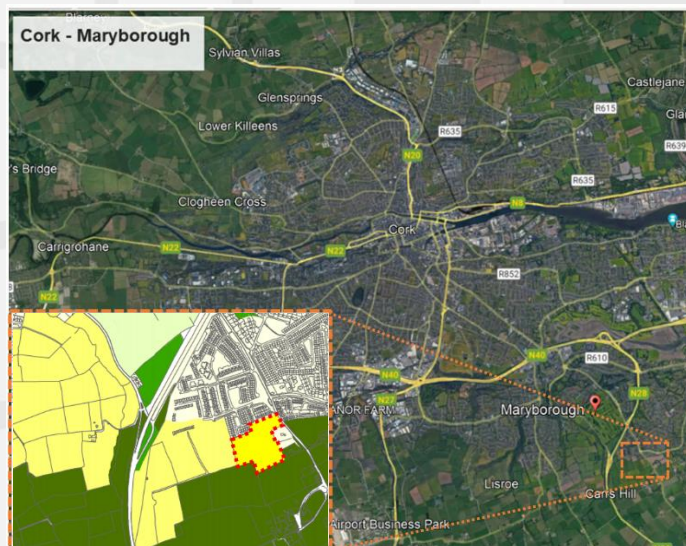


## Submission to Draft Cork City Development Plan 2022-2028

Amendment to Zoning of South City Environs at  
Maryborough, Douglas

September 2021



McCUTCHEON HALLEY  
CHARTERED PLANNING CONSULTANTS

# Document Control Sheet

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# 1. Introduction

This submission has been prepared by McCutcheon Halley Chartered Planning Consultants on behalf of Michael Cotter in response to public notices inviting submissions from third parties and interested parties on the Cork County Development Plan review in accordance with section 11(2)(bc) of the Planning and Development Act 2000.

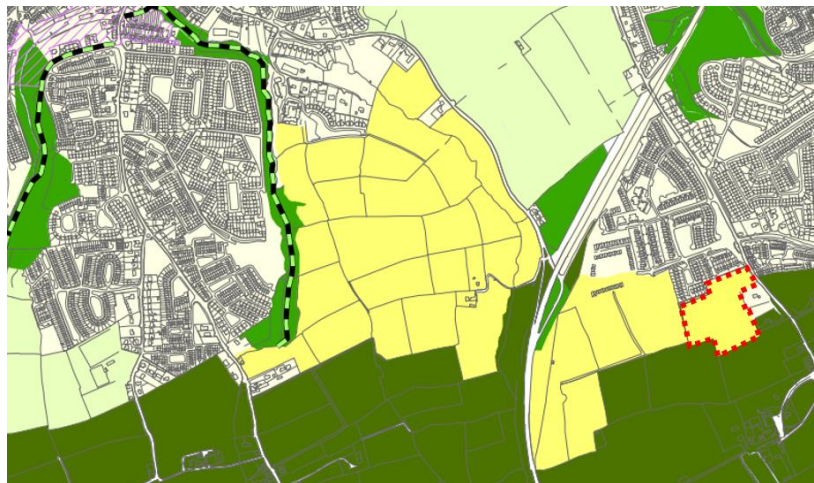
Our client welcomes the publication of the Draft Cork City Development Plan 2022-2028 and the opportunity to participate in the plan making process which will inform the future development including the delivery of homes in the lifetime of the plan and beyond.

Glenveagh Homes are currently building houses at 'Maryborough Ridge' which immediately adjoins the lands subject of this submission (to the west and north). Our client has the right to connect to the services at Maryborough Ridge, and the infrastructure, access and services were all appropriately designed and sized to service the lands subject of this submission.

That makes the lands subject of this submission fully services and 'ready to go'. As demonstrated by the demand for the houses currently under construction, there is a huge demand for residential development in this location in Douglas and we would ask the City Council to include these lands for residential development as an amendment to the draft Plan.

Accordingly, this submission requests the following provisions in the forthcoming CDP for Douglas:

- **Extend the ZO 02 New Residential Neighbourhoods zoning to include 3.8ha of additional lands (outlined in dashed red line).**



The remainder of this submission is structured as follows:

- Site Context
- Planning Policy
- Rationale for Submission Request
- Conclusion

## 2. Site Context

Our client's lands which measure approx. 3.8ha approximately, are located within the South Environs of Cork City. The site is located approx. 1.5km south of Douglas Village and approx. 5km south-east of Cork City Centre. The area has experienced significant growth in recent years due to its location and accessibility to major employment areas including the city centre and Ringaskiddy located approximately 7km south-west along the N28.

The subject site is located on gently sloping land within the townland of Maryborough and bounds established residential areas to the north/northwest and the recently permitted Glenveagh Homes 'Maryborough Ridge' Strategic Housing Development (SHD) to the west.



Figure 1. Site Location Aerial Image – site extent outlined in red inset

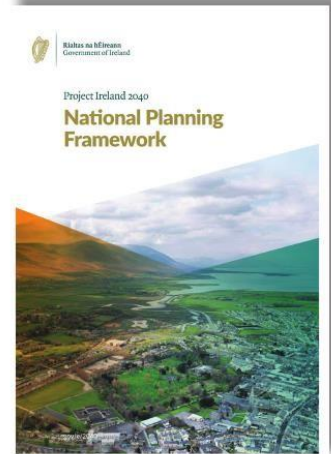


## 3. Planning Policy

### 3.1 National Planning Framework – Project Ireland 2040

In line with the recommendations set out in Rebuilding Ireland, the Government launched Ireland 2040, which comprises the National Planning Framework (NPF) and National Development Plan (NDP) 2018-2027. These plans aim to achieve balanced regional development by outlining a clear hierarchy for the urban centres outside the greater Dublin area, with Cork being promoted as the State's second city, fulfilling a nationally important role in counterbalancing the Capital.

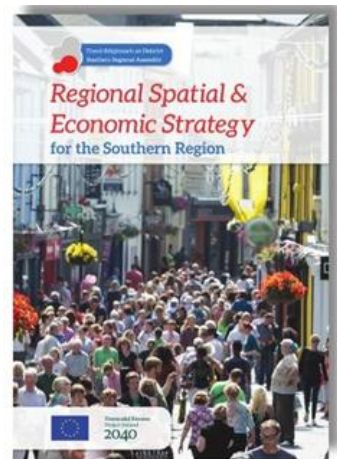
A core objective of the National Planning Framework is to build an average of 25,000–30,000 new homes annually to meet future planned needs of the population and deal with the demand-supply imbalance over recent years, in effect a doubling of annual housing output from 2016/2017 levels. According to the National Development Plan, Cork is expected to increase its population by 125,000 by 2040, which will require the provision of additional housing to accommodate 2,400 people every year up to 2040.



### 3.2 Regional Spatial & Economic Strategy (RSES) for the Southern Region

The RSES is a strategic document which provides the roadmap for effective regional development. The RSES identifies high-level requirements and policies for the Southern Region, setting out the high-level statutory framework to empower each local authority to develop CCDPs, Local Area Plans (LAPs) and LECs that are coordinated with regional and national objectives.

Objective RPO 9 and 10 of the RSES states that 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 facilities and to achieve compact growth and infill sites, the RSES seeks to 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.



### 3.3 Cork County Development Plan 2014

Up until the City Boundary extension in 2019, the subject lands were part of Cork County Council's jurisdiction and dealt with under the extant Cork County Development Plan 2014. In the 2014 CDP the western portion of the subject lands were located within the Metropolitan Greenbelt.

### 3.4 Cork City Draft Development Plan 2022-2028

In the Cork City Draft Development Plan 2022-2028, our clients' lands are zoned for a mix of existing residential or "ZO-01 Sustainable Residential Neighbourhood" and "ZO-21 City Hinterland".

Lands zoned as "ZO-01 Sustainable Residential Neighbourhood" (as shown in light yellow below in Figure 2) have the following objective: *"ZO-01: To protect and provide for residential uses and amenities, local services and community, institutional, educational and civic uses."* Lands zoned City Hinterland have the following zoning objective *"ZO 21: To protect and improve rural amenity and provide for the development of agriculture."*

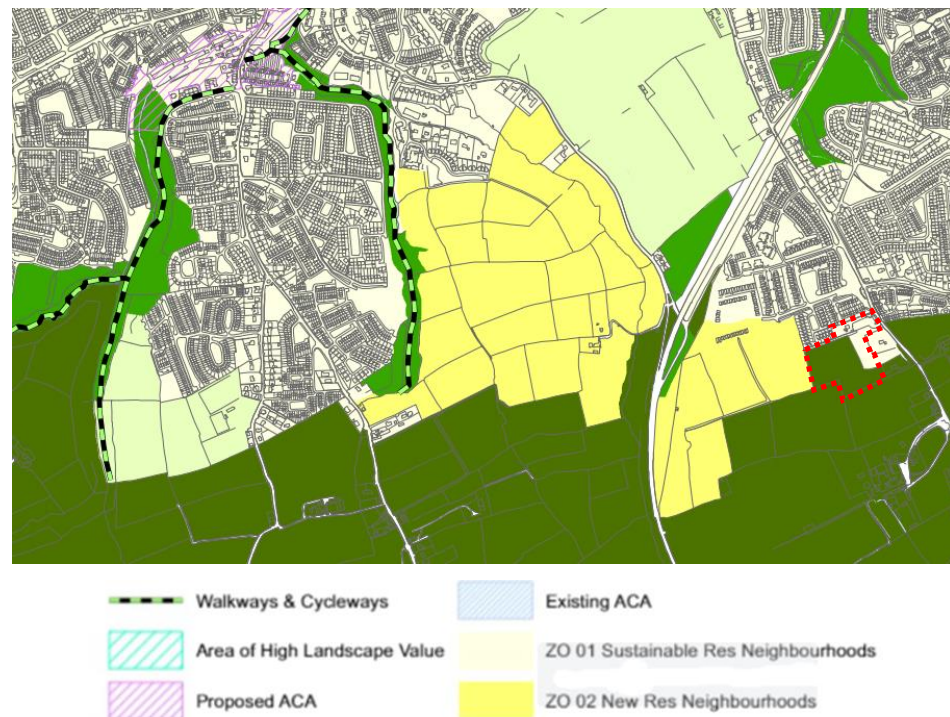


Figure 2: Extract of Zoning Map under Draft Plan

The adjoining lands to the west which have a permitted SHD development and are zoned ZO-02: *"to provide for new residential development in tandem with the provision of the necessary social and physical infrastructure."*

### 3.5 Cork Metropolitan Area Transport Strategy 2040

The Cork Metropolitan Area Transport Strategy (CMATS) 2040 was developed by the National Transport Authority (NTA) in collaboration with Transport Infrastructure Ireland (TII), Cork City Council and Cork County Council.

CMATS represents a coordinated land use and transport strategy for the Cork Metropolitan Area to cover the period up to 2040. It takes its lead from the NPF 2040 and the National Development Plan (NDP) 2018-2027 which envisages that Cork will become the fastest-growing city region in Ireland with a projected 50% to 60% increase of its population by 2040.

The Strategy provides a coherent transport planning policy framework and implementation plan to support the planning authorities land use zonings and to help promote higher densities along transport corridors. As part of the strategy a series of 'Bus Connects' corridors are proposed where existing transport corridors will be upgraded to provide priority for public bus services, including dedicated bus lanes. As can be seen from Figure 3, dedicated bus connects corridors are proposed along Maryborough Hill, Carrs Hill and Clarke's Hill/Moneygourney Road.

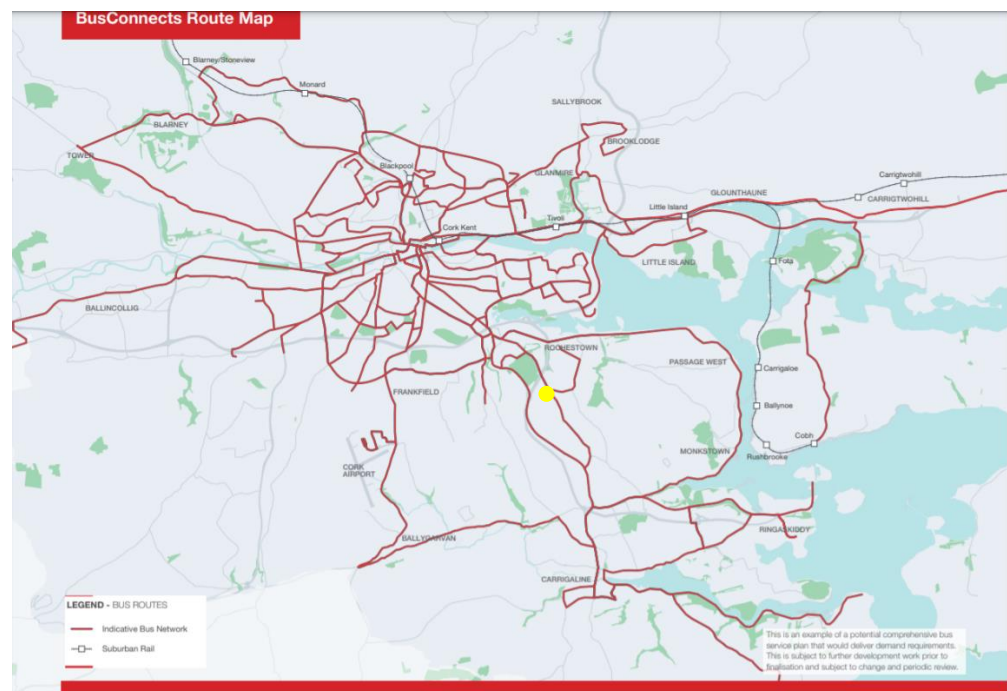


Figure 3: Extract of CMATS Bus Routes – site indicated as yellow dot

In addition to Busconnects, the Ballybrack Valley Greenway (Route Code: CSE-GW4) is a proposed new Greenway route linking from Domans Wood, across the north of Donnybrook Commercial centre, crossing the R851 and travels along the south west boundary of the Douglas Golf Club before connecting with a future Inter-urban route on the N28. The route links in with phase 1 (constructed) and phase 2 (not yet constructed) of the Ballybrack Valley cycle route – see Figure 4 below.



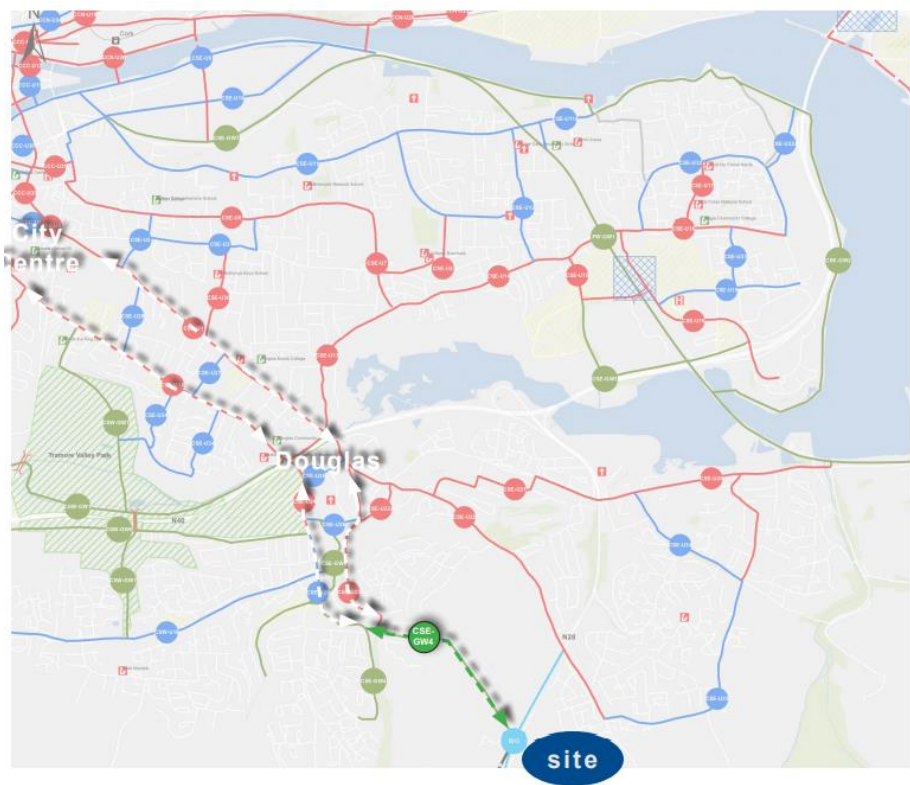


Figure 4: Extract from CMATS – proposed green routes

## 4. Rationale for Submission Request

Our client's lands comprise an infill site located between the existing residential areas to the east and north and the strategic housing development (SHD) at Maryborough Ridge to the west.

From a strategic perspective, the proposed zoning will provide for increased population growth in an area that is well served by existing infrastructure and public transport linkages and will promote sustainable modes of transport. The site is ideally placed for additional compact and infill development. The proposed site represents a significant underutilised site which adjoins existing development in an existing residential area, in close proximity to Douglas.

The western end of the subject site adjoins the SHD recently permitted to Glenveagh Homes by An Bord Pleanála for a total of 472 no. residential units (234 no. houses and 238 no. apartments/duplexes). As shown in Figure 5 below pedestrian/vehicular connections were included in that SHD development into the eastern boundary of our client's lands.

The site is within walking distance i.e. up to 10 minutes to good public transport options on Maryborough Hill (Bus Route 216, CUH to Mount Oval and Bus Route 220, Ballincollig to Carrigaline). The nearest high frequency bus service is located on Maryborough Hill, the 216-Route with a 30min frequency serving CUH and Mount Oval. The site is also within walking distance to the 220 servicing Ballincollig to Carrigaline via the City Centre with a frequency of 15mins.

The adjoining Maryborough Ridge development (CCoC Ref. No. 16/7271) included the provision of a bus stop within the 'Maryborough Ridge' estate located to the north of the subject site. This bus stop has been constructed and will provide connectivity to the wider area. The SHD also included the provision of a bus stop.

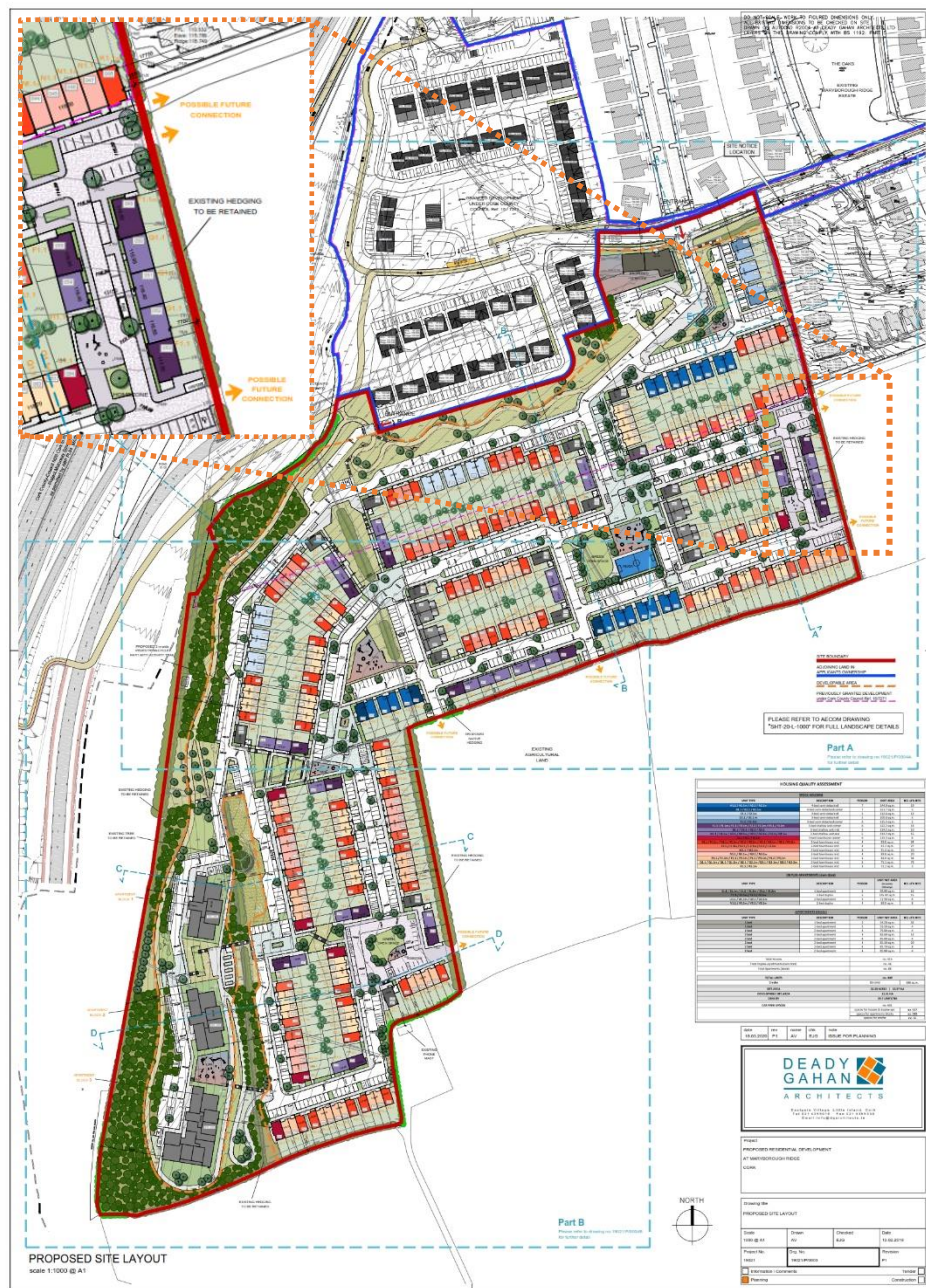


Figure 5: Connectivity to the permitted Glenveagh SHD (access points shown inset)

The proposed site will have access to the Ballybrack Valley Greenway Cycle Scheme (via Maryborough Ridge) when constructed. As can be seen from Route Code: CSEGW4) which links Carr's Hill to Donnybrook Old Village and the primary route from Douglas Village to the City Centre (see orange line in Figure 6). There is also pedestrian/cycle access to and from Maryborough Hill.



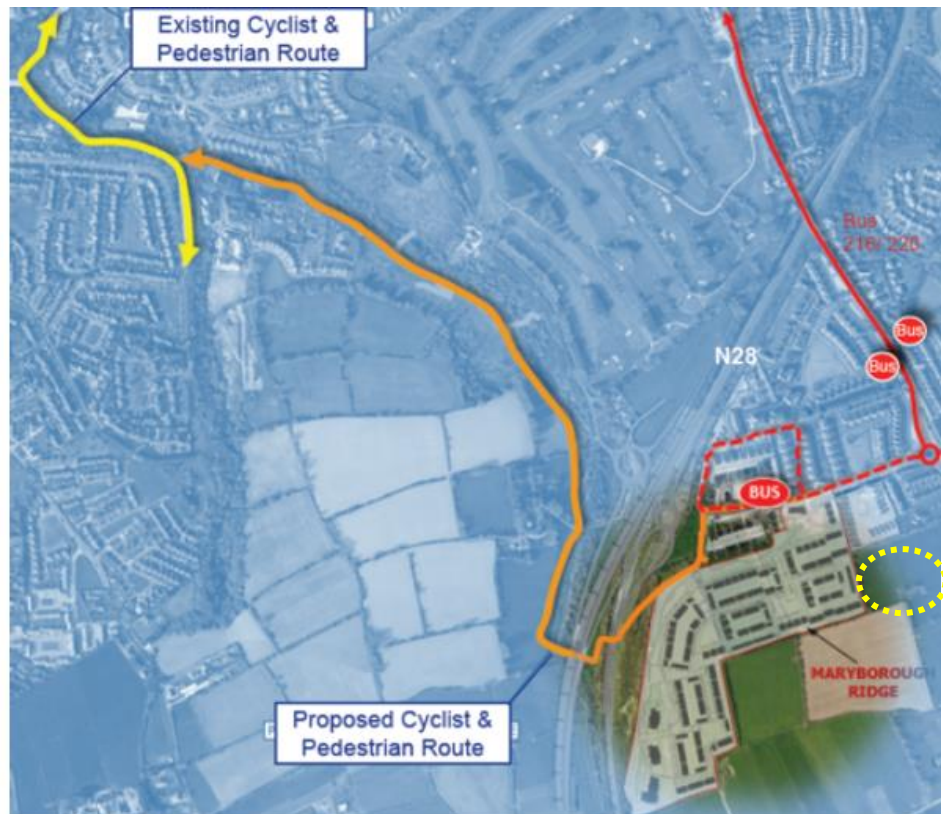


Figure 6: Ballybrack Valley Greenway Cycle Scheme (orange line) – site indicated in yellow dotted line

The lands are located close to the neighbourhood centres of Maryborough Hill and Broadale which provide for social infrastructure facilities such as pharmacies, shops, nursing home, crèche and sport clubs. All are accessible within a 15 min. walk from the site.

The Neighbourhood Centre of Mount Oval is within 30 min. walking distance from the site and provides a wider range of services including primary school, supermarket and pubs. The future Ballybrack Greenway will provide safe and convenient access to Douglas Village within a 10 min. cycle. Douglas village provides multiple types of social infrastructure services including two shopping centres, bars, restaurants, cinema, schools, medical centre and church.





Figure 7: Facilities located within walking distance of the site (site highlighted in yellow. Maryborough SHD shaded red)

In relation to childcare and schools, there are 18 no. creches, 8 no. primary schools and 4 no. post-primary schools existing within close proximity to the site. In addition, a 24 classroom Educate Together primary school, located at Carr's Hill, approximately 1km from the subject site, has received planning permission (Cork County Council ref. 18/5369/ABP ref. 302924-18). The completion of this new school will lead to a capacity of 660 school places, an increase of 294 places on current the number of students in the existing Rochestown Educate Together school, which will be relocated to the new site at Carr's Hill.

The total enrolment of primary school children in the 8 no. existing schools in the area is 3,660 pupils and this increases to 4,260 when the permitted Educate Together school is included. The total enrolment of post-primary schools in the 4 no. existing schools is 2,622 pupils.

The 8 no. primary and 4 no. post-primary schools located in the study area are all within a 10-20 minute travel time or 5 km radius of the proposed site.



Figure 8: Primary and Post-Primary School Locations

There is a total of 18 no. childcare facilities. The location of these facilities is outlined in Figure 9 below. These are also within a 10-20 minute travel time or 5 km radius of the proposed site.

There is also an extant planning permission (Cork County Council ref. 16/7271) for a crèche facility of 96.4m<sup>2</sup> with the capacity to accommodate 20 no. children in the existing portion of the Maryborough Ridge Estate, to the north of the site. This will be constructed under the 16/7271 permission as part of Phase 1, which is currently under construction. A crèche facility of 586m<sup>2</sup>, capable of accommodating up to 80 children forms part of the adjoining SHD site.

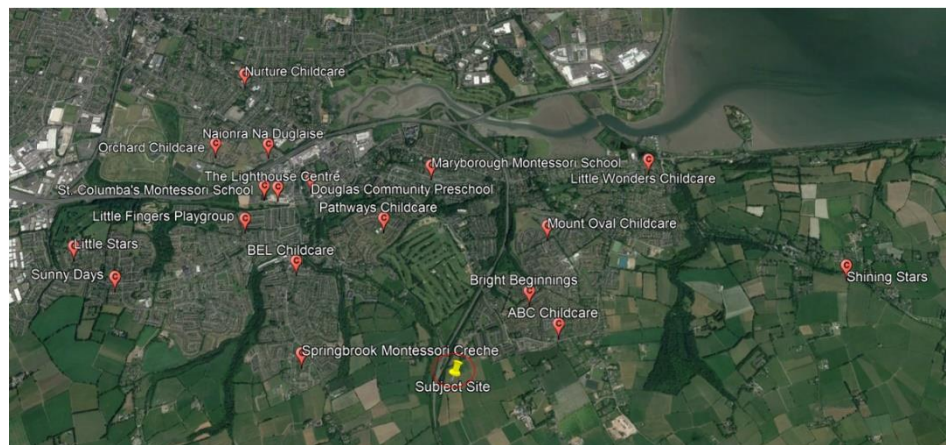


Figure 9: Locations of Childcare Facilities

Overall therefore the site is very well served by transport, infrastructure and community facilities and would provide a logical and sustainable extension to the existing residential zoning in the area.



## 5. Conclusion

In the Cork City Draft Development Plan 2022-2028, our clients' lands are zoned for a mix of existing residential or "ZO-01 Sustainable Residential Neighbourhood" and City Hinterland.

This submission requests the following provisions in the forthcoming CDP for our clients lands in Maryborough, Douglas:

**Extend the ZO 02 New Residential Neighbourhoods zoning by 3.8ha** for the following reasons:

- It is an infill site and logical extension of the adjoining SHD development;
- The site is fully serviced and 'ready to go';
- It is served by a greenway and 3 no. BusConnects routes;
- The area is very well served by social, community and commercial services.

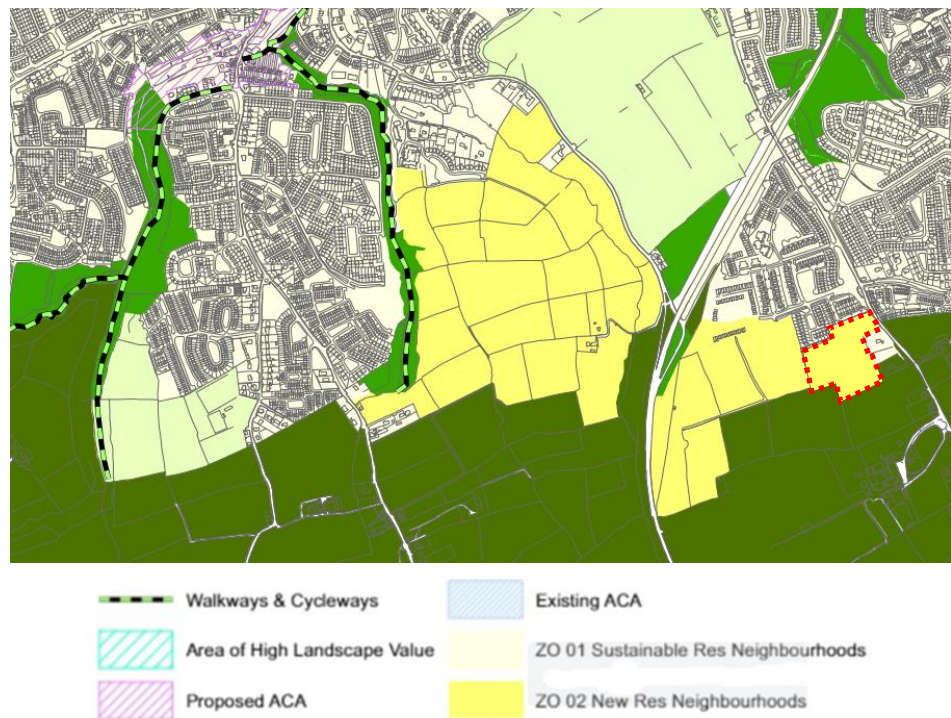


Figure 10: Proposed Zoning at Maryborough

We respectfully request that the planning authority give consideration to the issues raised in this submission and we trust that our submission will be taken into account as part of the consultation process for the review of the Cork City Council Development Plan.