

# Development Plan Submission

Proposal for Re-Zoning of Lands in  
Springmount,  
Poulacurry North, Glanmire

r006 29 September 2021

## EXECUTIVE SUMMARY

This submission is made on behalf of Michael Murphy, and is submitted to Cork City Council in the context of the Draft Cork City Development Plan 2022-2028, following the Public display of same.

The contents of this report deals directly with a 11.5Ha (28.45 Acre) greenfield site with 315m of road frontage along the Barnavara Hill Road, which enjoys all public services. This site is also immediately connected to the development boundary of Glanmire, which allows for a unique opportunity to provide sustainable development along an established transport route between Ballyvolane and Glanmire town centre.

The site may be summarised as follows;

Beneficial factors of subject site:

- qualifies for 10 Minute Neighbourhood goal
- located within easy commuting distance of Cork City & the M8
- avails of various amenities, business, services, schools and public transport
- adjacent to the proposed Reginal Park offering a safe gateway
- viable indigenous established employment
- abuts existing residential development
- opportunity for sustainable planned development between Glanmire & City
- greenfield site means no loss of native habit through development
- offers opportunity to counter urban sprawl
- potential for the provision of ~250 dwellings
- reduces requirement for rural based ribbon development
- offers increased connection for pedestrian / cycle access to town centre
- abuts all public services located on the public road (Tier 1 lands)
- located at an elevation which avoids flooding
- offers opportunity for road improvements during development
- development on the subject lands will not result in loss of native habitats

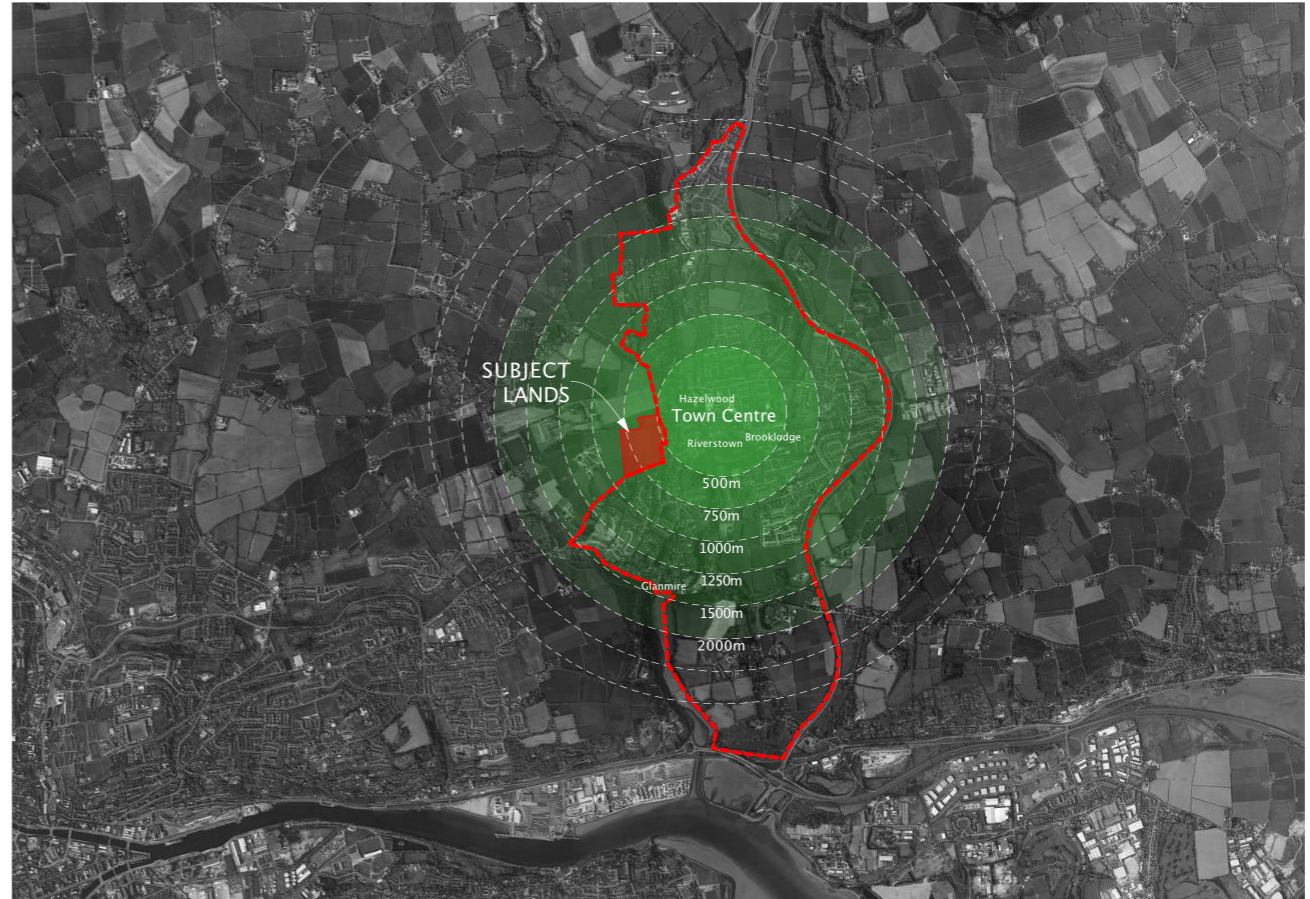


FIG 1: GLANMIRE PRACTICAL DEVELOPMENT BOUNDARY 2019 (WITH SUBJECT SITE HIGHLIGHTED) / QDM ARCHITECTURE / SOURCE: BING MAPS

## DESIGN TEAM

The application has been prepared by the following :-

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## 1. INTRODUCTION

This document was prepared on behalf of Michael Murphy, and relates to 11.5Ha of greenfield land currently in agricultural use. [Outlined in red **FIG 2: SUBJECT SITE** below]

This submission is made to Cork City Council in the context of the Draft Cork City Development Plan 2022-2028, following the Public display of same in order that they may consider the potential of the subject lands for residential use.

We would submit that the lands offer a unique opportunity for the Provision of Tier 1 lands (fully serviced) which also enjoy the benefits of being located only 500m from the town centre of Glanmire (Hazlewood), thus qualifying for the “10 Minute Neighbourhood” goals of sustainable development. Also, as the lands are a Greenfield site, currently used for cattle grazing, no loss of native habitat, woodland or disruption to water courses will result from potential development.

We shall explore the content, connectivity, suitability and development potential of the site within the Planning Policy of the current Regional Spatial & Economic Strategy for the Southern Region, The Cork Municipal District Local Area Plan and the Cork City Council pre-Draft Consultation.

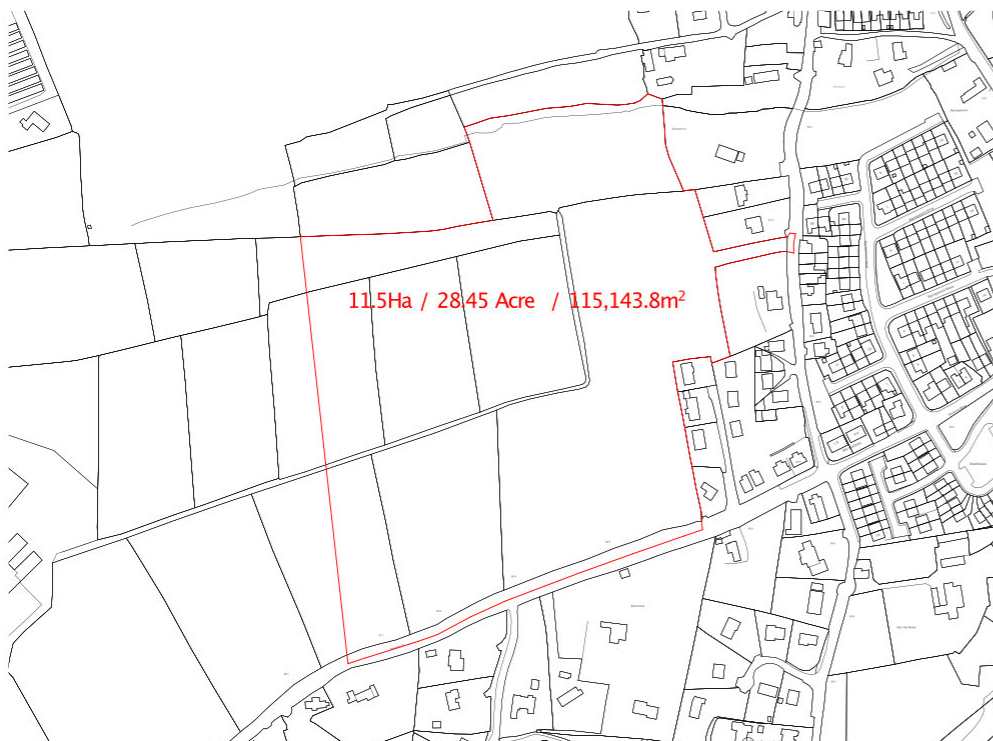


FIG 2: SUBJECT SITE / QDM ARCHITECTURE / SOURCE: OSI IRELAND



FIG 3: POTENTIAL LAND USE / QDM ARCHITECTURE



## 2. TOWNLAND OF GLANMIRE

### 2.1. SUBJECT SITE IN CONTEXT WITH GLANMIRE

Glanmire may be described as a suburban area to the North East of Cork City. Although referred to as Glanmire, the area comprises four villages; Glanmire, Riverstown, Sallybrook & Brooklodge. Historically, particularly from the perspective of development planning, Glanmire has been viewed and treated as four separate villages, which as a result of continued development have merged over time.

As can be seen the subject lands abut the existing development boundary of Glanmire, in close proximity to the established town centre.

#### 2.1.1. Proximity to Established Town Centre

Throughout the historical development of Glanmire, no consistent thought has been made in relation to the provision a proper town centre until relatively recently. When compared to similar sized suburban areas of Cork City like Douglas or Ballincollig this is evident. The only logical area that could be considered as a town centre is the Hazelwood, a commercial area which is located within the centre of the development area referred to as Glanmire. The town centre has evolved rather than been properly planned, although it offers potential residents all manner of services, amenities and retail opportunities.

The other main commercial centres are located at Riverstown (in close proximity to Hazelwood), Brooklodge commercial area and Glanmire Village located on the southern periphery of Glanmire.

It is planned in the near future to interlink Brooklodge, Riverstown & Hazelwood via pedestrian & cycle connectivity, thus forming a solid triangular village centre. The three gateway corner points would be formed at the Riverstown Cross commercial area, Hazelwood shopping Centre and Brooklodge commercial area are all within walking distance of the subject lands.

**SUBJECT SITE:** The subject site is located adjacent the established town centre and thus utilises the benefits of the commercial core. Proposed residential development would be within easy access to pedestrians to encourage sustainable development and discourage reliance on private vehicular transport.

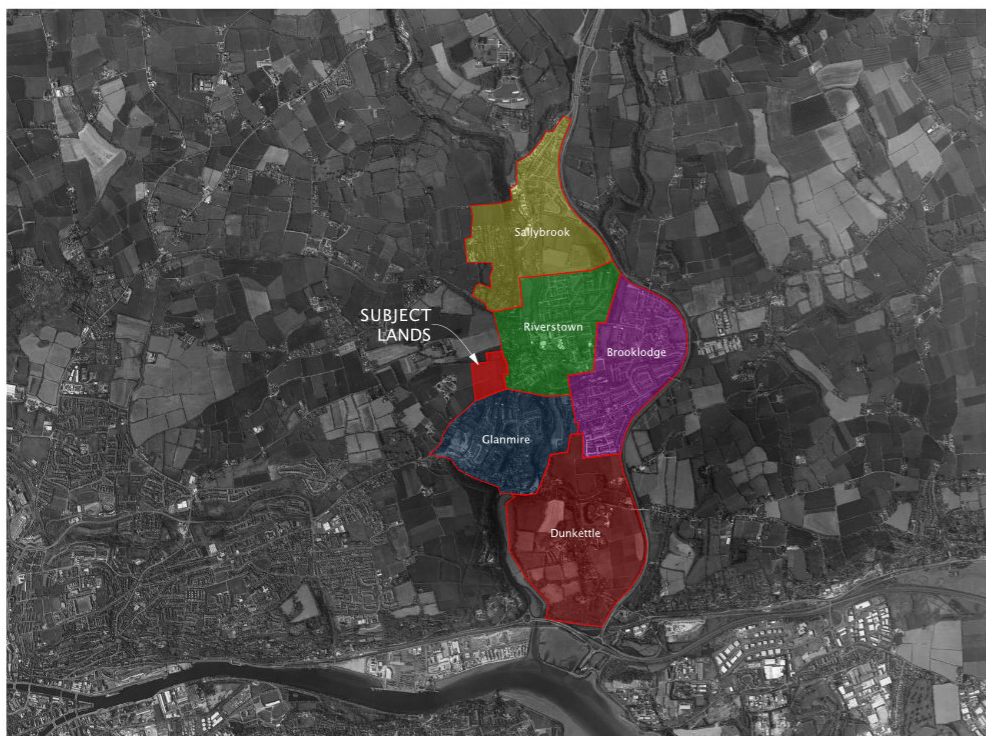


FIG 4: CORE AREAS OF GLANMIRE / QDM ARCHITECTURE / SOURCE: BING MAPS



FIG 5: EXISTING LAND USE / QDM ARCHITECTURE / SOURCE: BING MAPS



### 3. TRANSPORT IN GLANMIRE

#### 3.1. TRANSPORT OPTIONS

The subject site enjoys a pedestrian connectivity with the established town centre of Glanmire (Hazlewood) where there is access to established Public Transport routes, one of which connects to the City Centre, and eventually to CIT.

It should also be noted that the subject lands enjoy 315m of road frontage with the public road (Old Youghal Road - R615), offering a unique opportunity for road straightening, pedestrian & cycleway improvements.

**Fig 4 - Primary Transport Routes** opposite gives an overview of the current transport arrangements available to the subject site.

##### 3.1.1. Private transport - vehicular

The subject lands are located 500-750m from Glanmire town centre, thus many of the needs of future residents would be catered for within the established commercial core of Glanmire town centre.

The subject site enjoys extensive road frontage with the Old Youghal Road, any proposed entrance would benefit from achievable sightlines and offer the opportunity to provide improved pedestrian connectivity to the neighbouring mature housing (Castlejane / Cattlejane Wood etc.) on the Southern side of the Old Youghal Road to and from the existing town centre.

**SUBJECT SITE:** Proximity to the established town centre will lead to a reduction on private vehicular travel.

##### 3.1.2. Public transport

Glanmire is served by two bus routes. A half hourly service (221) and a lesser hourly service (245). That is one bus per route at a designated time, with a capacity of ~60 passengers.

Bus Eireann have placed considerable efforts into the simplification of public transport, their LEAP Card initiative must be applauded, however they are operating a commercial enterprise, so route choice is largely determined by public use of the service.

By design, higher density development with restrictive car parking encourages the use of public transport. This has been used to good effect in some areas of Cork, particularly in city centre areas.

All public bus routes are within a five minute walks from the centre of the site.

**SUBJECT SITE:** The location of the subject site in close proximity to convenient, affordable public transport alternatives will encourage their usage as opposed to private transport methods.

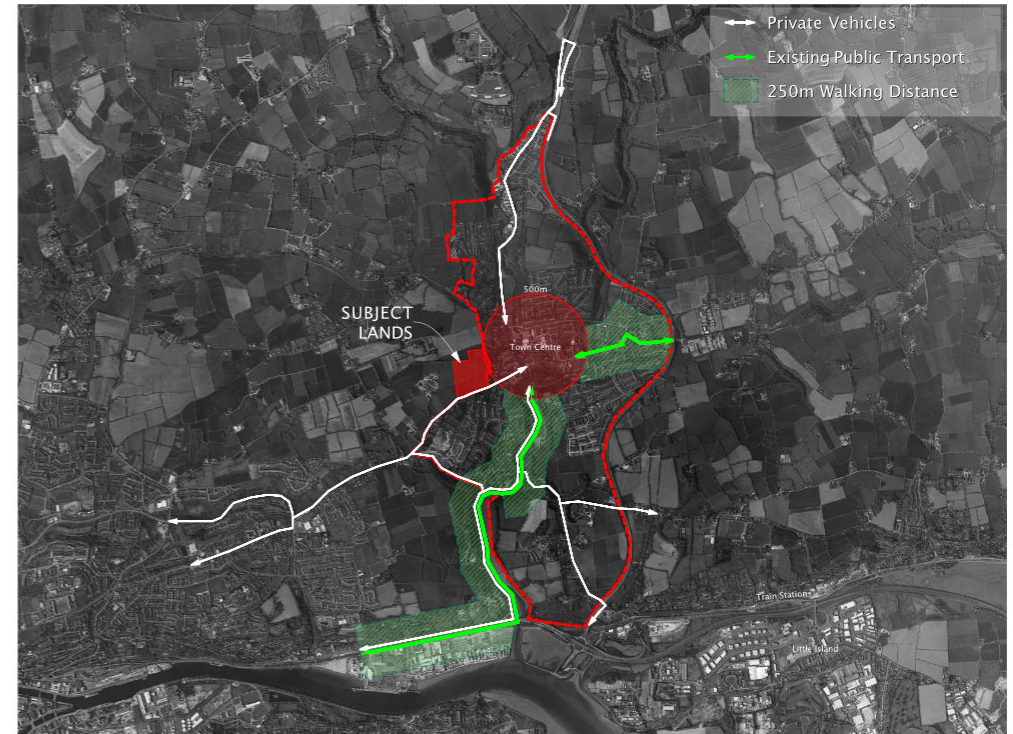


FIG 6: PRIMARY TRANSPORT ROUTES / QDM ARCHITECTURE / SOURCE: BING MAPS



### 3.1.3. Private transport - walking

From **Fig 7 - Pedestrian Connectivity - Walking Distance** below we can see that the walking distance from the triangular core of Riverstown / Hazelwood / Brooklodge is a modest 500 - 750m.

The location of the site would encourage more sustainable development, within the context of the desired “10 Minute Neighbourhood”, as it is within walking distance of the established commercial core, amenities, entertainment, schools and public transport routes.

**SUBJECT SITE:** The subject site benefits from being located 500-750m from the established town centre.

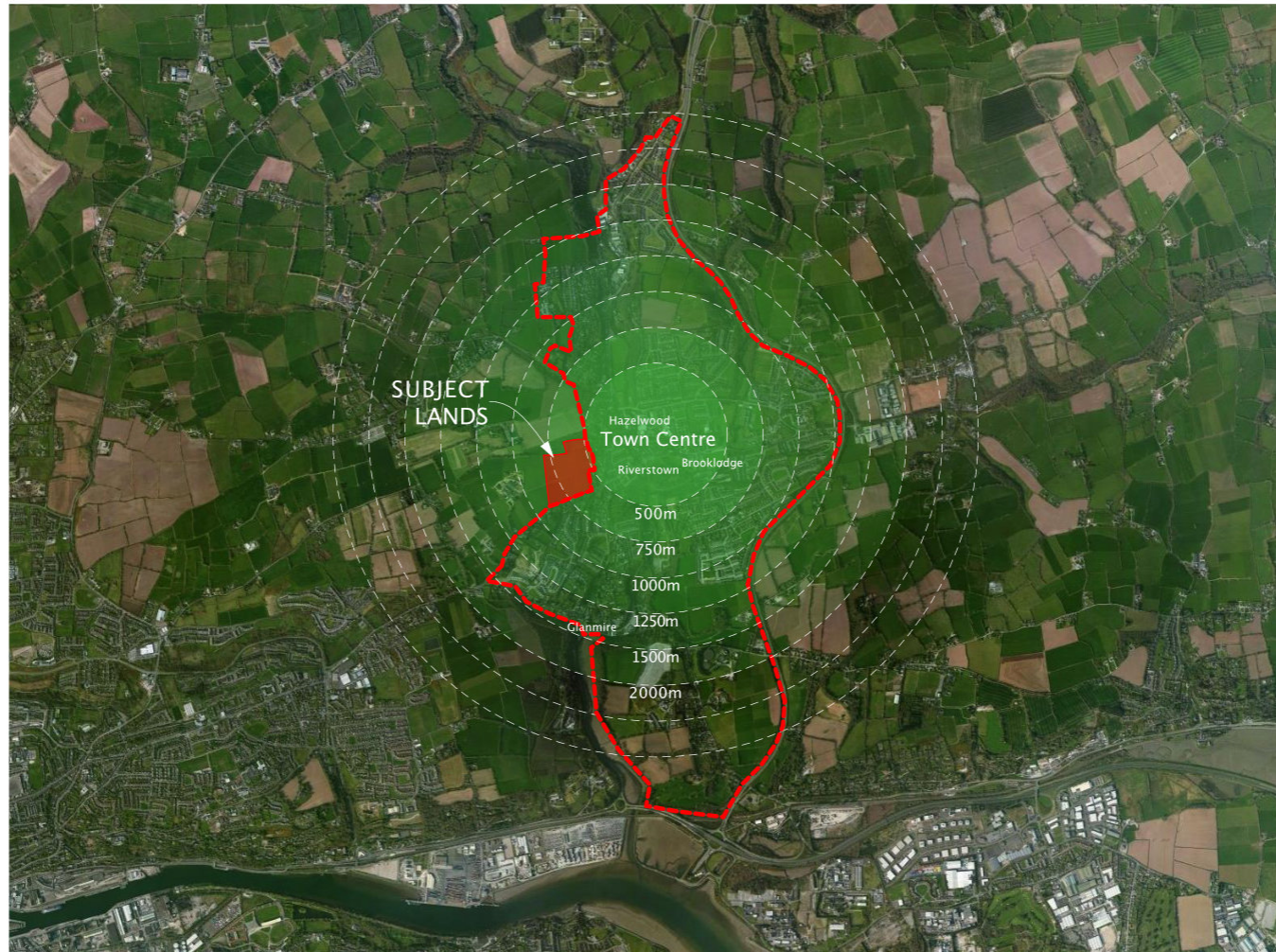


FIG 7 - PEDESTRIAN CONNECTIVITY - WALKING DISTANCE / QDM ARCHITECTURE / SOURCE: BING MAPS



### 3.1.4. Private Transport - Cycling

Serious effort in forward planning, development policy and re-design of existing transport routes is being placed on the increased importance of the role of both cycle and pedestrian transport. Redesign of exiting transport routes has been achieved in Cork City to a sublime level. This is a physical demonstration of the potential of determined, directed and disciplined action. Cork City is a fundament resulting in the safe use of cycle lanes which ultimately resulted in a marked increase in cycle usage. It really is a safer place to cycle when considered against the same space several years ago.

Designated cycle routes should be mandatory in all future development, that is to say that cycle lanes shall be considered as additional to pedestrian footpaths, independent of both roads & paths. Ideally they should be mono-directional, and of sufficient width as to allow for the safe stress free transport of the user and adjacent travellers.

The inclusion of dedicated cycle routes or “Greenways” will perform a dual role of amenity and viable route to and from employment. The new pedestrian / cycle route which aims to improve the cycle connectivity between Glanmire, Cork City and Little Island is currently in advanced stages of construction.

It is a goal of CMATS to develop the Old Youghal Road / Barnavara Hill as a Secondary Cycle Route between the City & Glanmire. The subject site enjoys extensive frontage along this route. Future development proposals within the site may offer the potential for increased provision of cycle lanes in accordance with the indicative design accompanying this submission.

**SUBJECT SITE:** The subject site is located within comfortable cycling distance of Glanmire (500m), Light Rail (4200m), City Centre (7000m), Little Island (6000m) and Blackpool (6000m).

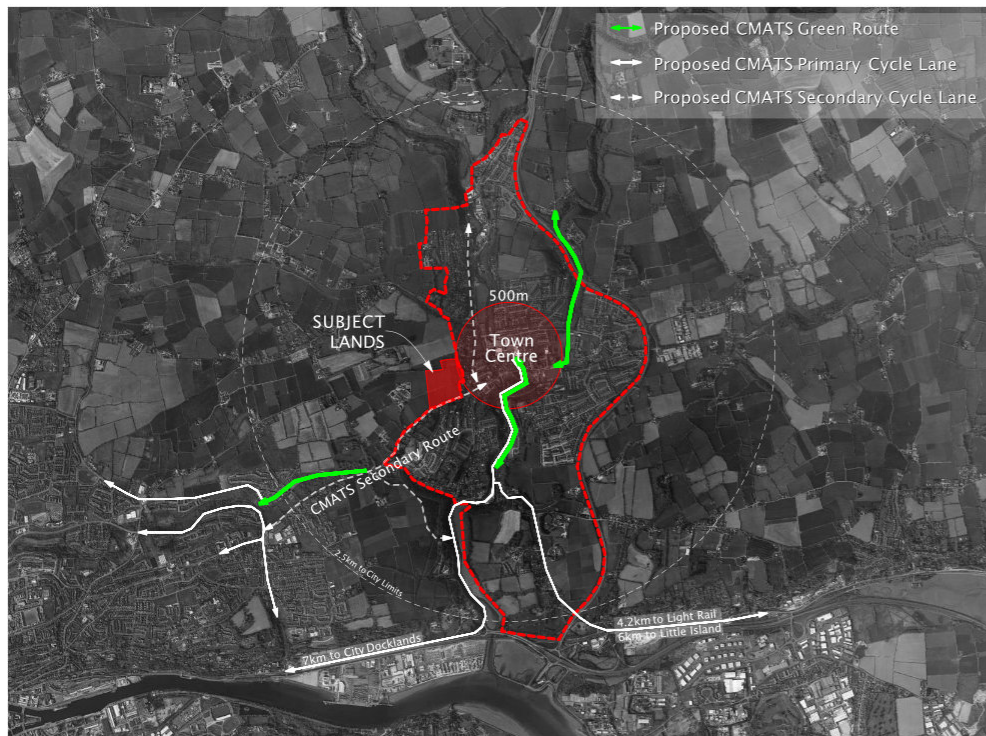


FIG 8: CMATS WALKWAYS AND CYCLE LANES / QDM ARCHITECTURE / SOURCE: BING MAPS

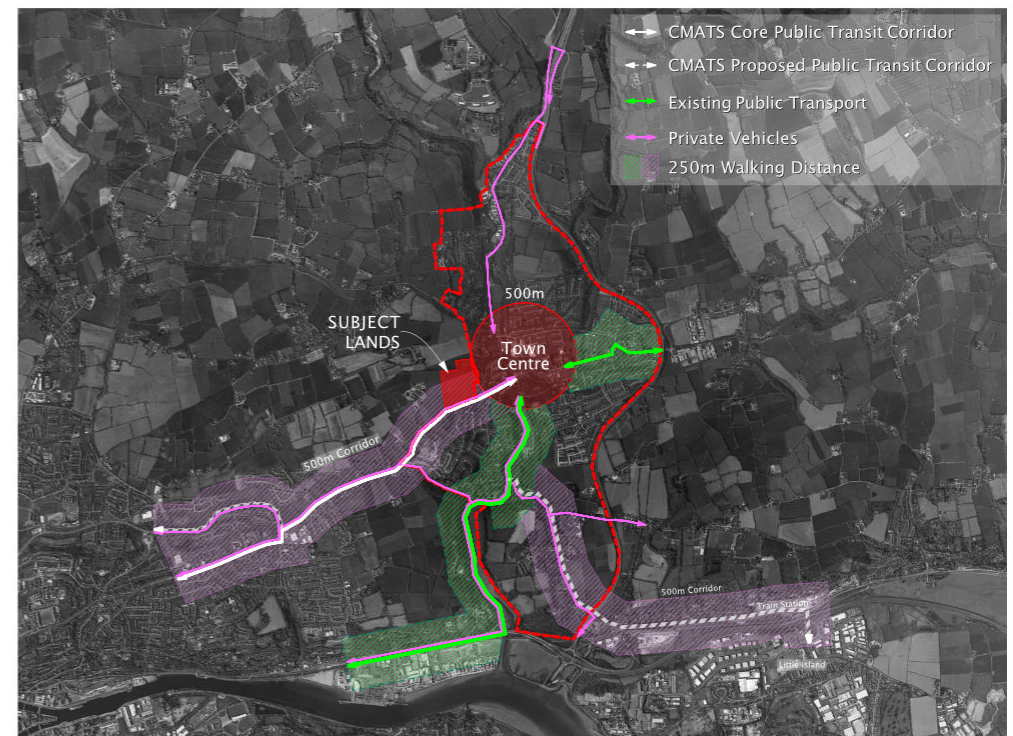


FIG 9: EXISTING & CMATS TRANSPORT ROUTES / QDM ARCHITECTURE / SOURCE: BING MAPS



### 3.1.5. Future Public Transport

There is no doubt that the subject site is ideally located to avail of any future improvement to both public transport, pedestrian connectivity and cycle ways.

From **Fig 11 - Possible Connectivity Improvements** it is evident that a more sustainable (shorter travel distance) is achieved with direct connections to the West of Glanmire which links with the city limits and is a viable route for connections to the important employment centres of Blackpool and the Docklands. The routes as indicated would provide a much greater catchment area, whereby a 250m walking corridor demonstrates the viability and desirability of these additional routes.

Little Island to the South East could be connected to the town centre in the form of a regular shuttle bus, which could also serve the light rail station located at Little Island / Glanthaune.

**SUBJECT SITE:** Development of addition public transport routes, independent of weather is essential to the future sustainable development in accordance with both local and national objectives.

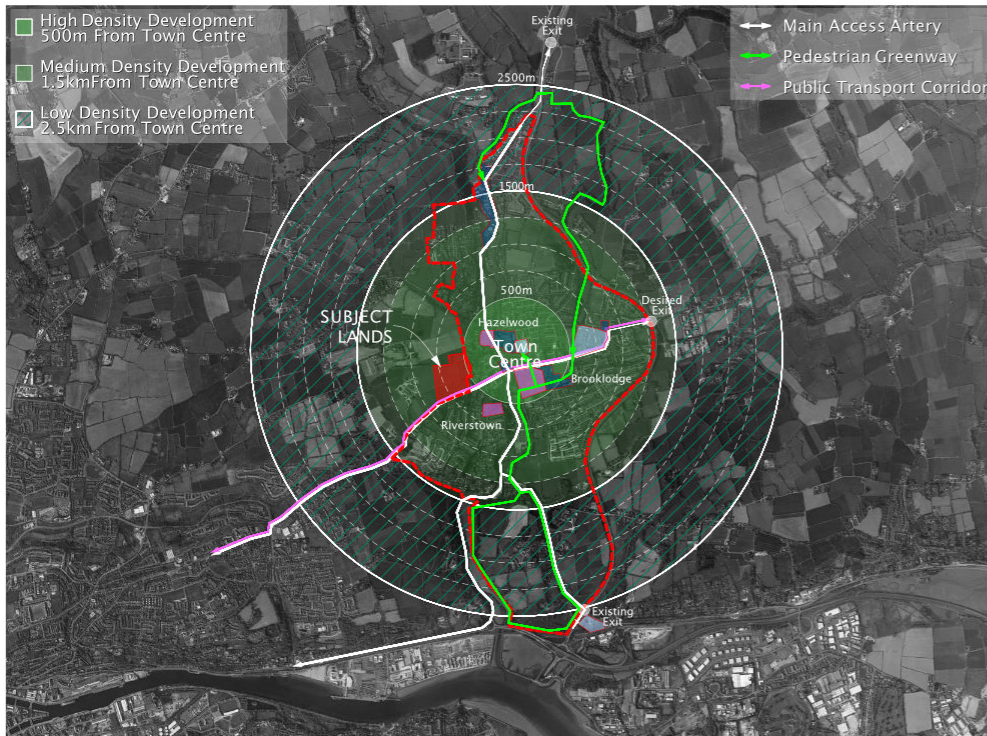


FIG 10: EXISTING TRANSPORT ROUTES / QDM ARCHITECTURE / SOURCE: BING MAPS

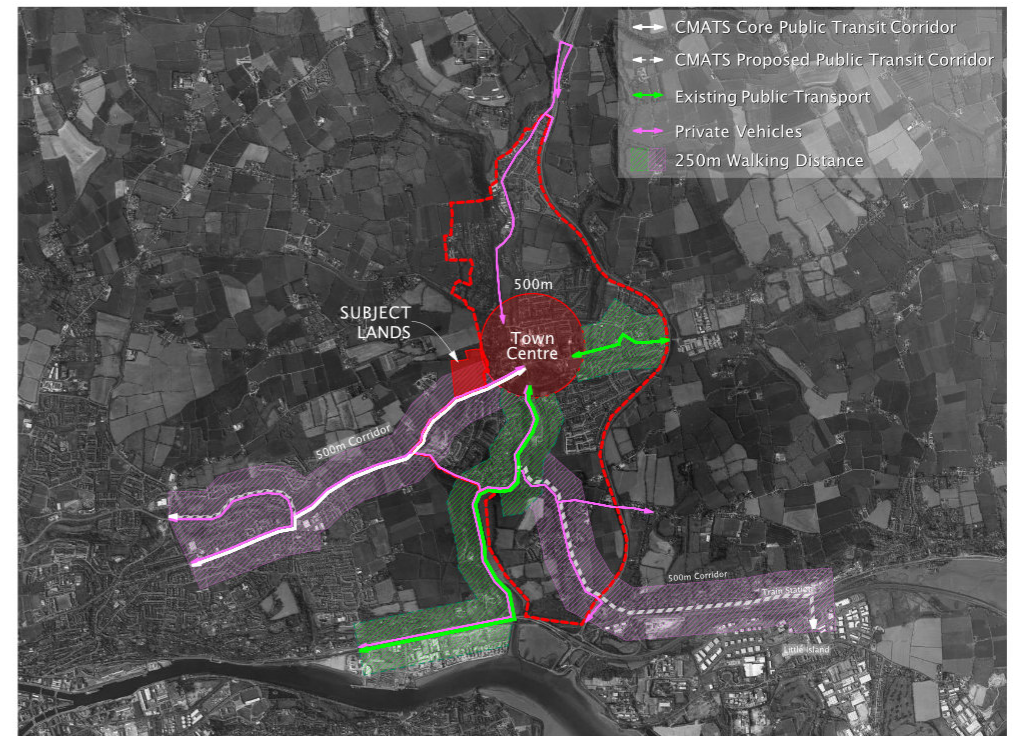


FIG 11: POSSIBLE CONNECTIVITY IMPROVEMENTS / QDM ARCHITECTURE / SOURCE: BING MAPS

### 3.2. TRANSPORT CONCLUSION

We would conclude that the subject site is uniquely located to avail of current and future public transport and sustainable methods of transport.

**SUBJECT SITE:** The subject lands offer a unique opportunity to provide a green field site that avails of existing transport infrastructure.



## 4. DEVELOPMENT POTENTIAL OF SUBJECT LANDS

### 4.1. SUSTAINABLE DEVELOPMENT POTENTIAL

As discussed in the previous sections, transportation and employment needs of future residents must be considered as one of the main factors when planning for the future. The establishment of the town centre triangle of Riverstown / Hazelwood / Brooklodge should be reinforced with higher density development which will help sustain and grow local business and reinforce the local community.

As one travels further from the town centre, amenities are removed from walking distance, hence there is a greater likelihood that private vehicular transport will be used.

**Fig 12 - Limits of Sustainable Development** opposite gives an overview of the key requirements for the sustainable development of Glanmire. We would imagine the practical outer radius would be 2.5km from the town centre. Beyond this a secondary town centre would need to be considered, similar to the development at Mount Oval. The commercial viability of any business in these satellite locations can be challenging as they are wholly reliant on the immediate community.

As can be seen the subject lands are ideally suited to provide for sustainable development due to its location beside a main public road, the availability of all public services, access provisions for pedestrians to the existing town centre and local amenities and mainly that the lands meet the criteria to be considered “Tier 1 Lands”.

**SUBJECT SITE:** The subject lands meet the criteria to be considered Tier 1 Lands.

#### 4.1.1. Flooding

It is expected that the Glashaboy Flood Relief scheme once commenced will finally remove any future flood risk associated with the low lying areas of Glanmire, particularly areas surrounding the town centre. Currently this scheme is at review stage, have passed through the public observation stage.

The next stage is detailed design, which is expected to be completed by the end of 2021.

**SUBJECT SITE:** The subject lands are elevated and as such outside of the Glashaboy Flood Risk Zone.

#### 4.1.2. Commercial Enterprise & Employment

It would be reasonable to assume that the majority of the residents of Glanmire currently do not work within the boundaries of Glanmire. Therefore sustainable transportation is a key factor when considering future development, we have addressed this previously.

With regard to those people already employed in the town centre particularly, mainly in the retail / service industry, it would be desirable to encourage residential development within walking distance so as to encourage and sustain local commercial activities.

It is essential however that future residential development be provided in a planned manner so as to avoid any potential negative impact on established business. The future sustainable development of Glanmire town centre must be done in conjunction with the provision of additional employment opportunities within walking distance is a unique opportunity offered by the subject lands.

Great work has been done with regard to the redevelopment of existing town centres in Cork County, a successful example being Ballincollig and the moderately successful redevelopment of Douglas. Douglas is an example of how two modern commercial shopping centres that are in direct competition, located on the periphery of a town rather than in the centre, reap the majority of the commercial activity with an obvious detrimental effect on the main street and the smaller business' located there. The master plan and development of Ballincollig has successfully incorporated high density living and additional employment opportunities, all within the walking distance of the main street.

**SUBJECT SITE:** Future development on the subject lands will not adversely impact the commercial activities of established business' of Glanmire, will help sustain local commercial activities and thus ensure a viable healthy town centre and promoting a sense of community.



FIG 12: LIMITS OF SUSTAINABLE DEVELOPMENT / QDM ARCHITECTURE / SOURCE: BING MAPS



#### 4.1.3. Potential Development Densities of the Subject Lands

As outlined previously, it is imperative to provide future development within sustainable distances of Glanmire town centre. Any future development should ideally be located in close proximity to the central core area (within the 500 - 750m radius of the town centre). To achieve sustainable development goals any prospective development must include for higher density.

Without this the commercial viability of the town centre becomes unsustainable. Higher densities will result in a stronger community, higher foot fall and greater use of local amenities and services. This is one of the cornerstone goals of the “10 minute Neighbourhood”.

As the subject lands are located centrally between Cork City and Little Island and their work opportunities, it is an obvious location for workers to settle. Higher density development provides affordable compact living spaces without eating into our ever reducing countryside and green space.

A 3 storey building accommodating 15 Apartments requires approximately the same footprint as 6 semi-detached houses and their associated gardens, footpaths and car parking. The development of apartments would cater for a distinct lack of same in Glanmire and would provide multiple essential residential properties while at the same time ensuring proper integration to the community as a whole. It is important that any high density development should be as permeable as possible to reduce the development of enclaves of social disadvantage.

Well designed apartment buildings integrated with local business, services and amenities will help create the sense of place currently missing from Glanmire. This is the only perceivable way of accomplishing the ambitious aims of the **National Planning Framework** (see Figure 13). The recently published **Housing for All**, the National Housing Policy to address the current housing crisis, reinforces this with a target of **33,000 New Homes** to be constructed **per year** for the next 10 years.

**SUBJECT SITE:** The subject lands offer a unique opportunity to provide modern sustainable development in close proximity to the existing town centre, thus ensuring a viable healthy environment, economic viability for local business and promoting a sense of community.

#### 4.1.4. Local Services

Glanmire enjoys existing mature local services such as schools (both primary and secondary), creche and day care, all within viable walking distance of the subject lands, enabling pedestrian rather than vehicular traffic.

Other local services of a retail nature are located within the Halewood complex, which is again within viable walking distance of the subject lands.

**SUBJECT SITE:** The proximity of the subject lands to the existing town centre ensures the use and viability for local services, thus promoting a sense of community.

#### 4.1.5. Local Amenities

The location of Glanmire, set within the Glashaboy valley makes it a place of stunning natural beauty.

The establishment of publicly accessible cycle and pathways ideally located within the existing woodland and close to the estuary are a priority for the wellbeing of the present and future residents of Glanmire.

The provision of publicly accessible open space within the subject lands will be provided to ensure that it dovetails with the planned greenways.

**SUBJECT SITE:** Additional public open space, including cycle paths shall be provided within the subject lands to cater for the envisaged increase in population and that these amenities are available publicly, thus ensuring a viable and healthy community spirit and promoting a sense of community.

#### 4.1.6. Local Education Capacity

The main education centres are located within easy walking distance of the subject lands.

Recent funding approval has been granted to Coláiste an Phiarsaigh for a massive expansion, including 13 new classrooms. Once delivered this project will go some way to alleviate the huge demand for school places locally.

Future proposed development will necessitate the provision of a Crèche as part of the development, thus ensuring proper provision of childcare facilities without creating pressure on existing facilities.

**SUBJECT SITE:** There is adequate current and future provision of educational facilities to accommodate development upon the subject lands.

### 4.2. FUTURE DEVELOPMENT CONCLUSION

Having regard to the **National Planning Framework** and its vision for a modern inclusive Ireland, the subject lands offer a unique opportunity to provide Tier 1 residential lands within the forthcoming Development Plan to enable the planned, controlled and sustainable development of Glanmire.

**SUBJECT SITE:** The subject lands meet the criteria to be defined as Tier 1 Lands and as such offer a unique opportunity for the provision for residential development to meet the the ambitions of National Policy Objective 8.

#### National Policy Objective 8

To ensure that the targeted pattern of population growth of Ireland's cities to 2040 is in accordance with the targets set out in Table 4.1.

Table 4.1 | Ireland 2040: Targeted Pattern of City Population Growth

City	Population 2016	Population Growth to 2040 <sup>27</sup>		Minimum Target Population 2040
		% Range	People	
Dublin - City and Suburbs	1,173,000	20-25%	235,000 - 293,000	1,408,000
Cork - City and Suburbs	209,000	50-60%	105,000 - 125,000	314,000
Limerick - City and Suburbs	94,000	50-60%	47,000 - 56,000	141,000
Galway - City and Suburbs	80,000	50-60%	40,000 - 48,000	120,000
Waterford - City and Suburbs	54,000	50-60%	27,000 - 32,000	81,000

FIG 13: POPULATION GROWTH SOURCE: NATIONAL PLANNING FRAMEWORK





FIG 14: POTENTIAL LAND USE / QDM ARCHITECTURE



FIG 15: POTENTIAL LAND USE / QDM ARCHITECTURE





FIG 16: POTENTIAL LAND USE / QDM ARCHITECTURE





FIG 17: POTENTIAL LAND USE / QDM ARCHITECTURE





FIG 18: POTENTIAL LAND USE / QDM ARCHITECTURE





FIG 5: EXISTING LAND USE / QDM ARCHITECTURE / SOURCE: BING MAPS