



Tionól Réigiúnach an Deiscirt
Southern Regional Assembly

Cork Metropolitan Area Strategic Plan

Extract from the Regional Spatial and Economic Strategy for the Southern Region



Tionscadal Éireann
Project Ireland
2040

Cork Metropolitan Area Strategic Plan



Extract from the Regional Spatial and Economic Strategy for the Southern Region

The NPF targets significant growth and development in all five of Ireland's cities. To achieve this, Metropolitan Area Strategic Plans (MASPs) have been designated in the NPF and in the Region MASPs have been prepared for:

- The Cork Metropolitan Area;
- The Limerick - Shannon Metropolitan Area;
- The Waterford Metropolitan Area;

The MASPs are an essential component of the Regional Spatial and Economic Strategy for the Southern Region (RSES) published January 2020 and provide a framework for accelerated sustainable growth in each Metropolitan Area and a mechanism to ensure co ordination between the local authorities in each MASP area. The following is the Cork MASP as contained in the RSES . It is important to note that the MASP is a subset of the RSES and therefore this extract should be read in that context. The RSES itself contains the overall policy (and relevant environmental assessments) for the Region and MASP and this extract should not be considered in isolation from the RSES.

The strategic role and Regional Policy Objectives for the MASPs are set out in Section 3.4 of the RSES and are attached here as Appendix 1. The RSES also includes strategic goals for the MASPs which are included as Appendix 2.





1.0 | Introduction

1.1 | Overview

At over 304,000 in 2016, the Cork Metropolitan Area accounts for almost one fifth of the Region's total population. It is the second largest metropolitan area in the State, and is larger in scale than the Limerick-Shannon, Galway and Waterford Metropolitan Areas combined. The NPF recognises that, "Cork is emerging as an international centre of scale and is well placed to complement Dublin but requires significantly accelerated and urban focused growth to more fully achieve this role".

With a planned growth rate (50-60%) to 2040 in the Cork City and suburban area of between two to three times the national average and up to 50 % for the rest of the metropolitan area, this is a strong platform of scale, critical mass and capacity and uniquely positions the Cork Metropolitan Area as:

- A principle complimentary location to Dublin with strong international role;

- A primary driver of economic and population growth in the Region;
- A compact City and Metropolitan Area with increased regional connectivity;
- A City and Metropolitan Area focusing growth on the delivery of sustainable transport patterns.

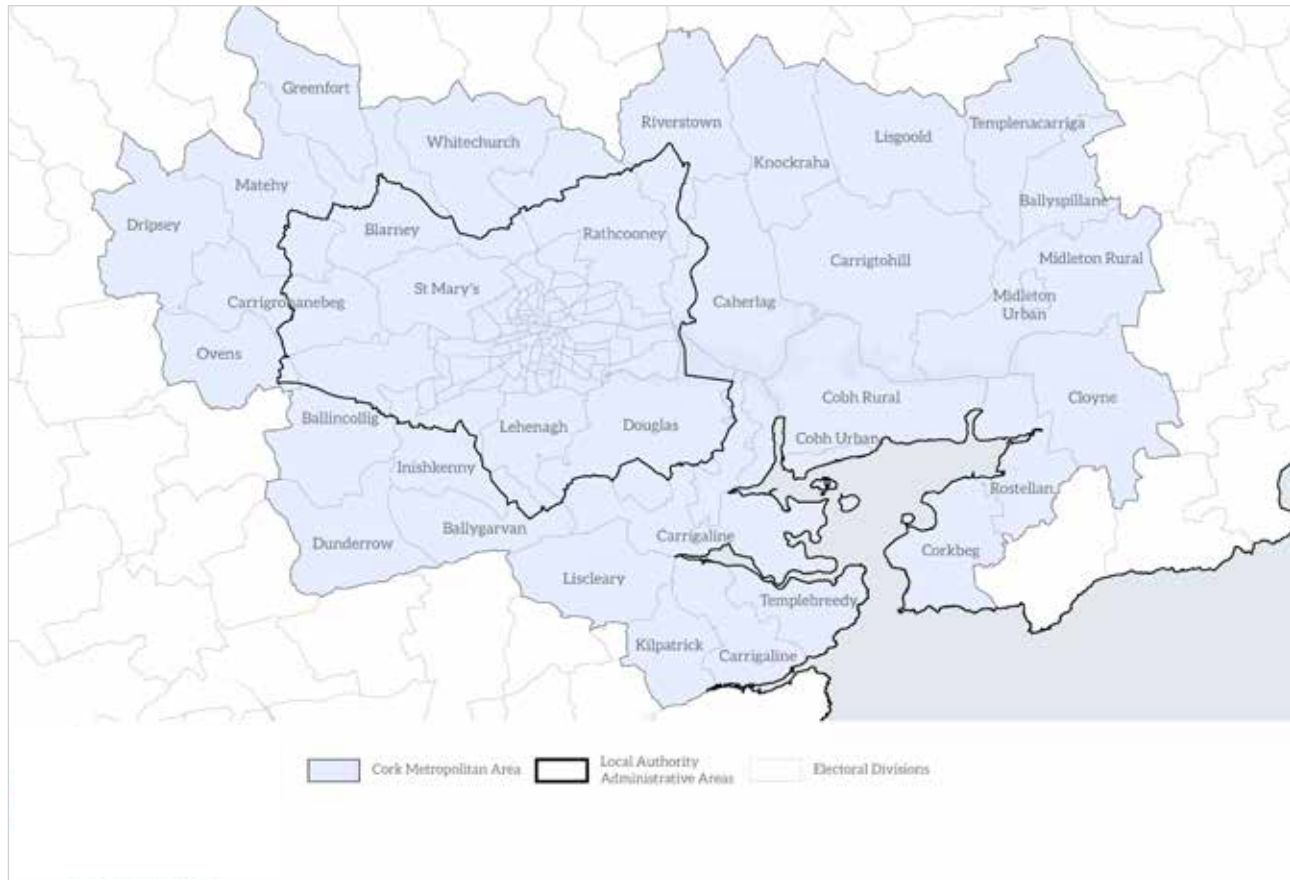
The NPF explicitly states that significant **accelerated and urban focused growth** is needed to fulfil this potential, along with accelerated investment, physical and social infrastructure, and protection and enhancement of the natural environment.

Distribution of population and employment growth in the metropolitan area must align with public transport investment and focus on regeneration, consolidation and infrastructure led growth of the city and suburbs, existing hierarchy of metropolitan towns and the strategic employment locations. Key transport infrastructure to accommodate growth, retrofit quality services and enhanced sustainable mobility are needed. The MASP recognises the delivery of an integrated multi modal transport network, informed by the **Cork Metropolitan Area Transport Strategy (CMATS)**, is a key requirement. A new Light Rail Corridor, connecting Ballincollig, City Centre, (interchanging with suburban and inter-city rail at Kent Station), Docklands and Mahon is a game changer.



1.2 | Spatial Definition

Map 1 | Cork Metropolitan Area



The Cork Metropolitan Area includes:

- The recently expanded Cork City Boundary (c. 210,853 population)²⁷ including Cork City Centre, Cork City Docklands and Tivoli, City Suburbs; and the recently added areas of Douglas, Rochestown, Ballincollig, Tower, Blarney, Glanmire and Cork Airport;
- Metropolitan towns including Carrigaline (15,770), Cobh (12,800), Midleton (12,496), Passage West (5,843), Carrigrohilly (5,080) and Monard Strategic Development Zone, a new planned metropolitan town on the suburban rail line;
- Cork Harbour, a strategic location of natural amenities, port activities, industry, marine sector research and development, tourism, heritage, and harbour settlements.



27. Population from Census 2016 of each listed settlement is contained in brackets.

Cork MASP Policy Objective 1

Cork Metropolitan Area

- a. To strengthen the role of the Cork Metropolitan Area as an international location of scale, a complement to Dublin and a primary driver of economic and population growth in the Southern Region.
- b. To promote the Cork Metropolitan Area as a cohesive metropolitan employment and property market where population and employment growth is integrated with: (i) the city centre as the primary location at the heart of the metropolitan area and region reinforced by (ii) the continued regeneration, consolidation and infrastructure led growth of the city centre, Cork City Docklands, Tivoli and suburban areas (iii) active land management initiatives to enable future infrastructure led expansion of the city and suburbs (to be assessed by Core Strategy initiatives) and (iv) the regeneration, consolidation and infrastructure led growth of metropolitan towns and other strategic employment locations in a sustainable manner.
- c. Seek co-ordinated investment and delivery of holistic infrastructure packages across State Departments and infrastructure delivery agencies as they apply to the Cork Metropolitan Area and seek further investments to deliver on the Metropolitan Area Goals (see Volume III).
- d. The Cork MASP allows flexibility to respond to changes in planning policy, infrastructure requirements and priorities that will arise in the area which will be added to Cork City as a result of the boundary extension, framed by the principles set out in RPO 10 Compact Growth in Metropolitan Areas, other objectives of the Cork MASP and MASP Goal 7 in Volume III.
- e. Support communities in Metropolitan Towns through regeneration initiatives, investment to support retrofitting holistic infrastructures (physical, social, recreational, public transport, active travel networks including enhanced filtered mobility for pedestrians and cyclists inter alia), seek vibrant metropolitan communities with a high quality of life, mixed uses and services and seek the infrastructure led sustainable compact growth of metropolitan settlements.
- f. Any reference to support for plans, projects, activities and development in the MASP should be considered as referring to 'sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EcIA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.
- g. The MASP seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Region.

1.3 | Context of Other Strategic Planning Initiatives

There is a long track record of planning for the metropolitan area of Cork and wider city area, involving partnerships between both Cork City Council and Cork County Council and other key stakeholders particularly through the Cork Area Strategic Plan (CASP) - a long-established framework and process for integrated planning in Cork.



2.0 | Key Components & Attributes

2.1 | Cork City: The Heart of the Cork Metropolitan Area

EU research by ESPON identified Cork as Ireland's second tier city²⁸.

The study highlights the contribution of well organised city strategic land use planning, good working relationships and collaboration between stakeholders, success in attracting FDI, balanced economic profile between sectors, young educated and highly skilled workforce, strong third level sector and research community and conscious local policies to promote place quality assets as key contributors to its success.

Cork City is notable for initiatives including:

- Strengthening a vibrant retail core;
- Enhanced public transport and sustainable travel;
- Public realm and transformational projects including the Grand Parade/Beamish and Crawford/Sullivan's Quay Cluster, the Cork City Harbour Interchange Cluster;
- City medieval spine and cultural precincts of South Parish and Shandon;
- Regional scaled city parks and waterfront amenities connecting the city centre to the harbour;
- Regeneration initiatives delivering housing, commercial and community development.

Collaboration and confidence to meet the challenges of delivering future growth are evident through examples such as:

- *Cork: A City Rising is a Beautiful Thing* initiative which highlights progress on over 30 prime regeneration and development sites in the city;
- *We Are Cork* initiative between Cork City and Cork County Councils, marketing the city and county internationally.

The Cork City Centre Strategy (2014) works to deliver a "Healthy Heart" by revitalising the City Centre through increased investment, improvement and development, better management based on partnership and increased marketing of the City Centre experience.

²⁹The following trends are an **indicator of dynamics** of the city centre:

- A whole city in renaissance with 5.5% growth in the last Census period;
- Higher percentage of young age and working age cohorts in the City Centre Central Business District (CBD) than the Metropolitan Area overall, Region and State average (for example 51% aged 25 to 44 in the City Centre CBD compared to 31%, 28% and 29.5% for those other areas respectively);
- A truly international city, recording 42% of the population as Non-Irish in the City Centre CBD;
- A higher labour force participation rate in the City Centre CBD (68.6%) than the Metropolitan Area overall, Region and State (60%, 59.5% and 61.5% respectively);
- High recorded rates of travel to work/education by green modes (46.5%) compared to the Metropolitan Area overall (18.5%), Region (13.5%) and State (17 %);

Other **unique attributes** of the city include:

- A university and learning city with a student population of more than 35,000;
- Ranked no. 1 for business friendliness among small European cities by FDI Intelligence under the 2014-15 European Cities and Regions Future report;
- Higher education institutes, UCC and CIT, establishment of the Munster Technology University and elite research centres including Tyndall, and Rubicon Centre;
- Dynamic clusters of specialisms such as it@cork technology cluster and Energy Cork;
- Leading FDI and indigenous enterprise location within the City Centre, Mahon, north, west and south suburbs with many companies have multiple sites across the metropolitan area (Apple, Lilly, J&J, Dell, Stryker, etc.);
- World class digital and telecommunications infrastructure assets including Tier 1 connectivity and the fastest latency to New York than anywhere in Europe;
- Cork City twinned with six other international cities including Cologne, Coventry, Rennes, San Francisco, Swansea and Shanghai;
- Designated by the World Health Organisation as a Healthy City;
- Cork City Centre awarded the prestigious Purple Flag

28. *ESPON Second Tier Cities and Territorial Development in Europe: Performance, Policies and Prospects, Section 3 How Do National and Local Policies Affect Second Tier Cities: 2012.*

29. *AIRO Key Regional Indicators Socio-Economic Baseline Report.*

accreditation an international award for excellence in the evening and night time economy of the city;

- One of 12 cities globally, and three in Europe, presented with the inaugural UNESCO Learning City Award in 2015;
- Under the EU's Cultural and Creative Cities Monitor, in 2017 Cork was ranked first in European medium-sized cities for cultural vibrancy and cultural venues and facilities and is ranked within the Top 5 for human capital and education and openness, tolerance and trust;
- Voted the third Friendliest City in the World by Condé Nast Travellers 2018.

Other **signals of confidence, including projects supported under the NDP, include:**

- Continued initiatives to improve the public realm, public transport and more sustainable accessibility to the city centre;
- Cork Lower Harbour Main Drainage Project;
- New acute hospital for Cork and Cork University Hospital Phase 2;
- Investment in the Crawford Art Gallery, a significant cultural asset of the State;
- Recent completion of Páirc Uí Chaoimh;
- Advancement of developing Ballincollig Regional Park, Marina Park and Tramore Valley Park, regional scaled recreational assets;
- Increased pace of development in private sector development in the City Centre including One Albert Quay, Navigation Square, and Nano Nagle

Place. Commercial investment in the city centre is promoting the city as a competitive location for international financial services;

- Progress in developing a 6,000 seat Cork Events Centre, with potential to deliver 200,000 visitors into Cork on an annual basis;
- Progress on the Cork Science and Innovation Park;
- Progress on the delivery of the M28 Cork to Ringaskiddy, which will facilitate re-location of port activities from the docklands, allowing regeneration processes to advance.

A maritime city steeped in heritage, Cork has significant urban and cultural tourism assets and lively festivals, placing it as a prime city break destination and quality of life destination to live and work. Sports, recreation and amenity is supported as a city-wide attribute.

Economic and social regeneration in disadvantaged areas is important so growth and prosperity in a rising city is socially inclusive, providing opportunities and enhanced quality of life for all. Active regeneration initiatives are ongoing, especially driven through the LECP, Local Community Development Committee and RAPID initiatives. The MASP supports a healthy, living and working city centre that is the economic, social and cultural heart of the Cork Metropolitan Area. Regeneration and consolidation of the city centre, new urban quarters in the Docklands and consolidation of the suburbs and will drive this role.

Cork MASP Policy Objective 2

Cork City

Seek delivery of the following subject to the required appraisal, planning and environmental assessment processes.

- To strengthen the consolidation and regeneration of Cork City Centre to drive its role as a vibrant living, retailing and working city, the economic, social and cultural heart of the Cork Metropolitan Area and Region.
 - Seek investment to achieve the infrastructure led brownfield regeneration of the Cork City Docklands and Tivoli as high quality, mixed use sustainable waterfront urban quarters, transformative projects which set national and international good practice standards in innovation, green and quality design, exemplary urbanism and place making.
 - Seek investment to achieve regeneration and consolidation in the city suburbs. Seek high quality architectural and urban design responses to enhance the uses of the waterfront and all urban quarters.
 - To strengthen the attributes and opportunities for the city centre, including transformative initiatives such as the City Centre Strategy and other initiatives as identified by the City Development Plan (existing and future).
- Seek investment for the enhancement and refurbishment of existing public buildings as a driver for private sector development e.g. English Market.
 - Seek to achieve High Quality Design to reflect a high-quality architectural building stock in all urban quarters.
 - Seek delivery of a network of large city parks and smaller green areas throughout the metropolitan area and inner-city areas.
 - Strengthen Social and Community Development.
 - Support active regeneration initiatives that are ongoing, especially driven through the Local Economic Community Plan, Local Community Development Committee and RAPID initiatives.
 - Seek investment towards initiatives that tackle high housing vacancy rates and seek conversion of vacant stock to active housing uses.
 - Support investment in strategic national innovation enabling assets within the city, specifically the expansion of Tyndall National Institute to the North Mall and the development of UCC's new Cork University Business School in the city centre.

2.2 | Assets of the wider Cork Metropolitan Area

The wider metropolitan area has strategic national and regional assets which complement the role of the City.

Collectively, these drive the role the Cork Metropolitan Area. In addition to the City, the strategic assets of the metropolitan area include:

- A strong network of vibrant metropolitan towns connected on existing and planned strengthened public transport networks. Metropolitan towns in Cork are among the largest, fastest growing and youngest (age cohort wise) towns in the Region.
- Monard Strategic Development Zone, a new planned metropolitan town and strategic residential location on the suburban rail line between Blarney and Cork City.
- Strategic national asset of Cork Harbour (see section and specific objective below) including Tier 1 Port of Cork.
- Considerable marine resources in Cork Harbour with internationally renowned leaders in marine research and technology, including the MaREI Research Centre;
- Cork International Airport.
- Significant clusters and global leaders in ICT and life sciences.
- Strategic employment locations with strong foreign direct investment and indigenous enterprises. Locations include Carrigtwohill (IDA Carrigtwohill East/Ballyadam), Little Island and Ringaskiddy.
- Significant agriculture, agri-tech excellence and food and beverage production.

- Significant energy resources and renewable energy production (Whitegate, Ireland's Energy Park) and potential energy interconnector to Europe (Eirgrid's Celtic Interconnector project).
- Digital assets including direct international fibre optic connection to the USA (Hibernia Express Link), E Centre networks.
- Significant tourism, culture and heritage offer with unique towns, villages and attractions on and close to both the Wild Atlantic Way and Ireland's Ancient East corridors.
- Exceptional natural amenities and recreational activities offering high quality of life opportunities accessible to and integrated with a thriving international scaled city.

Objectives of the Cork MASP support and seek to strengthen these assets and opportunities.

The Cork MASP supports physical and social infrastructure, regeneration and improving quality of life for existing metropolitan towns and communities, especially the retrofitting of such infrastructure for communities that experienced past high levels of growth without matching infrastructure and services. It is important that compact residential and employment growth is matched with mixed use services, physical, social and recreational infrastructure and that such services are identified and addressed in lower tier plans for the sustainable regeneration and growth of metropolitan towns. Cork MASP Objective 1 (e) supports investment in infrastructure and services for metropolitan towns and communities.



2.3 | Cork Harbour

As Europe's largest natural harbour, Cork Harbour is a special character area and strategic asset. It is a location sharing port activities, strategic employment uses, marine research, energy generation, tourism, heritage and residential communities in an environment with sensitive ecosystems and natural amenities (Cork Harbour SPA).

Strategic marine sector facilities in the harbour area include Tier 1 Port of Cork, dry dock facilities at Cobh, Marino Point, Irish Naval Service Haulbowline, National Maritime College of Ireland, MaREI Centre for Marine and Renewable Energy and Whitegate - Ireland's Energy Park. Significant tourism and cultural attractions include

Cobh, Spike Island (a No 1 in Europe award winning attraction) and Fort Camden Meagher. The remediation of Haulbowline will provide an additional harbour recreational amenity. Fishing harbours, marinas, harbour greenways, characterful towns in outstanding natural settings all set the location apart as unique for the Region. Balanced with the protection and enhancement of the natural environment, heritage and communities of the harbour area, it is evident that the multi-sectoral assets have potential for Maritime Cork to be a key catalyst and driver for economic growth.

There is an opportunity, to put in place a framework to guide the sustainable future management of different uses in the Cork Harbour area, including driving the role of strategic economic assets, while protecting the sensitive ecosystems and designated natural habitats.

Cork MASP Policy Objective 3

Cork Harbour

- a. To promote Cork Harbour as a unique and strategic asset in the Cork Metropolitan Area and the Region and seek investment in the sustainable development of projects that will strengthen the potential for Cork Harbour to be a first mover in Marine Spatial Planning, a significant driver for economic growth, balanced with the protection of the harbour's ecology and natural habitats (Cork Harbour SPA).
- b. To seek a specific planning framework initiative through the Core Strategies of Local Authority Development Plans as appropriate to guide the sustainable future management of different uses in the Cork Harbour area, including strategic economic uses, while protecting the sensitive ecosystems and designated natural habitats.
- c. The initiative under Part (b) shall address opportunities of a waterfront city and the harbour area, the opportunities for harbour communities, enhanced transport and public transport connections, Tier 1 Port activity, industries, clusters of economic specialism, research and innovation in the marine economy, renewable energy, ecology and habitat protection, ecosystems services, tourism, greenways and blueways inter alia.
- d. The delivery of plans and projects in the Cork Harbour area as a result of this objective shall be subject to quality site selection processes that consider environmental constraints and undertake environmental assessments including EclA, SEA, EIA and AA processes as appropriate.

2.4 | Cork Metropolitan Area Strategic Plan and the Wider Region

As a primary driver of economic and population growth in the Region, the Cork Metropolitan Area can drive and support economic growth in other locations.

There is a close network and functional relationship between the city, metropolitan area and settlements such as the ring towns of Mallow (a Key Town) Bandon, Kinsale, Fermoy, Macroom and Youghal and other

towns in North and West Cork including Mitchelstown, Charleville, Kanturk and Clonakilty. The RSES supports the sustainable, employment-led growth, consolidation and enhancement of services for such settlements (see Chapter 3). Chapter 4 Strong Economy - Innovative and Smart, Chapter 6 Connectivity and the objectives of the Cork MASP seek progress in these areas, especially for enhanced connectivity between each Metropolitan Area, to the Atlantic Economic Corridor and Ten-T Corridor, to enable the efficient economic movement of freight to and from our ports and airports.

Cork MASP Policy Objective 4

Cork Metropolitan Area Regional Interactions

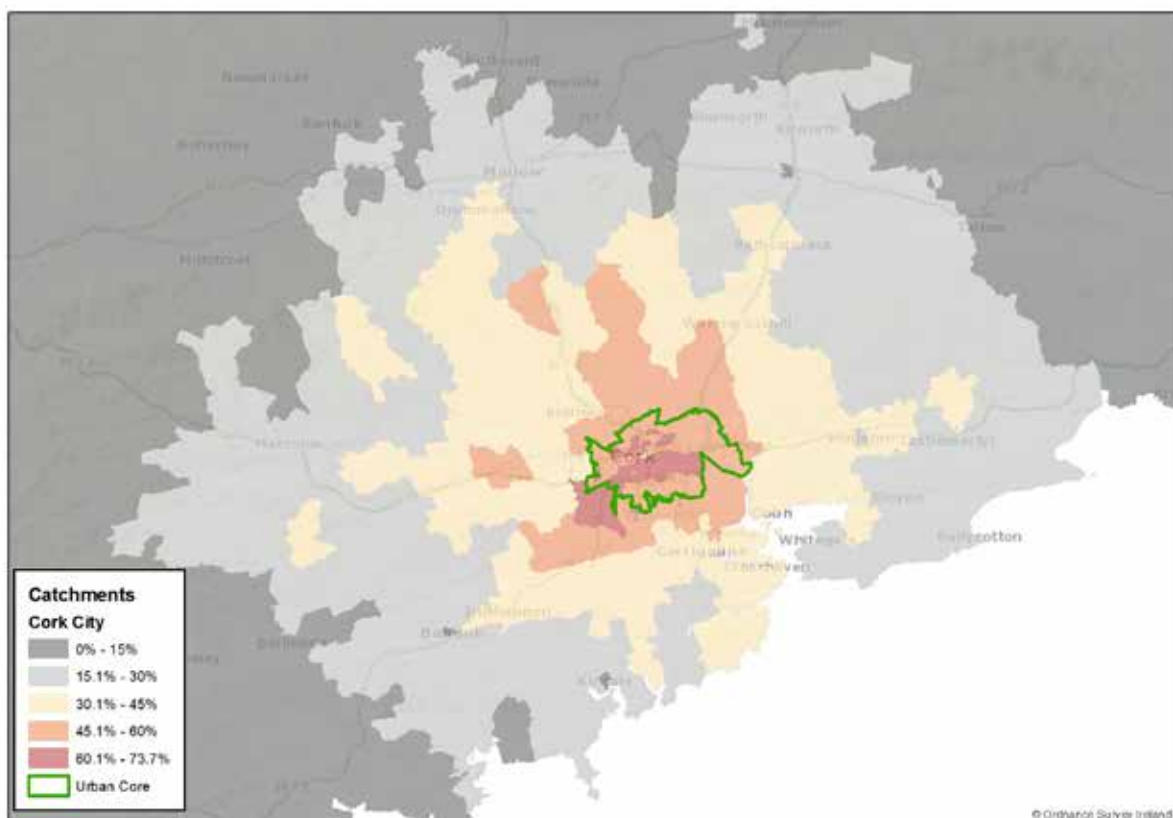
In support of the role of the Cork Metropolitan Area as a primary driver of economic and population growth in the Region, seek to strengthen inter-regional and intra-regional connectivity (public transport, strategic road network and digital) subject to the outcome of environmental assessments and the planning process:

- a. Between the Cork Metropolitan Area and the other metropolitan areas of Galway, Limerick-Shannon and Waterford, strengthen connectivity to the Atlantic Economic Corridor, to the Kerry Hub and Knowledge Triangle and strengthen connectivity to the TEN-T Network.
- b. Between the Cork Metropolitan Area and Key Towns in the Southern Region, especially Key Towns in the South West which include Mallow, Clonakilty, Tralee and Killarney and Dungarvan in the South East.
- c. Between the Cork Metropolitan Area and settlements in a strategic North Cork Agri-Tech Network with Mallow Key Town, in a strategic West Cork Marine Network with Clonakilty Key Town and a central North and West Network connecting the two, initiatives which will be progressed through the County Development Plan process.
- d. Between the Cork Metropolitan Area and the ring towns of Bandon, Fermoy, Macroom, Kinsale and Youghal through the sustainable development of enhanced critical mass to attract new investment in employment, services and public transport and support Kinsale's role as a Principal Tourist Attraction.
- e. Recognise the role of Cork City as a Gaeltacht Service City under the Gaeltacht Act 2012.
- f. Support multi modal enhanced transport and digital connectivity between Cork, Limerick-Shannon and Waterford cities and metropolitan areas and the delivery of infrastructures as supported in objectives under Chapter 6 Connectivity.

The scale of development, roles and cumulative impact in other settlements in the wider metropolitan area and rural areas, identified in the County Development Plan Core Strategy, will be at a level so as not to undermine the MASP Goals, Objectives for the Cork MASP and the role of the City as a driver for the Region.

NTA Map Showing the Catchment of the Urban Core of the Cork Metropolitan Area

Map 1 | Catchment of Cork City Urban Core

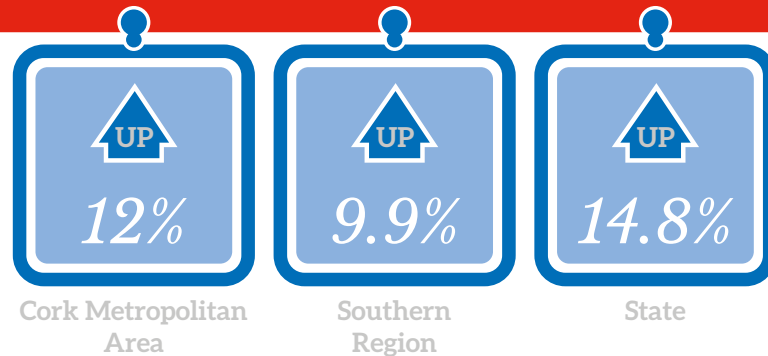


SOURCE | NTA Hinterland analysis

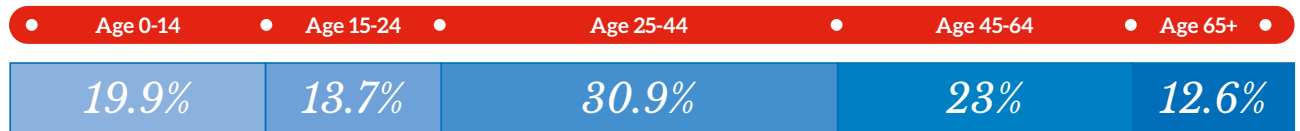
2.5 | Example Trends for the Cork Metropolitan Area

The following infographics provide details of the key components and attributes of the Cork Metropolitan Area.

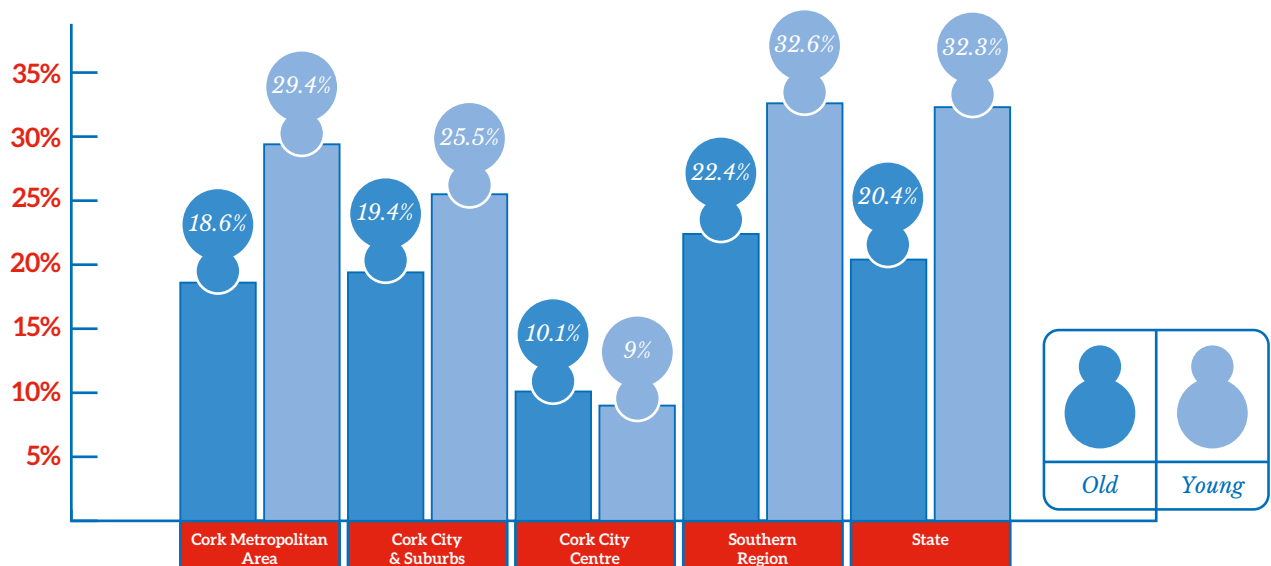
Population Change 2006 - 2016



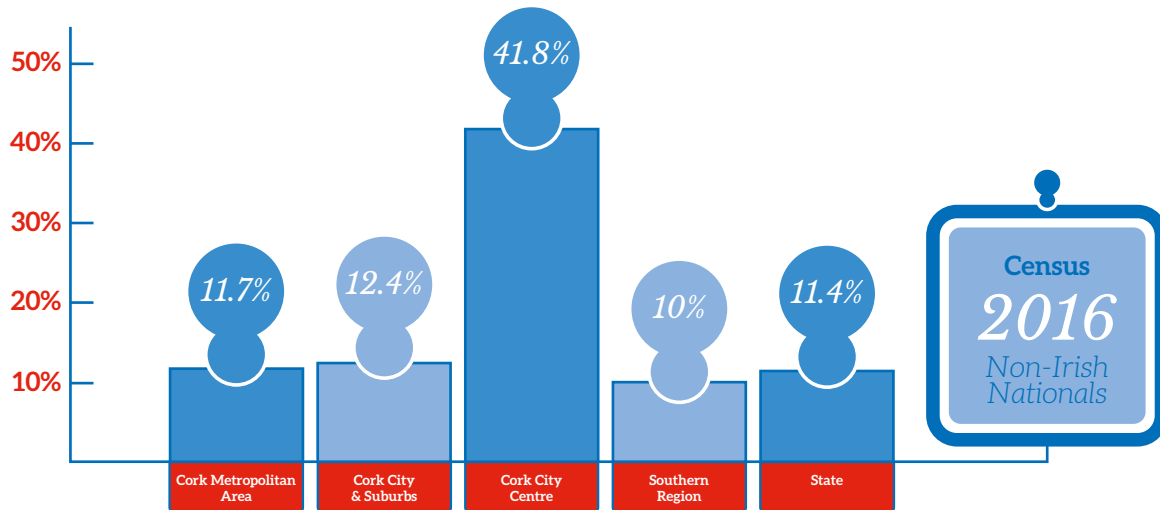
Population by Age



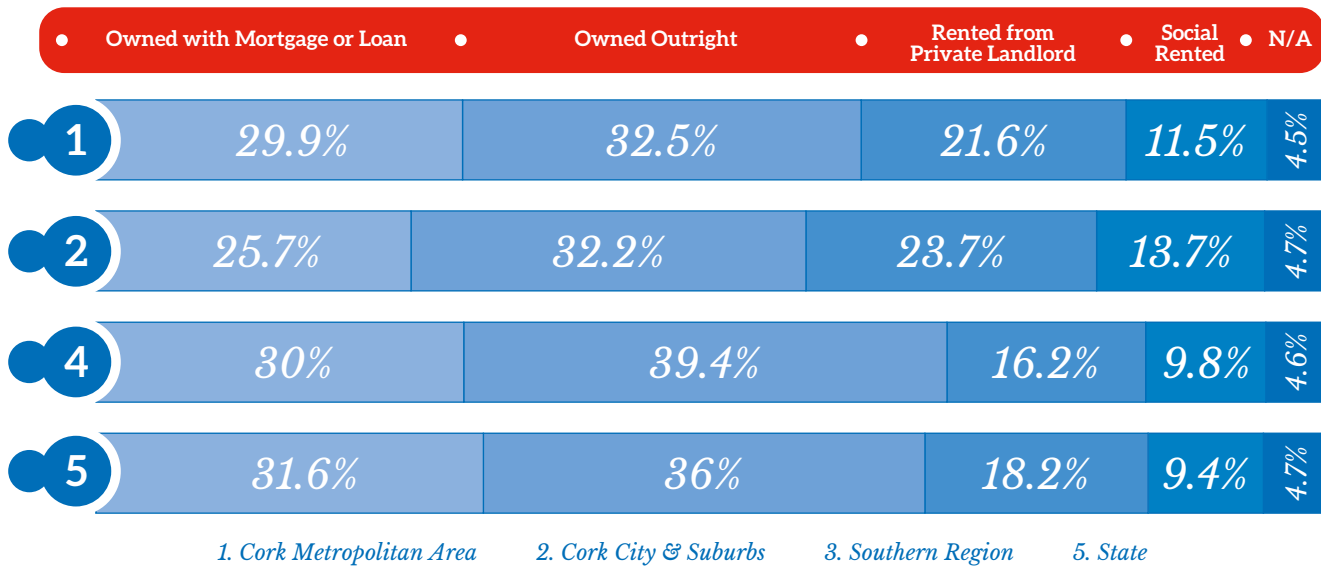
Old & Young Age Dependency Rate



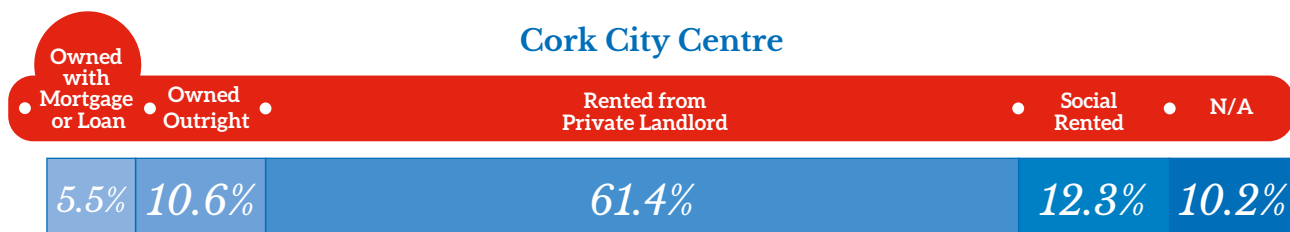
Diversity and our Migrant Communities



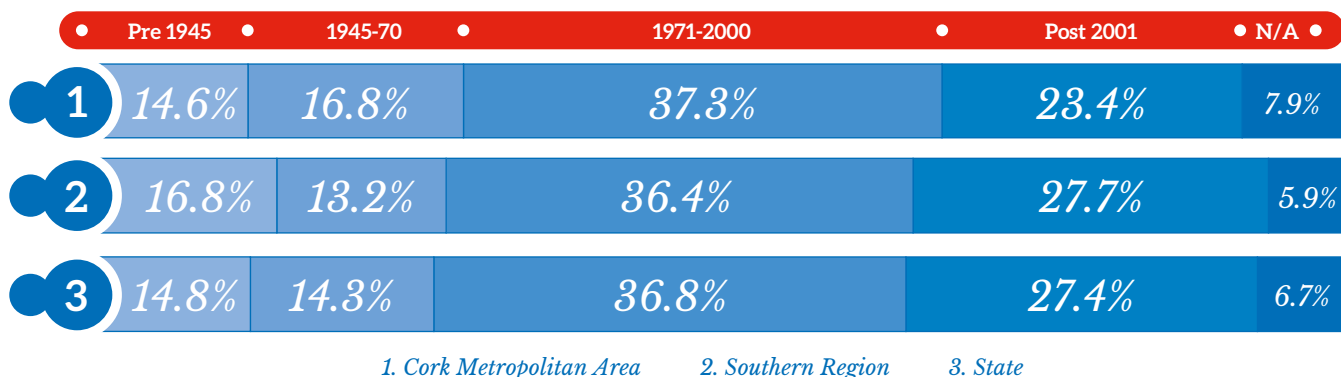
Housing Tenure



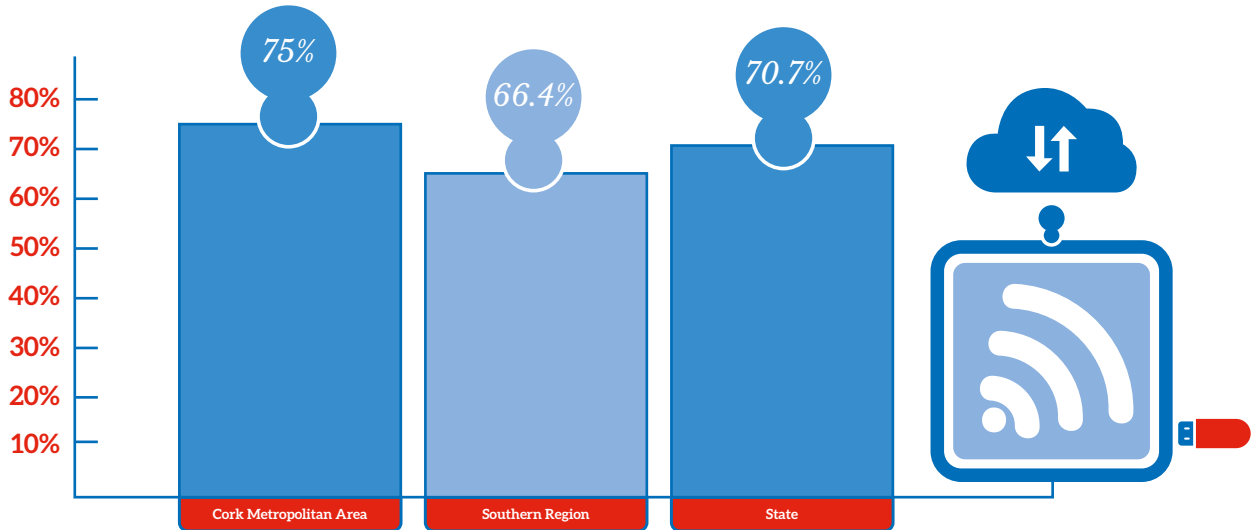
Cork City Centre



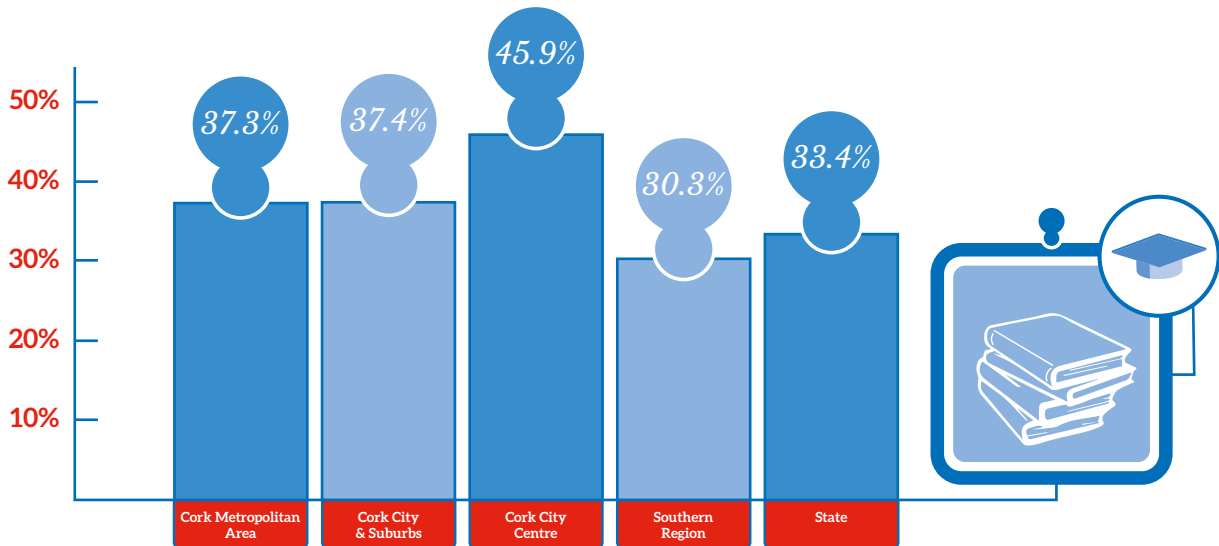
Housing Year Built



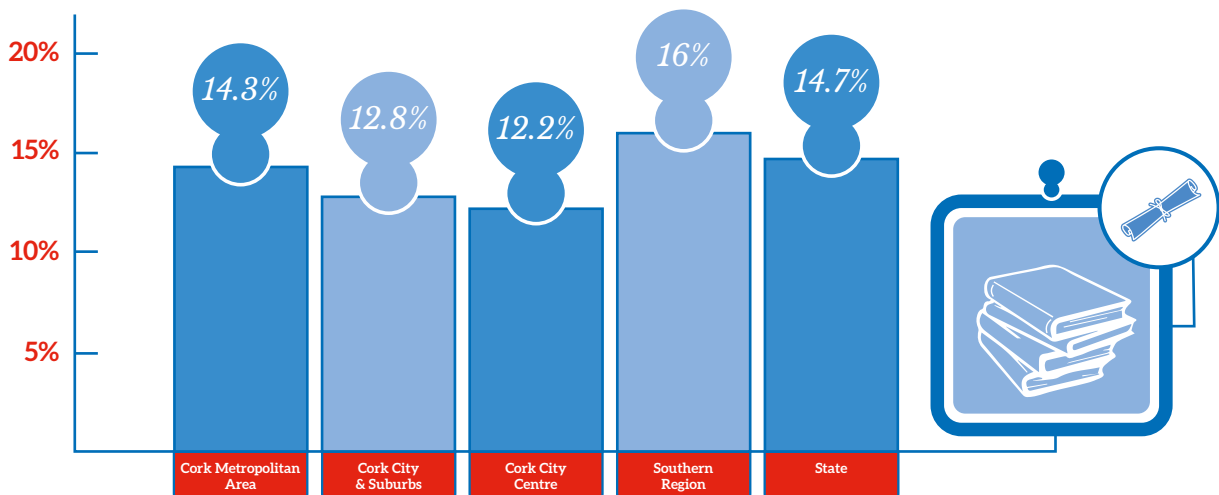
Households with Broadband



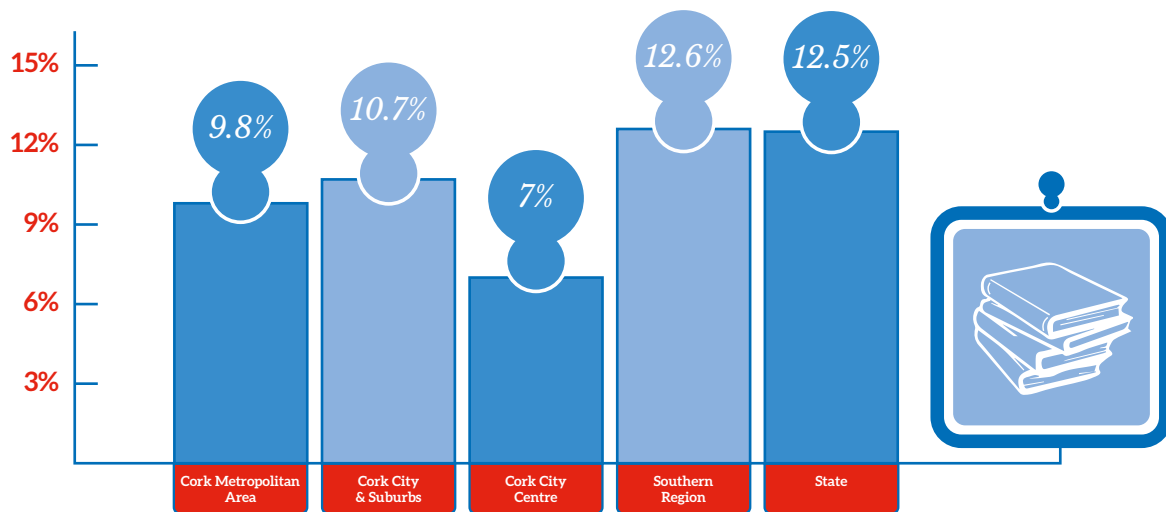
Education Attainment: All Third Level



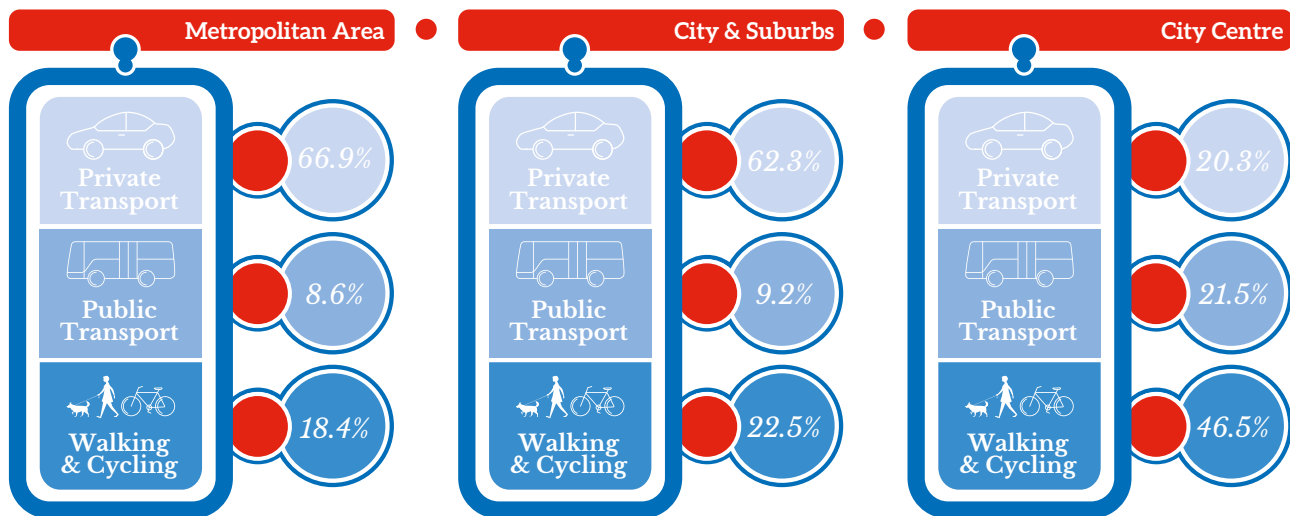
Education Attainment: Tech/Apprentice/Cert



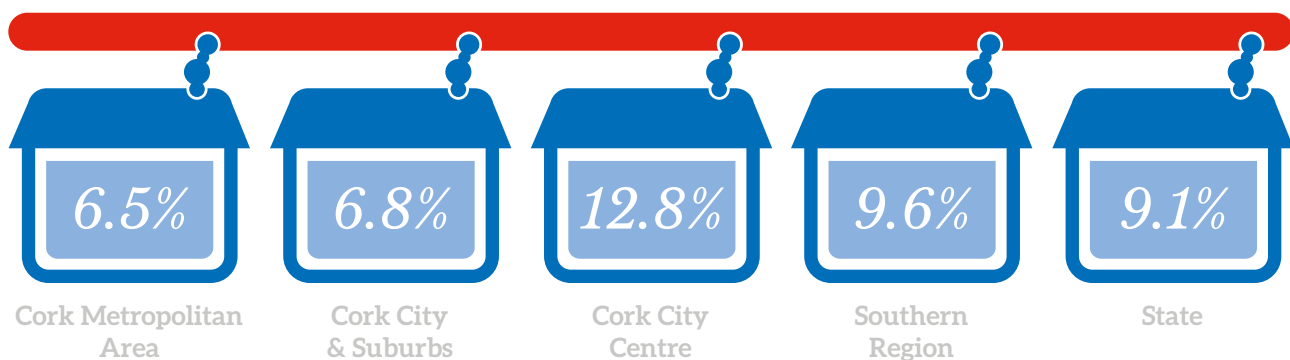
Education Attainment: No Formal/Primary



Mode of Travel to Work/Education



Housing Vacancy*



*Excluding Holiday Homes

3.0 | Vision & Guiding Principles

3.1 | Vision

Building on the consultation process in preparation of the RSES and Cork MASP, the Vision Statement for the Cork Metropolitan Area is:

Sustainably develop the potential and capacity of Metropolitan Cork, which has the State's Second City of international scale, as a healthy, people centred, affordable, socially and economically inclusive, innovative and technologically smart international gateway offering a high-quality environment, a vibrant city at its heart, supported by a network of compact metropolitan towns, connected by sustainable transport networks, serviced by a high standard of physical and community infrastructure offering a high quality of life for all. A metropolitan area that inspires pride, encourages creativity and achievement with high standards of environmental sustainability.

3.2 | Guiding Principles

The ambition of the Cork MASP is based on the principles of a **Sustainable Place Framework**, as identified in the RSES Settlement Strategy (Chapter 3).

To achieve this ambition the following guiding principles for investment and sustainable development are identified:

A Living City and suburbs: A city and suburbs offering a mosaic of quarters, comprising of residential suburbs, strategic employment locations, commercial areas, waterfront living and the vibrant social and cultural life of a European City with a unique landscape setting. The primary retail location of the Cork Metropolitan Area. Investment must be supported in revitalising and reinvigorating Cork City for higher density living, high density high value jobs, retailing, regeneration and social inclusion.

Metropolitan Engine: Combined with the city and suburbs, a well-functioning, socially inclusive and energising place providing residential, employment, health, business, political, educational, and commercial and transport functions driving the Region. Targeted growth will occur in Metropolitan Cork which has significant capacity within its hierarchy of settlements and strategic employment locations along public transport corridors. The area has a unique and sensitive environment to be protected and enhanced, a significant natural asset in Cork Harbour and offers a rich sporting, recreational and cultural offer, as well as tourist destinations of regional and national importance.

Compact sustainable growth: Promote consolidation of Cork City and suburbs, refocus on the development of brownfield and infill lands to achieve a target of a minimum 50% of all new homes within the existing

built up footprint in Cork and 30% in other metropolitan settlements. Development at sustainable locations with inherent climate resilience.

Integrated transport and land use: Target growth along high quality public transport corridors and nodes linked to the delivery of key public transport projects under the development of a Cork Metropolitan Area Transport Strategy including an enhanced public realm, walking and cycling infrastructure, light rail corridor, suburban rail corridor and strategic bus network corridors, all interconnecting with the city centre and connecting with strategic employment locations in the metropolitan area.

Accelerate housing delivery: Activate strategic residential development areas and support the steady supply of sites to accelerate housing supply and the adoption of performance-based design standards as supported by NPF National Policy Objective 13 to achieve higher densities in the urban built up areas, supported by better services and public transport.

Employment density in the right places: Re-intensify employment within the city and suburbs, activate strategic employment opportunities to complement existing employment hubs in the city and metropolitan area. Recognise the variety of established manufacturing operations/hubs and FDI investments around the city in the metropolitan area and seek to improve sustainable transport connectivity to these locations.

Better alignment of growth: Target 'catch up' investment to support employment, infrastructure and amenity provision and/or sustainable transport links in metropolitan towns and suburban areas that have experienced high levels of population growth but are reliant on other areas for employment and/or services.

Social regeneration: Realise opportunities for social as well as physical regeneration, particularly in areas with pockets of deprivation such as RAPID areas.

Future development areas: Having regard to the NPF targets to 2040, the role of the Cork Metropolitan Area in the State and Region and the long lead in time for planning and development, identify future strategic growth areas that may be delivered beyond the lifetime of the RSES. Such areas will be identified by the Local authorities through City and County Development Plan Core Strategies and adhere to the achievement of compact growth principles, integration of land use and transport planning, the distribution of growth guided through the Cork Metropolitan Area Transport Strategy and fulfilling criteria set out under Goal 7 for all MASP.

Metropolitan scale amenities: Provision and enhancement of regional parks, recreation and sports amenities, natural amenity and habitat protection, strategic green infrastructure including walking, cycling, greenways and blueways in an integrated network across the Cork Metropolitan Area.

Enabling infrastructure: Identify Infrastructure capacity issues and ensure water / waste water needs, municipal and C&D waste capacity issues are met by national projects. Improve sustainability in terms of energy, waste management and resource efficiency and water, to include district heating and water conservation.

Co-ordination and active land management: Enhanced co-ordination across local authorities and agencies to promote more active urban development and land management policies that focus on the development of under-utilised, brownfield, vacant and public lands.

Re-intensify employment within the City and suburbs at strategic locations well-connected to public transport. Activate strategic employment opportunities to complement existing employment hubs in the city and metropolitan area.

Any future **strategic growth areas** should not compromise the delivery of more sustainable regeneration and consolidation of existing strategic sites more suitable for delivery under the Cork MASP Objectives.

Cork MASP Policy Objective 5

Investment to Deliver Vision

- a. It is an objective to seek the identification of investment packages across State Departments and infrastructure delivery agencies as they apply to the Cork Metropolitan Area and seek further investments into the Cork MASP area to deliver targets boosting population and jobs and to deliver on the seven Metropolitan Area Goals (see Volume III).
- b. It is an objective to ensure quality infrastructure and quality of place is prioritised as an incentive to attract people to live and work in sustainable settlement patterns in the metropolitan area.



4.0 | National Enablers

The following NPF enablers and other enablers for the Cork MASP:

- Delivering ambitious large-scale, mixed-use regeneration projects in Cork Docklands (City Docks and Tivoli) identified including the provision of supporting infrastructure (rapid transit, transport infrastructure in particular Eastern Gateway Bridge, and public realm) and the relocation of 'Seveso' site from the City Docks and two from Tivoli Docks;
- The development of an enhanced City and Metropolitan area public transport system, focused on the concept of an east-west rapid transit corridor (Light Rail Transit) from Mahon, through the City Centre to Ballincollig, and a north-south corridor with a link to the Airport, supported by a strong core bus network;
- Upgrading the Cork commuter rail service serving the areas to the East and North of the city and providing additional stations in areas targeted for growth, such as Monard and Tivoli;
- Progressing the sustainable development of new areas for housing, especially those on public transport corridors such as Monard and urban expansion areas on the rail corridor such as at Carrigtwohill, Midleton, Cobh and Blarney;
- Identifying infill and regeneration opportunities to intensify housing development in inner city and suburban areas, supported by strengthened public transport connectivity, public realm and urban amenity projects;
- Enterprise property solutions and employment enabling infrastructure;
- Enabling enhanced opportunities for existing communities as development and diversification occurs, particularly through employment, learning and education support;
- Development of a new science and innovation park to the west of the City, accessible by public transport;
- The continued expansion of and integration with the City's third level institutions, centres of research and innovation and strengthened supports for the role of learning, training, skills development and apprenticeships;
- M8/N25/N40 Dunkettle Junction upgrade (approved) and improved Ringaskiddy Port access (M28), upgrade of the Cobh Road (Fota Road) R624 and R630 Midleton to Whitegate Road to National Road status, to facilitate Port relocation and regeneration of docklands;
- Enhanced regional connectivity and *improved journey times including the M20 Cork to Limerick and the Cork Northern Ring Road* to ensure connectivity across the Cork Metropolitan area and to routes serving Limerick, Kerry, West Cork, Waterford and Dublin) and upgrade of the N22 Cork to Tralee (approved) and the N25 Cork to Waterford. Improved transport offer around the City through a package of measures including rail and light rail, improvements to the radial and orbital distributor road network, including a northern distributor road, improvements to and more effective management of the strategic road network, including the existing N40 and a future Northern orbital route, delivery of strategic bus network, delivery of the Metropolitan Area Cycle Network, provision for cycling/walkability/permeability/accessibility in the planning, design and delivery of new development;
- Improved rail journey times to Dublin and consideration of improved onward direct network connections;
- Ensuring that water supply and wastewater needs are met by new national projects to enhance Cork's water supply and increase waste water treatment capacity;
- Improving sustainability in terms of energy, waste and water, to include district heating and water conservation;
- Improve quality and accessibility to a network of parks, recreational areas, sports facilities, playgrounds, natural amenity areas, greenways and blueways extending from a green heart in Cork City throughout the metropolitan area;
- Interconnected and integrated walking and cycling infrastructure;
- Protecting built and natural assets;
- Managing flood and climate change risks;
- Invest in digital/ICT infrastructure - Seek delivery of the National Broadband Plan;
- Ensure security of electricity supply, enhanced connection to grid from renewable technologies, roll out of EV infrastructure.

Cork MASP Policy Objective 6

National Enablers

- a. It is an objective to seek sustainable delivery of enablers as identified in the NPF/NDP for the Cork Metropolitan Area and to progress these through coordination between the principal stakeholders, subject to the recommendations of CMATS (see Section 4.0) and required feasibility, planning and environmental assessment processes. Identification of suitable sites for regeneration and development should be supported by a quality site selection process that addresses environmental concerns high-quality design and evidence-based housing demand to drive increased density enabling the roll out of sustainable public transport solutions;
- b. It is an objective to implement innovative and collaborative projects through funding mechanisms such as the Urban Regeneration and Development, Rural Regeneration and Development, Climate Action and Disruptive Technologies funds.

5.0 | Population Projections

The Cork MASP population growth targets to 2031 provided by the DHPLG are set out below:

Table 1 | Population Projections for the Cork Metropolitan Area

Location	2016 Base Year	Growth to 2026	Growth to 2031	Population Target 2031
Cork City and Suburbs	208,669	50,000	75,000	283,669
Rest of Cork Met. Area	95,500	20,281	29,657	125,157
Total Metropolitan Area	304,169	70,281	104,657	408,826
Balance of Cork County	238,699	25,739	36,695	275,394

Core Strategies will address the alignment of the table in the Cork MASP with the new Cork City Council and Cork County Council administrative boundaries that came into effect May 2019.

The NPF and Implementation Roadmap sets out projections to achieve accelerated urban growth. They also refer to further qualified allowances. This includes scope for an additional 25% headroom (to 2026) which may be applied locally at Development Plan stages in Cork (City and County). The additional 25% headroom refers to population and not zoned lands.

The NPF, (NPO 68) states a Metropolitan Area Strategic Plan may enable up to 20% of the phased population growth targeted in the principal city and suburban area, to be accommodated in the wider metropolitan area, i.e. outside the city and suburbs or contiguous zoned area, in addition to growth identified for the Metropolitan Area.

This is subject to the following:

- Any relocated growth being in the form of compact development, such as infill or sustainable urban extension;
- Any relocated growth being served by high capacity

public transport and /or related to significant employment provision; and

- NPO 9 of the NPF.

Given the ambitious targets applied to the MASP, it is unlikely that this will be required during the lifetime of this RSES. However, this will be subject to review.

Also refer to Chapter 3, RPO 35 Support for Compact Growth in the application of these targets.

Consultation with the Department of Housing, Planning and Local Government (DHPLG) and the Local authorities will be part of the implementation mechanisms to be established for the MASP following adoption of the RSES. Review processes on how targets are being achieved will be part of the implementation mechanism for each MASP. These review processes, in consultation and agreement with the Local authorities and the DHPLG, will inform the application of NPO 68.



6.0 | Integrated Landuse and Transport

CMATS prepared by the NTA, TII and local authorities provides a framework for the planning and delivery of transport infrastructure and services over the period up to 2040. The alignment of the CMATS with the Cork MASP Objectives is required for the coordination of policymaking and investment.

The distribution of growth must be infrastructure led, phased and provided at an appropriate higher density at strategic nodal points on the transport network to underpin the viability and successful implementation of transport networks under the CMATS. The distribution of growth must be based in integrated land use and transport. The successful implementation of CMATS will be a game changer to support the role of the Cork Metropolitan Area and achieve the National Strategic Outcomes of Compact Growth, Enhanced Regional Accessibility, Sustainable Mobility, High Quality International Connectivity, A Strong Economy, and Transition to a Low Carbon and Climate Resilient Society.

A major challenge for Cork City is providing alternatives to the car, a shift that can only be achieved by a better balance in the distribution of activity and

ensuring people can live close to where they work. Promotion of compact growth will go some way to alleviating this over-dependence and encourage more sustainable and active modes of travel.

Where practicable, development within the metropolitan area should be carried out sequentially, and lands which are, or will be, most accessible by walking, cycling and public transport - including infill and brownfield sites - are prioritised. The transport capacity of the strategic national road network should also be maintained and protected and larger scale, trip intensive developments, such as high employment density offices and retail, should primarily be focused in locations which are well served by existing or proposed high capacity public transport corridors.

The growth strategy for the Cork Metropolitan Area will require key transport investment, framed by sustainable land use and transport planning integration. Prioritisation, as identified in the following objectives, is to be developed further through the CMATS and the Core Strategies of City and County Development Plans in the Cork Metropolitan Area.

Cork MASP Policy Objective 7

Integrated Landuse and Transport Planning

To seek delivery of the following subject to the outcomes of required appraisal, planning and environmental assessment processes including SEA and AA as appropriate.

- a. It is an objective to prepare a Cork Metropolitan Area Transport Strategy.
- b. Seek investment and delivery of sustainable transport infrastructure as identified through the Cork Metropolitan Area Transport Strategy and delivery of e-mobility infrastructures.
- c. The Core Strategies of City and County Development Plans in the Cork Metropolitan Area shall allocate the distribution of future population and employment growth with the integration of land use and transportation planning principles, public transport nodal points and targets identified through the Cork Metropolitan Area Transport Strategy.
- d. Achieve the National Strategic Outcomes of the NPF, through sustainable and infrastructure led:
 - Regeneration, consolidation and growth of the City Centre, Docklands and city suburban areas;
 - Regeneration, consolidation and growth of strategic residential, employment and nodal locations along a potential new Light Rail Corridor;
- e. Identify and deliver strategic locations for increased residential and employment use at public transport interchange locations relating to the proposed Light Rail Transit Route, Suburban Rail and the strategic bus network, where high levels of accessibility by public transport can be achieved. Seek sustainable higher densities where practicable at public transport nodal points.
 - Regeneration, consolidation and growth of strategic residential, employment and nodal locations along a Suburban Rail Corridor;
 - Regeneration, consolidation and growth of strategic residential, employment and nodal locations along strategic bus network corridors.

Cork MASP Policy Objective 8

Key Transport Objectives (to be informed by and subject to the recommendations of Cork Metropolitan Area Transport Strategy)

Subject to the finalisation of the Cork Metropolitan Area Transportation Strategy (CMATS) and the outcomes of required appraisal, planning and environmental assessment processes including SEA/AA as appropriate:

- a. The SRA will seek investment in the sustainable development and implementation of the Cork Metropolitan Area Transport Strategy and transport initiatives that improve connectivity between the metropolitan area, wider Cork context and wider region.
- b. The SRA will seek the Core Strategies of Local Authority Development Plans to identify the public transport corridors and public transport nodes on those corridors in Cork Metropolitan Area arising from the CMATS which have potential for high density development/regeneration. Core Strategies shall identify the appropriate land use zonings for these public transport nodal points and demonstrate the effective alignment between land use and transport infrastructure planning and delivery of the NPF Compact Growth targets as they apply to the Cork Metropolitan Area.
- c. Integration of All Sustainable Travel Modes: Infrastructure to provide for integration between all modes of transport to support the use of sustainable travel choices.
- d. East-West Light Rail Public Transport Corridor: A east-west public transport corridor from Mahon to Ballincollig via the City Centre, serving CIT, CUH, UCC, Kent Station, Docklands, Mahon Point. The corridor requires development consolidation along it at appropriate nodal points for a high capacity service.
- e. Rail Network: Strategic public transport services along the existing rail lines. Strategic priorities will include investment in the Cork Rail Network (serving locations such as Monard, Carrigtwohill, Midleton, Cobh) and enhancing the commuter rail service with additional stations and fleet, improve intercity journey times and electrification of fleet. On the suburban rail network, the following key components are proposed:
 - P & R and new station at Blarney/Stone View;
 - New station to serve Monard SDZ;
 - New station to regenerate and intensify Blackpool/Kilbarry;
 - Kent Station as a key interchange node between city centre walking/cycling, LRT and bus network;
 - New station Tivoli Docks;
 - P & R and new station at Dunkettle;
 - To Cobh, improved signal operations and new station at Ballynoe interchanging with bus services;
 - To Midleton, new station Carrigtwohill West and IDA Carrigtwohill East/ Ballyadam when developed, dual track and new station at Water Rock;
 - The development of a greenway from Midleton to Youghal and still allow for future rail use if feasible at a later stage subject to SEA/AA and protection of the Ballyvergan Marsh proposed Natural Heritage Area;
- Support the feasibility of designating Mallow as a Commuter Rail Station (which will assist a revised fare structure) and the opportunity this presents to encouraging a modal shift for commuters in North Cork.
- f. Core Bus Network: A comprehensive network of high frequency bus services operating on a core radial and orbital bus network as provided for in CMATS.
- g. City Centre Movement Strategy: Delivery of the Cork City Centre Movement Strategy 2018-2024.
- h. Walking: Make Cork the most walkable city in Ireland, implement and further develop upon the Cork City Walking Strategy 2013-2018 and strengthen the role of walking through improved walkability, with a particular focus on new development areas, access to services at the local level and improved pedestrian accessibility to and within the City Centre area, Town/District Centres and Neighbourhood Centres. Seek and support greenways for walking in addition to cycling.
- i. Cycling: Implement and further develop upon the Cork Metropolitan Area Cycle Network Plan 2017, invest in infrastructure to support the integration of the cycle networks throughout the Cork Metropolitan Area and region, improve and develop primary, secondary, greenway (including the Lee to Sea Greenway) and feeder cycle networks and support cycling through provision of a high proportion of segregated cycleways to provide a safe infrastructure for all.
- j. Public Transport Integration: provision for interchange opportunities across all modes of transport together with information provision and revised fare structures.
- k. Road Network Improvements: Improvements to the road network to support the sustainable growth of the metropolitan area, while also providing appropriate strategic provision for the movement of goods. Investment in the road network supports sustainable travel modes (walking, cycling, and bus networks), supports strategic inter urban and inter regional freight traffic, especially between ports and airports. Improvements discourage secondary local trip and urban expansion based on road corridors. Strategic road corridors are identified by separate objective.
- l. Other Strategic Road Priorities will include implementation of City Centre Movement Strategy, Cork Docklands and Tivoli Docks bridge (South Docks Eastern Gateway Bridge, Mill Road) and road infrastructure (South Docks and North Docks Roads, Tivoli Access).
- m. Management of freight around metropolitan Cork, enabled through Port of Cork relocation to Ringaskiddy construction, logistics and delivery centres.
- n. Supporting Measures: Further measures to support the delivery of CMATS key transport objectives including parking management, Park and Ride, demand management, mobility management and behavioural change programmes.

Cork MASP Policy Objective 9

Strategic Road Network Improvements

To seek delivery of the following subject to the outcomes of required appropriate project appraisal, planning and environmental assessment processes including SEA/AA as appropriate. The upgrade of public transport networks must be the priority for strategic road network improvements under this objective. Sustainable proposals that facilitate the implementation of public transport networks on the strategic road network will be supported.

- a.** The SRA will seek investment in the management, implementation and sustainable development of strategic road network improvements for the Cork Metropolitan Area and its improved connectivity to the wider region. This will include the delivery of all of the following (b to s).
- b.** Delivery of current Government programmed and proposed national road network improvement schemes relating to the Cork Metropolitan Area and associated inter-urban connecting roads.
- c.** Advancing investment in orbital transport corridors through the implementation of appropriate demand management measures, on the N40 and provision of alternative local roads, as deemed necessary. Specific measures should not be introduced in isolation, but only after due consideration of the impacts on access and movement across the city and suburbs and progressed in parallel with the introduction of the necessary appropriate alternatives to service affected traffic movements.
- d.** Enhanced regional connectivity through improved average journey times by road to Limerick and Waterford via proposed M20 Limerick to Cork and the targeted enhancement of the N25 between Cork and Waterford.
- e.** Improved connectivity Cork City to Cork Airport including the provision of bus priority lanes on the N27 and an improvement in the alignment of the R600 south of the Airport (refer to Cork MASP Policy Objective 14).
- f.** Improved connectivity to the Port of Cork and strategic employment areas on the N28 Cork to Ringaskiddy route.
- g.** Dunkettle Interchange.
- h.** A Cork Northern Ring Road (CNRR) is a complementary scheme to the N/M20 Cork to Limerick Road Improvement Scheme, identified in the NDP. It has been assessed as part of the Cork Metropolitan Area Transport Strategy (CMATS). It is expected that the CNRR project will be planned for implementation during the latter period of the CMATS. The finalisation of a route corridor and its protection from development intrusion is an objective of CMATS to allow for changing circumstances including potentially an earlier project delivery requirement.
- i.** Cork Northern Distributor Road delivering a multi-modal orbital public transport route, accessing planned development lands, connecting to radial distributor roads and providing connectivity at its western end to join the existing N22.
- j.** Access for Monard SDZ (a key enabler for Cork under the NPF).
- k.** Cork City Docks and Tivoli Bridge and Street Infrastructure (including Eastern Gateway Bridge) Cork Docklands infrastructure is a key enabler for Cork under the NPF.
- l.** Improved N22, N25, N27, N71 Inter Regional and Intra Regional corridors.
- m.** Upgrade of the R624 Regional Road Linking N25 to Marino Point and Cobh subject to required feasibility, planning and environmental assessment processes and support the designation of this route to National Road Status.
- n.** Upgrade of the R630 Regional Road linking Midleton to Whitegate Road (Energy Hub) and support the designation of this route to National Road Status.
- o.** Cork Science and Innovation Park Access (a key enabler for Cork under the NPF).
- p.** Transport packages including road upgrades, relief roads, enhanced public realm, walking and cycling infrastructure for metropolitan towns and urban expansion areas.
- q.** North East Orbital Road (access for residential lands and public transport infrastructure Ballyvolane).
- r.** Advancing transport study measures for Little Island.
- s.** Provide improved access infrastructure to IDA Carrigtwohill East / Ballyadam strategic site (N25).

Refer to Chapter 6 Connectivity of the RSES for further transport objectives for the Region and role of the Cork Metropolitan Area.





7.0 | Housing and Regeneration

The Cork MASP identifies strategic housing and regeneration locations within the metropolitan area (see tables below). These give an indication of existing initiatives and, as identified in Chapter 3 of the RSES and MASP Goal 7, new initiatives must meet NPF growth targets. Achieving these target will require in-depth consideration for new locations and initiatives by each local authority.

It is accepted that additional sites may become available, and the Cork MASP recognises the need to be flexible to accommodate opportunities. It is required that any such opportunities be integrated with sustainable land use and transport planning as per the objectives in the Cork MASP.

The Core Strategies of City and County Development Plans in the Cork Metropolitan Area will need to assess and identify these locations.

The Cork MASP recognises the existing active land management initiatives of Cork City Council and Cork County Council, through Local Infrastructure Housing Activation Funds (LIHAF) initiatives, regeneration area masterplans (such as the North West Regeneration Area), and the Strategic Land Reserve and Housing Infrastructure Implementation Team of Cork County Council.

The Cork MASP will pursue an evidence-based and tailored approach to the delivery of the right housing types, mix of tenure and typologies, in the right locations through the preparation of a Housing Need Demand Assessment (HNDA).

Any future strategic residential growth areas should not compromise the delivery of more sustainable regeneration and consolidation of existing strategic sites more suitable for delivery in accordance with the Cork MASP Objectives.

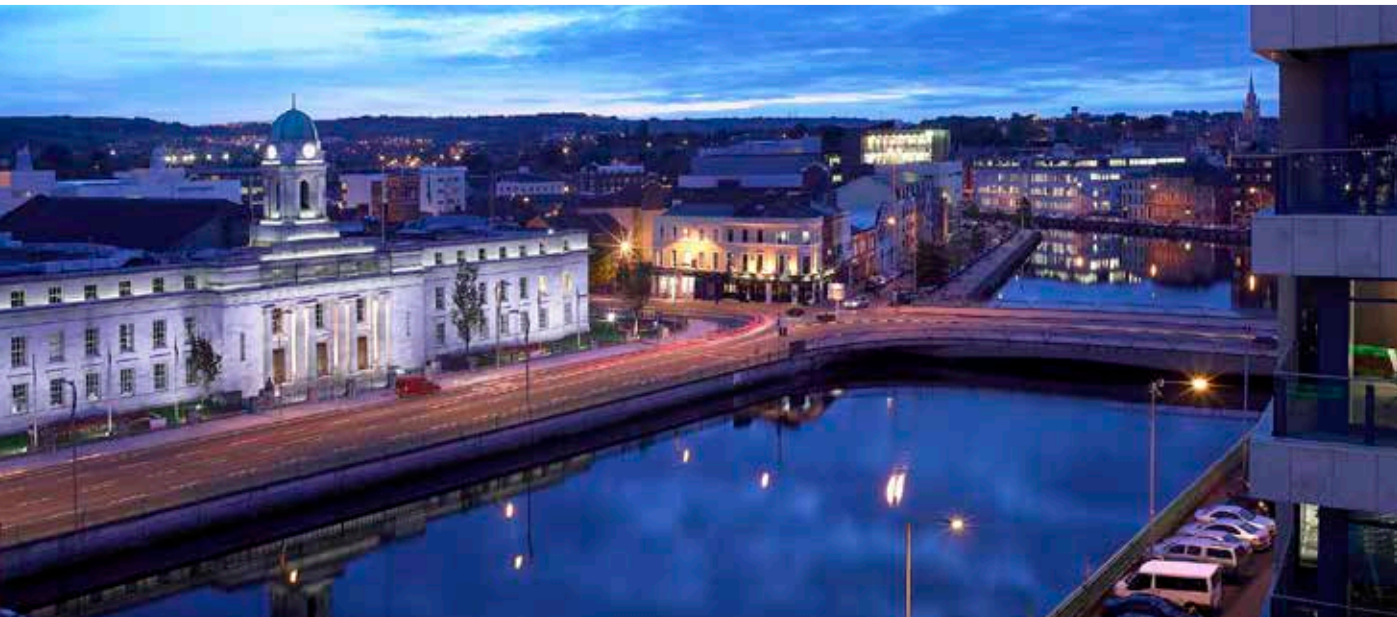
7.1 | City Centre Consolidation and Regeneration

The following summary tables refer to strategic housing and regeneration areas identified to date for the Cork MASP as an indication of existing strategic initiatives and locations, noting that many function as dynamic mixed-use locations. A comment on key infrastructure requirements is also provided.

Strategic Residential (including mixed uses) and Regeneration Areas

Location	Brief Description and Indicative Residential Yield: Yields are indicative only, will be revised in the context of compact growth targets, departmental guidelines and development plans.	Infrastructure Priorities subject to required appraisal, planning and environmental assessment processes
City Centre	<p>The city centre is a vibrant mixed-use area made up of the commercial core area largely centred on the island and the adjacent historic areas such as Shandon and the South Parish. The City Centre is a growing vibrant location, with a 20% increase in population and a 10% increase in new businesses, and is supported as a vibrant living location</p> <p>It has a Level 1 Retail Role.</p> <p>Globally, city centres are increasingly sought-after as the locations of choice for investors for combined living, working and high quality of life opportunities. Cork City is the key economic driver at the heart of the metropolitan area.</p> <p>Potential Residential Yield: 1014 Plus, significant employment potential from e.g. offices (capacity of permitted developments tbc) and hotel development (900 additional hotel beds due for delivery</p>	<p>As per Chapter 3 Objective on investment for holistic infrastructure for metropolitan areas.</p> <p>Of particular note:</p> <ul style="list-style-type: none"> • Upgrade and development of inner-city parks including Bishop Lucey Park, develop urban amenity areas, green spaces including linear amenity areas that optimise the waterfront setting, public realm upgrades to city centre streets and pedestrian access to create an attractive environment for increased numbers of residents and workers. • Acquisition of strategic inner-city sites to facilitate regeneration of vacant and underutilised areas. • Mechanisms to promote redevelopment of strategic city blocks and the upgrading and reuse of existing buildings. • Investment in retrofitting infrastructure and services (physical, social and recreational) to improve quality of life for communities.





Location	Brief Description and Indicative Residential Yield: Yields are indicative only, will be revised in the context of compact growth targets, departmental guidelines and development plans.	Infrastructure Priorities subject to required appraisal, planning and environmental assessment processes
Cork City Docks	<p>The redevelopment of the North and South Docklands and Tivoli is one of the most significant urban regeneration schemes in Ireland. It will require significant investment in supporting infrastructure to proceed. The City Docks, over 160 ha, comprises the North and South Docks. Through Local Area Plan process, Cork City Council are seeking to regenerate the brownfield site as a sustainable, vibrant, mixed use socially inclusive quarter, an extension of the city centre, capitalising on its waterside setting, access to city centre and public transport networks. Strong urban design and place making principles are at the core of the regeneration initiative.</p> <p>The regeneration of the Cork City Docks provides significant opportunities for new enterprise and employment uses.</p> <p>Potential Yield: 9,500 residential units. 9,500 jobs based on 920,000 sq.m office space and additional jobs from services, retail, restaurants etc.</p>	<p>As per Chapter 3 Objective on investment for holistic infrastructure for metropolitan areas.</p> <p>Of particular note:</p> <ul style="list-style-type: none"> • The redevelopment of the docklands is strongly linked to the relocation of Port activities from the city and development of new Port of Cork facilities in Ringaskiddy, the construction of the M28 Cork to Ringaskiddy and facilities at Marino Point. • Cork Docklands are key to unlocking the travel demand for the proposed Light Rail system and will greatly enhance the potential for high-density mixed-use development in Docklands. • For mobility: <ul style="list-style-type: none"> • River crossings including Eastern Gateway Bridge and Mill Road Bridge, upgrades to Monahan Road, Centre Park Road and bridge approach roads, PT provision, transition area junction upgrades/ • Flood relief measures. • Marina Park, Kennedy park, quayside amenities. • Horgan's Road relocation. • Cultural and tourism infra. • Education and health infra. • Potential Brownfield Site remediation. • Cross-river watermain to serve South Docks.

Location	Brief Description and Indicative Residential Yield: Yields are indicative only, will be revised in the context of compact growth targets, departmental guidelines and development plans.	Infrastructure Priorities subject to required appraisal, planning and environmental assessment processes
Tivoli	<p>Lands at Tivoli docks are c.61.5 ha, strategically located at a gateway location to the city, bounded by the Cork-Cobh rail line. Through Local Area Plan process, Cork City Council are seeking to regenerate the brownfield site as a sustainable, vibrant residential and mixed-use waterside quarter, optimising rail connectivity, pedestrian and cycle links to the Cork City Docklands and City Centre, unique waterside and gateway location and complement uses with quality recreational amenities.</p> <p>The regeneration of Tivoli Docklands provides significant opportunities for new enterprise and employment uses.</p> <p>Potential Yield: At least 3,000 residential units. 4,000 jobs based on 50,000 sq.m office space.</p>	<p>As per Chapter 3 Objective on investment for holistic infrastructure for metropolitan areas.</p> <p>Of particular note:</p> <ul style="list-style-type: none"> • Tivoli Docks will require a commuter rail station to allow it to be developed sustainably at an appropriate density. • Upgrade to access roads including second access, park and quayside amenities. • Relocation of SEVESO uses. • Site remediation.



7.2 | Potential Light Rail Corridor

Strategic Residential and Regeneration Area

Location	Brief Description and Indicative Yield: <i>Yields are indicative only, will be revised in the context of compact growth targets, departmental guidelines and development plans.</i>	Infrastructure Priorities subject to required appraisal, planning and environmental assessment processes
City Suburban Areas	<p>The 20th century suburbs of the city consist of residential areas interspersed with employment uses, institutions and social and community uses. There are many opportunities for redevelopment, particularly where non-residential uses rationalise or relocate freeing up infill and brownfield sites for residential and other redevelopment</p> <p>Potential Residential Yield: 3986 (this figure will grow as further “windfall” sites emerge).</p>	<p>As per Chapter 3 Objective on investment for holistic infrastructure for metropolitan areas.</p> <ul style="list-style-type: none"> Investment in placemaking including upgrading the public realm and provision of parks and community facilities. Investment in retrofitting infrastructure and services (physical, social and recreational) to improve quality of life for communities.
North West Regeneration	<p>A major housing regeneration initiative is underway in the north-west of the city focused on the Knocknaheeny and Hollyhill areas under the guidance of the North-West Regeneration Masterplan.</p> <p>Potential Residential Yield: 200 net additional.</p>	<p>As per Chapter 3 Objective on investment for holistic infrastructure for metropolitan areas.</p> <ul style="list-style-type: none"> Investment in retrofitting infrastructure and services (physical, social and recreational) to improve quality of life for communities.
Mahon	<p>Mahon has developed with significant mixed-use residential, enterprise and retail uses, has potential for further development of greenfield sites and intensification of former industrial lands and improved public transport connectivity.</p> <p>Potential Residential Yield: 1021 units.</p>	<p>As per Chapter 3 Objective on investment for holistic infrastructure for metropolitan areas.</p> <ul style="list-style-type: none"> New public transport bridge and route linking via Bessboro to Mahon. Expansion and upgrading of amenity areas and walking/cycling routes. Investment in retrofitting infrastructure and services (physical, social and recreational) to improve quality of life for communities.





Location	Brief Description and Indicative Yield: Yields are indicative only, will be revised in the context of compact growth targets, departmental guidelines and development plans.	Infrastructure Priorities subject to required appraisal, planning and environmental assessment processes
Ballincollig	<p>Ballincollig is the largest and fastest growing town in Cork, building on its IT specialism and potential for improved public transport links to the City via the Cork Science and Innovation Park.</p> <p>Urban Expansion Area of Maglin.</p> <p>Potential Residential Yield: 4582 (includes Maglin UEA 3,570).</p>	<p>As per Chapter 3 Objective on investment for holistic infrastructure for metropolitan areas.</p> <ul style="list-style-type: none"> • Maglin Urban Expansion Area Phased Infrastructure Packages. • CMATS recommendations re road network / public transport (LRT in particular). • Waste Water Infrastructure upgrades. • Water Supply Upgrades. • Local Road improvements (Killumney Road Upgrade, Maglin Road realignment). • Delivery of Cork Northern Ring Road. • Sustainable Urban Drainage Strategy. • Investment in retrofitting infrastructure and services (physical, social and recreational) to improve quality of life for communities.

7.3 | Monard Strategic Development Zone and Strategic Residential Growth Nodes on the Metropolitan Rail Line

Strategic Residential and Regeneration Areas

Location	Brief Description and Indicative Yield: Yields are indicative only, will be revised in the context of compact growth targets, departmental guidelines and development plans.	Infrastructure Priorities subject to required appraisal, planning and environmental assessment processes
Monard Strategic Development Zone	<p>Monard is a planned new rail based Metropolitan Town between Blarney and Cork City.</p> <p>Monard SDZ is identified as an enabler for Cork in the NPF. The inclusion of the SDZ as a strategic initiative in Metropolitan Cork is important to align with the NPF and support investment packages. MASP sets higher-level strategic infrastructure priorities for the location.</p> <p>Potential Residential Yield: 5,000 units.</p>	<p>As per Chapter 3 Objective on investment for holistic infrastructure for metropolitan areas.</p> <ul style="list-style-type: none"> • SDZ Phased Infrastructure packages. • New Rail Station. • Orbital road access North Ring Road/ Northern Distributor Road. • Waste Water Infrastructure (new trunk foul sewers required with interim solution at Killeens WWTP and ultimate solution at Carrigrennan WWTP). • Water supply infrastructure (pump station and trunk main from Churchfield reservoir plus 2 new reservoirs at Monard). • Upgrade of access routes serving Monard.
North Environs- Kilbarry-Blackpool	<p>The Blackpool Valley, Kilbarry and the Old Whitechurch Road area have opportunities for significant mixed-use regeneration and residential and enterprise development providing a northern gateway to the city from the Limerick Road.</p> <p>Potential Residential Yield: 950 units.</p> <p>The north environs will be reinvigorated through sustainable development of mixed-use development in Ballyvolane, complementing the North Blackpool Local Area Pan.</p> <p>Urban Expansion Area of Ballyvolane: 3,600 units.</p>	<p>As per Chapter 3 Objective on investment for holistic infrastructure for metropolitan areas.</p> <ul style="list-style-type: none"> • Ballyvolane Urban Expansion Area Phased Infrastructure Packages. • Kilbarry Rail Station a key enabler. • Waste Water connections to Carrigrennan. • Drinking Water supply infrastructure (new trunk mains, off-site reservoir and pump station required). • Sustainable Urban Drainage Strategy. • Various Local Road improvements. • Connectivity to the Northern Distributor Road. • Investment in retrofitting infrastructure and services (physical, social and recreational) to improve quality of life for communities.

Location	Brief Description and Indicative Yield: Yields are indicative only, will be revised in the context of compact growth targets, departmental guidelines and development plans.	Infrastructure Priorities subject to required appraisal, planning and environmental assessment processes
Midleton	<p>Midleton is the largest town in East Cork, building on the success of the town's rail connections to Cork City, building on its industrial base and specialist roles in the food and beverage sector and building on its tourism assets. Urban Expansion Area of Water Rock.</p> <p>Potential Residential Yield: 5,255 units (includes Water Rock UEA 2,460 units).</p>	<p>As per Chapter 3 Objective on investment for holistic infrastructure for metropolitan areas.</p> <ul style="list-style-type: none"> • Water Rock Urban Expansion Area Phased Infrastructure Packages. • New rail station. • Pump station and rising main solution to Carrigtwohill WWTP (medium term solution). • Midleton Water Supply upgrade. • Sustainable Urban Drainage Strategy. • Implementation of CMATS sustainable transport measures (walking, cycling and public transport), connecting with and within Midleton. • N25 Upgrade including interchange and slip road improvements. • Improvements to Lakeview Roundabout and Banshane junction with N25. • New Bridge over rail line connecting to N25 upgrade. • Midleton Northern Relief Road. • Waste Water Management Strategy for Cork Harbour. • Investment in retrofitting infrastructure and services (physical, social and recreational) to improve quality of life for communities.
Cobh	<p>Cobh is the third largest of the Metropolitan Towns, building its potential for greater employment self-sufficiency, optimising its accessibility on the rail line to Cork City and wider Metropolitan Cork and building on its unique heritage and tourism assets.</p> <p>Urban Expansion Area of Ballynoe Valley</p> <p>Residential Yield: 1570 (includes Ballynoe Valley UEA 700 units).</p>	<p>As per Chapter 3 Objective on investment for holistic infrastructure for metropolitan areas.</p> <ul style="list-style-type: none"> • Ballynoe Valley Urban Expansion Area Phased Infrastructure Packages. • Improved road access between N25 and Cobh Town (R624 upgrade to national road). • Local Road improvements (approach road between Belvelly Bridge and Cobh Cross, the L-2989-30 and Tay Road). • Public transport improvements (CMATS) connecting Cobh to Cork City/Little Island. • Improved pedestrian and cycle connectivity from UEA to the town centre and rail station. • Cork Lower Harbour Sewerage Scheme (upgrade due to be completed 2019). • Water Supply Upgrades. • Upgrade of Cobh North WWTP. • Sustainable Urban Drainage Strategy. • Belvelly Bridge upgrade and/or new bridge.

Location	Brief Description and Indicative Yield: Yields are indicative only, will be revised in the context of compact growth targets, departmental guidelines and development plans.	Infrastructure Priorities subject to required appraisal, planning and environmental assessment processes
Carrigtwohill	<p>Carrigtwohill is one of County Cork's fastest growing settlements, maximising rail connectivity and the economic potential of the town as a Strategic Employment Area through the IDA Business Park.</p> <p>Urban Expansion Area Carrigtwohill North.</p> <p>IDA Strategic Landbank at Carrigtwohill East/Ballyadam</p> <p>Residential Yield: 3285 (includes Carrigtwohill North UEA)</p>	<p>As per Chapter 3 Objective on investment for holistic infrastructure for metropolitan areas.</p> <ul style="list-style-type: none"> • Carrigtwohill North Urban Expansion Area Phased Infrastructure Packages. • Public transport improvements (CMATS) including new rail station and interurban greenway connecting town to Cork and Midleton. • Rail platforms at Carrigtwohill West and Carrigtwohill East when developed. • Utilities and services for residential and strategic employment sites -Carrigtwohill Water Supply upgrade. • Various Local Road improvement works required including bridge/ access solution for pedestrians and cyclists. • N25 upgrade including interchange improvements. • Sustainable Urban Drainage Strategy. • Town Regeneration Project. • Investment in retrofitting infrastructure and services (physical, social and recreational) to improve quality of life for communities.



Location	Brief Description and Indicative Yield: Yields are indicative only, will be revised in the context of compact growth targets, departmental guidelines and development plans.	Infrastructure Priorities subject to required appraisal, planning and environmental assessment processes
<p>Blarney</p>	<p>Blarney is a Metropolitan town and significant regional tourist centre optimizing its accessibility on the rail line. Urban Expansion Area of Stone View.</p> <p>Residential Yield: 3,555 (includes Stoneview UEA 2,600 units).</p>	<p>As per Chapter 3 Objective on investment for holistic infrastructure for metropolitan areas.</p> <ul style="list-style-type: none"> • Stone View Urban Expansion. Area Phased Infrastructure Packages. • Public transport improvements (CMATS) including re-development of rail station. • New road over rail bridge and improvements to existing bridge; • New link road to Blarney via Lower Sheen Road. • Local Road improvements required including R617 and Station Road upgrades. • Upgrade Waste Water infrastructure – new trunk sewer required to north of City linking to Carrigrennan (there may be an interim solution at Blarney WWTP). • Upgrade required to Water Supply infrastructure (network extension pump station and off site main from Blarney). • Sustainable Urban Drainage Strategy. • Investment in retrofitting infrastructure and services (physical, social and recreational) to improve quality of life for communities.
<p>Glanmire</p>	<p>Glanmire is a main town and key growth centre in Metropolitan Cork set in an attractive, historic, woodland environment in close proximity to City Centre, the railway-line and Little Island Strategic Employment Area.</p> <p>Urban Expansion Area of Ballinglanna/Dunkettle.</p> <p>Residential Yield: 1,567 (includes Ballinglanna/Dunkettle UEA 1,200 units).</p>	<p>As per Chapter 3 Objective on investment for holistic infrastructure for metropolitan areas.</p> <ul style="list-style-type: none"> • Note: Not on Light Rail but close access to Suburban Rail. • Investment in retrofitting infrastructure and services (physical, social and recreational) to improve quality of life for communities.

7.4 | Other Metropolitan Towns

Location	Brief Description and Indicative Yield: Yields are indicative only, will be revised in the context of compact growth targets, departmental guidelines and development plans.	Infrastructure Priorities subject to required appraisal, planning and environmental assessment processes
Carrigaline	<p>Carrigaline is a thriving Metropolitan Town with a strong village character, set in a high-quality harbour environment and in close proximity to Ringaskiddy employment area.</p> <p>Urban Expansion Area of Shannon Park.</p> <p>Potential Residential Yield: 2380 (includes Shannon Park UEA 1,000 units)</p>	<p>As per Chapter 3 Objective on investment for holistic infrastructure for metropolitan areas.</p> <ul style="list-style-type: none"> Enhanced public transport connectivity- CMATS. Investment in retrofitting infrastructure and services (physical, social and recreational) to improve quality of life for communities.
Passage West	<p>Passage West is an important residential area based around excellent recreational facilities, harbour setting and greenway.</p> <p>Potential Residential Yield: 890</p>	<p>As per Chapter 3 Objective on investment for holistic infrastructure for metropolitan areas.</p> <ul style="list-style-type: none"> Enhanced public transport connectivity- CMATS. Investment in retrofitting infrastructure and services (physical, social and recreational) to improve quality of life for communities.
Other Existing Metropolitan Settlements	<p>Other existing settlements in the metropolitan area as determined in Core Strategies. Distribution of growth to adhere to integrated land use and transport planning and CMATS.</p>	<p>As per Chapter 3 Objective on investment for holistic infrastructure for metropolitan areas.</p> <ul style="list-style-type: none"> Investment in retrofitting infrastructure and services (physical, social and recreational) to improve quality of life for communities. Enhanced public transport connectivity- CMATS.



8.0 | Employment and Enterprise

8.1 | Introduction

Investment in the creation of ‘place’, access to talent and the presence of an innovative and smart economy are key factors to realising the potential of the Cork Metropolitan Area.

Internationally and nationally, the trend is increasingly toward urban areas of scale and concentrations of economic activity.

The following key elements inform business location choices:

- Critical mass in population.
- Connectivity and access are paramount – nationally and internationally – enabled by physical and technology infrastructures with capacity resilience and quality. This has become even more critical in a post-Brexit environment.
- World class economic infrastructures and competitive services with capacity, resilience and quality.
- Third level infrastructures, access to skills and to research, development and innovation.
- Availability of property solutions – including ‘ready-to-go’ commercial properties, ‘landing spaces’, co-working spaces and flexible property solutions³⁰ and affordable housing.
- Effective and integrated public transport networks within and between cities and urban areas.
- Co-location or dynamic clustering plays a role, for example, in the agri-food sector, enterprises will seek to locate close to local suppliers of produce. Enabling connectivity and linkages within and between suppliers and purchasers, between enterprises and higher education institutions is an important consideration for the NPF, including quality of life factors and sense of place.
- Strong track record with established clusters of enterprise.

The delivery of the elements that attract business and enterprise depends on identifying and understanding the main economic drivers and removing obstacles to realising their full potential. The Cork Metropolitan Area meets these key elements for business location choice. However, there is a need to continually improve and enhance these requirements in order to compete internationally.

30. Including lease terms, ability to scale/re-size, parking facilities, shared services, etc

8.2 | Cork Metropolitan Area Strengths in attracting FDI, Economic Resilience and Clusters

The diversification of industry and the development of clusters will increase economic resilience and reduce risk. By developing industrial clusters, benefits such as lower production costs, increased innovation among related businesses and increased co-location of similar and supporting businesses can be realised.

Working together, companies can be more innovative, create more jobs and register more international trademarks and patents than they would alone. The EU Cluster Portal³¹ provides tools and information on key European initiatives, actions and events for clusters with the aim of creating more world-class clusters across the EU.

Cork (City and County) has a strong record in fostering collaboration between stakeholders, economic growth performance, the development of clusters and attracting international investment. As of 2018, with 169 overseas companies employing c38, 870, there are strong clusters in technology and ICT, life science (pharma, bio-pharma and med-tech), financial and business services, engineering and an international track record in attracting global leaders such as Apple, Dell EMC, Pfizer, J & J, PepsiCo, BNY, and Stryker. There are opportunities to enhance and strengthen several different sectors including a European Tech Cluster in the Cork City.

Large scale and high value manufacturing operations and associated employment are important enterprise strengths and assets across the Cork Metropolitan Area with many global companies in technology, engineering, life sciences and food and beverages.

31. https://ec.europa.eu/growth/industry/policy/cluster_en

The sectoral strengths of the Cork Metropolitan Area also extend to energy and maritime, agriculture food and beverage, agri-tech, culture and arts, leisure and tourism, research and education. Established business networks and clustering, higher education, skills pool and innovation, international airport (over 50 international destinations), Tier 1 Port, vibrant city centre, quality of life potential with access to metropolitan and wider Cork amenities are some of the key attributes leading to this success. Further investment to improve efficient access, develop enterprise property assets, achieve strong placemaking and establish a platform for international and indigenous growth is essential to build upon this strong position for national economic growth. Example locations of recent take ups include One Albert Quay, Lavitts Quay, City Gate Park Mahon, Barrack Square Ballincollig, Cork Airport Business Park, Eastgate and Apple located in Hollyhill. The Cork Metropolitan Area is a location for high-tech industry, securing its place in the global digital arena through high-speed digital connections such as the Hibernia Express subsea cable line located at Cork Internet Exchange and the Ireland-France Subsea Cable.

Collaboration is driving innovation and success in the Cork Metropolitan Area's digital and green future transition, such as Tyndall, Nimbus, MaREI, IT@Cork, Energy Cork, Cork Innovates, Cork Smart Gateway, and CEIA.

Global trends point to the need for hybrid/blended skills sets where technology innovates across all industries. Future growth will be through innovations in the existing sectoral strengths in the metropolitan area, the emergence of the marine economy, global trends in the internet of things, artificial intelligence, convergence, 3D printing, autonomous things, cyber security, space science, for example. Manufacturing sectors will need to embrace disruptive technologies.

The role of vibrant indigenous enterprise and local enterprise growth (through Enterprise Ireland and Local Enterprise Offices), in addition to IDA Ireland are critical to the future successful economic uplift of all communities and locations in the metropolitan area, assisting enterprise growth where the platform and environment is prepared and supportive of local entrepreneurship.

The following objectives for learning and innovation, enterprise infrastructure and digital infrastructure support strong enterprise growth in the Cork Metropolitan Area (see also objectives in Ch 4 - A Strong Economy - Innovative and Smart which apply to the metropolitan area).

Cork MASP Policy Objective 10

Enterprise Support, Education and Access to Talent

a. To seek investment into infrastructure and facilities that sustainably drives the role of Higher Education Institutes (such as UCC, CIT transitioning to the Munster Technological University with IT Tralee), other institutions, research and innovation centres and enterprise agency research and incubator facilities as catalysts for economic growth in the Cork Metropolitan Area and wider region.

b. To seek investment to support the sustainable delivery of strategic plans and initiatives of IDA Ireland, Enterprise Ireland, the Local Enterprise Offices, South West Regional Skills Forums and the South West Regional Enterprise Plan in strengthening enterprise assets fostering competitive locations and conditions for enterprise growth in the Cork Metropolitan Area.





Cork MASP Policy Objective 11

Transition to Digital Future

The SRA will seek investment in the delivery of accessible and improved high speed, high capacity digital infrastructure in the Cork Metropolitan Area subject to the outcome of environmental assessments and the planning process including:

- a. Support and seek investment in Cork City and Cork County Council's Digital Strategies, harnessing the roll out and delivery of various forms of high capacity ICT infrastructure that will support the Digital transformation of Cork and which recognises that ICT or digital connectivity infrastructure requirements will vary depending on the desired outcome, location, activity etc.
- b. Support the collection of better real time city data to enable city users and management to make better data driven decisions.
- c. Support Cork City Councils participation in the European Commission's Digital Cities Challenge

programme to develop a digital transformation vision and action plan for Cork to enable a better quality of life in a greener, more innovative and smarter city.

- d. Support the initiatives of the Cork Smart Gateway to enable a better quality of life, greener and more innovative and smarter city and metropolitan area.
- e. Support Cork County Council's Digital Strategy for the County, harnessing the roll out and delivery of high capacity ICT infrastructure and high-speed broadband to improve "relational proximity", where peripheral locations can interact more successfully with larger urban centres and the metropolitan area.
- f. Support and seek investment in initiatives enhancing digital infrastructure access in our public buildings and spaces, such as Cork's participation in the WiFi4EU Initiative.

8.3 | Distribution of Employment Growth

As an open economy at the innovation edge, where technologies and business models evolve at a rapid pace, it is difficult to specify jobs targets for every type of economic activity and location in the MASP.

However, as a functional economic area, certain assumption can be made. The NPF used a ratio of 1.6 between the population growth targets and employment growth targets for the whole Region. Applying a similar ratio to the population growth targets for the metropolitan area can provide an indication of additional jobs targeted in the Cork MASP. Additional jobs to 2026 would be in the order of at least 44,000 and additional jobs to 2031 at least 65,000. The sustainable distribution of employment growth needs to consolidate and regenerate existing strategic employment locations, acknowledging older established, lower density industrial areas in the city and suburban areas will transition under the next Core Strategies to higher density, higher value mixed use locations. It will be a requirement that all

strategic employment locations are accessible via the integrated Cork Metropolitan Area Transport Strategy with significantly enhanced public transport and sustainable travel infrastructure.

The larger scaled high value manufacturing operations across the Cork Metropolitan Area in sectors including technology, engineering, life sciences and food and beverages will be supported as strategic enterprise and employment assets into the future as these sectors evolve and embrace new disruptive technologies.

The Cork MASP identifies strategic employment centres within the metropolitan area. However, achieving NPF growth targets will require in depth consideration for new locations and initiatives by each local authority in consultation with the Enterprise Agencies including IDA Ireland and Enterprise Ireland. The MASP recognises the need to be flexible to accommodate opportunities and that additional sites may emerge. It is critical however that any such opportunities are integrated with sustainable land use and transport planning objectives of the RSES.

The table below shows the existing strategic employment locations from a regional perspective as an indication of existing strategic initiatives and locations.

Table 2 | Strategic Employment Locations

Location	Brief Description	Infrastructure Priorities
City Centre	As noted above for Strategic Residential. Significant existing property assets, lands and growth potential for jobs and employment growth in these locations.	
City Docklands and Tivoli		
Mahon		
Hollyhill-Apple		
Blackpool/Kilbarry		
Cork Science and Innovation Park	The CSIP when completed, will be a critical piece of economic infrastructure for the Smart Economy in Metropolitan Cork.	As per Chapter 3 Objective on investment for holistic infrastructure for metropolitan areas. Public transport and local road connectivity -CMATS. N40 Junction improvements.
Zoned Enterprise Lands in Metropolitan Area for high value manufacturing	The MASP recognises the strategic importance of existing high value, larger-scaled manufacturing sectors in the Cork Metropolitan Area in sectors including technology, engineering, life sciences, food and beverages and their future role.	As per Chapter 3 Objective on investment for holistic infrastructure for metropolitan areas.
Higher Education Institutes - main campus and associated off campus facilities, R&D and innovation centres.	UCC has a student population of over 21,000. Elite research centres embedded in UCC include the Tyndall National Research Institute, the APC Microbiome Institute (both recognised as global leaders), the Environmental Research Institute, the Beaufort Laboratory and MaREL. CIT has a student population of 15,000. The Rubicon Centre at CIT is one of Ireland's strongest-performing on-campus incubators; CIT partnerships include its key research centres and Enterprise Ireland-supported technology gateways (NIMBUS, CAPP, and BIOEXPLORE). A consortium involving CIT and IT Tralee have been designated the Munster Technological University (MTU). Co-location opportunities for industry/enterprise with academia and R&D	As per Chapter 3 Objective on investment for holistic infrastructure for metropolitan areas. University Masterplans.
Cork University Hospital	State's largest university teaching hospital, centre for medical innovation and a significant employer.	As per Chapter 3 Objective on investment for holistic infrastructure for metropolitan areas. Hospital Masterplans.

Location	Brief Description	Infrastructure Priorities
Model Farm Road Technology Park and South Environs	Employment in the existing Technology Park and potential for re-imaging the Tramore Road/ Kinsale Road industrial area more intensively for mixed employment and residential uses.	As per Chapter 3 Objective on investment for holistic infrastructure for metropolitan areas. Public transport connectivity -CMATS.
Ringaskiddy	Specialist employment area for life sciences, significant IDA enterprise assets and world leading marine research and innovation centres.	As per Chapter 3 Objective on investment for holistic infrastructure for metropolitan areas. Enhanced public transport connectivity -CMATS.
Marino Point	Opportunity to optimise the rail connection, deep water wharf facilities and utilities connections for port/marine industry related activity as an economic enabler for Cobh	As per Chapter 3 Objective on investment for holistic infrastructure for metropolitan areas. Rail Connectivity. R624 to Marino Point and Cobh.
Little Island	Little Island is a Strategic Employment Area, with a business park, industries and access to a rail station and the N25.	As per Chapter 3 Objective on investment for holistic infrastructure for metropolitan areas. Enhanced public transport connectivity -CMATS.
Carrigtwohill	IDA, business park and IDA Carrigtwohill East/Ballyadam Strategic site, strategic industrial lands accessible to rail corridor and N25.	As per Chapter 3 Objective on investment for holistic infrastructure for metropolitan areas. Enhanced public transport connectivity -CMATS. IDA Carrigtwohill East/Ballyadam lands requirement for access and rail connectivity.
Whitegate- Ireland's Energy Park	It is the location of the State's only oil refinery, three power stations, state of the art energy efficient technology and gas storage/carbon storage capability. Whitegate can deliver 25% of the country's energy needs. The refinery is considered a key national and regional asset in terms of developing bio-energy.	As per Chapter 3 Objective on investment for holistic infrastructure for metropolitan areas. Enhanced connectivity-R630.
Tier 1 Port of Cork	See Specific Objective	
Cork Airport	See Specific Objective	



Cork MASP Policy Objective 12

Infrastructure for Strategic Employment Locations

- a.** It is an objective to support the sustainable development of identified and future Strategic Employment Locations and to ensure the delivery of associated infrastructural requirements subject to the outcome of environmental assessments and the planning process.
- b.** To seek investment and inter agency co-ordination to the delivery of infrastructure packages to assist the sustainable growth, regeneration and integration of employment land use and sustainable transport planning for existing and future identified locations in the Cork Metropolitan Area.
- c.** To seek sustainable infrastructure investment and support masterplan implementation of HEIs including UCC and CIT and associated centres of research, development and innovation which are supported as strategic regional economic drivers in the Cork MASP.
- d.** To seek sustainable infrastructure investment and support masterplan implementation of the Cork Science and Innovation Park at Curraheen which is supported as a strategic regional economic driver in the Cork MASP.

8.4 | Role of Tier 1 Port of Cork

The Tier 1 International Port of Cork is a multi-purpose deep-water port facility. The Port is recognised as a strategic national and regional driver for economic growth. In 2017, the Port of Cork handled over 10.3 million tonnes of trade traffic and 68 cruise liners visited, bringing over 142,000 passengers to the Region.

Balanced with the protection of the natural environment, the Cork MASP supports the role of the port and the sustainable delivery of infrastructure to fulfil this role. The objective below is identified in addition to an objective for the role of Cork Harbour (Section 2.3 of the Cork MASP) and objectives under RSES Chapter 6 supporting the role of ports and connectivity to ports on the TEN-T Network.

Cork MASP Policy Objective 13

Port of Cork

- a.** Support sustainable development and investment in the Port of Cork balanced with the protection of the natural environment and Cork Harbour SPA and promote its role as a Tier 1 International Port and driver for the metropolitan, regional and State economy. To support this role, the Cork MASP seeks the following subject to the outcome of required feasibility, assessment and environmental processes:
- The sustainable development of port infrastructure and facilities under the port's strategic development plans balanced with the protection of Cork Harbour's natural environment. Improved quality of inter-regional transport connectivity and networks improving access to the Port of Cork particularly for freight movement and the quality of the TEN-T Corridor. The delivery of strategic transport network improvements under Cork MASP Objectives 6-9 including improved strategic road access to the Port of Cork Ringaskiddy, Cobh, Marino Point and Whitegate is supported as a critical component for unlocking the full potential of the Port of Cork and to enable regeneration of the Cork Docklands;
 - Investment in strategic transport corridors as referenced in CMATS and Cork MASP;
 - The relocation of existing port activities from Cork City and investment in infrastructure to remediate sites and enable regeneration of the Cork City Docks and Tivoli;
 - The appropriate location of SEVESO activities and relocation of these activities from the city docklands subject to required planning and environmental processes;
 - The sustainable development and strengthening of cruise tourism;
 - Support the feasibility, in co-ordination with relevant stakeholders, to create a more integrated and streamlined approach between planning, environmental and foreshore consenting;
 - Co-ordinate with the relevant Government departments and stakeholders to align the RSES and MASP with opportunities for the Region under Marine Spatial Planning;
 - Support investment in the sustainable renewal, development and key interventions that will drive forward the potential of key assets in the Cork Harbour area balanced with protection of the nature conservation values of Cork Harbour, including City Quays and Tivoli renewal, Marino Point, Cork Dockyard, Cobh, Ringaskiddy, Whitegate and Bantry.
- b.** Undertake feasibility studies to determine the carrying capacity of ports in relation to potential for likely significant effects on associated European sites including SPA and SAC.

8.5 | Role of Cork International Airport

Cork Airport is the State's second international airport, with over 50 international destinations.

Nearly 2.4m passengers moved through Cork Airport in 2018. It is a key asset attracting business investment

and tourism directly into the Region, a key service for the population and business community and a key employment location. The strategic role of the airport as a driver of State and regional growth is supported by the following objective.

Cork MASP Policy Objective 14

Cork Airport

a. It is an objective to support the sustainable development of the airport and seek investment in infrastructure and facilities that promote the role of Cork Airport as an international gateway, employment location and economic driver for the Region including the following subject to the outcome of required feasibility, assessment and environmental processes:

- Support the sustainable development and investment in infrastructure and facilities under the Cork Airport Masterplans and updates to the Cork Airport Special Local Area Plan (subject to the implementation of mitigation measures outlined in the SEA/AA undertaken);
- Support the sustainable development of enhanced public transport connectivity to the airport including the provision of bus priority lanes on the N27 and an improvement in the alignment of the R600 south of the Airport.

b. Development Plans should incorporate policies to control inappropriate development which could adversely impact the potential for growth in either airport infrastructure or expansion of routes to international destinations. Safeguard the operation of Cork Airport by way of land use planning under the relevant County Development Plan and Local Area Plans. Airport safeguarding priorities required include:

i. Airport Noise Zones (Inner and Outer Zones).

Spatial planning policies in the vicinity of the airport shall recognise and reflect the noise zones associated with Cork Airport.

In particular within the Inner Airport Noise Zone provision of new residential and/or other noise sensitive development shall be actively resisted. Within the Outer Noise Zone provision of new residential and/or other noise sensitive development shall be strictly controlled such that future airport expansion on a 24/7 basis is anticipated and planned.

ii. Airport Public Safety Zones

In assessing applications for development falling within Public Safety Zones, regard shall be had to the recommendations of the ERM Report "Public Safety Zones, 2005" (or any update thereof) commissioned by the Department of Transport and the Department of Environment, Heritage and Local Government, in assessing proposals for development falling within Airport Public Safety Zones.

iii. General Airport Safeguarding

In assessing applications for development within the vicinity of Cork Airport, regard will be had to the precautionary principle concerning potential risk to aircraft safety. This includes avoidance of any bird attracting feature or use; unacceptable glint and glare impact towards key airport infrastructure; or intrusion into/infringing of airspace which might create an obstacle or danger to aircraft in flight.



8.6 | Role of Tourism

Tourism has a key role in both the economy and Quality of Life of residents, workers and visitors. Cork City Council and Cork County Council have prepared a joint strategy integrating assets and initiatives to diversify and drive the role of a vibrant tourism sector under the Pure Cork brand and Growing Tourism in Cork, A Collective Strategy.

Section 2.0 of the Cork MASP has highlighted the strong urban tourism and culture assets of the City. There are

significant heritage, tourism, recreation amenity assets in Metropolitan Cork which complement the assets of the city including access to the Wild Atlantic Way, Ireland's Ancient East, Ireland's Maritime Paradise, Harbour Greenway Blarney Castle, close access to Kinsale Fota Wildlife Park, Spike Island (2017 European No 1 Tourist Attraction), Fort Camden Meagher, Midleton Distillery, Cobh Heritage Centre, walkways, cycleways. The potential to develop a greenway linking Midleton to Youghal along the railway corridor, (without precluding future options for re-use of that corridor for rail), has potential for inter-regional greenway connectivity. River valleys, mountain ranges, extensive coastline, beaches, all within or easily accessible to the metropolitan area.

Cork MASP Policy Objective 15

Cork MASP Tourism

- a. Support the role of Metropolitan Cork's tourism assets as a significant domestic and international tourism destination capitalising on its tourism attractions, Ireland's Ancient East corridor, Wild Atlantic Way Corridor, Ireland's Maritime Paradise theme and support initiatives creating a sustainable tourism future, diversifying the tourism product into non-traditional areas and extending the tourist season taking particular care of the natural and built environment.
- b. The SRA seeks investment in the sustainable development of tourism infrastructure and tourism services across Cork and support initiatives arising from the Pure Cork brand and the "Growing Tourism in Cork: A Collective Strategy subject to the outcome of environmental assessments and the planning process.
- c. Support the delivery of large-scale all year-round tourist attraction(s) in Cork City and in County Metropolitan Cork.
- d. Value and support cultural amenities, conservation, protection and enhancement of Cork City's natural heritage as key assets to attract tourism.
- e. Seek sustainable tourism development which reflects the city's distinctive history, culture and environment.
- f. Promote diversification and innovation in the tourism sector.
- g. Seek an integrated approach to tourism development in conjunction with a wide range of stakeholders including state agencies, communities and stakeholders in the tourism sector.

8.7 | Role of Retail

The Cork MASP recognises the importance of a Cork City and County joint retail strategy and the need for a holistic future assessment of the retail needs for a growing metropolitan area between both local authorities with a changed retail context.

The Cork MASP recognises that retail is a significant part of the metropolitan economy through the high level of employment generated and the contribution to the life, vitality and attractiveness of the Metropolitan Area. The retail sector in Cork faces the same challenges as

other cities in combating the negative impact of online shopping on the city centre and other retail locations in the metropolitan area. The Cork MASP also recognises the importance of the tourism sector, with retail services contributing to the attractiveness of a location for tourists and tourist visitors increasing footfall and potential increased vibrancy for the retail sector.

The Cork Metropolitan Area is a priority location for retail services within the Region. It is important that future provision of retail reaffirms the hierarchy of retail locations with the city centre at the heart of the metropolitan area, a Tier 1 location.

Cork MASP Policy Objective 16

Retail

- a. Support the role of Metropolitan Cork as a Level 1 location for retail provision and the retail hierarchy for as identified in the Metropolitan Cork Joint Retail Strategy 2013 which identifies:
- **Level 1:** Metropolitan Cork: Cork City Centre
 - **Level 2:** Large Metropolitan Towns: Ballincollig, Carrigaline, Cobh and Midleton.
 - **Level 2:** District Centres: Blackpool, Douglas, Wilton, Mahon Point, Ballyvolane, Cork Docklands, Hollyhill.
 - **Level 3:** Smaller Metropolitan Towns: Carrigtwohill, Glanmire, Passage West, Blarney, Monard.
- b. Support the role of the Metropolitan Cork Joint Retail Strategy and seek further preparation of joint retail strategies for Metropolitan Cork between Cork City Council and Cork County Council in accordance with Section 28 Retail Planning Guidelines for Planning Authorities (2012).
- **Level 4:** Neighbourhood Centres and Large Village Centres.
 - **Level 5:** Local centres, corner shops and smaller villages.

9.0 | Environment

The Cork MASP seeks to integrate sustainable economic and social development with the protection and enhancement of the natural environment whilst ensuring our transition to a climate resilient society.

Placemaking initiatives such as investment in public realm will create a more attractive area to live, visit and invest.

High-quality green and blue spaces are important not just for nature but for peoples' health and wellbeing, particularly in an increasingly urban society and increasing settlement densities. There is a need to plan more strategically for green and blue infrastructure in the Cork Metropolitan Area, particularly considering climate action strategies and plans. This is important in the context of the transformative changes that will take place in the metropolitan area.

Natural and semi-natural assets should be recognised as 'infrastructure' and like any type of infrastructure, these assets will only continue to provide us with these benefits if we actively plan, invest in and manage them sustainably. Green and blue infrastructure brings

considerable value to the Cork Metropolitan Area. This value needs to be recognised and utilised to ensure sustainable funding of these assets.

The better integration of biodiversity into economic and development decisions will ensure better projects and will mitigate against unforeseen negative climate change consequences. As per Chapter 5 of the RSES, the incorporation and consideration of an ecosystem services approach can lead to significant enhancements in relation to planning policy and decision-making. An ecosystem services approach can be a major catalyst in bringing the different pieces of the jigsaw together while assisting us all to better understand and articulate the potential win win outcomes.

The RSES actively seeks measures to achieve a low-carbon society and enhance the environment through the reduction of greenhouse gases, minimising energy demand and waste in order to reduce the increasingly adverse effects of climate change. This includes a shift to clean mobility, improved walking and cycling environments and a reduction in car-demand. Refer to RSES Chapters 5 and 6.



Cork MASP Policy Objective 17

Metropolitan Open Space, Recreation and Greenbelt Strategy

It is an objective to achieve a healthy, green and connected metropolitan area through the preparation of a Metropolitan Open Space, Recreation and Greenbelt Strategy. This will require co-ordination between relevant stakeholders to deliver the sustainable development of parks, recreation and high quality public open space in the Cork Metropolitan Area. This Strategy may include, inter alia:

- a. An enhanced network of regional scaled parks in Metropolitan Cork and invest in upgraded facilities including Tramore Valley Park, Marina Park, Bishop Lucey Park Redevelopment, Northwest Regional Park, Riverside Public Walk (Lee Field to the Marina), Lee Fields Walk/Cycle extension to Ballincollig, Lough Redevelopment, Tivoli Docks Park, neighbourhood parks and public parks in the Metropolitan Towns.
- b. The sustainable development of green infrastructure as an interconnected series of green spaces including parks, natural green spaces and ecosystems, greenways and blueways.
- c. The implementation of Greenway initiatives that provide important economic, leisure and tourism, health, active and sustainable travel and environmental benefits to the metropolitan area including the Lee to Sea Greenway initiative subject to the outcome of environmental assessments and the planning process.
- d. In order to support decision-making in increasing recreation and tourism opportunities along the coastline, which is in close proximity to European Sites, the carrying capacity of SACs/SPAs will need to be established to understand what limits should be set for the extent of development.
- e. Protect and proactively manage and integrate natural spaces.
- f. The sustainable development of key recreation, sports and community facilities across Metropolitan Cork.
- g. The development of a Metropolitan Greenbelt Strategy in co-ordination between Cork City Council and Cork County Council.

Cork MASP Policy Objective 18

Transformational Areas and Public Realm

Subject to the outcome of environmental assessments and the planning process:

- a. Seek investment in transformational area projects and public realm enhancements in metropolitan urban areas with a focus on city centre regeneration through such initiatives as the Cork City Centre Strategy 2014 and Grand Parade/South Main Street Transformational Area.
- b. Support and seek investment in the sustainable remediation of Haulbowline Island and its transformation into a public recreational amenity.
- c. Support the acquisition and development of the City Quays in Cork for a high-quality water front public realm for public use.
- d. The cultural and economic significance of the Cork Event Centre is recognised, and delivery of the facility is supported.
- e. Seek investment in the strategy and investment programme of the Crawford Art Gallery.

Cork MASP Policy Objective 19

Flood Risk Management

Seek investment in the sustainable development of the Lower Lee Flood Relief Scheme to enhance climate change resilience and flood risk management in the metropolitan area.

The challenges of climate change and the transition to a low carbon society are a key component of the RSES and relevant objectives are set out in Volume 1, particularly in Chapters 2 and 5. Responding to these challenges will be particularly relevant to the MASP and the Guiding Principles for the Cork MASP seek to develop a balanced, compact and sustainable Metropolitan Area through integrated land use and transport planning based on support for sustainable transport modes.

10.0 | Social Inclusion and Infrastructure

The Cork MASP supports ongoing collaboration with regional stakeholders to ensure the provision of social infrastructure such as education, health and community facilities, and, in particular, to ensure that opportunities for social as well as physical regeneration are realised. See also Chapter 7 (Quality of Life) for further details.



Cork MASP Policy Objective 20

Lifelong Learning and Skills

- a. Support Cork as a Learning City and seek investment in initiatives which supports the Cork Learning City initiative, support Cork’s role in the UNESCO Global Network of Learning Cities and
 - b. Support initiatives under the Learning City Key Strategic Actions 2017-2021.
- support the spread of such initiatives throughout the metropolitan area and wider region.



Cork MASP Policy Objective 21

Healthy Cities, Healthy Environment and Health Infrastructure

- a. Seek investment in smart technologies which have an increasing role to play to improve air quality, water quality, flood management, noise and light pollution to promote a clean and healthy environment. Additional support is required to ensure a wide penetration of relevant sensors and data collection and analysis support to provide accurate information for people using and managing the city.
 - b. Support the role of Cork as a WHO Healthy City and seek investment in the delivery of recreation, environmental improvements, active travel and
 - c. Seek investment in health service infrastructure within the Cork MASP to meet existing and future regional population growth including facilities for Cork University Hospital, the Southern Region’s tertiary referral centre and other existing hospitals, the sustainable development of a new acute hospital and new elective hospital to service the increasing population of the metropolitan area and wider Region.
 - d. Seek delivery and supports to achieve Healthy Ireland objectives.
- health services infrastructure that retains and improves on this status, in support of a “healthy heart” to the Cork Metropolitan Area.



Cork MASP Policy Objective 22

Social Inclusion

- a. Seek investment in delivering actions and stakeholder initiatives of the Local Economic Community Plans (LECPs) of Cork City Council and Cork County Council to strengthen community infrastructure and promote social inclusion for all citizens across all our communities
 - b. Seek continued investment in initiatives that achieve the physical, economic, social and environmental regeneration of disadvantaged areas in the City and Metropolitan Area, in particular supporting the ongoing regeneration of the Cork
 - c. Support the development of an Inter-agency Social Enterprise Strategy to support the retention and expansion of existing social enterprises and the development of new social enterprises.
 - d. Recognise, support and value diversity, especially within the city population and workforce and the implementation of Government policy “The Migrant Integration Strategy”.
- City RAPID areas of Fairhill/Gurranebraher/Farranree, Knocknaheeny/Churchfield, Mayfield/Blackpool/The Glen and Togher/Mahon.

Appendix 1

Section 3.4 of the RSES –
Strategic Role and Regional Policy
Objectives for the MASPs'

3.4 | Cities – Metropolitan Areas

The strategy for the development of the Region is built on the pillars of our three cities, each incorporating more than one local authority within their metropolitan areas. The RSES includes Metropolitan Area Strategic Plans to ensure coordination between local authority plans.

A key component of the RSES is about building partnerships and a collaborative approach between the cities and metropolitan areas to realise combined strengths and potential, and to support their development as a viable alternative to Dublin.

Our cities need sustainable planning to ensure that they can absorb a significant scale of development, retain their essential character and ensure quality of life. Compact urban settlements, efficient public transport networks and the provision of essential physical and social infrastructure is required in tandem with achieving projected growth. Responding to the radical change and growth required by the NPF and the RSES will be a major challenge for our cities and metropolitan areas.

Each city has unique strengths and opportunities. Each one is a major centre of employment, has a third-level education presence, healthcare structures, accessible public transport, and interregional road networks and is linked with international gateways of airports and ports. Cork through the Cork Area Strategic Plan (CASP) has an established (non statutory) metropolitan and cityregion planning framework. The newly emerging metropolitan frameworks in Limerick-Shannon and Waterford provide a significant combined proposition for effective regional growth and, at national level, an effective counterbalance to the Greater Dublin Area.

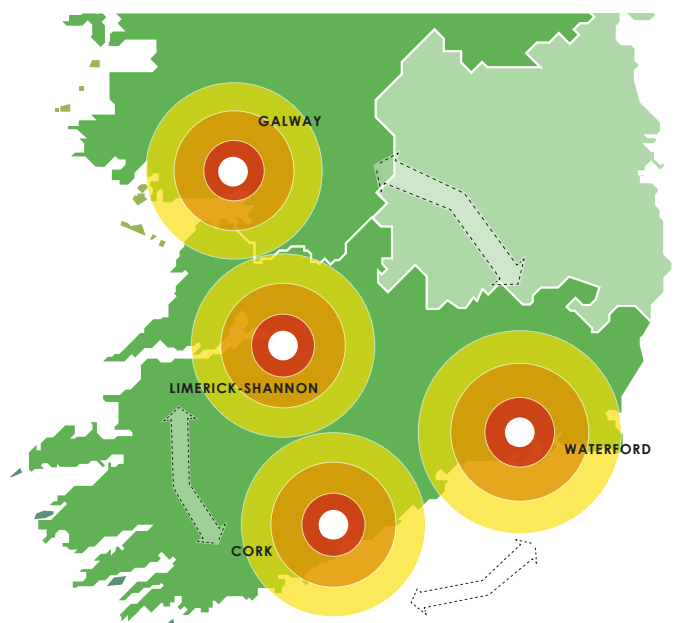
The three cities have extensive areas of influence, as demonstrated by the catchment zone map. The MASPs address these areas for each city and metropolitan area, included in Volume 2. A summary of each MASP is set out in the following pages.

RPO 6

Collaboration between Metropolitan Areas

It is an objective to establish a collaborative intra-regional partnership approach between the Region's metropolitan areas of Cork, Limerick-Shannon, Waterford and a similar inter-regional approach with the Galway Metropolitan Area in the Northern and Western Region, that they are prioritised in line with the NPF's strategic objectives and population targets, for focused and long-term investment as economic engines to ensure regional parity. The three metropolitan areas will lead together in partnership to harness their combined potential as viable alternatives to the unbalanced growth of Dublin.

Map 3.2 | Collaboration Between Metropolitan Areas



The following objectives will apply for each MASP:

RPO 7

Delivery and Funding

It is an objective to:

- a. Support sustainable delivery of the Strategic Investment Priorities identified by the NDP for the Cork, Limerick-Shannon and Waterford metropolitan areas and progress co-ordination between the principal stakeholders for delivery to achieve the vision and objectives identified in each MASP.
- b. Promote the sustainable implementation of innovative, collaborative projects through the Urban Regeneration & Development, Rural Regeneration & Development, Climate Action, and Disruptive Technologies funds within the Cork, Limerick-Shannon and Waterford Metropolitan Areas.

RPO 8

Investment to Deliver on the Vision for Metropolitan Areas

It is an objective to:

- a. Identify investment packages at national level as they apply to the Cork, Limerick-Shannon and Waterford MASP areas, and seek further investments for each to deliver on the seven Metropolitan Area Goals;
- b. Prioritise the delivery of compact growth and sustainable mobility in accordance with NPF objectives;
- c. Ensure the investment in and delivery of the Sustainable Place Framework within each MASP area, delivering quality of place attributes as an incentive to attract people to live, work and visit.



RPO 9

Holistic Approach to Delivering Infrastructure

It is an objective to ensure investment and delivery of comprehensive infrastructure packages to meet growth targets that prioritise the delivery of compact growth and sustainable mobility as per the NPF objectives including:

Water services, digital, green infrastructure, transport and sustainable travel, community and social, renewable energy, recreation, open space amenity, climate change adaptation and future proofing infrastructure including flood risk management measures, environmental improvement, arts, culture and public realm.

Compact Growth in Metropolitan Areas

To achieve compact growth, the RSES seeks to:

- a. Prioritise housing and employment development in locations within and contiguous to existing city footprints where it can be served by public transport, walking and cycling.
- b. Identify strategic initiatives in Local Authority Core Strategies for the MASP areas, which will achieve the compact growth targets on brownfield and infill sites at a minimum and achieve the growth targets identified in each MASP. Such strategic initiatives shall comply with MASP Goals to evolve innovative approaches for all MASPs. Initiatives may include:
 - Support the creation and role of Active Land Management Units with a remit to focus on the metropolitan areas and compact growth targets;
 - Tier 1 (Serviced Zoned Land) and Tier 2 (Serviceable Zoned Land) to be identified as part of the review of the City and County Development Plans in the Region;
 - Partnerships with the Land Development Agency to progress housing and employment delivery in city and town centres, focusing on co-ordinating and developing large, strategically located, publicly-owned land banks, reducing vacancy and increasing regeneration of key sites;
 - Support the role of the local authority as a development agency to kick start regeneration processes;
 - Initiatives that facilitate the regeneration of derelict buildings and vacant sites for the provision of high-quality, environmentally friendly Nearly Zero Energy Building (NZEB) affordable housing;
 - Strategic land reserve initiatives;
 - Deliver design briefs for strategic sites;
 - Seek design competitions for key strategic sites that deliver greater density, mixed uses where appropriate, sustainable design, smart technology, green infrastructure and public gain through good design;
 - Active land management within designated site specific regeneration areas under the Urban Regeneration and Housing Act 2015, and other locations in need of renewal, including the use of site briefs and masterplans for a design led approach to renewal;
 - The identification of public realm and site regeneration initiatives which combine, on an area wide basis, opportunities for regeneration of private owned underutilised sites, public owned underutilised sites, private and public buildings and upgrade of parks, streetscapes and public realm areas;
 - Creation of continually updated databases identifying brownfield, infill sites, regeneration areas and infrastructure packages to enable progress towards achieving compact growth targets. Through active land management initiatives, identify strategic locations for residential growth responding to the growth targets and achievement of compact growth and employment growth.



Cork MASP

Introduction

Metropolitan Cork has existing critical mass and is an emerging international centre of scale driven by the State's second city of Cork at the core, and supported by a network of metropolitan towns and strategic employment locations. As a national primary driver and an engine of economic and population growth, Metropolitan Cork is a principle complementary location to Dublin. Strengthened regional connectivity will enhance integration of the Cork metropolitan area with the Atlantic Economic Corridor. It will regenerate and develop as an international Smart City and metropolitan area with an enhanced high-quality environment, vibrant city centre, compact suburbs and metropolitan towns. The MASP builds on the strong tradition of collaboration in Cork, facilitated by initiatives such as the CASP.

Land Use and Transportation

Sustainable regeneration and growth (particularly compact growth) will be achieved through effective sustainable transport and spatial land use planning. Sustainable higher densities must be delivered, especially at public transport nodal points. Significant investment across a host of agencies will be required to deliver holistic infrastructures for regeneration and growth to achieve the population and jobs targets. The game changer for Metropolitan Cork is the implementation of the Cork Metropolitan Area Transport Strategy (CMATS). Strategic residential and employment development must support the delivery of this network including the proposed high capacity Light Rail Transit Corridor. The distribution of growth must follow a spatial hierarchy that underpins delivery of the CMATS. Refer to Cork MASP Vol 2 for further details.

Housing and Regeneration

The sustainable growth of Metropolitan Cork requires consolidation, regeneration, infrastructure led growth and investment in each of the following locations: city centre (including the Docklands and Tivoli), light rail transit (LRT) corridor, strategic bus network corridor and suburban area nodal points and corridors along the Ballincollig to Mahon LRT line, district centres, north and south environs, Glanmire, city and suburban area expansion (sustainable and infrastructure led), metropolitan towns on rail corridor, (Monard SDZ, regeneration of metropolitan towns and urban expansion areas in Middleton, Cobh, Carrigtwohill, Blarney) and other metropolitan towns (including Carrigaline).

Employment & Enterprise

Strategic locations and drivers for economic growth in the metropolitan area will include intensification of employment in the city centre, docklands, city suburban areas, Higher Education Institutes (UCC and CIT) and international centres of research and innovation such as Tyndall, Rubicon, MaREI, Cork Science and Technology Park, Mahon, Ringaskiddy, Marino Point, Carrigtwohill, Little Island and Whitegate. Strategic assets include Tier 1 Port of Cork, Cork Airport, health infrastructure and Cork University Hospital. The special role of Cork Harbour reflecting its natural and historic heritage, industry, maritime economy, tourism and communities, as a unique driver for the Region is recognised and will be subject to an integrated framework plan.

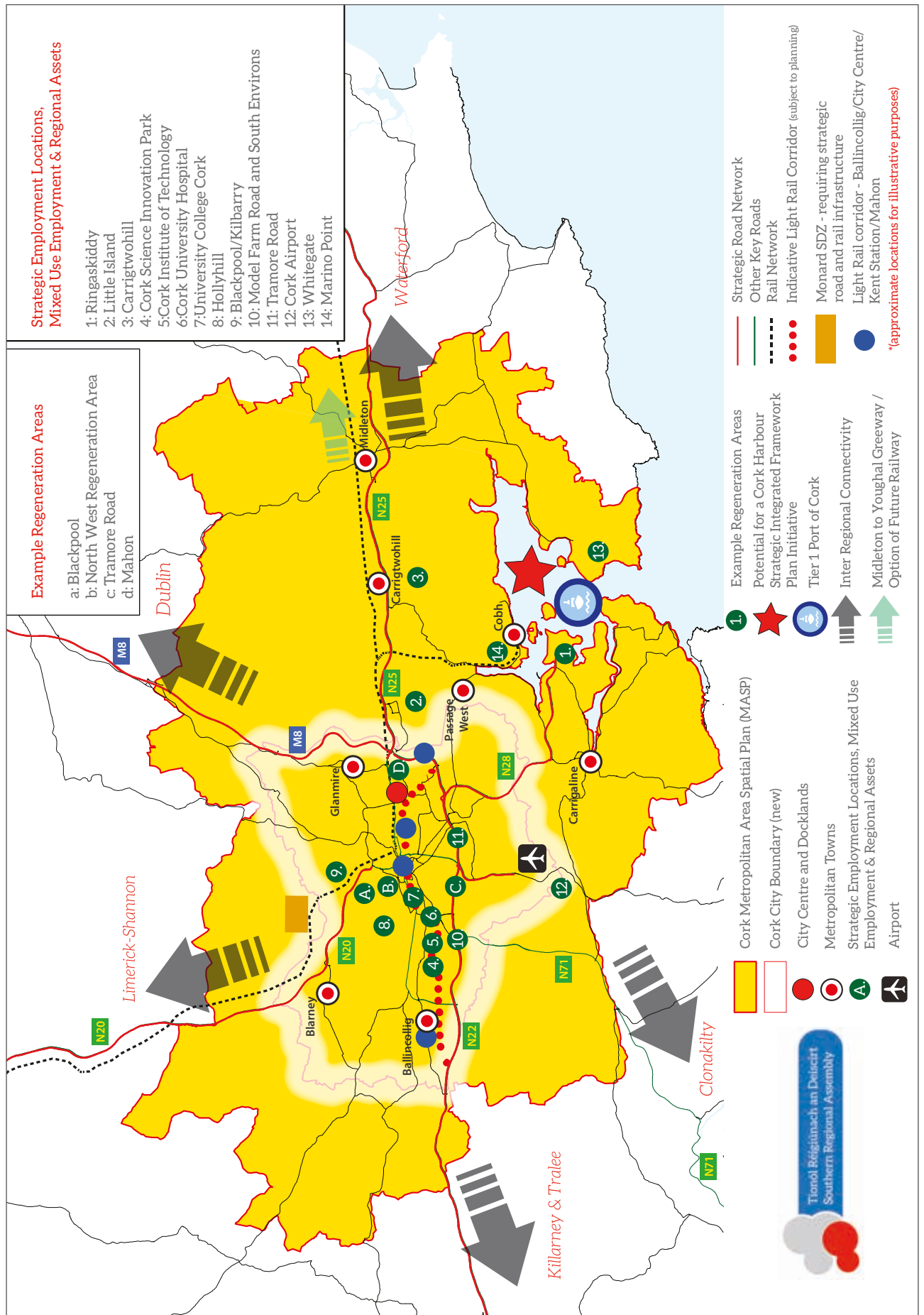
Environment

The Cork MASP seeks to integrate sustainable economic and social development with the protection and enhancement of the natural environment to ensure our transition to a climate resilient society. Objectives seek a healthy, green and connected metropolitan area, green infrastructure, inter-connected parks, sports and recreation facilities and greenways. Placemaking initiatives and public realm enhancements are supported.

Social Infrastructure

The Cork MASP supports on-going collaboration with regional stakeholders to ensure that social infrastructure such as education, lifelong learning and skills, healthy cities, health infrastructure and community facilities are provided. Social inclusion and regeneration of disadvantaged areas are supported.





Appendix 2

*MASP Related Strategic Goals
Contained in the RSES
(this is Appendix 3 of the RSES)*

The following goals are set out and apply to each of the Region's metropolitan areas.

Goal 1 | Sustainable Place Framework

The future growth and ambition for each MASP will be based on the principles of a **Sustainable Place Framework**. This framework reinforces the positive relationship between the city centre, metropolitan area and wider region as complementary locations, each fulfilling strong roles. It positions quality place making at the core.

This goal seeks:

- Vibrant living and working city centre at the heart of a thriving metropolitan area and region;
 - Social, physical and economic renewal of inner city neighbourhoods;
 - Compact urban development, achieving brownfield and infill targets through innovative design approaches to appropriate density and height;
 - Provision for diverse residential accommodation types to accommodate the needs of different groups in society including older age cohorts;
 - Network of compact metropolitan settlements and employment areas offering quality residential and working choices, interconnected with sustainable public transport, pedestrian and cycling networks;
 - A metropolitan area complemented by a network of connected regional settlements, fulfilling strong population and employment roles for their rural hinterlands;
 - Enhancing the quality of our existing places through retrofitting a high standard of infrastructure, services and amenities that improve the liveability and quality of place in existing settlements and communities, especially locations that experienced significant new population growth in the past (such as metropolitan towns) and existing areas experiencing positive growth (such as city centre neighbourhoods);
 - Achieve mixed use “five-minute” or “ten-minute” sustainable city and town models where short travel time and ease of access via sustainable travel modes is achieved between where we live, work, access services, access recreation and amenity inter alia;
 - Seek infrastructure led development where housing and job provision is integrated with high standards in sustainable transport, social and community infrastructure, quality public realm, recreation and amenities;
 - Targeted urban regeneration measures to address dereliction and underutilised lands, particularly in inner city and disadvantaged areas to provide improved environmental quality including street tree planting;
 - Rejuvenation of our existing built assets and public realm;
 - Protection and enhancement of the built and natural heritage and biodiversity;
 - Working with/enhancing the amenities of the natural environment;
 - Resilience to climate change and flooding.
-



Goal 2 | Excellent Connectivity and Sustainable Mobility

Our metropolitan areas shall be well connected through actions which will seek to deliver connectivity:

- Internationally through port and airport assets, Sustainable Freight and TEN-T Corridors;
 - For high quality, high speed digital infrastructure and optimisation of smart technology through Digital Strategies;
 - Inter-regionally through efficient rail, road, bus networks and services;
 - Intra-regionally, through multi modal transport options and services to access the metropolitan area and city centre efficiently;
 - To encourage the development of sustainable modes of transport to serve the smaller towns, villages and rural areas;
 - Within the metropolitan area, through an integrated network of high capacity public transport corridors and services, pedestrian routes and cycling corridors;
 - Within our urban neighbourhoods and employment locations to achieve high quality standards of public realm, public transport facilities, public transport interchange facilities, appropriate management of private transport and car parking, pedestrian and cycling infrastructure and to promote a significant transition from private car usage to healthier and sustainable modes of travel where people and jobs are concentrated;
 - To achieve successful integration between land use and transport planning, achieving sustainable higher densities and appropriate uses at nodes serviced by public transport networks;
 - To achieve efficient mobility, with close alignment between home and work locations, ease of travel on sustainable transport modes, efficient and sustainable movement of freight and logistics, guaranteed journey times for inter-city and inter-regional travel.
-

Goal 3 | Economic Engines Driving Regional Enterprise Growth

Our metropolitan areas will have a competitive international edge through actions which support:

- Smart specialisation, strengthening and evolving existing economic sectors and clusters, supporting partnerships across academia and research centres, public bodies, business sector and local communities;
 - Embracing technology change, transitioning with resilience and innovation towards a smart technology future in how we live and work sustainably;
 - Offer excellent standards of infrastructure services and property assets for all scales of enterprise, from start-ups to FDI;
 - Quality of life offer, with attractive options for housing in the right locations, community infrastructure and recreation options easily accessible from locations of work.
-



Goal 4 | High Quality Environment and Quality of Life

A high-quality environment and quality of life in the metropolitan areas will be supported by actions which seek:

- Healthy city and healthy metropolitan area status with equity of access to health services, high ratios of access to quality open space and recreational amenities per population and attractive options to uptake active travel between home, work, education and access to services;
 - Setting high quality performance standards for the metropolitan area to transition towards a zero-carbon future, achieve improved water and air quality, improved sustainable travel and other environmental and health performance standards as indicators for the healthy status of our metropolitan areas;
 - Fostering a creative metropolitan area with vibrant cultural, arts and heritage scenes;
 - Fostering a vibrant tourism scene with facilities and attractions that showcase the unique heritage, natural environments and culture of our Region, enriching the experiences of both visitors and citizens;
 - Placing a greater emphasis on performance-based design criteria in developing our metropolitan area, incentivising and awarding innovation in design, energy efficiency, green infrastructure and smart technology integration.
-

Goal 5 | A Learning, Welcoming and Socially Inclusive Metropolitan Area

A socially inclusive, multi-cultural metropolitan area with equal opportunities for learning, supported by actions promoting:

- UNESCO Learning City status and drivers for a Learning Region;
 - The role of HEI's and centres of innovation, regional skills, training and apprenticeships;
 - Targeted initiatives that address social exclusion and prioritise regeneration of disadvantaged areas, especially RAPID areas including education and training;
 - Valuing the participation of communities and Public Participation Networks;
 - Community Services and engagement for ethnic minorities and travellers;
 - Initiatives that protect and develop the potential of our younger and aging cohorts;
 - Facilities that provide inclusive social, community and recreational facilities for mixed neighbourhoods.
-

Goal 6 | Pioneering Locations Networked Internationally and Regionally

Our metropolitan areas will be platforms for good practice implementation, pilot initiatives and innovation with actions seeking:

- Innovative approaches and multi-agency collaborations to identify, succeed and implement key enabler projects within the metropolitan areas under competitive bid funding through the NPF/NDP for Urban and Rural Regeneration, Climate Action and Disruptive Technologies;
 - Regional and international project partnerships and shared learning initiatives exploring new policy and good practice in addressing challenges and opportunities facing metropolitan areas, especially innovation to achieve successful compact growth outcomes;
 - Development of tools in collaboration between the Local Authorities, research and learning institutes and others to assist implementation and monitoring of progress within our metropolitan area on achieving objectives, especially brownfield and infill renewal targets, improved environmental quality, integration of and use of smart technologies and overall quality of life improvement;
 - Implementation of the MASPs.
-

Goal 7 | Evolve Innovative Approaches and Strategic Priorities

Each MASP identifies the strategic locations for population and jobs growth, which will act as a baseline indication of current priority projects. Achieving the NPF growth targets in compact forms will require in depth consideration for new locations and initiatives by each local authority. The existing priority locations alone will not fulfil targets, but they are a snapshot of current strategic priorities which the MASPs support investment in.

Opportunities for strategic regeneration of vacant and underused land and property, refurbishment, land use and transport planning integration, active land management initiatives and development agency type approaches are examples of the many different approaches that will need to emerge. Aligned with Goal 6 for pioneering approaches, the identification of new strategic priorities need to be informed by innovative solutions and demonstrate incorporation of good international and regional practices.

The MASPs allow flexibility therefore for new strategic priorities, further to those listed in each MASP, to emerge over the MASP/RSES timeframe and to be identified in City and County Development Plan Core Strategies, based on the following criteria which demonstrates that the priority initiative/location:

- Aligns with national and regional planning policies and objectives;
- Helps to achieve compact growth targets, provides infrastructure led development with identified packages of interrelated infrastructures, physical and social, and phasing proposals for delivery identified;
- Promotes effective alignment between land use and transportation planning, especially alignment with public transport networks, encouragement of sustainable travel and consolidation of suitable nodal points on public transport corridors;
- Where new infill locations are proposed, demonstrate how reinforcement and consolidation of the existing settlement pattern is achieved;
- Is identified in collaboration with all required landowners and stakeholder agencies with a role for delivery of enabling infrastructure;
- Is in accordance with national guidelines;
- Is assessed under flood risk and environmental assessments;
- Is informed by innovative solutions and good practice to achieve the overarching MASP goals;
- Is a demonstrator of good practice within the Region for integration of sustainable design, renewable energy, transition of the MASP to a zero-carbon future, green infrastructure and smart technology;
- Where applicable, demonstrates how the priority initiative/location can help the delivery of strategic regional projects funded through the NPF/NDP for Urban and Rural Regeneration, Climate Action and Disruptive Technologies or from other funding streams;
- Where applicable, demonstrates how the priority initiative/location assists delivery of actions through the National Regeneration and Development Agency.



