



Submission to inform the Draft Cork City Development Plan 2022-2028

Moneygurney, Douglas, Cork

Prepared in October 2021 on behalf of
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and Patrick and Diane Diskin**

Coakley O'Neill Town Planning Ltd.

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1.0 INTRODUCTION

1.1 We, Coakley O'Neill Town Planning Ltd., NSC Campus, Mahon, Cork, are instructed by Des Morris, Philomena Horgan and Noreen Duggan, and Patrick and Diane Diskin to make this submission to the Draft Cork City Development Plan 2022-2028 in respect of lands in their ownership in Moneygurney, Douglas, Cork.

1.2 Under the Draft Cork City Development Plan 2022-2028, these lands are zoned ZO 21 City Hinterland.

1.3 This submission seeks the zoning of the lands to ZO 02 New Residential Neighbourhoods, having regard to their location contiguous to established residential estates, the pattern of development in the vicinity, the extent of social and community infrastructure in the locality, and the existing and proposed public transport in the vicinity of the lands.

2.0 SITE LOCATION AND DESCRIPTION

2.1 The subject lands are c. 8.3ha in area and are in Moneygurney, Douglas, to the east of the L6477 (Moneygurney Road), Douglas Hall AFC, Douglas Nursing Home and individual dwellings and Foxwarren Estate (28no. units); to the south and west of the established residential areas of Mount Oval, Landsborough, Foxwood, and Broadale as well as Garryduff Sports Centre and Garryduff Woods; and to the north of individual dwellings, Douglas RFC, Douglas GAA and Carrigaline Rugby Club. The lands benefit from 2no. accesses from the L6477.



Plate 1. Subject lands (generally outlined in red)

3.0 PLANNING POLICY PROVISIONS

This submission is made in the context of the following key proper planning and sustainable development provisions of national, regional, and current and draft local planning policy.

3.1 National Planning Framework (2018)

- 3.1.1 In relation to Cork, the National Planning Framework (NPF) sets a population growth target of at least 50-60% for Cork City and its suburbs by 2040. Objective NPO 3b requires that at least half (50%) of all new homes to be developed in Cork City and its suburbs should be delivered within the built-up footprint of the city and its suburbs. This is to facilitate Cork becoming a city of scale. These population growth projections equate to approximately 324,000 people living and working in the city and suburbs and will mean enabling the city to grow by twice as much to 2040 as it has over the past 25 years.
- 3.1.2 The preferred spatial development approach contained in the NPF is to provide as compact an urban environment as possible through the reuse of previously developed brownfield sites, the development of infill sites and the redevelopment of existing underutilised sites.
- 3.1.3 NPO 11 states as follows:

In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns, and villages, subject to development meeting appropriate planning standards and achieving targeted growth.

3.3 Regional Spatial and Economic Strategy for the Southern Region (2020)

- 3.3.1 The Regional Spatial and Economic Strategy for the Southern Region (RSES) acknowledges that, by 2040, it is likely that the population of the region will grow by 380,000 people to almost two million and that Cork is projected to be one of the fastest growing areas in the state over the next 20 years.
- 3.3.2 One of the key principles guiding the RSES is the need to provide adequate quantities of quality housing for existing and future housing demand in locations that are accessible to employment and services, and which are located along sustainable and public transport corridors.
- 3.3.3 Regional Policy Objective (RPO) 8 of the RSES is aimed at encouraging "Investment to Deliver on the Vision for Metropolitan Areas", and part b. of RPO 8 states the following:

Prioritise the delivery of compact growth and sustainable mobility in accordance with NPF objectives.

3.3.5 RPO 10 of the RSES addresses the issue of compact growth and commits to the prioritisation of housing and employment development in locations within and contiguous to existing city footprints which can be served by public transport, walking, and cycling.

3.3.6 RPO 151b is as follows:

Residential development will be carried out sequentially, whereby lands which are, or will be, most accessible by walking, cycling and public transport- including infill and brownfield sites – are prioritised.

3.4 Cork Metropolitan Area Strategic Plan (2020)

3.4.1 Included in the RSES for the Southern Region is the Cork Metropolitan Area Strategic Plan (MASP). The MASP aligns with policies and objectives contained within the NPF.

3.4.2 The MASP contains population growth targets for 2031 that are consistent with those in the NPF that are set for 2040. According to section 5 of the Cork MASP, Cork City and Suburbs are to grow by 75,000 by the year 2031, with a target population of 283,669 for that year.

3.4.3 The MASP states the indicative potential residential yield of Cork Suburban Areas as being 3,986 units (with this figure likely to grow as further "windfall" sites emerge), and briefly describes Cork Suburban Areas as follows:

The 20th century suburbs of the city consist of residential areas interspersed with employment uses, institutions and social and community uses. There are many opportunities for redevelopment, particularly where non-residential uses rationalise or relocate freeing up infill and brownfield sites for residential and other redevelopment.

3.5 Cork Metropolitan Area Transport Strategy (2020)

3.5.1 The Cork Metropolitan Area Transport Strategy 2040 (CMATS) was published in 2020 in response to the policies contained in the NPF which envisage that Cork will become the fastest-growing city region in Ireland with a projected 50% to 60% increase of its population in the period up to 2040.

3.5.2 As illustrated in Plates 2 and 3, the lands are in close proximity to the proposed cycle route, Bus Connects Route and the Carr's Hill Park and Ride. The lands are not affected by the indicative route of the proposed Southern Distributor Road, although ultimately, they will benefit from the relief that it will bring.

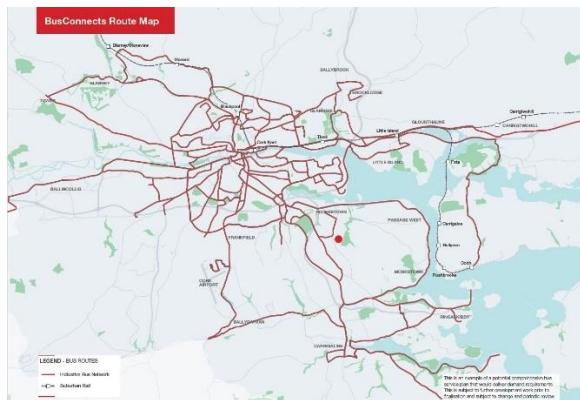


Plate 2 Lands relative to the proposed Bus Connects



Plate 3 Lands relative to the proposed Park and Ride

3.6 Cork City Development Plan 2022-2028

3.6.1 As illustrated in Plate 4, the draft Cork City Development Plan 2022-2028, the majority of the lands are zoned ZO 21 City Hinterland, which is comparable to the current Metropolitan Greenbelt zoning of the current Cork County Development Plan 2014-2021.

3.6.2 Part of the lands which front onto the L6477, as well as lands to the west and south-west are zoned ZO 01 Sustainable Residential Neighbourhoods, reflecting their existing land uses, which are primarily residential, to include individual dwellings, but also the Foxwarren Estate further to the south-west along the Moneygurney Road. Lands to the north are zoned Public Open Space and there is an objective for a walkway and cycle way along the boundary of these open space lands,

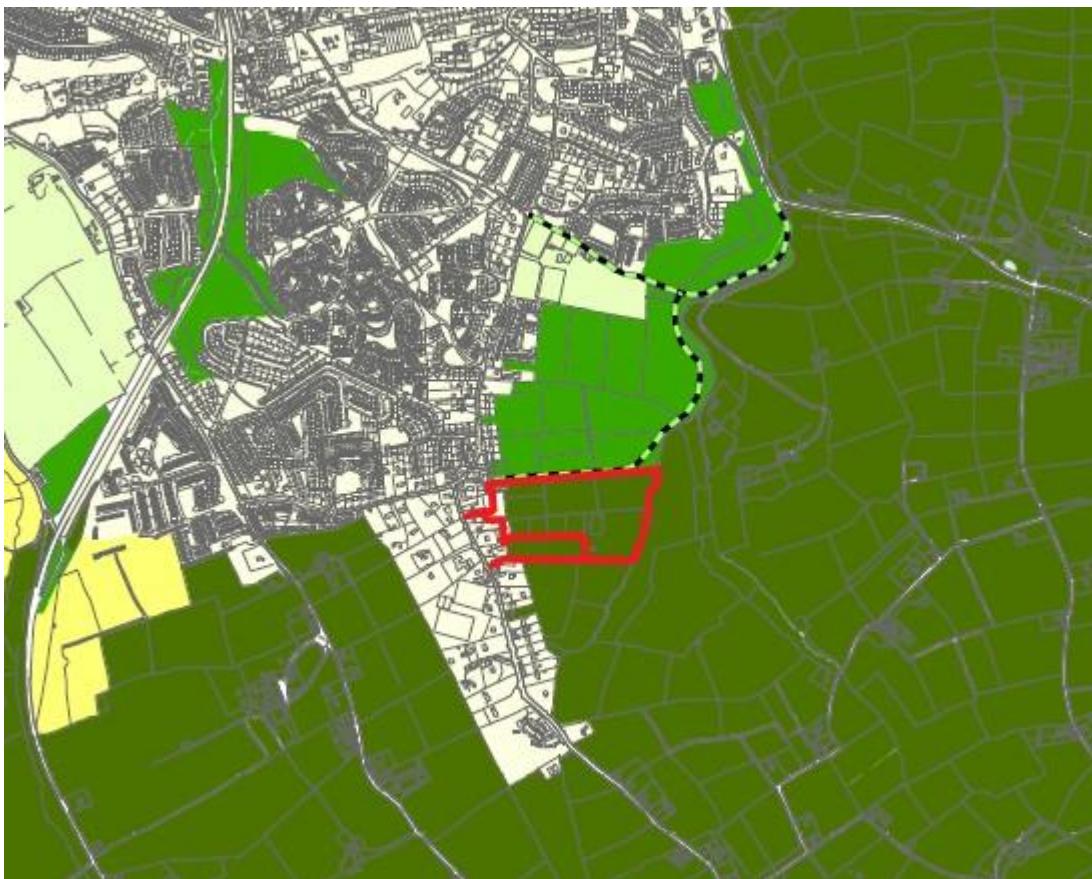


Plate 4. Excerpt from Map 14 of the draft Cork City Development Plan 2022-2028 with the lands generally outlined in red

4.0 PLANNING HISTORY

4.1 There has been 3no. recent valid planning application on the lands in recent years and these are outlined below:

- Application register reference 19/4339: Permission granted by Cork County Council on 29th July, 2019 for the demolition of existing lean-to and the construction of a dwelling, installation of pumped sewage disposal system and surface water disposal system.
- Application register reference 19/4331: Permission granted by Cork County Council on 29th July, 2019 for the demolition of existing stables and removal of existing septic tank. The construction of a dwelling installation of pumped sewage disposal system and surface water disposal system. Works to existing access road which will involve widening, extending and provision of footpaths and services to plots of land along said access road. Alteration of existing site access.
- Application register reference 14/5355: Planning permission was granted by Cork County Council on 26th November 2014 for the retention of conversion of first floor of stable building to apartment and permission for (a) conversion of remainder of stable building and first floor apartment to two-storey dwelling, (b) alterations to elevations, (c) installation of treatment unit and percolation area and site development works, and (d) construction of replacement stable building.

4.2 There are also recent applications for individual dwellings on eastern part of the lands. 21/40089, 90 and 91 refer.

4.3 Of note in the vicinity is application register reference 08/4583 as extended under 13/4104, as well as 14/5058, 17/5288 and 17/6395 for 7no. dwellings in a grouped scheme, and, more importantly, PL04.245552 (14/6290) as modified under 16/5947 and 18/6393 for 28no. dwellings.

5.0 SUBMISSION

5.1 The subject lands are an underutilised outer urban suburban brownfield site in residential use surrounded by established residential neighbourhoods and established social and community infrastructure to the north, west, south-west, and east, to include:

- Douglas Hall AFC, Douglas Nursing Home and individual dwellings and Foxwarren Estate (28no. units) to the west and south-west;
- the established residential areas of Mount Oval, Landsborough, Foxwood, and Broadale as well as Garryduff Sports Centre and Garryduff Woods to the north; and
- individual dwellings, Douglas RFC, Douglas GAA and Carrigaline Rugby Club to the south

5.2 In proper planning and sustainable development terms, there is merit in considering the potential of lands for residential use by reason of:

- their existing residential use
- their existing brownfield status and underutilised nature
- their being contiguous to the existing built-up footprint of Cork City, with direct accessses off the L6477 (Moneygurney Road)
- their location relative to high quality social and community infrastructure as described above
- their location relative to existing national and secondary school provision
- their potential to connect to Irish Water services (subject to upgrades), and
- their location relative to the existing half-hourly 216 bus route and proposed cycle route and BusConnects route, as well as the proposed Carr's Hill Park & Ride

5.3 Of particular note is that lands to the west and further south-west along the L6477 are zoned ZO 01 Sustainable Residential Neighbourhoods in recognition of their established primarily residential use, to include residential estates.

5.4 The rezoning of these lands to ZO 02 New Residential Neighbourhoods will help meet the ambitious housing targets set out in the draft City Development Plan in a location of choice, with a range of high quality social and community infrastructure in the vicinity.

5.5 Their development for residential use is also supported by national and regional planning policy objectives which advocate compact growth and a significant uplift in population in Cork in accessible locations, to achieve critical mass and balanced regional growth.

5.6 More importantly, and having regard to NPO 11 of the NPF, their rezoning will consolidate the development of the Moneygurney area of the City, having regard to their location contiguous to established residential estates, the pattern of development in the vicinity, the extent of social and community infrastructure in the locality, and the existing and proposed public transport in the vicinity of the lands.

5.7 The lands are free from any significant built heritage and natural heritage constraints and are not located in a flood zone. They are also not affected by the indicative route of the Southern Distributor Road, or the Public Safety Zones and Obstacle Limitations Surfaces associated with Cork Airport.

5.8 In this context, therefore, and as illustrated in Plate 5, the purpose of this submission is:

To request Cork City Council to rezone the lands to the east of the L6477 at Moneygurney, Douglas, Cork from ZO 21 (City Hinterland) to ZO 02 (New Residential Neighbourhoods) in the new Cork City Development Plan.



Plate 5. Proposed zoning objective for the lands

5.9 As illustrated in Plate 6, and as an alternative, there is also merit in considering a more comprehensive approach to the overall development of the Moneygurney area, to provide a future residential area of appropriate scale that will contribute to the continued success of existing infrastructure and support the

case for further investment, particularly in relation to BusConnects and the Carr's Hill Park and Ride, as promoted in the Cork Metropolitan Area Transport Strategy 2040 (CMATS).

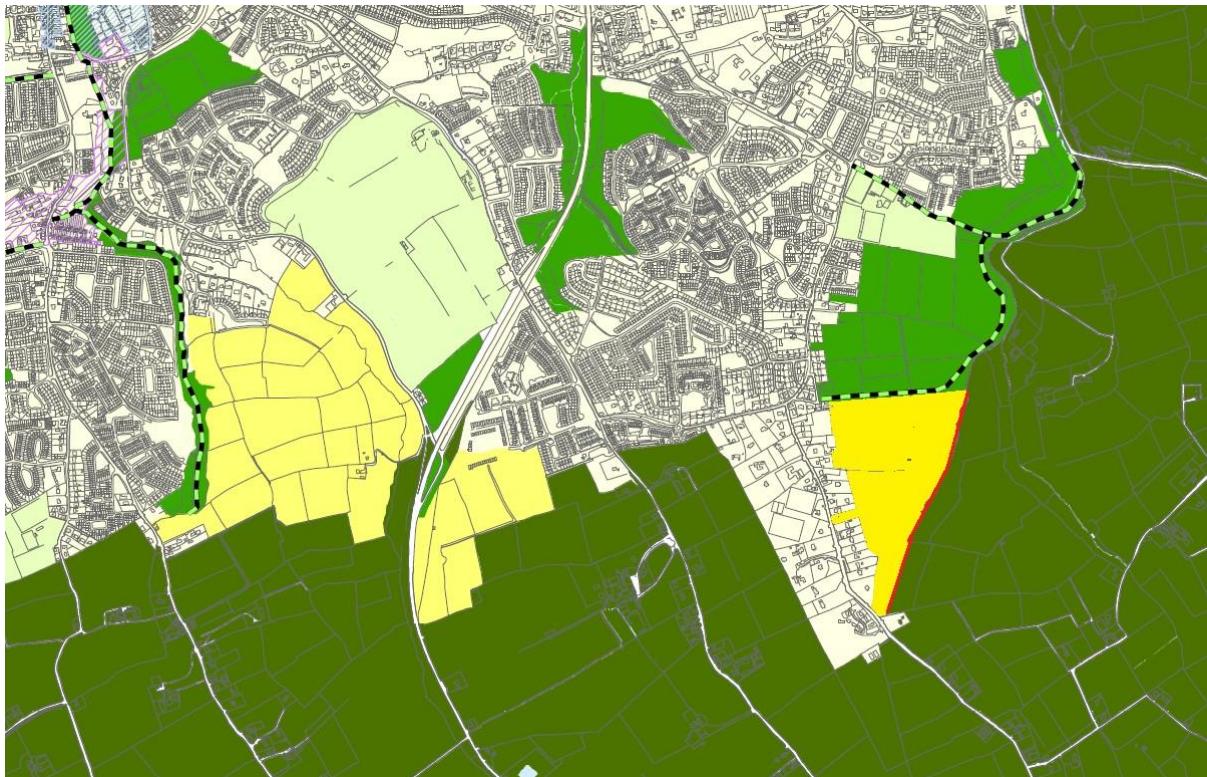


Plate 6. Alternative comprehensive zoning objective for Moneygurney, to include the subject lands

6.0 CONCLUSION

6.1 In conclusion, this submission is made in respect of lands in Moneygurney, Douglas, Cork City.

6.2 The case for the rezoning of the subject lands to residential use is made in the context of national, regional, and local planning policy that support compact growth, reuse of brownfield serviceable land, intensification of the built up area for increased population, and the preference for those locations served by existing or proposed public transport. It is also made in the context of the existing pattern of development in the vicinity.

6.3 The purpose of this submission is:

To request Cork City Council to rezone the lands to the east of the L6477 at Moneygurney, Douglas, Cork from ZO 21 (City Hinterland) to ZO 02 (New Residential Neighbourhoods) in the new Cork City Development Plan.

6.4 Please refer all correspondence to Aiden O'Neill, Coakley O'Neill Town Planning Ltd, NSC Campus, Mahon, Cork.