

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

For Development at Sallybrook, Glanmire, Cork  
on behalf of DCN Developments Ltd.

**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 DCN Developments Ltd., in response to public notices inviting submissions from third parties and interested parties on the Cork City 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 of Cork City.

DCN are currently building houses at 'Glashaboy Woods' and 'Glashaboy View' – immediately adjoining the lands subject of this submission. When our client previously got permission at Glashaboy, they made sure that 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 serviced 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 Glanmire 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 Glanmire:

- **Extend the ZO 02 New Residential Neighbourhoods zoning to include our clients' lands.**

This submission is structured as follows:

- Site Context
- Planning Policy
- Rationale for Submission Request:
  - Suitability of Site for Residential Development
  - Supporting Infrastructure
  - Retention of a Compact Settlement
- Conclusion

## 2. Site Context

Glanmire is located c. 9km from Cork City Centre with the settlement running parallel to the M8 Cork to Dublin motorway. Glanmire is comprised of several areas including Glanmire Village, Hazelwood, Riverstown and Sallybrook and is a large residential area located within Metropolitan Cork. The population of Glanmire, is 9,903 persons, making it the second largest of the four new 'Urban Towns' forming part of the expanded city area. Following a boundary extension in May 2019, the entire Glanmire area is now under the administration of Cork City Council.

The area is separated from the old city boundary by a narrow strip of green belt land which has played a strategic role in keeping the city suburbs and Glanmire separate and has helped maintain agricultural/open space land between the two areas. Glanmire was once a collection of small villages but has grown to become an important settlement within Metropolitan Cork and now within the expanded city area.

Glanmire is a local service centre for the town and its wider hinterland with a strong retail presence and significant numbers employed in the service sector. The area is home to a number of Small-Medium Size Enterprises (SMEs) with many located at the Glanmire Business Park, Brooklodge Business Park and Sallybrook Industrial Estate. Its proximity to the large employment areas of Little Island and Carrigtwohill, as well as Cork City Centre, coupled with good connectivity to the wider metropolitan area, makes Glanmire an attractive location in which to reside.

The land which is subject of this submission measures approximately 10.93ha. The site is currently under agricultural use. The site expands across a hilled area in Sallybrook, with the site sloping downward in a southerly direction. The site enjoys a number of outward views, in particular; glimpses of Spring Hill across the valley to the west, forestry and agricultural land to the east, as well as the residential areas to the north, with agricultural land and St. Stephens Hospital located beyond.

The site is accessible via the recently constructed Glashaboy Woods and the under construction Glashaboy View estate both located to the north of the site. More informal points of pedestrian access were also noted along the southern boundary, with evidence of pathways formed over existing walls and through hedgerows. The site boundaries are formed of the existing mature hedgerows, particularly to the north, east and west. Along the southern boundary sits a relatively high stone wall which has decayed in parts and has become overgrown with vegetation. Internal field boundaries are formed of both mature hedgerows and traditional drystone walls which have been overgrown with vegetation. These are generally in good condition but require supplemental planting in parts.

The area surrounding the site is characterised by a mix of uses including residential, retail, industrial and agricultural. The subject site sits between the residential developments known as 'Glashaboy View', 'Glashaboy Woods' and 'Crestfield'.





Fig 1: Location of site (hatched yellow) at Sallybrook, Glanmire, Cork.

Our clients are developing the last remaining section of Glashaboy View (immediately adjoining our clients lands to the north) and if these further lands are zoned, would be in a position to commence construction immediately, and in turn help address the acute shortage of **served residential land** and housing units in Glanmire.

## 3. Planning Policy Context

### 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.

The NPF highlights the urgent requirement for a major uplift of the delivery of housing within the existing built-up areas. According to the NDP, a key tenet to achieving these ambitious housing targets is through compact growth. This compact growth model focuses on the prioritisation of housing development in locations within and contiguous to existing urban footprints where it can be served by public transport, walking and cycling.

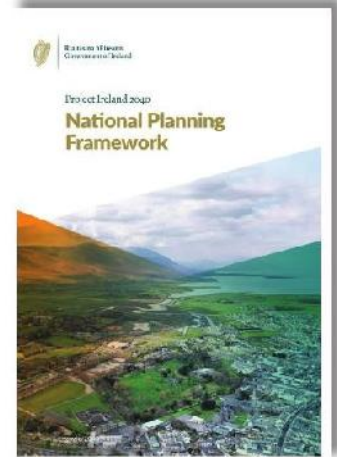
#### Key Facts and Figures:

- The Population of Ireland will increase by around one million people or by 20 % over 2016 levels by 2040;
- The population aged over 65 will more than double; and
- Need for at least an additional half a million new homes by 2040.

#### Compact Growth Objectives:

- Targeting a greater portion (40%) of future housing development to be **within and close to the existing 'footprint' of built-up areas**; and
- Future homes are required to be located where people have the best opportunities to access a high standard quality of life.

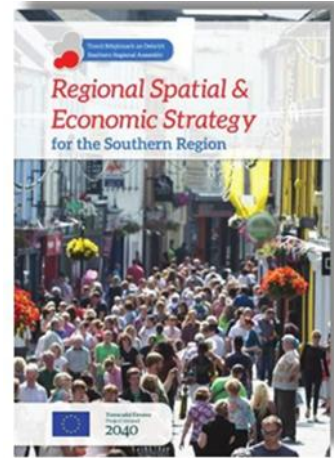
To address rural decline, a significant proportion of national population and economic growth will be targeted at building up the fabric of our network of smaller towns, villages and rural areas with much of that happening by redeveloping derelict and under-utilised lands inside small towns and villages.



### 3.2 Regional Spatial & Economic Strategy for the Southern Region

RSES is a strategic document, which 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 LECPs that are coordinated with regional and national objectives.

RSES identifies towns as the local drivers for their surrounding areas. It is an objective of the RSES to ensure that development plans tailor the appropriate planning response to the scale, nature and location of the settlement.



### 3.3 Cork County Development Plan 2014

The Cork County Development Plan 2014 identifies Glanmire as being a Metropolitan town. The objective of the Cork County Development Plan 2014 is to:

*“CS 4-1: Recognise the importance of the role to be played by Metropolitan Cork in the development of the Cork ‘Gateway’ as a key part of the Atlantic Gateways initiative and, in tandem with the development of Cork City, to promote its development as an integrated planning unit to function as a single market area for homes and jobs where there is equality of access for all, thorough an integrated transport system, to the education and cultural facilities worthy of a modern and vibrant European City.”*

The Cork County Development Plan (CDP 2014) establishes a hierarchical network of settlements in the County, allocating related population and housing growth projections. Glanmire is located within the Metropolitan Cork Area and is designated as a ‘Metropolitan Town’ which forms part of the ‘Cork Gateway’ and is located where major population, employment and housing development is encouraged and where the following strategic objective applies:

*“Critical population growth, service and employment centres within the Cork “Gateway”, providing high levels of community facilities and amenities with infrastructure capacity high quality and integrated public transport connections should be the location of choice for most people especially those with an urban employment focus.”*

Policy CS 4-1 prioritizes certain locations, including Glanmire, to accommodate the planned population growth in the Cork Gateway region:



*"n) In the Cork Gateway, development to provide the homes and jobs that are necessary to serve the planned population will be prioritized in the following locations... Glanmire (Dunkettle),..."*

The County Development Plan 2014 establishes a population target of 10,585 for Glanmire representing growth of just 1,205 people on Census 2011 figures (8,924). In order to accommodate this level of population growth, it is estimated that an additional 1,320 housing units will be required during the period 2011-2022.

### **3.4 Cobh Municipal District Local Area Plan 2017**

Glanmire is designated as a 'Main Town' in the current Cobh Municipal District Local Area Plan (LAP) 2017. The Cobh Municipal District LAP sets out a clear vision for the town of Glanmire as follows:

*"Glanmire is one of the key growth centres in Metropolitan Cork. The vision for the Metropolitan area, as set out in the Cork County Development Plan 2014, is to facilitate its development as the main engine of population and employment growth in the South West region. Glanmire will play a significant part in realizing the overall aims for Metropolitan Cork by delivering additional population growth in tandem with incremental retail growth, high quality social and community facilities and improved transport linkages while protecting its attractive woodland setting transport system, to the education and cultural facilities worthy of a modern and vibrant European City."*

The LAP acknowledges that the town has the potential to play a significant future role in the development of Metropolitan Cork, considering its ability to provide a strong supply of housing and business land in close proximity to the City.

The subject lands are located within the settlement boundary of Glanmire as defined by Zoning Map of the 2017 Cobh Municipal District Local Area Plan.

### **3.5 Draft Cork City Development Plan 2022-2028**

The Draft Cork City Development Plan (CDP) sets out Cork City Council's policies for the development of Cork City to 2028 and beyond. It establishes the following vision for Cork City:

*"The Strategic Vision is for Cork City to take its place as a world class city, driving local and regional growth, embracing diversity and inclusiveness and growing as a resilient, healthy, age-friendly and sustainable compact city with placemaking, communities and quality of life at its heart."*

In the Draft CDP Glanmire is identified as one of the four 'Urban Towns'. The Role in the Core Strategy of the Urban Towns is as follows:

*"Phased delivery of strategic sites by targeting growth proportionate to the existing population within the four urban towns. All development shall focus on prioritising walking, cycling and public transport use. Apply a mixed-use approach to regenerating key underutilised locations. Use a range of designs and densities that reflect and enhance the individual character of each town."*

Our clients' lands are situated within the development boundary of Glanmire town and are zoned ZO 18 Landscape Preservation Zone where the following objective applies:

*"To preserve and enhance the special landscape and visual character of landscape Preservation Zones."*

Section ZO 18.1 of the draft plan goes on to state that:

*"These areas have been identified due to their sensitive landscape character and are protected due to their special amenity value, which derives from their distinct topography, tree cover, setting to historic structures or other landscape character."*

With regards development of these sites, Section ZO 18.2 of the draft plan states:

*"Many of these sites have limited or no development potential due to their landscape character. There is a presumption against development within this zone, with development only open for consideration where it achieves the specific objectives set out in Chapter 6 Green and Blue Infrastructure, Open Space and Biodiversity."*



Fig 2: Subject lands outlined in red.

## 4. Rationale for Submission Request

The purpose of this submission is to request that Cork City Council zone our client's entire landholding for residential use. This section of the submission discusses and provides a rationale for this request. Our client has a strategic land holding in Glanmire that is fully serviceable and available for development. Irish Water have confirmed capacity for an additional 150 no. units in this area and the site has access to all relevant infrastructure including a foul and surface water network which has been sized to cater for additional units on this land. The lands also have access to vehicular and pedestrian routes which have again been sized to cater for additional units. If Glanmire is to deliver on its strategic function as one of the four 'Urban Town's', driving growth at a sub-regional level, the strategic planning policy context must support viable housing development during the lifetime of the forthcoming Development Plan, on lands such as our clients' land holding

### 4.1 Suitability of Site for Residential Development

The subject site is currently zoned 'GM-O-01' within the current Cobh Municipal District LAP. As part of the Draft Cork City Development Plan, it is proposed to zone the site as ZO 18 Landscape Preservation Zone where it is an objective *"to preserve and enhance the special landscape and visual character of landscape Preservation Zones."*

In terms of settlement typology, Glanmire is identified as one of the 4 'Urban Towns' in Cork City, where it is a vision for Cork to 2028 to take its place as a world class city, driving local and regional growth, embracing diversity and inclusiveness and growing as a resilient, healthy, age-friendly and sustainable compact city. It is therefore necessary to reserve land readily available for development to facilitate these objectives.

Glanmire is located adjacent to the M8 Cork-Dublin motorway which is to the east of our client's landholding. The town has numerous bus services to Cork City, and beyond which serve the town at numerous times throughout the day, Monday to Friday. The town also benefits from a range of local services including schools, church, post office, childcare facility, convenience shops, community centre and public houses. The lands have direct pedestrian and cyclist links to Glanmire town centre via existing footpaths within Glashaboy View and Glashboy Woods to the north of the site. These links will also enhance the amenity infrastructure for residents and promote more sustainable modes of transport within Glanmire.

The site, the subject of this submission, is strategically located to the north of the town. It is within walking distance of the key town services and less than 500m from a public transport corridor. The site also has access to key infrastructure services as detailed at Section 4.2 of this submission.





Fig 3: Subject lands highlighted in red.

It is imperative that the forthcoming development plan is cognisant of the important role Glanmire will play within the settlement hierarchy in Cork City. It will be critical that the new core strategy sets robust policy guidance to ensure sufficient land is zoned to meet the projected increase in market demand and to ensure viability of the Urban Town. Our client's site, is available and deliverable and will provide the opportunity to design residential development that prioritises walking, cycling and public transport

and reduces car dependency, as well as contributing to local infrastructure improvements. This is in line with key national objectives to achieve compact and sustainable led growth.

As can be seen from the image below our client's lands have the capacity to accommodate a range of house types which will form a continuation of the 'Glashaboy View' development. These units can be provided in the short to medium term. Irish Water have confirmed capacity for an additional 150 no. units in this area and the site has access to all relevant infrastructure including vehicular and pedestrian access and waste water and surface water drainage. The development of this site will ensure the most effective use of land, infrastructure and resources, while balancing the need to retain the character, landscape, urban form and environment qualities of Cork City.



Fig 4: Potential development at Sallybrook, Glanmire.



### Suitability of our client's land for residential development

Paragraph 4.12 of the Development Plan Guidelines advises that the following criteria should be used to determine whether a particular parcel of land should be zoned:

1. Need
2. Policy Context
3. Capacity of Water
4. Drainage and Roads Infrastructure
5. Supporting Infrastructure and Facilities
6. Physical Suitability
7. Sequential Approach
8. Environmental and Heritage Policy

The need and policy context have already been discussed above. This section will therefore address the criteria listed under items 3 to 8 above.

#### **Capacity of the Water Network & Wastewater Drainage**

Our clients land at Glanmire have access to existing foul and storm water drainage and can cater for immediate residential development. Both the foul sewer and the surface water system within the existing site in Glashaboy View development have both been upsized to a 225 Wavin pipe to cater for potential additional housing on the subject lands.

#### **Roads Infrastructure**

In relation to the strategic road's infrastructure Glanmire has benefited from the M8 Cork-Dublin Motorway, which has improved the environmental quality of the town and increased accessibility to Cork City and other areas. The site is situated less than 1km from junction 18 which provides direct access to the M8.

The site also has good road access onto the R639 which provides a direct link to the surrounding areas. All roads within the existing Glashaboy Woods and Glashaboy View developments are 7 m on the bends and between 6m and 6.5 in width to cater for the additional traffic resulting from the development of the subject lands.

#### **Supporting Infrastructure and Facilities**

Glanmire also has good access to a wide range of facilities. Facilities within the town include shops, schools, a church, convenience shops, pubs and restaurant's, banks, credit unions and a post office. The town is also served by a frequent bus service to Cork City and beyond. The inclusion of the lands subject of this submission, which are in close proximity of the town centre and within walking distance of important facilities will help to optimise the use of the infrastructure serving the town.

#### **Physical Suitability**

Our clients' lands have a number of advantages that make them ideally suited for residential development. They have access to existing services and

infrastructure to facilitate an immediate delivery of residential development and there is easy access to the M8 Cork – Dublin motorway.

### **Sequential Test**

The lands lie adjacent to the existing developments of Glashaboy Woods and Glashaboy View both of which our client has developed making it a natural progression for the development of the area. Sequentially the lands are the nearest location to our clients existing developments, making it the most logical expansion for residential development. It will integrate and successfully link existing and proposed future development sites providing for a compact development form, which maximises strategic locational benefits.

### **Environmental and Heritage Policy**

The site is not affected by any environmental and/or heritage designations and therefore is eminently suitable for development.

## **4.2 Supporting Infrastructure**

The accessibility of new development, both in terms of access to services and existing and proposed transport routes should be a key principle in terms of zoning lands for development in the forthcoming development plan. Our client's site has access to existing foul and storm water drainage and can cater for immediate residential development. The subject lands at Sallybrook benefits from excellent connections in terms of accessibility to the town centre and to existing schools and services in the area This is due to the location of this infill site which is situated between the Glashaboy View and Crestfield residential estates.

As can be seen from Fig 3 and 4 above, the lands have excellent links to the town centre. These connections, including direct footpath connections and pedestrian crossings to the main services within Glanmire, have already been provided. Bus stops are also already in place within close proximity to the lands which facilitate the provision of regular bus services to Cork City centre and beyond. It is submitted therefore that the lands are fully serviced and available for development.

As noted previously in this submission, Glanmire is strategically located to the northeast of Cork City and remains the biggest Urban town in Cork City. The town has a direct connection to the M8 motorway between Cork and Dublin cities.

The development of our clients' lands will free up lands for residential development and allow the sequential development of our client's site. This is consistent with the RSES which notes that "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". The integration of appropriate footpaths and cycling infrastructure, would provide a safer and more accessible environment for residents to access the town and would also enhance connectivity.

### 4.3 Compact Settlement

As noted previously, the vision for Cork is to grow the city as a sustainable compact city. Glanmire is located to the eastern periphery of Cork City with the City Hinterland to the west and the Metropolitan Greenbelt sitting tightly against the eastern development boundary of Glanmire, with minimal areas of developable land existing within the settlement itself. The subject site zoned as open space is under private ownership and serves as passive open space with a primarily visual value, noted specifically in the LAP as the importance of the hillside to the setting of the area.

While this value is respected, the site represents a significant area of underutilised land within Glanmire. The proposed site is one of the largest tracts of land within the settlement boundary which has the potential to accommodate residential development. Rezoning of the land would promote the protection of the surrounding greenbelt and be consistent with the vision of the draft plan which promotes compact development.

The location of the subject site also acts as a physical barrier between development in the northern and southern parts of the town. By zoning this land for residential development, less visible areas of the site (i.e. along the southern and western boundaries beyond the apex of the slope and behind existing mature hedgerows and proposed tree belts) could accommodate residential development. This would create permeability through the site, increasing connectivity, particularly for cyclists and pedestrians through this area of Glanmire. This would support the role of the urban town which seeks to promote development that focuses on:

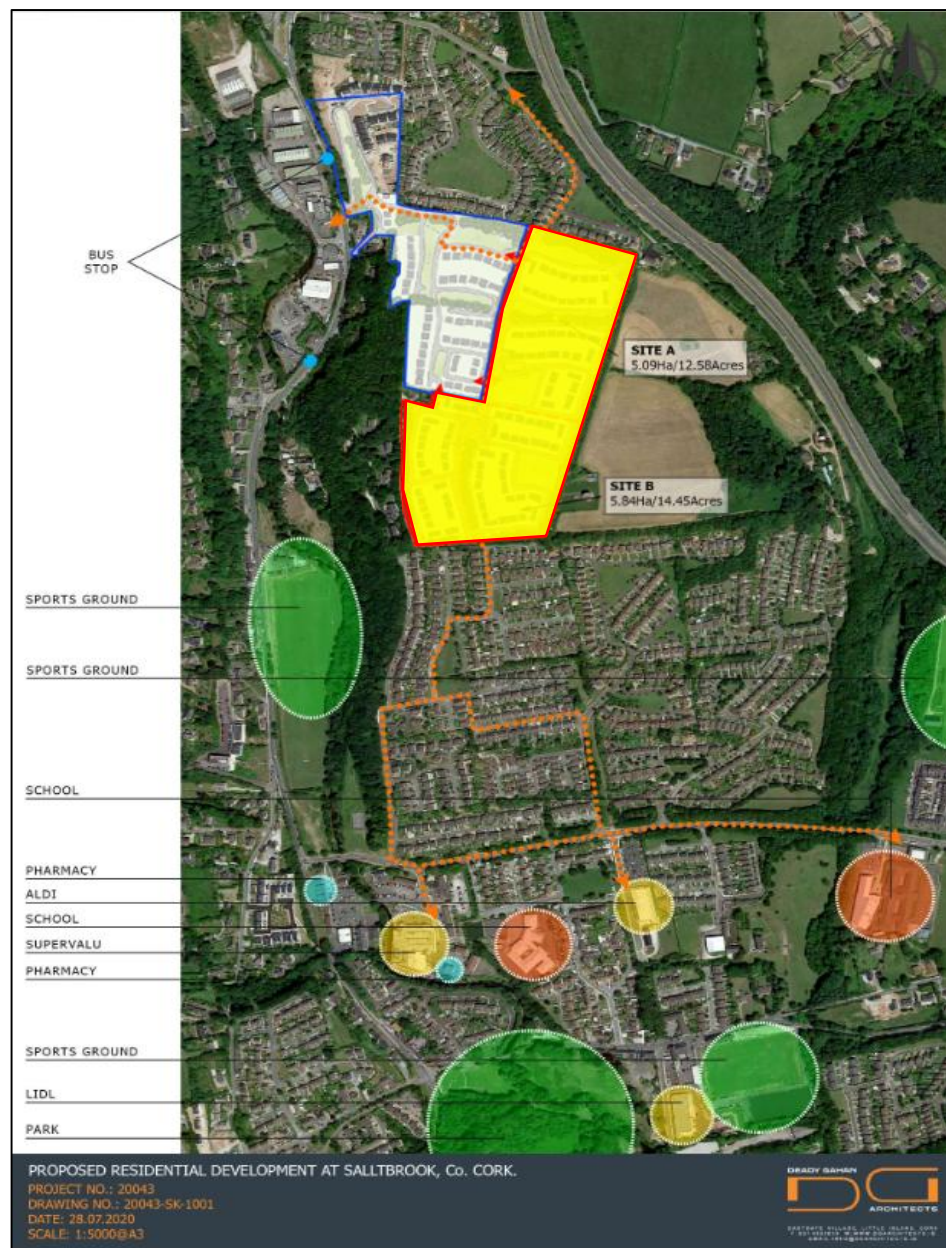
*“... prioritising walking, cycling and public transport use...”*

## 5. Conclusion

On behalf of our clients, we would be grateful if this submission could be given careful consideration during the preparation of the Cork City Development Plan 2022-2028.

As set out in detail above, we submit that the forthcoming Cork City Development Plan should consider Glanmire with a stronger approach to development. The main points of this submission are summarised as follows:

- **The Council extends the ZO 02 New Residential Neighbourhoods to include our clients' lands.**



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.

Please do not hesitate to contact us if you have any queries.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Cora Savage', with a stylized flourish at the end.

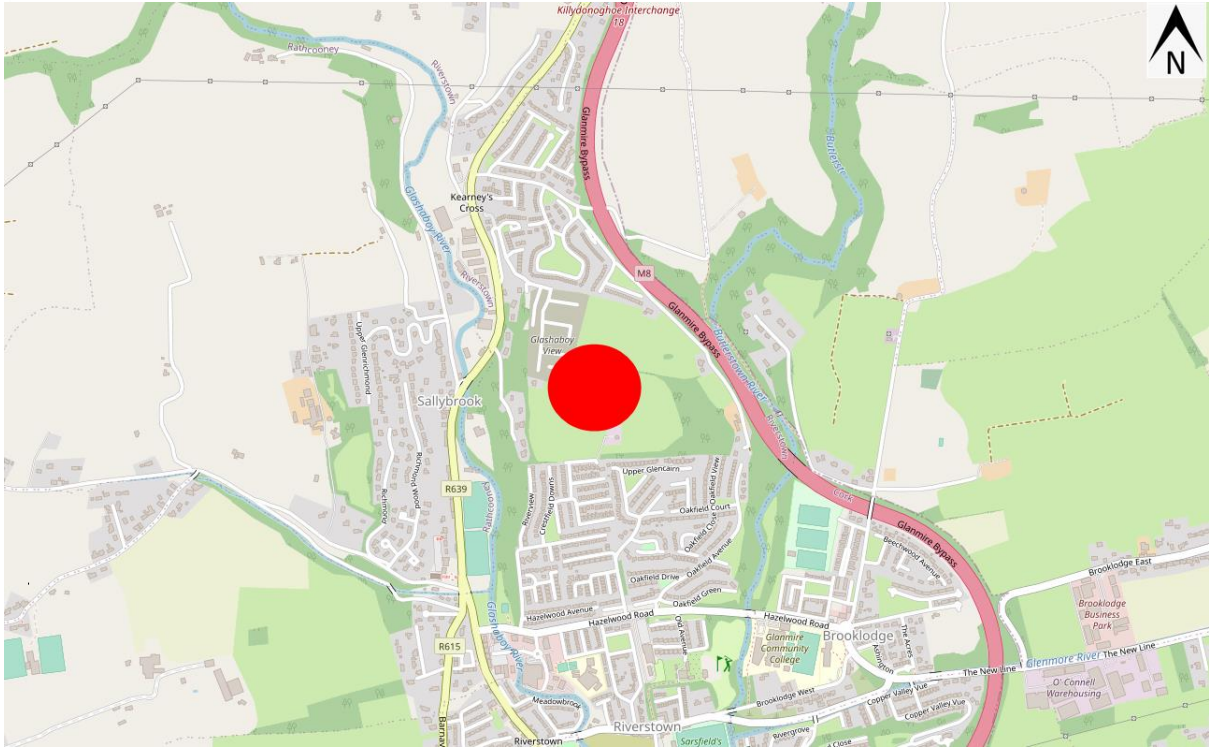
Cora Savage

**McCutcheon Halley**



**DCN Developments Ltd.**

## Proposed Amendment to Zoning in Glanmire



### Site Infrastructural Assessment Report

**October 2021**



**MHL & Associates Ltd.**  
**Consulting Engineers**



### Document Control Sheet

<b>Client</b>	DCN Developments Ltd.
<b>Project Title</b>	Proposed Amendment to Zoning in Glanmire
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## 1 INTRODUCTION

M.H.L. & Associates Ltd. Consulting Engineers have been engaged by DCN Developments Ltd. to provide design expertise for lands under their ownership. These lands are located in Sallybrook, Cork.

This report makes representation for our client with respect to Cork City Council's preparation of the new Development Plan 2022- 2028.

This submission relates specifically to our client's interests in land to the east of Sallybrook, located adjacent to the Glashaboy Housing Development and west of the M8 as noted in Figure 1.1. This submission highlights the potential of these lands that are currently not zoned for development in the Draft Development Plan 2022-2028.

It is proposed that the zoning development boundary should be extended to include the subject lands and that they be zoned for New Residential Neighbourhoods ZO 02. At present, the lands are zoned as ZO 18 landscape Preservation Zones.

We ask that the council take account of the potential of these lands by identifying these areas for future zoning in the new Cork City Development Plan and prioritising these sites which are capable of meeting future growth targets for the area.



**Figure 1.1 Location of proposed development.**

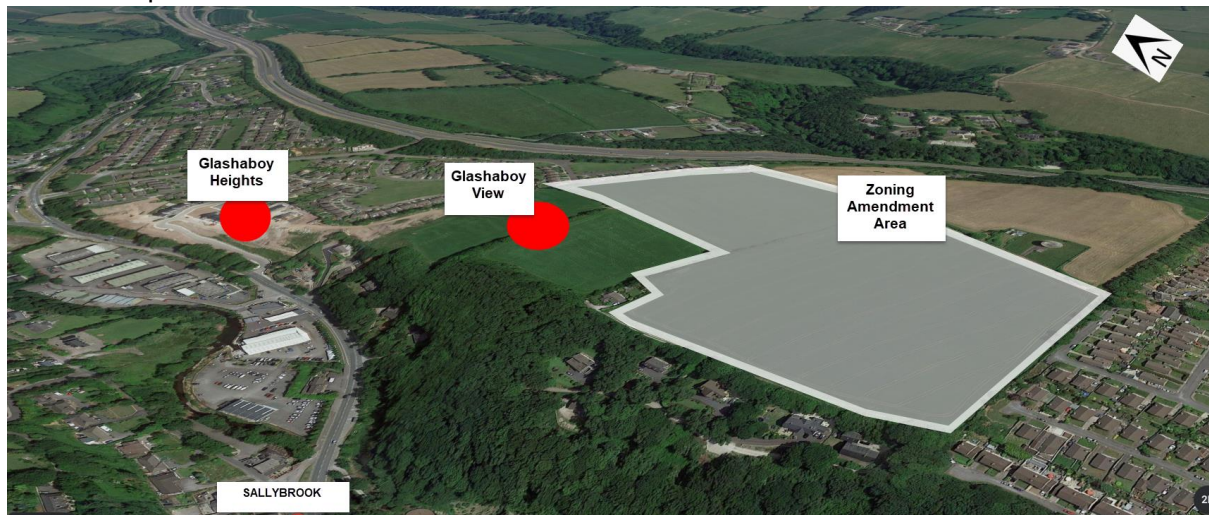
This report was prepared to accompany the Zoning amendment submission documents submitted to Cork City Council. It details the infrastructural assessment of the existing site in terms of topography, existing services provision, junction connections, wider road network links and public transport services.



## 2 EXISTING SITE

A client's lands in question are greenfield sites, located between Glashaboy View Estate and Hazelwood, are particularly well positioned, and serviced for future residential development, surrounded by neighbouring residential estates and urban infrastructure in the form town services, shops, etc.

These greenfield sites lie adjacent to the existing developments of Glashaboy Woods and Glashaboy View, both of which our client has developed. During development of these sites, DCN Development Ltd. made a conscious decision to ensure the lands directly adjoining Glashaboy View could be serviced by installed infrastructure. Both the foul and surface water system within the Glashaboy View have been upsized to a 225mm pipe to cater for potential additional housing on the lands. All roads within the Glashaboy Woods and Glashaboy View developments are between 6-7m to cater for additional traffic from the development of these lands.



**Figure 2.1 Existing site**

As noted, DCN Developments Ltd. have to date successfully developed the adjoining lands to the west of proposed zoning amendment area with the construction of:

### Planning ref: 174560 Cork County Council

Residential development of 15 no. dwelling houses (change of house type on site no's 23 to 27 and change of finished floor levels on site no's 28 to 37 from that permitted under An Bord Pleanála Ref. PL.04.244855/Council Ref 14/6314) and all associated ancillary development works including changes to the internal road levels.

### Planning ref: 184551 Cork County Council

89 no. dwelling houses as an extension of the existing 'Glashaboy Woods' estate. The proposed development consists of 1 no. 4 bed unit, 26 no. 4 bed units with an optional attic conversion, 2 no. 3 bed units, 54 no. 3 bed units with optional attic conversion and 6 no. 2 bed units.

All associated ancillary development works including vehicular and pedestrian access, parking, footpaths, drainage, landscaping and amenity areas and the proposed minor diversion of 38kv overhead line currently traversing the site at 'Glashaboy Woods' were carried out by DCN Developments Ltd.

### 3 PRELIMINARY DEVELOPMENT PROPOSALS

The aspiration of our client is to provide quality residential housing for Glanmire and the wider Cork area. The development proposals for the greenfield sites would be similar to the nearby developed sites of Glashaboy Woods and Glashaboy View.

A preliminary development layout has been provided by Deady Gahan Architects in Figure 3.1 showing the potential land use and street layouts envisioned. This preliminary layout shows outline vehicle and pedestrian connectivity links into the nearby estates and wider Sallybrook area.



**Figure 3.1 Proposed site layout. (Deady Gahan)**

The total area proposed for amended zoning is just under eleven hectares, comprising of Site A with 5.09Ha/12.58Acres and Site B with 5.84Ha/14.45Acres.



### 3.1 Local Amenities provision

As note in Figure 3.2 produced by Deady Gahan, the available local amenities within close proximity to the site makes the amendment to the zoning of these lands very appropriate with excellent connectivity provided locally through the adjoining estate footpath and road networks, making the location very appealing to prospective future residents.



**Figure 3.2 Nearby local services within proximity of site. (Deady Gahan)**

## 4 PUBLIC TRANSPORT FOR THE AREA

### 4.1 Overview

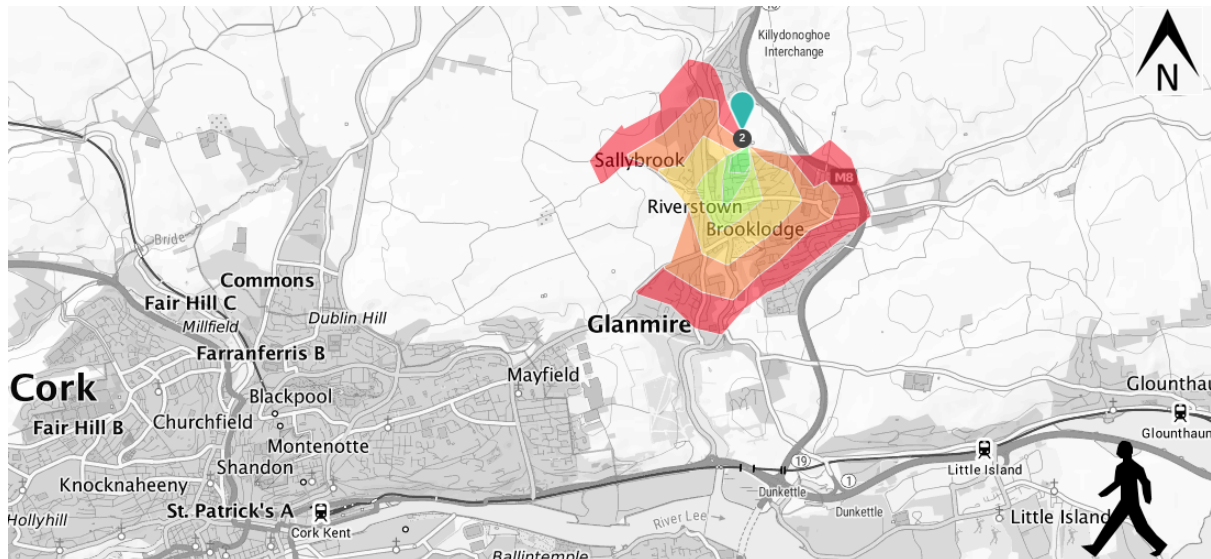
The site is located near the R639 Regional Road in Sallybrook. This road is a local connector, linking Sallybrook, Glanmire and the wider hinterlands of North Cork and the M8 to the N8 and Cork City Centre. The road is identified in the current Development Plan as a regional route, with a designated speed limit of 50km/hr.

The nearside public footpath has recently been repaired and improved. This facility extends along R639 road to the local Glanmire Urban area, beyond the site, to the N8 Tivoli Roundabout junction where it connects to the city footpath network.

The R639 has favourable horizontal and vertical design profiles immediately in the vicinity of the applicant's site. The existing road alignment is appropriate to be developed as a shared street with on road cyclists.

### 4.2 Existing Transport Connectivity- Walking

The site is located within approximately 5-to-10-minute walking distance of Sallybrook, Riverstown and Glanmire Village, allowing residents access local shops and amenities as noted in the figure below.



**Figure 4.1 Walking Isochrone Mapping showing pedestrian connectivity from the site**



### 4.3 Existing Transport Connectivity- Cycling

Connectivity to these existing facilities means that cycling is a viable transport mode from the site. The site is located within approximately 30-minute cycling distance of Cork City centre.

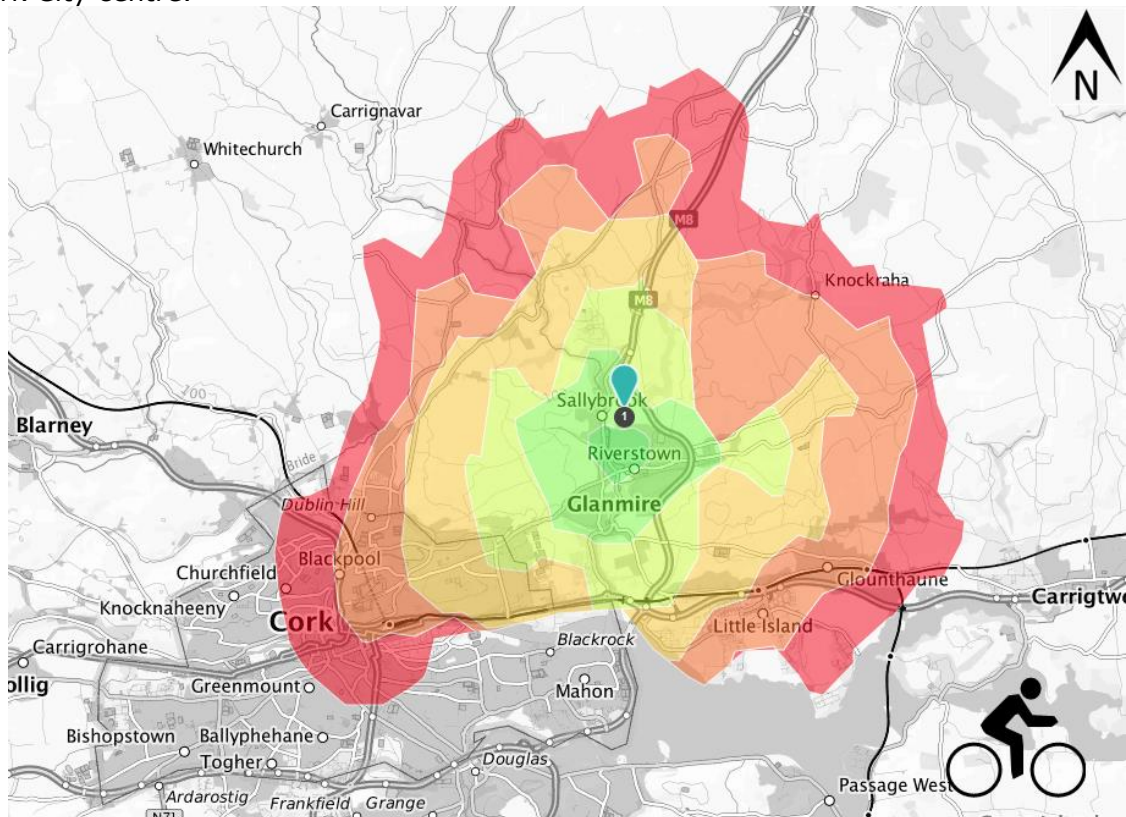


Figure 4.2 Cycling Isochrone Mapping showing cycling connectivity from the site

### 4.4 Existing Transport Connectivity- Bus

Excellent bus connectivity is available in the vicinity of the site. The 245No. Bus stops close to the site along the R639, within 10–15-minute walking distance of the applicant's lands.

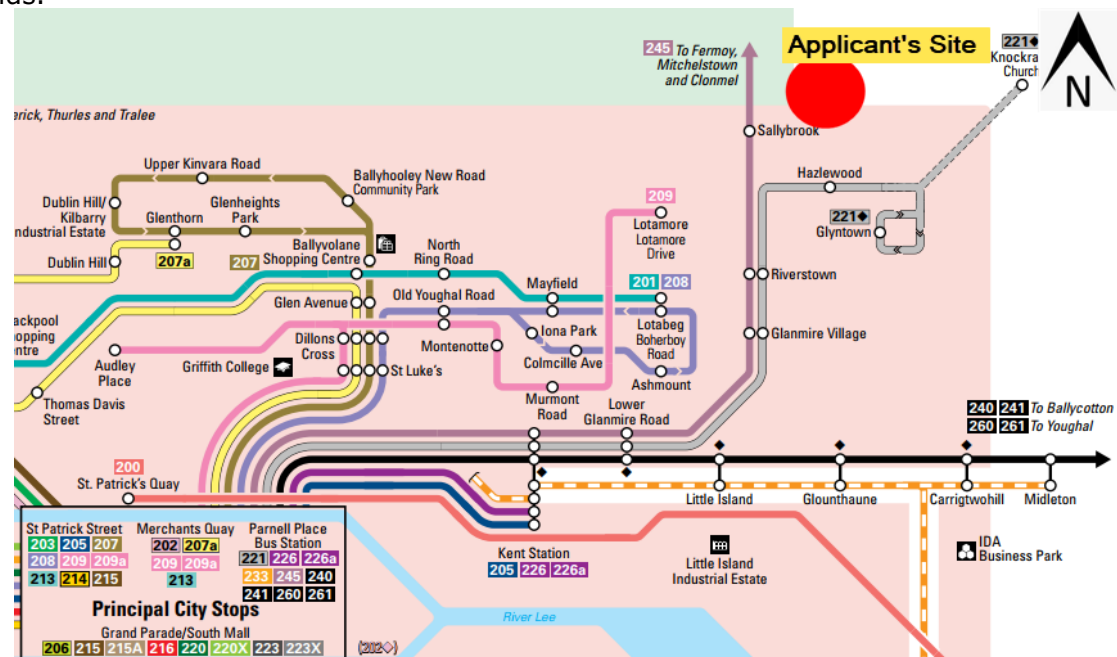


Figure 4.3 City Bus Services in the vicinity of the site

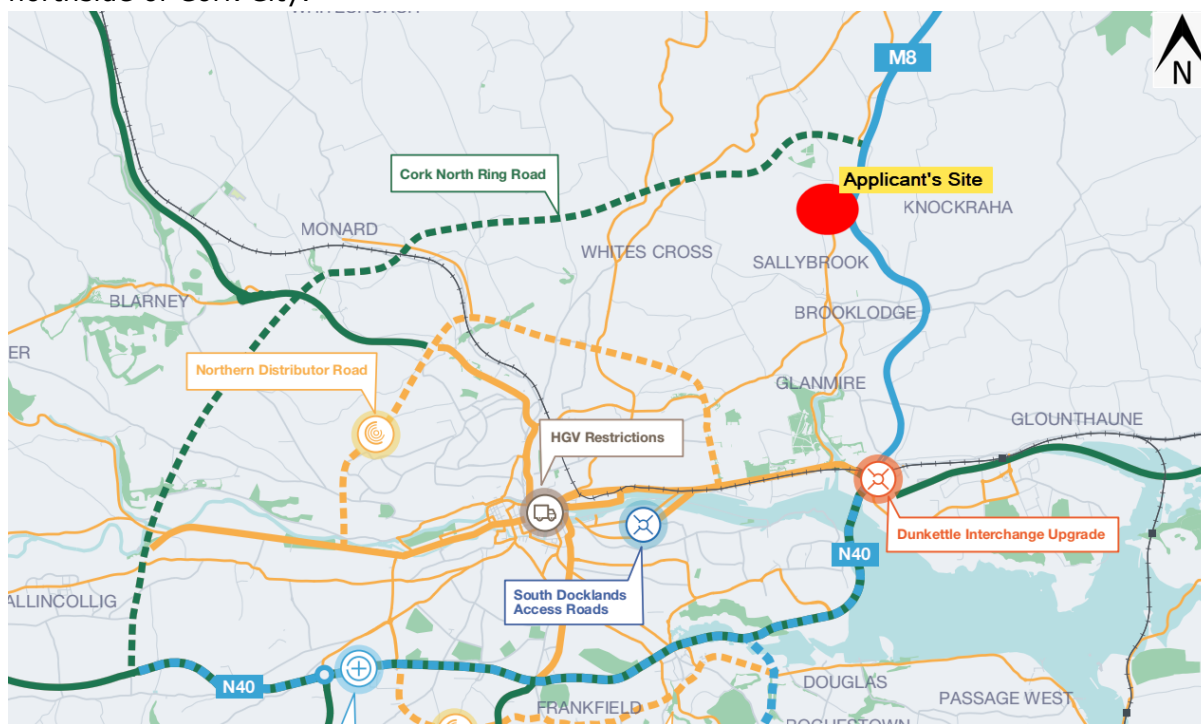


#### 4.5 Future Transport Strategy

The Cork Metropolitan Area Transport Strategy (CMATS) 2040 has been developed by the National Transport Authority (NTA) in collaboration with Transport Infrastructure Ireland (TII), Cork City Council and Cork County Council. A key principle for CMATS is to reduce dependency on the private car within the CMA, while increasing the appeal of sustainable transport options. Another fundamental principle of the Strategy is to support the future growth of the CMA through the supply of an efficient transport network. Supporting measures have an important role to play in providing a future transport network that matches up to these principles.

CMATS presents a high-level strategy of intended infrastructure improvements aimed at accommodating the development and expansion of the CMA. Specifically, CMATS outlines particular pedestrian, cycle, public transport, road and rail improvements.

One of the critical infrastructure improvements identified in CMATS is a Cork Northern Distributor Road CNDR which aims to provide improved transport connectivity across the northside of Cork City.

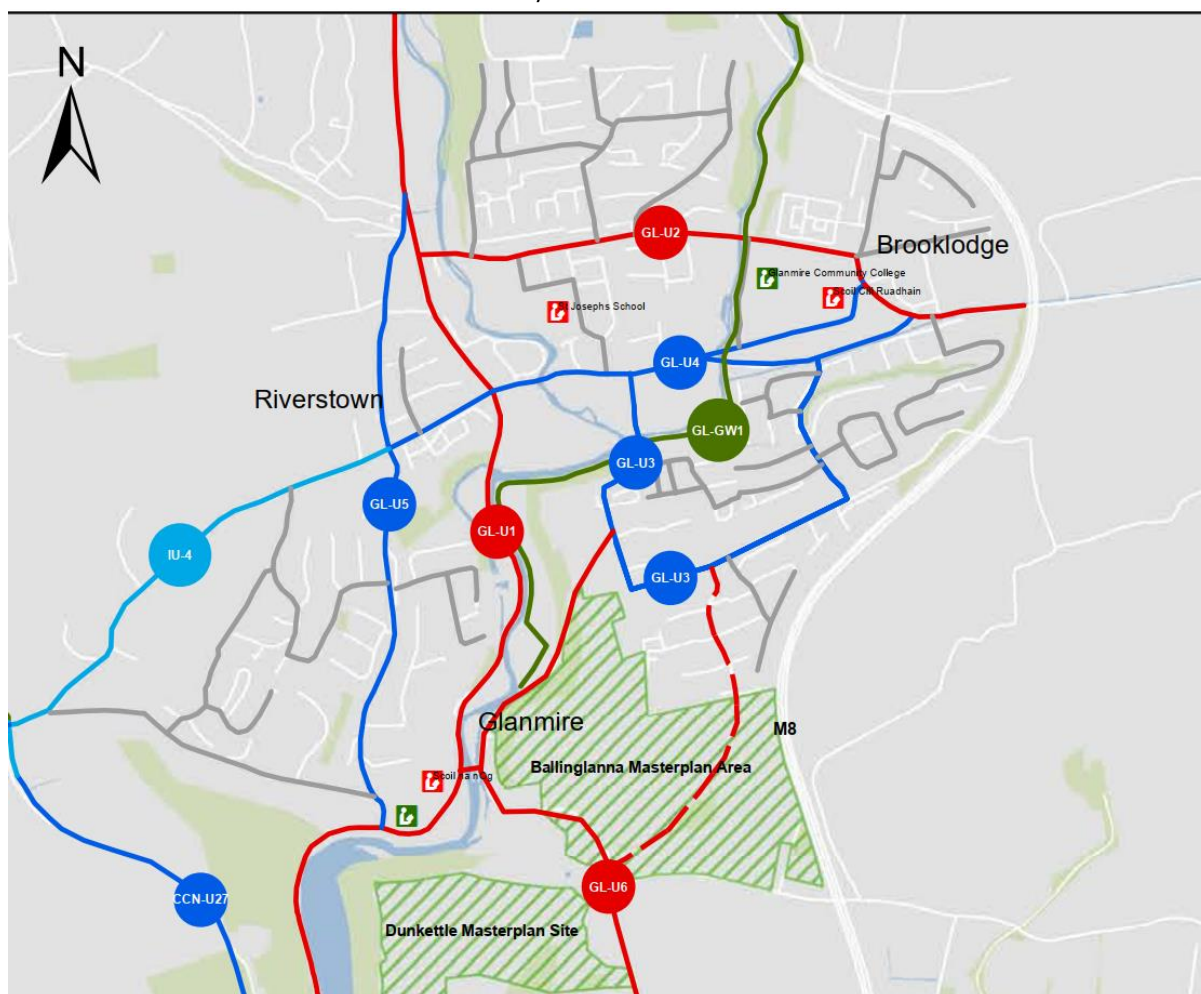


**Figure 4.4 Proposed Road Network 2040- CMATS**

The route was developed on the basis of providing transport connectivity for all transport modes and to accommodate land use proposals set out in the policies and plans for the area. The eastern docking location of this route is the M8, to the north of the subject's site. The route is seen to traverse in a north/south orientation and will provide significant transport connectivity opportunities to the site given that the road is to incorporate cycle, public transport, and pedestrian facilities.

#### 4.5.1 Pedestrian and Cycle Improvements

Further planned improvement and expansion of off-road pedestrian and cycle facilities are identified near the site. As referenced above, substantial off-road and on road cycling/pedestrian facilities are available in the vicinity of the site. CMATS shows that it is planned to develop a Primary Cycle Route along the R639, west of boundary of the site, running in a north/south direction. This route is to connect directly from Lower Glanmire to Dunkettle Roundabout, linking and Glanmire Greenway Route which is to serve all local amenities of Riverstown and Glanmire. The plan also identifies the possible connect to Harbour Point Business Park/ Euro Business Park.



**Figure 7.1 CMATS Cycle Network Improvement Proposals**

The GL-U1 route was identified a primary route with on-road mandatory cycle lanes or a segregated cycle track, with sufficient road width and existing grass verge to provide two-way segregated cycle track parallel to Glashaboy River.

#### 4.6 Public Transport Improvements

CMATS identifies the Glanmire-Cork City link as a core bus corridor. CMATS outlines a number of public transport improvements in the vicinity of the site, including a new BusConnects route traversing along the GLBC route, to the south of the site. CMATS also identifies a preliminary route for the suburban rail, running passing the proposed park and ride at Dunkettle, located directly south in close proximity of the site.

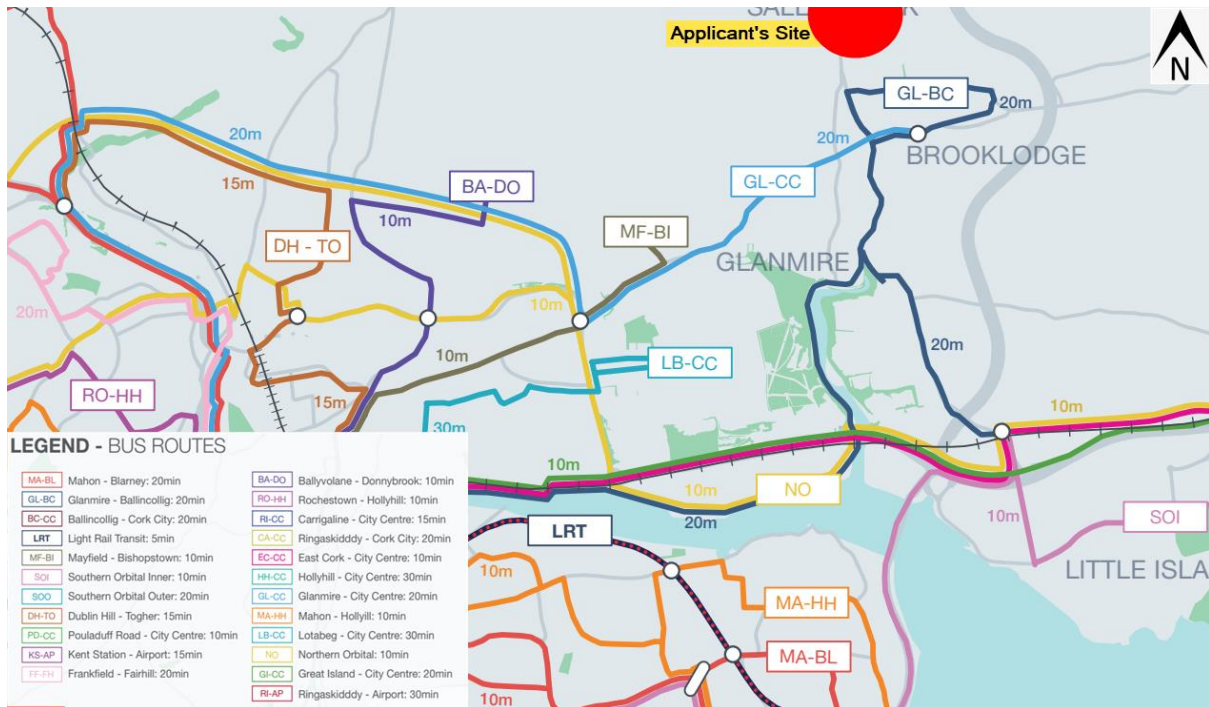


Figure 7.1 BusConnects Routes in the vicinity of the site

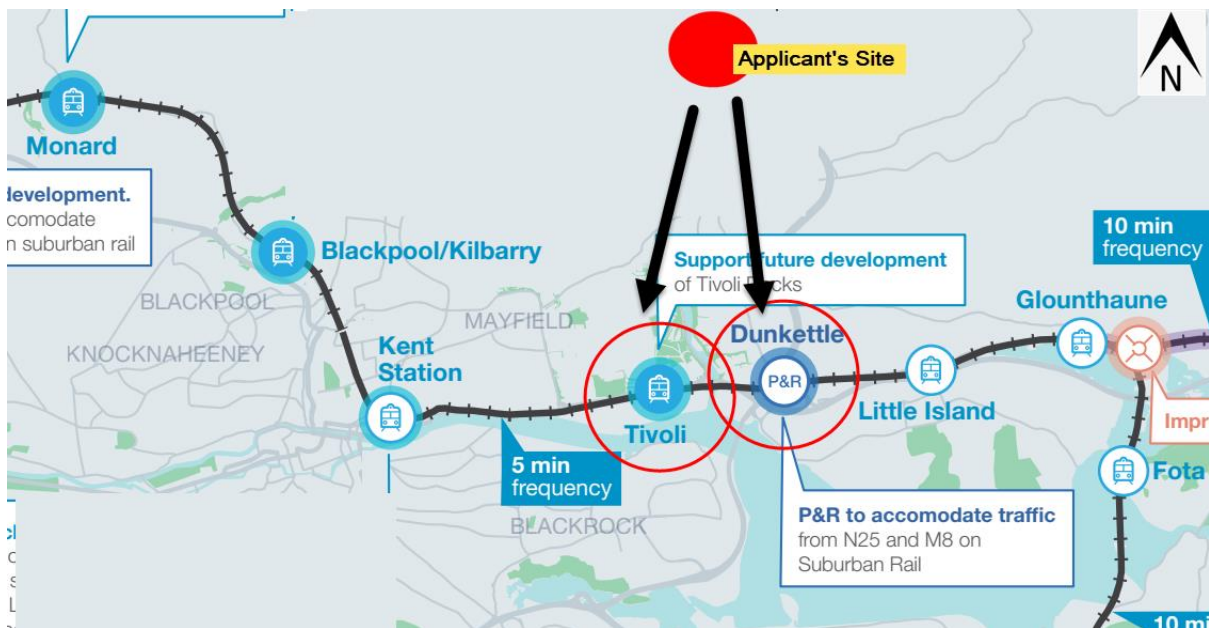


Figure 7.1 CMATS identifies Cork City Suburban Rail Route

#### 4.7 Dunkettle Interchange Upgrade Scheme

The Dunkettle Interchange is a major access road link from Sallybrook and Glanmire to the N40 South Ring Road, the N25 to Waterford and M8 to Dublin. Operational difficulties are being addressed by Transport Infrastructure Ireland (TII), who have developed proposals to improve the Dunkettle Interchange. The Dunkettle Interchange Upgrade objectives are driven by the need to improve operational deficiencies associated with the existing geometric layout. These upgrades will alleviate traffic congestion. The existing interchange comprises a signalised roundabout, with a free flow overpass for traffic travelling east-west



along the N25, and vice versa. Traffic not using the overpass must negotiate the circulatory carriageway (roundabout) which is controlled via traffic signals.

The proposed road upgrades involve the reconfiguration of the existing Dunkettle Interchange to a free-flowing interchange, including the following elements of infrastructure, as per TII:

- A series of direct road links between the N8, the N25 and the N40 and links to the R623 Regional Road in Little Island and Burys Bridge in Dunkettle.
- 1 grade separated junction arrangement at the existing N25 to the east of the existing Dunkettle Interchange.
- roundabouts – 2 at the grade separated junction and 2 at tie-ins with the existing road network.
- 52 structures of various forms.
- Several culverts where the scheme crosses watercourses or intertidal areas.
- Intelligent Transport Systems.
- Pedestrian and cyclist facilities.



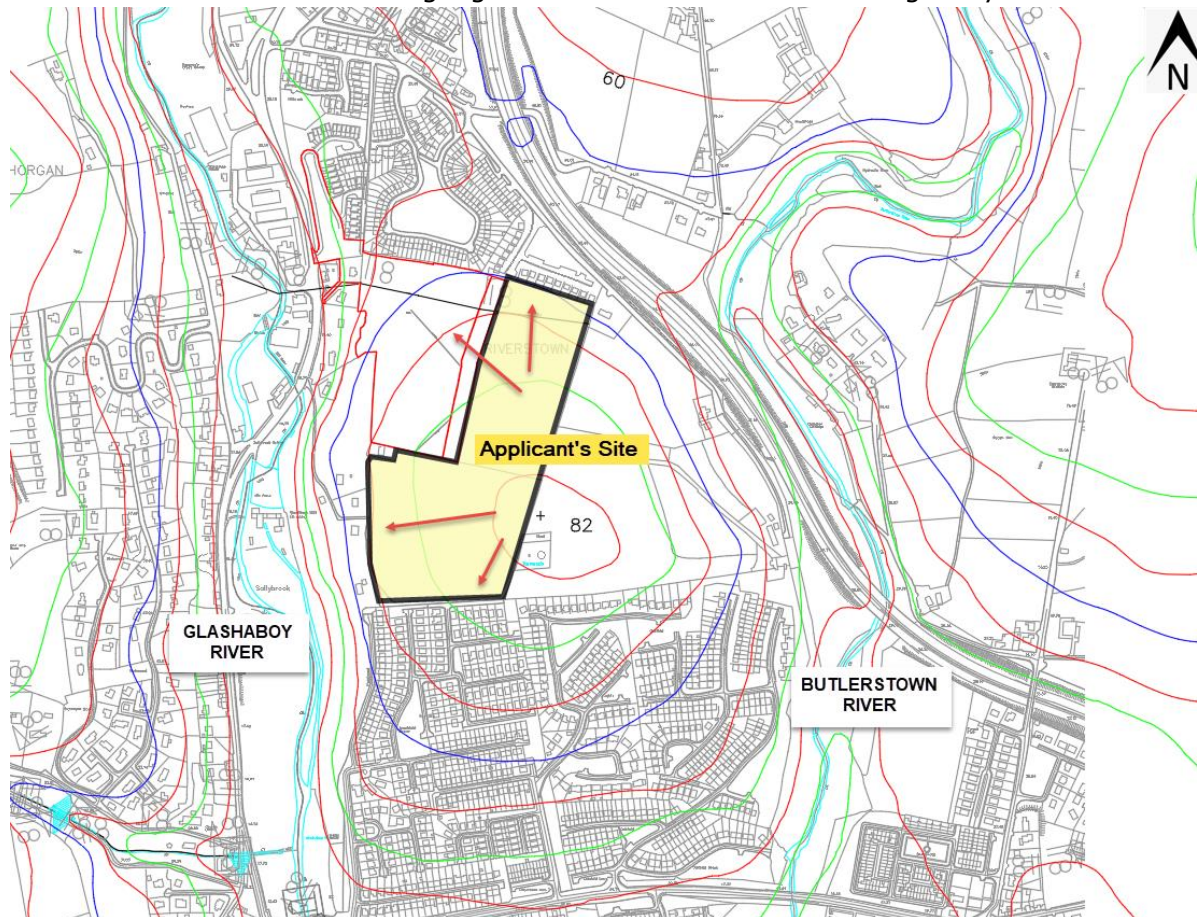
**Figure 4.5 Proposed Dunkettle Interchange Upgrade (TII)**

These road network infrastructural improvements coupled with sustainable transport upgrades listing previously shows the development potential of our subject's land. These transport improvements will further integrate the lands of Glanmire and Sallybrook into the Metropolitan City Area and fulfilling the Development Plan's objectives in the area.



## 5 SITE TOPOGRAPHY

The levels of the subject's greenfield site naturally grade in an east-west direction, becoming steeper within the nearby Glashaboy View Estate. The gradients are very uniform across this the area highlighted below and do not deviate greatly.



**Figure 5.1 Existing Site Topography**

The main constraints with respect to development are the tie ins with Glashaboy View to the west of the site and Hazelwood to the south. The existing site levels are higher in general which allows all proposed services, roadways, footpaths, and finished floor levels (FFL) to be set higher than the tie in levels. Existing level differences will require regrading of the ground levels to enable the site to be serviced.



**Figure 5.2 Topography of the site- existing gradients indicated**

From the known site topography referenced above, the site levels can be set to achieve gravity flows for both storm and wastewater sewer infrastructure. This confirms the suitability of the site for residential development and that amendment to existing zoning designation from ZO18 to ZO 02 is appropriate.

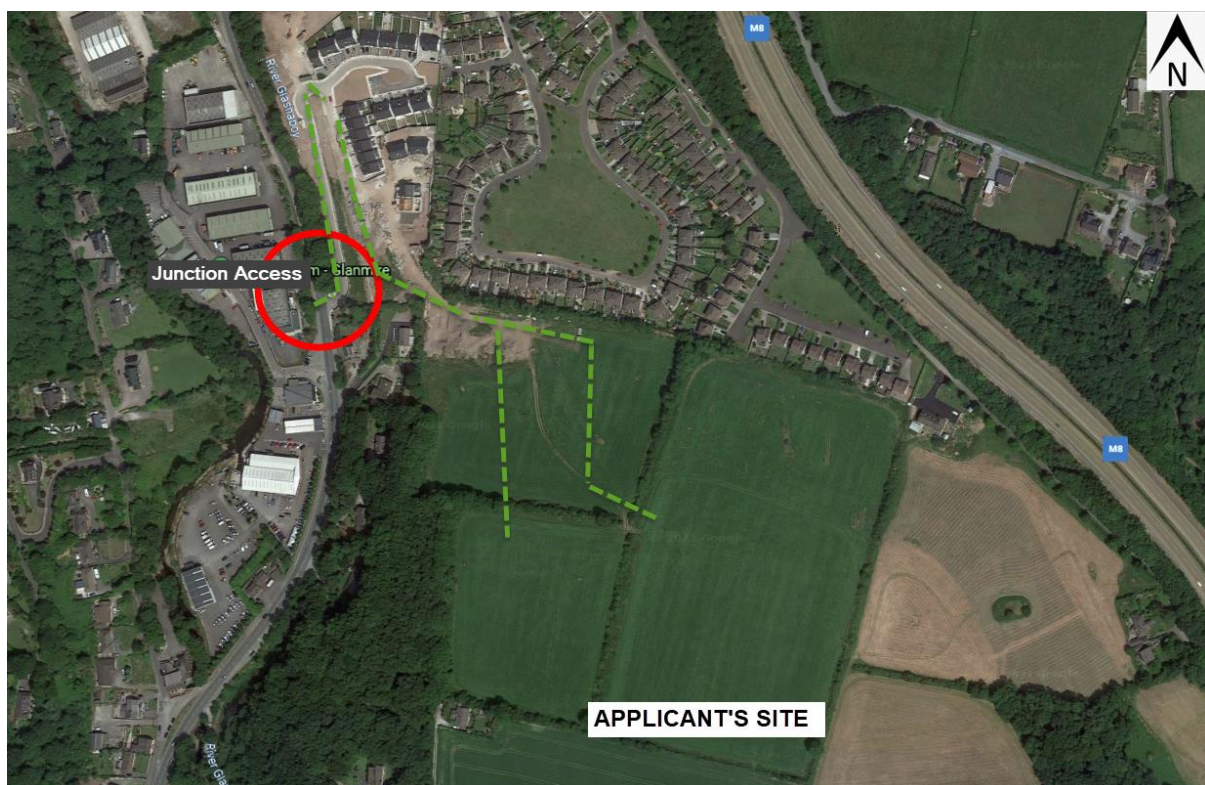


## 6 LOCAL SITE ACCESS

As noted, the subject's site is directly abounded by residential developments of Glashaboy View and Hazelwood Estate. Any prospective residential development in these greenfield lands would be very much in keeping with the existing land use of the area.

There would significant potential to incorporate these lands fully into the existing Sallybrook urban landscape, with enhancing walking, cycling permeability through the sites. These enhanced connections would be formed by new link walkways and roadways developed as part of any new housing residential development, affording existing and future residents in the area enhanced routing options, removing the need for residents of either estate to navigate on the nearby Regional Road.

The existing Glashaboy Woods estate junction, as noted in Figure 6.1 was assessed by MHL & Associates for DCN Developments Ltd. in February 2018. This Traffic and Transportation Assessment was undertaken to support the Glashaboy View Planning Application. As part of this assessment, the junction traffic capacity was assessed for both the Glashaboy Woods (33no. units) and Glashaboy View (89no. units) traffic generation.



**Figure 6.1 Existing site access to be opened to provide access to the new internal access road**

It was found that:

The traffic modelling results indicated that the proposed junction on the surrounding network showed that the degree of saturation would remain below the maximum 85% limit at 20%AM and 9%PM in 2036 design year and therefore for both morning and evening peak scenarios, the junction has capacity to accommodate development and background traffic growth. The impact of the proposed development is shown not to be significant in terms of traffic flow or network saturation.

Noting the above assessment, this junction would be fully capable of accommodating future traffic loading generated from any subsequent residential development on these lands.

This TTA assessment demonstrates that the existing Glashaboy Woods Estate junction can be the sole connection route for these lands, from a junction capacity perspective.

Therefore, vehicular access connections to the site can be achieved by either directly connecting into the Glashaboy View junction with the R639 as shown in Figure 6.1 or by splitting the development between this junction and nearby Hazelwood estate roadway.



**Figure 6.2 Potential secondary site access to be opened to provide access to the south**



## **7 SERVICE NETWORKS**

As highlighted previously, the site's existing topography would dictate the natural routing of future proposed residential service networks. These would follow the existing site topography closely, either by routing services north through the adjoining Glashaboy View and Glashaboy Woods or south through the nearby Hazelwood Estate.

Of note here is that DCN Developments Ltd, while constructing Glashaboy Woods and Glashaboy View made provision for any future service connection to these lands.

Further investigation would be required at planning stage. The construction of the outlined networks would be in accordance with the Department of Environment and Local Government publication "Recommendations for Site Development Works for Housing Areas" and relevant Irish Water Codes of Practice.

### **7.1 Water Network**

A 150mm diameter PVC-u class C watermain was installed to supply water to all the fire hydrants in the nearby Glashaboy View development. The proposed pipe network loops through this site where domestic water was to be taken off the 150mm mains and supplied to each of the individual houses. If the subject lands were zoned for residential development, it would be proposed to extend the watermain serving the Glashaboy View through the new development and linking back to the Hazelwood Estate, after confirmation with Irish Water. This would facilitate better watermain network connections throughout these estates, providing service redundancy.

### **7.2 Wastewater Network**

The design flows for the subject lands would be serviced primarily by the existing Glashaboy View foul network which comprises of a 225mm dia. PVC-u pipe. Areas that cannot be gravity run to the Glashaboy View network would either be routed to tie into the nearby Hazelwood Estate foul network or pumped back to a high point on site to then gravity run back to the Glashaboy View foul drainage network. Again, design confirmation with Irish Water would be sought for these network extensions.

### **7.3 SUDS/ Storm Water Network**

Any proposed storm water drainage network and attenuation systems would have to be designed in accordance with SUDs guidelines. The site's future impervious areas would be proposed to be attenuated by either:

1. Impervious areas of all the proposed footpaths and internal estate roads to be attenuated to communal attenuation tanks.
2. Rooftops and private driveways are to be attenuated to individual soakaways located in private gardens.

Like the wastewater drainage design, the topography of the site would dictate the routing of these storm sewer networks. The nearby Glashaboy Woods and Glashaboy

View existing storm network would be the primary route of attenuated flows from the subject's lands. From here, the existing storm sewer flows west under the R639 and outfalls into the Glashaboy River which flows in a southerly direction past the proposed estate. Any storm system proposals would include hydrocarbon interceptor to alleviate any untoward effects of the development on the adjacent stream and downstream habitats/water quality.

#### **7.4 ESB/Telecom Network**

The site can be readily serviced with ESB and Telecom connections.

#### **7.5 Existing Footpath and public lighting**

Reflecting the urban nature of the site's location, the site is well serviced with by nearby footpath and public lighting infrastructure.

## 8 CONCLUSION

In conclusion, the proposed amendment to the zoning of lands in Sallybrook, as set out in this submission, is justified in the interests of proper planning and development of the area.

The proposed zoning amendment, to designate the subject's field as New Residential Neighbourhoods ZO 02 is appropriate in terms of sustainable development.

The lands are suitable because:

### 1. Local Access:

Access to the field is not limited, with multiple access location available, providing options to allow suitable access to be deliverable to design standards.

### 2. Service Infrastructure:

The site is well positioned in terms of services with tie ins into existing infrastructure readily available.

### 3. Traffic:

The adjoining Glashaboy Woods estate junction has ample capacity to cater for future residential development.

### 4. Topography:

The site's topography does not limit development options and would not require excessive enabling works, leading to sustainable development of the site.

### 5. Location:

The site is centrally located between existing residential neighbourhoods and would tie in the surrounding developments, providing enhance pedestrian linkages in the Sallybrook Area.

### 6. Irish Water:

Any new residential development's wastewater and water service routing from our client's lands would tie into either the nearby Glashaboy View estate or the neighbouring residential estates to the south of the subject's lands.

### 7. Transport

The site is well located to avail of existing public transport and future CMAT improvements in road, public transport and cycle infrastructure provision, which will form part of local route upgrades.

The amendment to the draft zoning designation would allow the potential of these lands be realised, contributing to the development needs of the area. Rezoning the lands as ZO 02 New Residential Neighbourhoods would reflect the current existing adjoining land use. Currently the landscape Preservation Zones designation does not fulfil this function. Please refer to Appendix 13 and 14 of this report for further details.

Our client's site offers an opportunity to deliver a substantial development opportunity which can assist in meeting proposed planning development goals for Cork City.

We trust that this is of assistance to the Council in its drafting of the new City Development Plan and look forward to feedback on this submission.

## 9 REFERENCES

Cork Metropolitan Area Transport Strategy (CMATS) 2040, National Transport Authority (NTA), Transport Infrastructure Ireland (TII), Cork City Council and Cork County Council.

Recommendations for Site Development Works for Housing Estates published by the Department of the Environment.

Irish Water Codes of Practice for Wastewater and Water

Google Maps

Openstreetmaps

Cork Cycle Network Plan. CCC/Aecom



## **10 APPENDIX**

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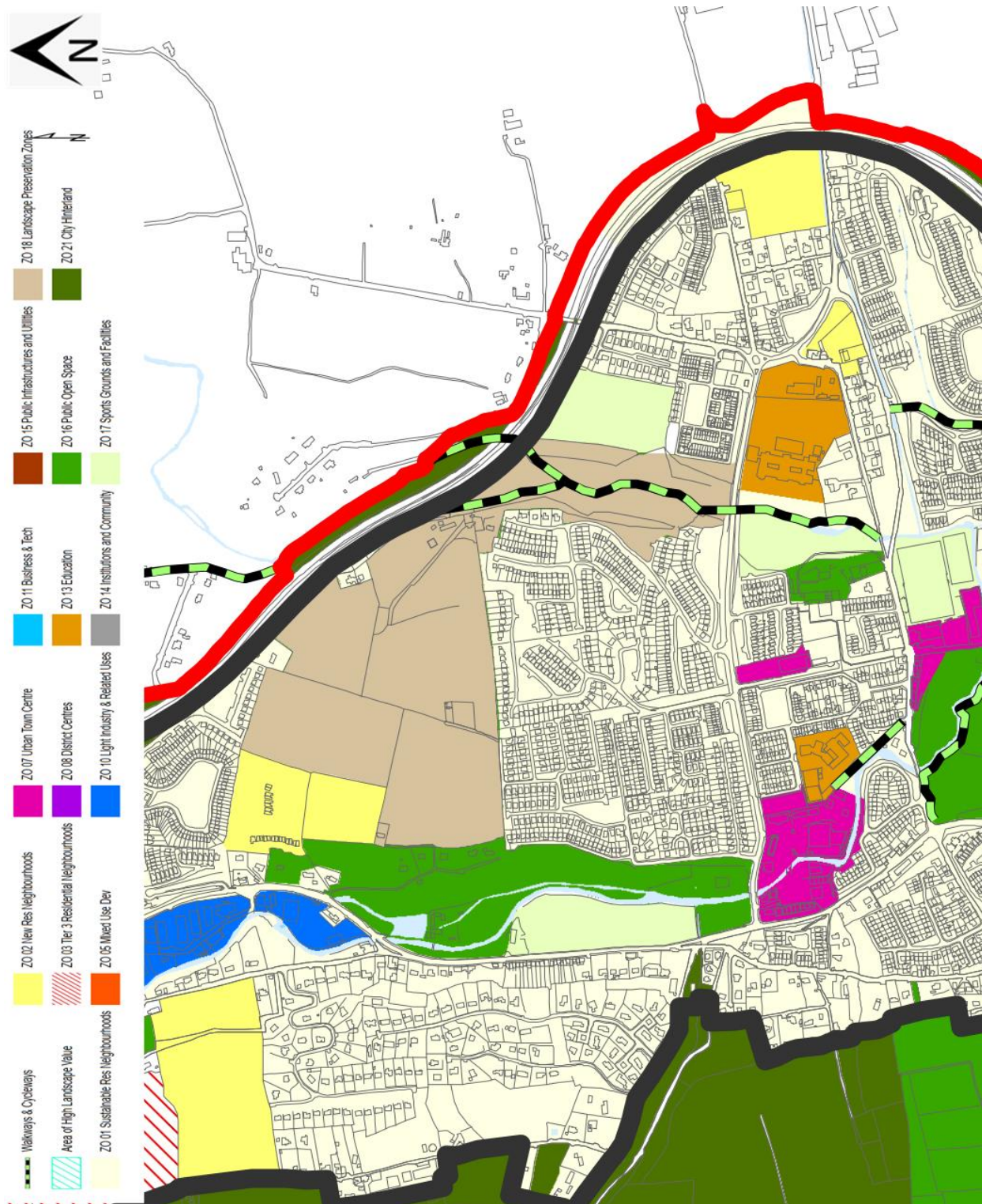
## 11 PRELIMINARY HOUSING SITE LAYOUT



Figure 11.1 Preliminary housing estate layout. (Deady Gahan)



## 12 DRAFT DEVELOPMENT PLAN MAP –EXISTING DRAFT ZONING



**Figure 12.1 Current Zoning Areas. (MAP 13 Draft City Development Plan 2022-2038)**



## 13 DRAFT DEVELOPMENT PLAN MAP –ZONING AMENDMENT

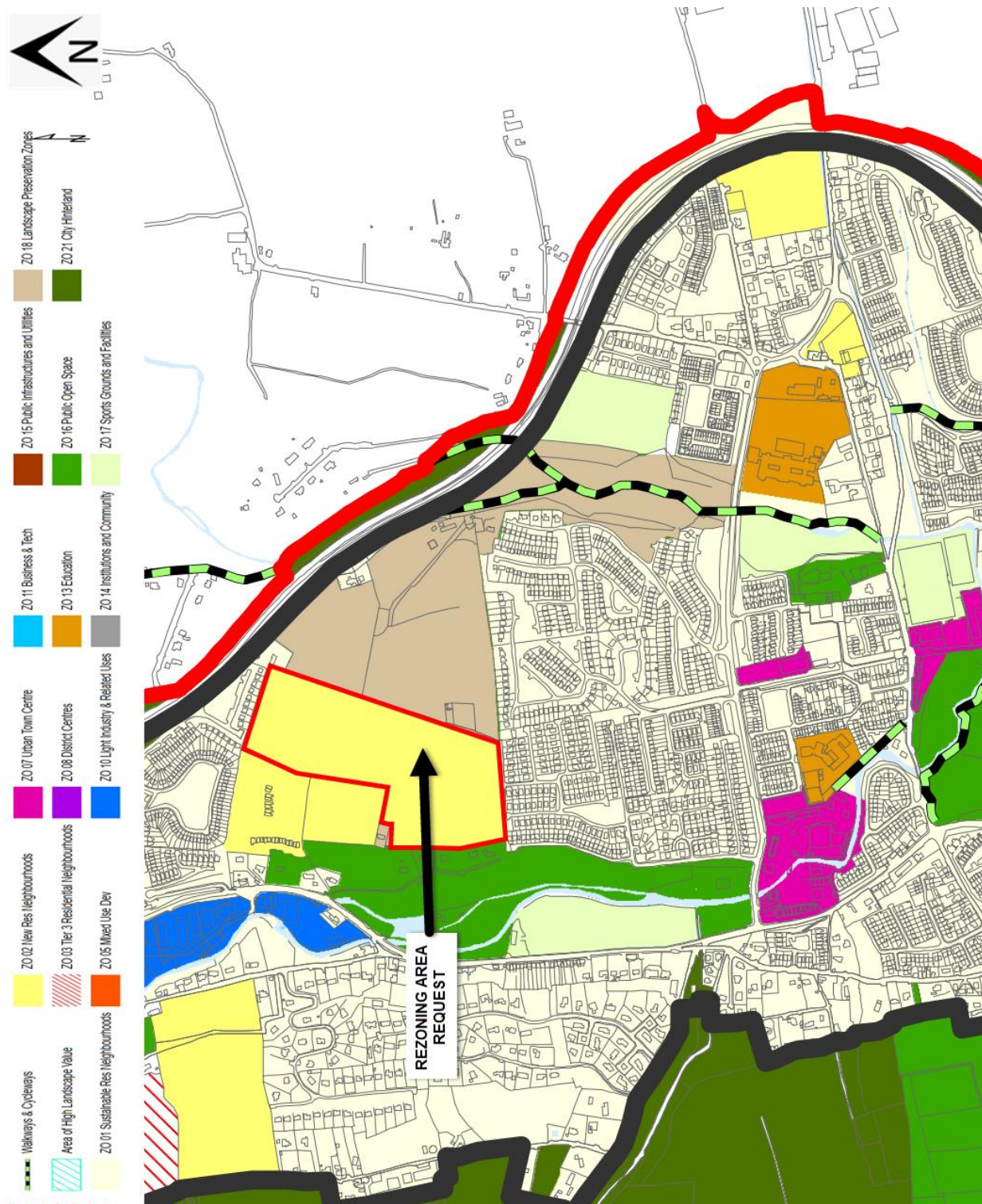
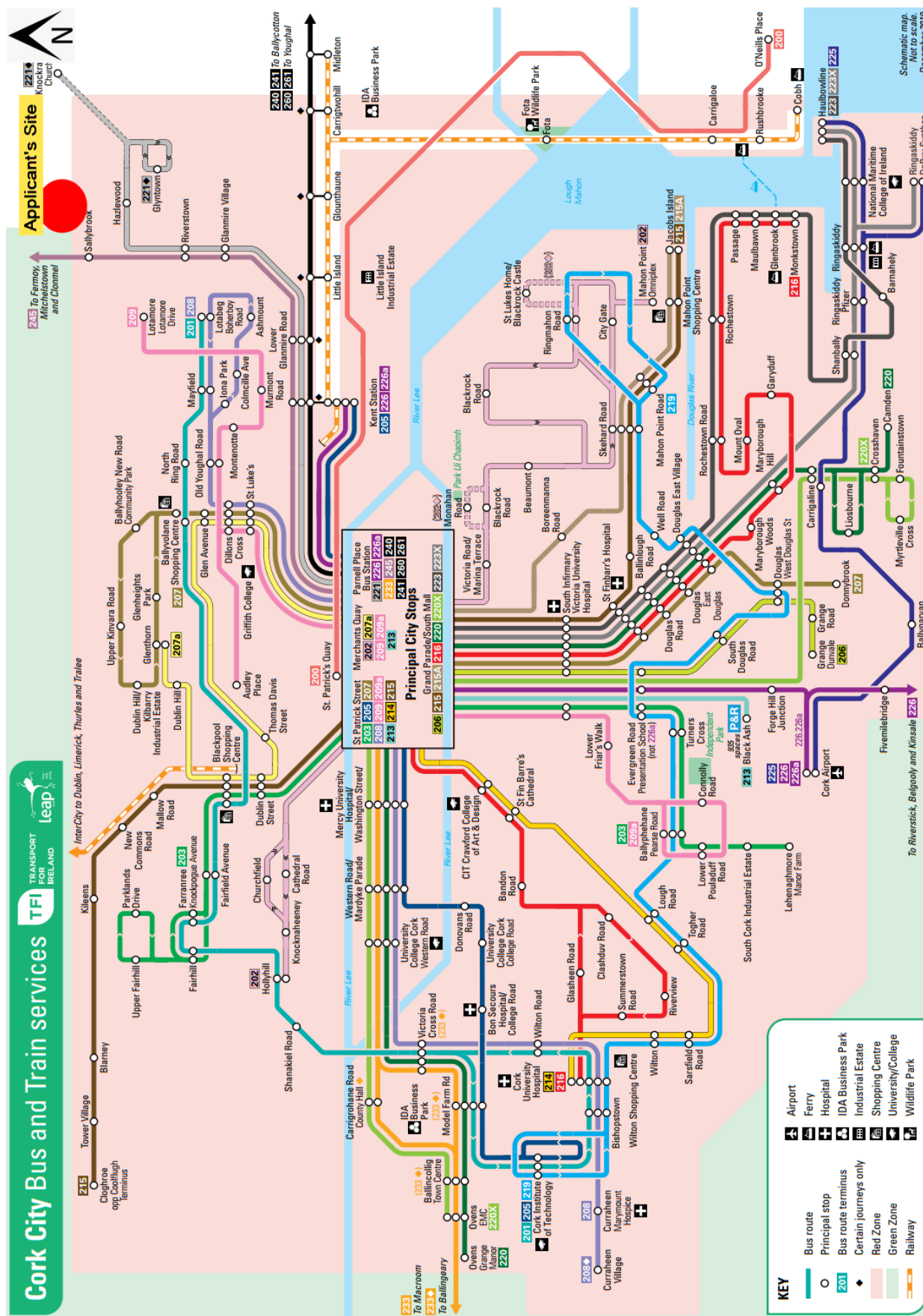
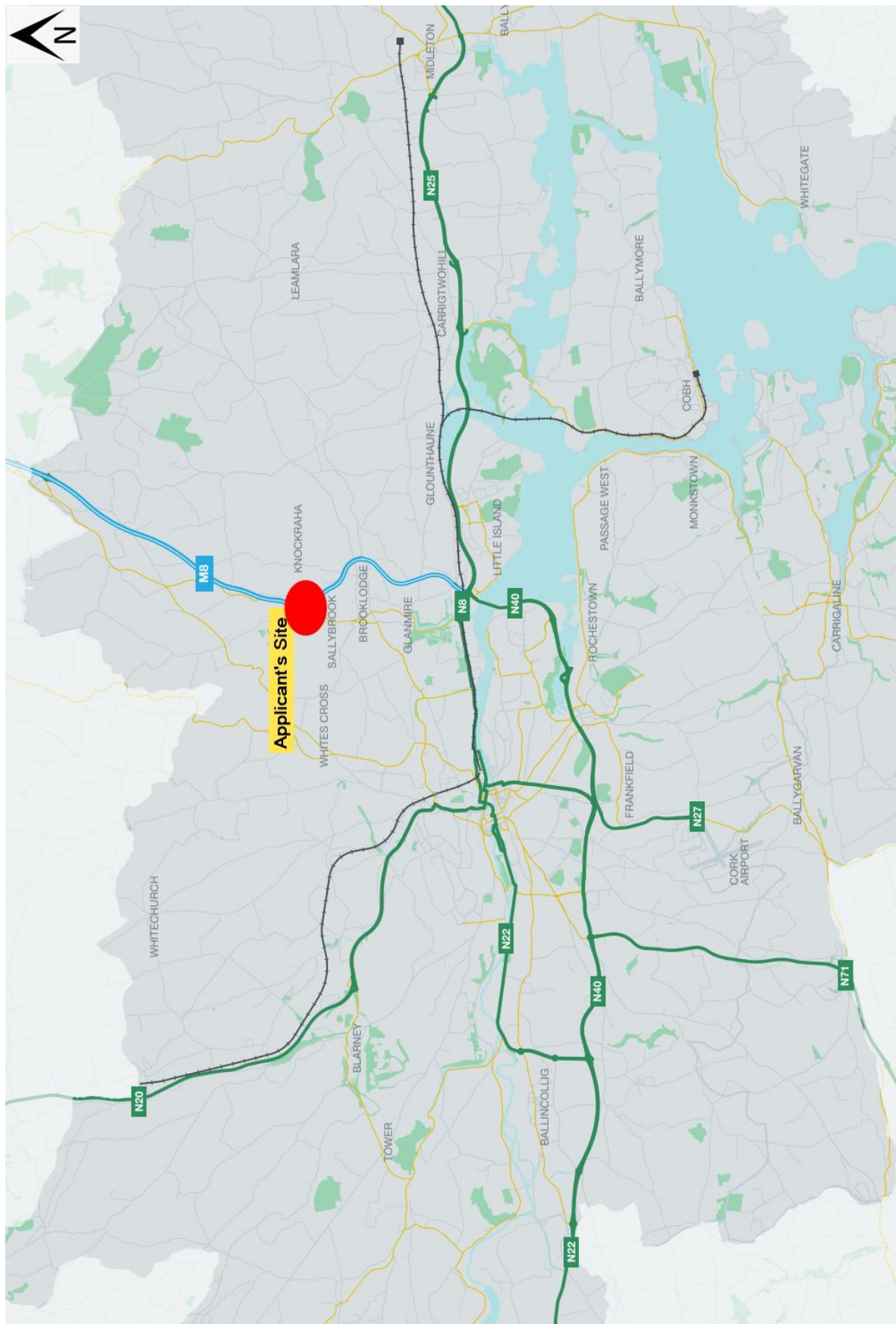


Figure 13.1 Proposed Amended Zoning Areas. (MAP 13 Draft City Development Plan 2022-2038)



## 14 EXISTING TRANSPORT LINKS





**Figure 14.2 Existing Transport Infrastructure. (CMATS)**



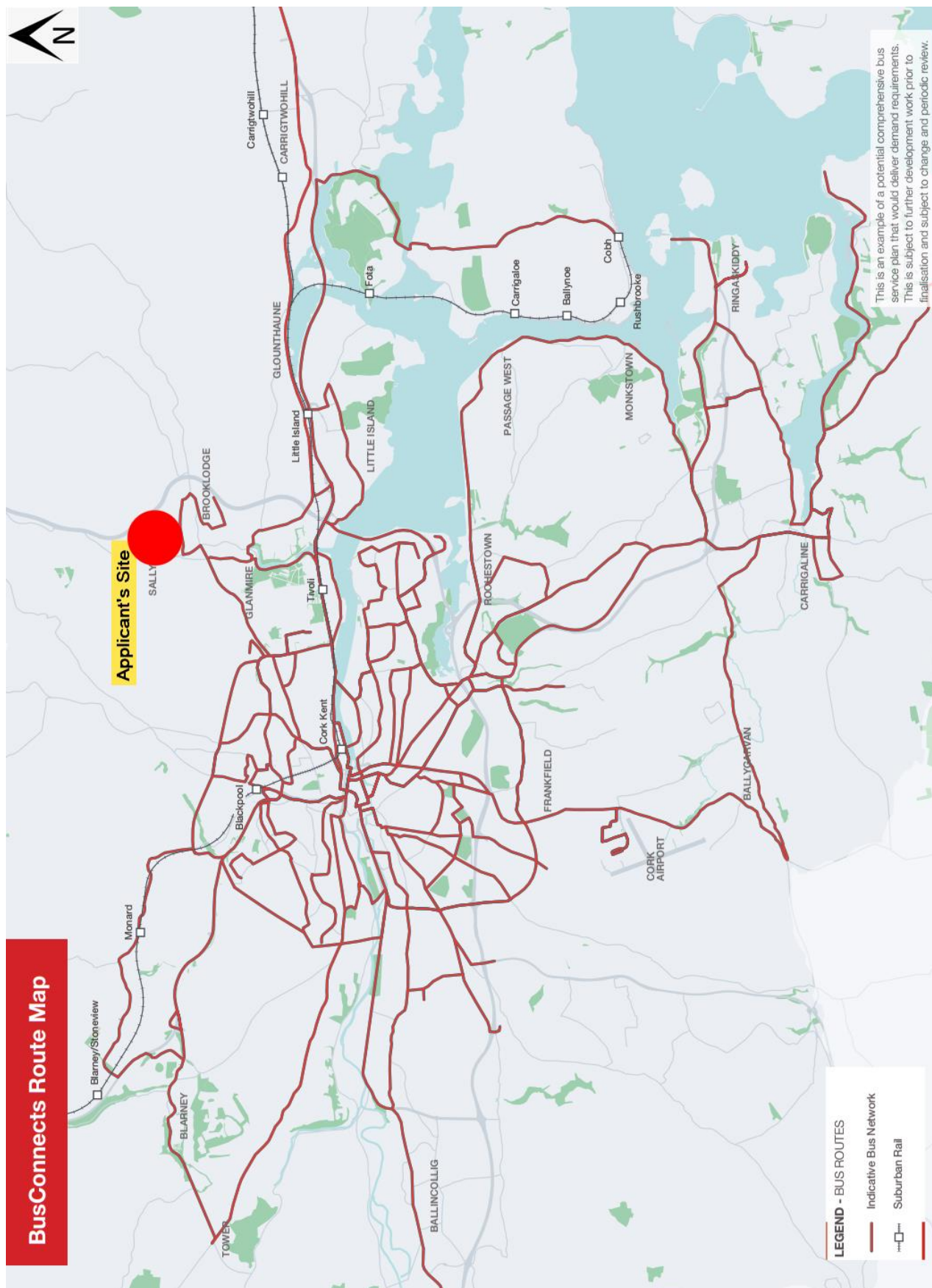
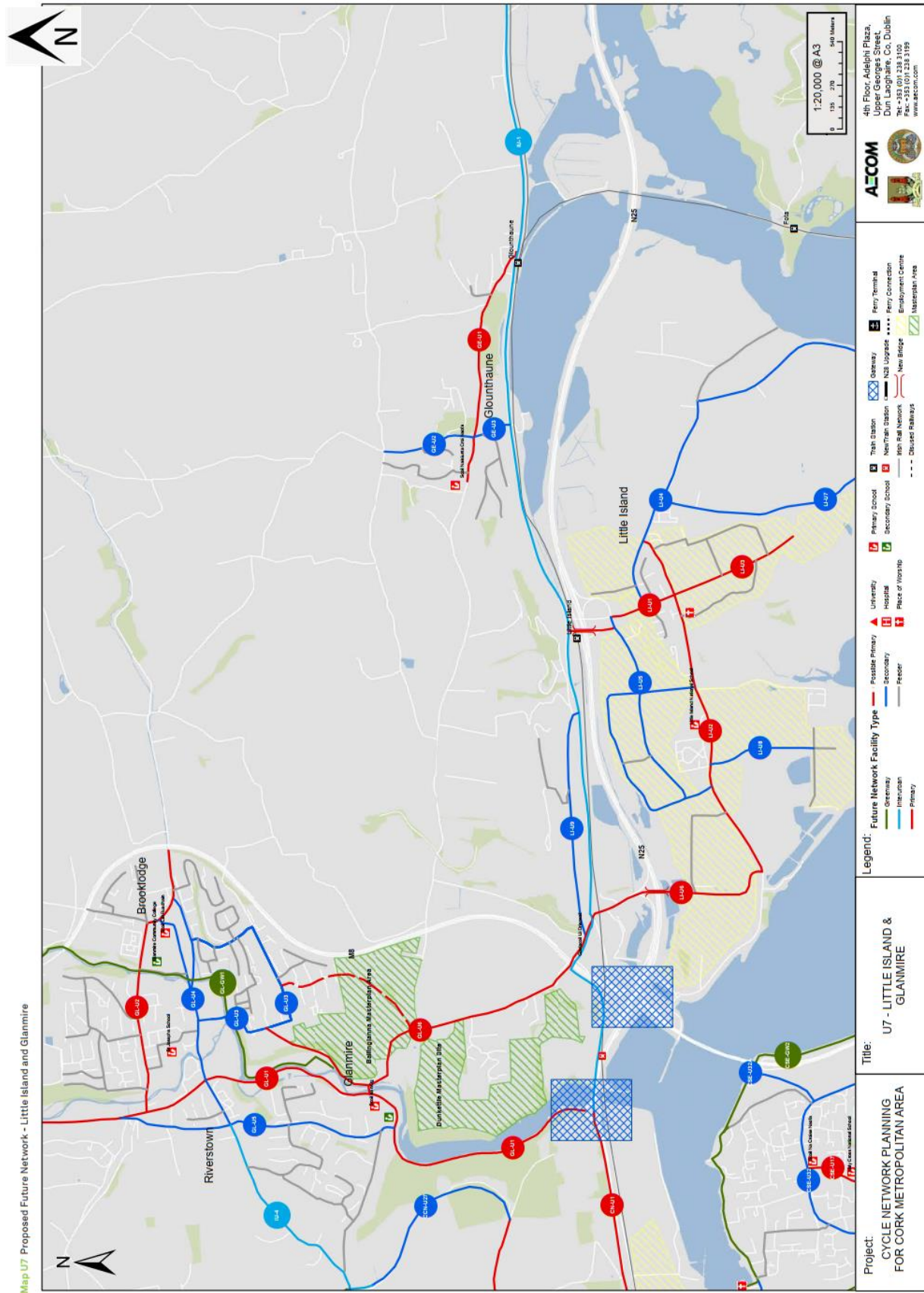


Figure 14.3 BusConnects Route Map. (CMATS)



**Figure 14.4 Proposed Future Network-Glanmire. (CCNP)**





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