is envisioned, at a scale of regional park size (1000 sq.m.).

By locating the woodland a good distance down the hill, users of the new Local Road will also be able to take in views to the north as they pass by (in both directions, but particularly westbound). This path will be disabled accessible with aid, inherently containing some gradients greater than 1:20. Unaided, a user can follow the broad footpath along the Local Access Road and get a clear view of the meadow to woodland confluence.



Visualisation of hillside meadow and meandering amenity path at woodland fringe, as viewed from the proposed Local Access Road footpath.



View north towards Blarney, taking in an expansive rural landscape. The dark colour middleground hedgerow will be partially retained and is located up the hill from Nash's Boreen (obscured).



Example of natural elements used in an adventure play area. Boulders, tree trunks and grass mounds are hard-wearing and can facilitate imaginative play.



NASH'S BOREEN

Bounding the site at the northwest corner is Nash's Boreen. This rural track is loved by locals for the fantastic views and serene nature. But, it has a history of anti-social activity and misuse, negatively impacting the experience for many people. Despite its narrow width, the boreen is currently driveable along the entire length. For the improvement of the boreen as an amenity, it is recommended that the western portion of the track be designated for cyclists and pedestrians only.

Residents along the boreen would still be able to access their houses from Upper Fairhill road. The introduction of the new Local Access Road reduces travel time across the ridge, so any residents coming from Apple or Clogheen that normally would have taken the boreen will not be inconvenienced.

Evolving the boreen means upgrading the track to a quality surface amenable to cyclists, buggies and the mobility impaired. Gateways will also need to be created as placemaking features and to prevent vehicle intrusion.

The parkland land use will ensure the peaceful countryside characteristic of the boreen. By linking it to the parkland paths, local residents will have ease of access to the regional park.

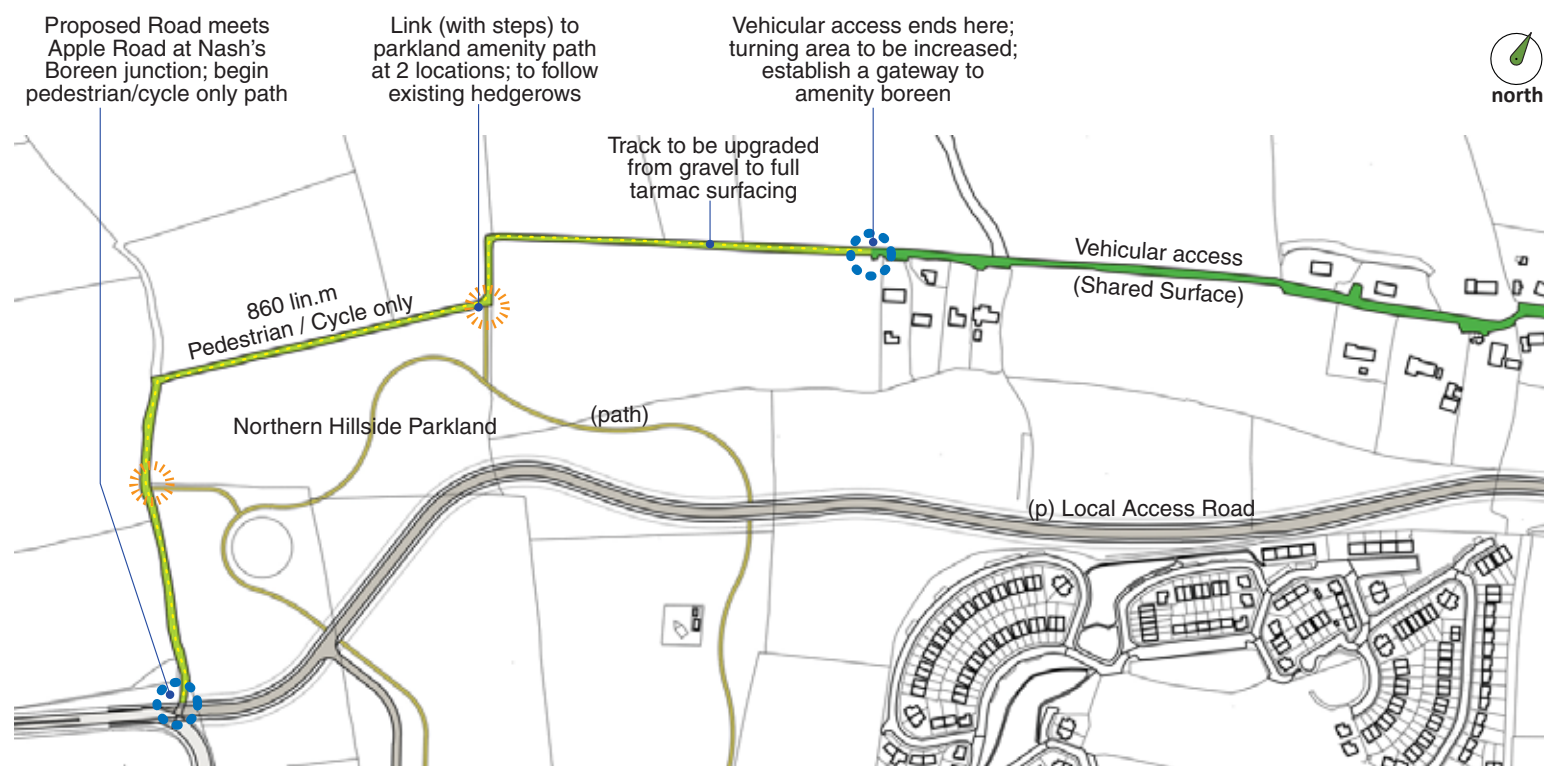


Diagram highlighting Nash's Boreen and illustrating the extent of track to convert to pedestrians/cyclists only. The proposed Local Access Road and amenity path are shown for spatial comprehension and location of proposed links between the boreen and parkland.




Image at the southwest entrance to Nash's Boreen. This view is taken at the point where the new Local Access Road meets the boreen. Approximately the first 20m of the boreen will be truncated.



Image of how the paving upgrade from gravel to tarmac will provide a finished look and is a friendly surface to cyclists and all mobilities. When paved, the boreen offers approximately a 3.5m wide useable space.



Data Sources



Connecting people.
Connecting places.

Data Sources	
Dataset	Source
2011 & 2016 Population Figures 2011 & 2016 Resident Workers	Central Statistics Office (CSO), where specific smaller settlements were not covered by CSO data, small area units were identified and aggregated.
Jobs Ratio	National Planning Framework (NPF) Appendix 2 for urban towns where available Calculated from CSO small areas and workplace zones for other settlements.
2019 Population Figure & Purchasing Power per Capita	For retail studies ESRI Ireland Business Analyst data was used based on MB-Research Market Data <ul style="list-style-type: none">figures are shown as projected averages for current year on the basis of official statistics. They are represented in absolute numbers and per mille shares (thousandth part) of the whole country.
2018 Unemployment Figure Average Household Size 2019 Total Number of Households Population Density	<ul style="list-style-type: none">Extended Sociodemographics: For the purpose of target group specific consumer analyses or general profiling of the areas a number of variables can be provided on the basis of official statistics, depending on availability: number of households, household size, households by type, sex and age structure, education, marital status and unemployed
Residential Area Zoned (ha) Estimated Yield 2022 Housing Target 2022 Population Target	Cork County Council Municipal District Local Area Plans for areas previously in the County Council Area
Planning Permissions Database	The Dept of Housing Planning and Local Authority provide a GIS dataset of all planning applications with development description and decision from 2010 onwards. This was developed upon by HW Planning to identify the number and type of units granted, which were then aggregated by settlement boundary.
Quarterly Housing Completions by Council Area	Central Statistics Office (CSO) provided data for old and new city boundary. 2,043 – was calculated as the aggregate number of annual completion for the new city boundary for full years: 2016 - 2019 inclusive 2,208 – was calculated as the number of completions for the new city boundary to-date since the Census in April 2016 – ie from Q2 2016 to Q1 2020 inclusive. Time frame chosen to match population analysis.
Quarterly Housing Completions by Eircode Routing Key used as a proxy for city sub-area disaggregation.	885 – was calculated as the number of completions for the old city boundary from Q1 2012 to Q2 2019. Q1 2012 assumed as start of 2022 Development Plan housing and population target data. Q2 2019 extent of availability of data using old city boundary.
Commencements Jan 2014 – June 2019 (No. of units per settlement)	The Local Government Management Agency (LGMA) - Building Control Management System (BCMS). The commencement notice planning applications references were cross-referenced with the number of unit granted in the planning applications dataset (see above) and aggregated by settlement. The data reporting falls within the natural limitations of the BCM.
Social Housing Delivery	The Dept of Housing Planning and Local Authority
Sports Clubs & Playgrounds	HWP Survey
Number of Schools per Settlement	Cork Schools GIS Dataset Cork City Council 2019