



Housing & Enabling Infrastructure Delivery in the Northside of Cork

Kilcully/Kilbarry – Sustainable Growth Opportunity

PREPARED ON BEHALF OF: **BMOR.**

PREPARED BY:



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1.0 INTRODUCTION

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1.1 Context

This strategic-level submission has been prepared by Deady Gahan Architects and HW Planning on behalf of BMOR in respect of identified lands at Kilcully, Cork. This submission is made in response to Cork City Council’s invitation for submissions to the Stage 1 (Pre Draft Public Consultation) process for the Review of the Cork City Development Plan 2015. For reference, the extent of land in ownership is outlined in the accompanying plans and figures prepared by Deady Gahan Architects. The purpose of this submission is to assist the Council in formulating strategic development options for the future proper planning and sustainable development of the northside of Cork City which will feed into the preparation of the Draft Cork City Development Plan 2023-2029.

1.2 Submission Purpose

Our clients welcome the opportunity to contribute to the review of the Cork City Development Plan and consider it a critical juncture in re-evaluating the strategic role of the northside of the city, including related policies for the delivery of population and housing targets over the period of 2023-2029.

There has been significant change to national and regional population and housing targets and related policies since the adoption of 2015 Development Plan. These increasing growth targets for both Cork City and the Cork Metropolitan Area Strategic Plan (MASP) area, when viewed in the context of the relatively modest performance of the city in delivering growth targets to-date, underline the critical requirement for development objectives for the newly extended northside of Cork City which will facilitate this growth. Given the considerable strengths of this part of the city ambitious development objectives are required, which build on and create the right conditions to support the realistic attainment of sustainable growth.

We consider the original Cork County Council’s inclusion of this site as a Strategic Land Reserve (SLR 8) was based on a sound assessment. This recognition now needs to be translated into formal policy. This masterplan proposes the sustainable housing development of this area as a new city neighbourhood, underpinned by key infrastructure. Specifically, it proposes an amendment to the indicative route of the Northern Distributor Road, following a review of the options from specialist traffic engineers. It is now considered that the most appropriate route of this road is through the subject lands to open up the SLR8 landholding and note that this route options also has the support of adjacent landowners. The masterplan proposal contributes towards the realisation of this strategic route and will provide critical mass to support the future provision of a new dedicated

Core Radial Bus Network route through the Kilcully/Kilbarry area and linkage to Kilbarry Rail Station, as proposed in CMATS. This connectivity will unlock the development potential of these lands, which coupled with their proximity of the Kilbarry Industrial Estate and Zoned IDA Lands will render this location a sustainable place to live and work and ideal to contribute towards the significantly increased population and housing 2031 targets for Cork City.

The purpose of this submission is to assist the Council in formulating strategic development options for the future development of this area which will feed into the preparation of the Draft City Development Plan 2022-2028.

1.3 Development Context

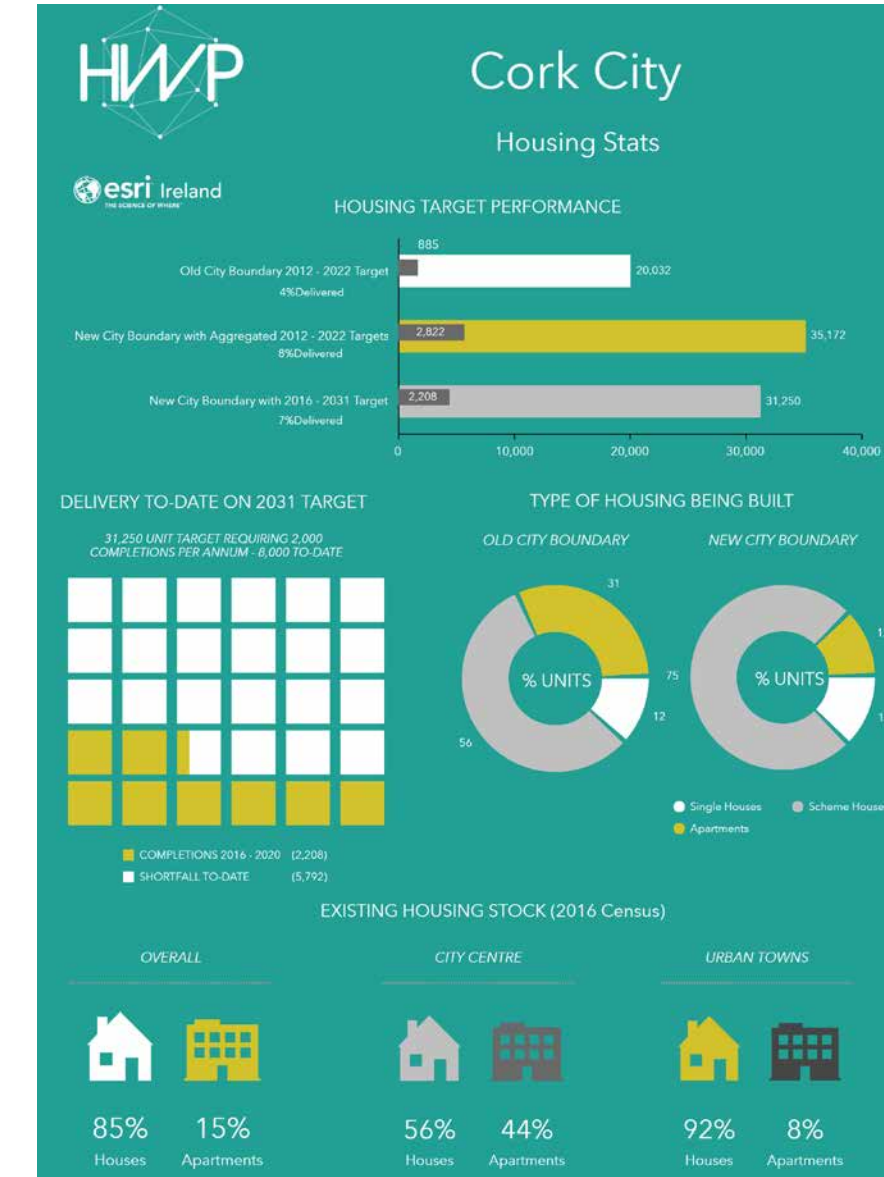
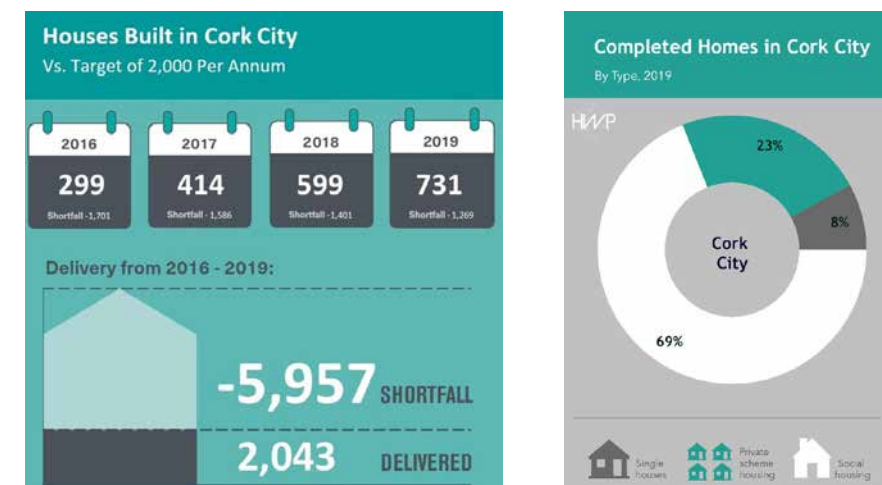
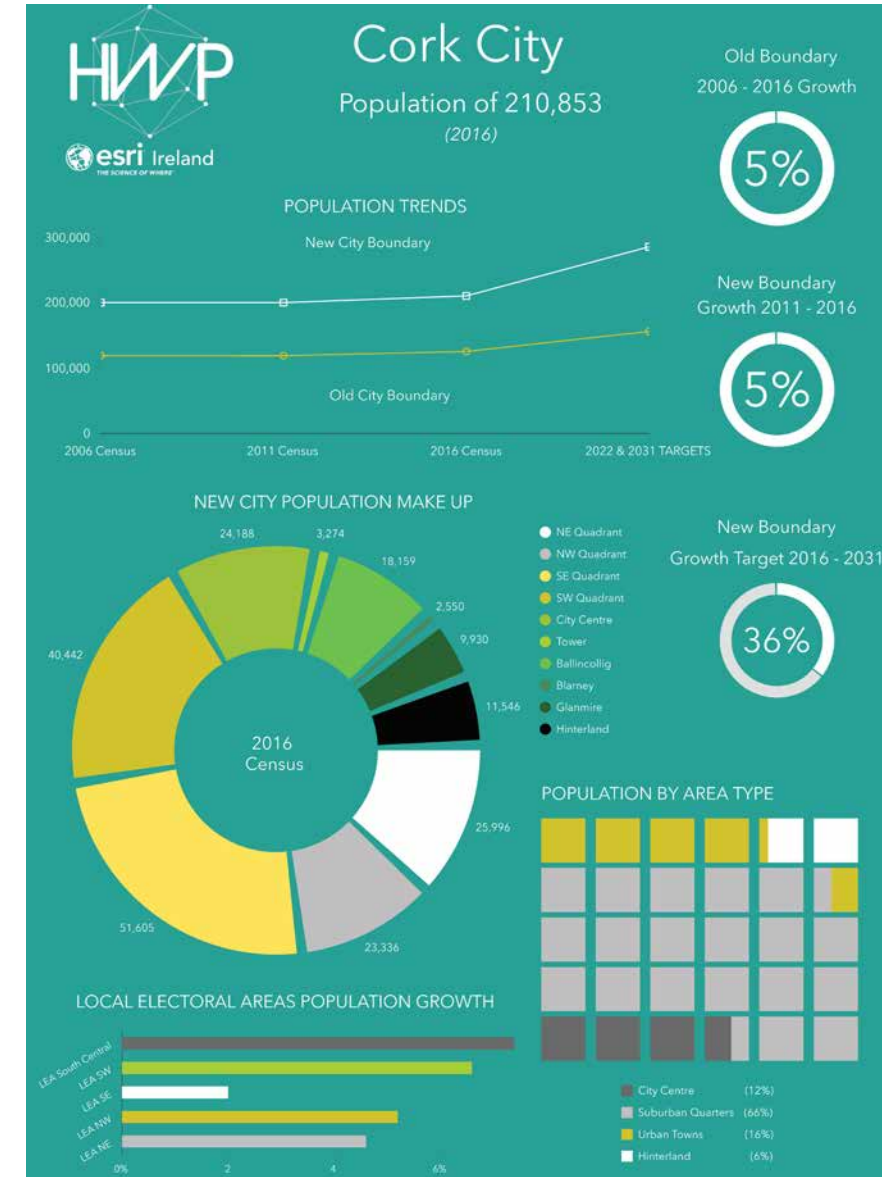
1.3.1 City Overview - Population and Housing Requirement

The National Planning Framework (NPF) outlines ambitious plans for the growth of Cork City and the Regional Spatial and Economic Strategy (RSES) and the Cork Metropolitan Area Strategic Plan (MASP), have defined the unprecedented population and housing targets required to realise these ambitions. MASP has set a 2031 population target of 286,178 for Cork City, an increase of over 75,000 or 36% on the 2016 Census Population of 210,853.

Section 3.2 of the Cork City Issues Paper indicates that in order to meet its 2031 population and housing targets, Cork City will have to deliver an average of 2,000 residential units annually in the period from 2016 to 2031. In the 4 years between 2016 – 2019 just 2,043 residential units have been delivered in Cork City, which is the equivalent of a single year’s target.

The following figures highlight the performance of Cork City in terms of housing delivery and population growth. Based on the targets identified in previous City Development Plans Cork City has also performed poorly in terms of population growth in the recent past with just 21% of its 2022 target population growth achieved within the old City Boundary and 33% achieved within the new boundary.

It is clear that Cork City will miss its 2022 population targets by a considerable distance and is already well behind in the delivery of its 2031 housing target. This has a knock on effect. After 4 years, with just 2,043 of the 2031 target of 30,000 residential units delivered, there remains a target of 27,957 units to be delivered in the 11 year period from 2020 to 2031. Addressing the shortfall of 5,957 units which has already accrued, in the remaining period between 2020 and 2031 means the annual figure of 2,000 residential units referenced in the Council’s Issues Paper becomes a yearly requirement of 2,541.



Within this, there is also the very important question of what type of units are being delivered. The Issues Paper and Cork City Socio – Economic Profile provide valuable data in relation to the tenure of the existing housing stock. An analysis of housing delivery in 2019 indicates that 69% of the 731 residential units delivered in Cork City were social houses. The news that Cork City Council exceeded its 2019 social housing target by 20% is a very welcome and warranted response in the midst of the current housing crisis. However, the fact that just 23% of the 731 houses delivered in 2019 were private scheme units highlights the need for an increased emphasis on the delivery of private housing, in addition to the continued achievement of social housing targets.

Based on current targets and Government policy Cork City Council is likely to deliver approximately 500 social houses (new build) annually and therefore, there will be a requirement for approximately 2,000 private houses annually to comply with national and regional targets. This can only be achieved through an increased emphasis on the delivery of housing schemes in appropriate locations.

1.3.2 Area Summary

The subject lands are located c.3 km north of Cork City Centre in the townlands of Kilcully and Carhoo. Currently in agricultural use, the site is bisected and accessed by the Old Whitechurch Road, which branches off the Old Mallow Road to the south. The site is c.1.6 km north of Blackpool Retail Park, with a number of industrial areas in close proximity, including the IDA Kilbarry Business and Technology Park. There is a small cluster of single residential dwellings located along Old Whitechurch Road, with Rosemount the closest formal residential estate to the east.

Prior to the Cork City boundary extension in May 2019, the subject lands were located just outside the previously defined administrative area of Cork City Council, with the former boundary located on the southern banks of the River Bride and west of the Old Whitechurch Road. The lands form part of the 105.2 hectare landbank which was identified by Cork County Council as Strategic Land Reserve (SLR) 8, as a potential development site adjacent to the city environs, offering opportunities to leverage maximum returns on infrastructure and multi-modal opportunities.

Cork City Council are currently advancing plans for the development of 600 new homes, a school and small commercial use on a green-field landbank west of the Old Whitechurch Road. This is being progressed via Part VIII of the Planning and Development Act 2000 (as amended), namely development for or on behalf of a Council within their own functional area. This project is being supported by a package of Government funded infrastructure works include drainage, telecoms, power and road improvements.

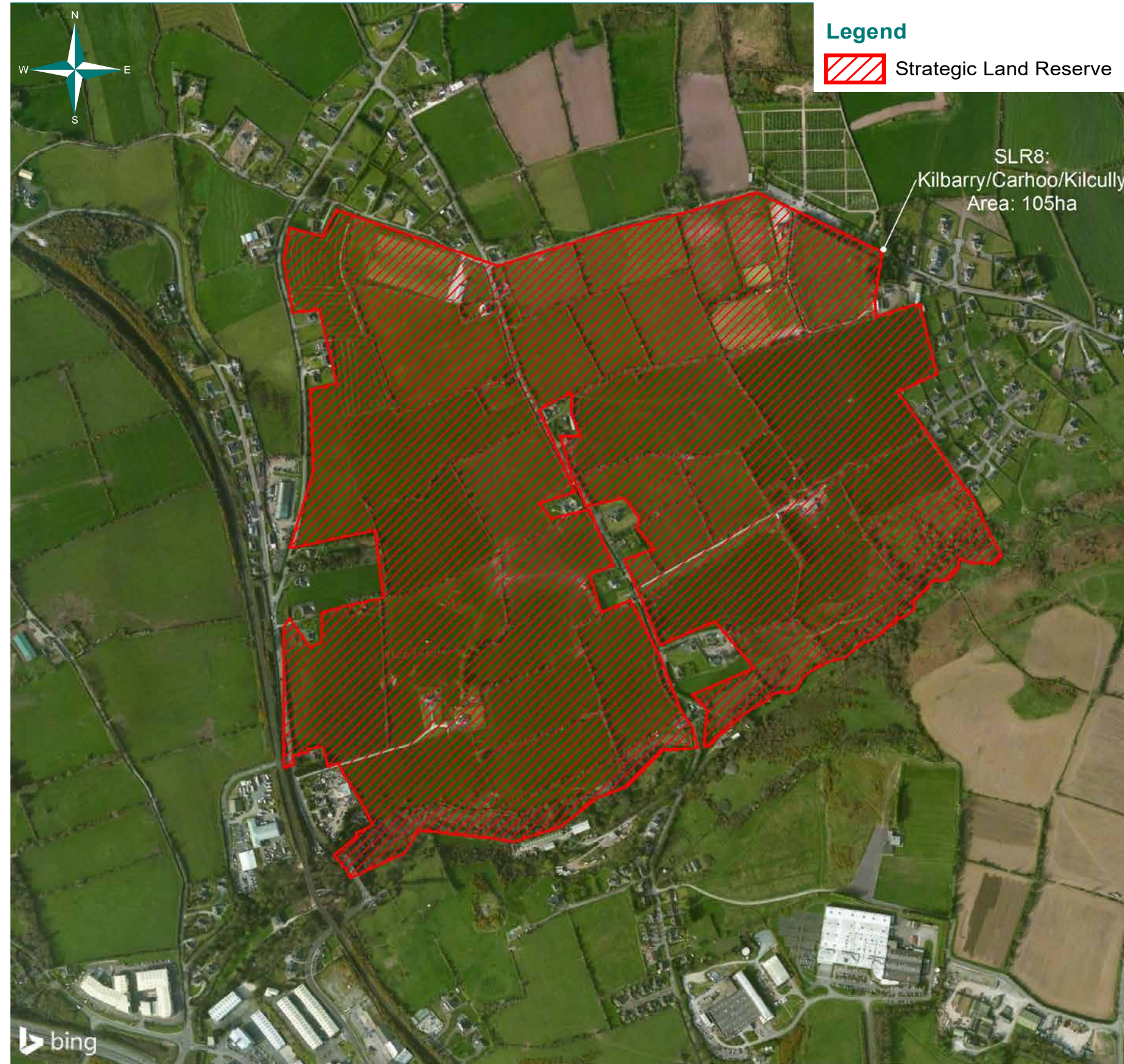


FIG 3: SLR MAP HW PLANNING

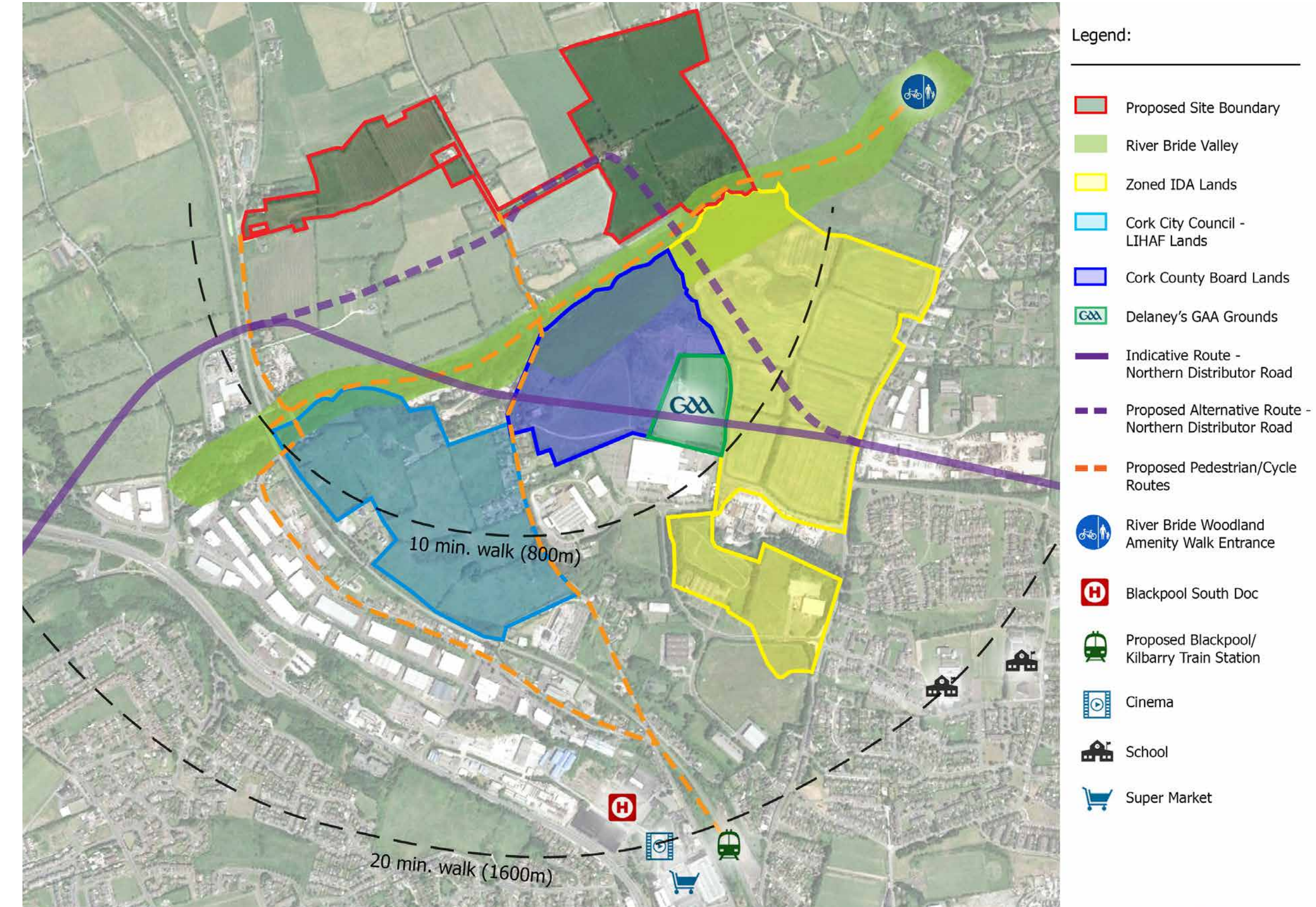


FIG 4: KILCULLY/KILBARRY AMENITY MAP DEADY GAHAN ARCHITECTS



2.0 PLANNING POLICY CONTEXT

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2.1 Project Ireland 2040 – National Planning Framework

This section presents a short summary of relevant current planning policy as it relates to the subject area in Cork City.

The Government published the National Planning Framework (NPF) in February 2018. It fulfills the role previously occupied by the National Spatial Strategy guiding national, regional and local planning policies and investment decisions for the next two decades. In its own words, it represents a new strategy for delivering concentrated growth and calls for a major new policy emphasis on renewing and developing existing settlements.

The NPF includes a list of ‘shared goals’ across the country framed as 10 National Strategic Outcomes, which include, inter alia, the development of compact growth; enhanced regional accessibility; sustainable mobility; a strong economy; and providing enhanced amenities and heritage in Ireland’s settlements.

Section 2 of the NPF calls for significant ambition to realise the potential of places, and within this, the need to prioritize growth in Ireland’s main cities. The NPF includes an objective to grow the population of Ireland’s southern region by 340,000-380,000 persons to 2040, with the largest component of this (105,000-125,000 people) earmarked for Cork City and Suburbs. Section 3.4 of the Framework confirms that the biggest challenge for the region is to ensure that it grows to become “significantly scaled, while also more compact and attractive”. The underlying premise is that “housing development should be based on employment growth, higher densities, access to amenities and sustainable transport modes”.

With direct reference to Cork City, the framework references the need for “significant growth” to “arrest the long-term decline of the City’s urban population” The NPF identifies 13 key future growth enablers to deliver on this intention in Cork City, which includes:

- “Progressing the sustainable development of new greenfield areas for housing, especially those on public transport...;”
- Identifying infill and regeneration opportunities to intensify housing development in inner city and inner suburban areas, supported by public realm and urban amenity projects”.

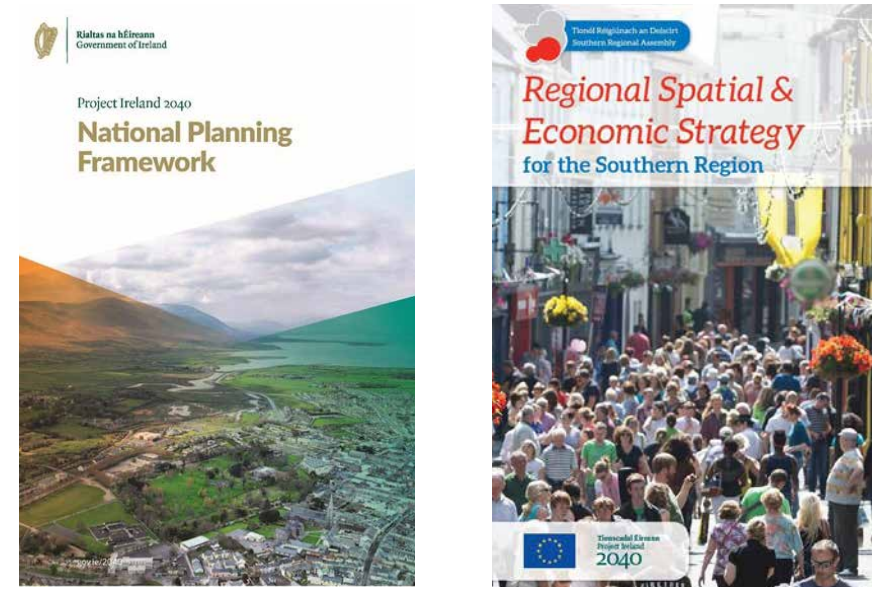


FIG. 5 & 6: RESPECTIVE NATIONAL PLANNING FRAMEWORK & REGIONAL SPATIAL & ECONOMIC STRATEGY DOCUMENT COVERS

2.2 Regional Spatial and Economic Strategy

The Regional Spatial and Economic Strategy (RSES) for the Southern Region was published in January 2020. The document is positioned as an implementing strategy for the NPF, supporting the program for change set out in Project Ireland 2040. The RSES profiles the Southern Region and establishes a strategy to improve the Region through 9 distinct strands which include:

- “Compact Growth”
- “Strengthening and growing our cities and metropolitan areas, building on the strong network of towns throughout the region and supporting our villages and rural areas”;
- “Enhancing regional accessibility through upgraded transport infrastructure and digital connectivity allied to transformed settlement hierarchy”;
- “Building a competitive, innovative and productive economy”;
- “Transforming our transport systems from polluting and carbon intensive modes to well-functioning integrated public transport, walking and cycling and electric vehicles”;
- “Providing infrastructure and services in a sustainable, planned and infrastructure-led manner...”.

The overall strategy for the development of the region is built around the pillars of the three cities of Cork, Limerick and Waterford and the preparation of guiding Metropolitan Area Strategic Plans (MASP) for these.

The Cork MASP identifies ‘Blackpool/Kilbarry’ as a ‘Strategic Employment Location’ from a ‘regional perspective’, with Blackpool identified as an ‘Example Regeneration Area’.

Building on this, Section 8.3 of the Cork MASP identifies ‘Blackpool/Kilbarry’ as a location with “significant existing property assets, lands and growth potential for jobs and employment growth”. Section 7.3 of the strategy identifies the North Environs of Cork City (Kilbarry – Blackpool), including the Old Whitechurch Road as a Strategic Residential and Regeneration Area :

“The Blackpool Valley, Kilbarry and Old Whitechurch Road Area have opportunities for significant mixed-use regeneration and residential and enterprise development providing a northern gateway to the city from the Limerick Road”.

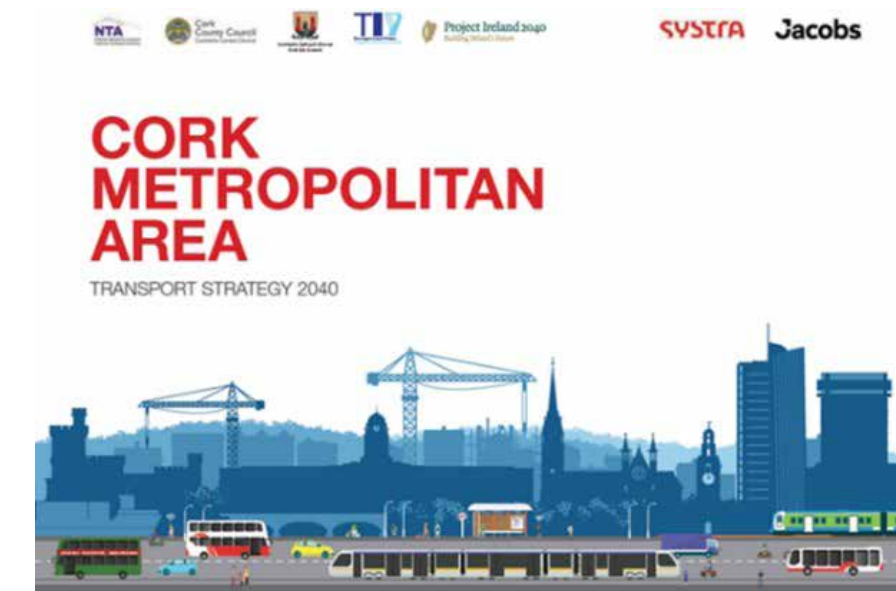


FIG. 7: CORK METROPOLITAN AREA DOCUMENT COVER

2.3 Cork Metropolitan Area Transport Strategy

The Cork Metropolitan Area Transport Strategy (CMATS) provides a long-term strategic planning framework for the integrated development of transport infrastructure and services in wider Cork City. CMATS identifies that buses will remain the main public transport system in Cork and it makes provision for an enhanced BusConnects network comprising Core Radial and Orbital Bus routes. This includes a new dedicated Core Radial Bus Network route through the Killycully/Kilbarry area identified as ‘Dublin Hill-Togher’ and the Northern Inner Orbital Route which will serve the north side of Cork City serving Little Island, Tivoli Docks, Mayfield, Blackpool and Knocknaheeny before crossing the River Lee and connecting with the City’s

western suburbs. Specifically, CMATS states that “Northern Outer Orbital Route will provide connectivity with future residential development north of Balyvollane and Old Whitechurch Road”. Both of the above-referenced routes are identified as BusConnects priority measures.

The strategy includes an objective to make Cork the most walkable city in Ireland. Key identified outcomes include “increase in walking levels for work, education and leisure across the Cork Metropolitan Area, particularly for short journeys (less than 2-3km)”. Within this, Dublin Hill is identified as a key strategic walking route to be developed:

“Dublin Hill – to support the planned regeneration of Blackpool and opening of the Blackpool/Kilbarry rail station”.

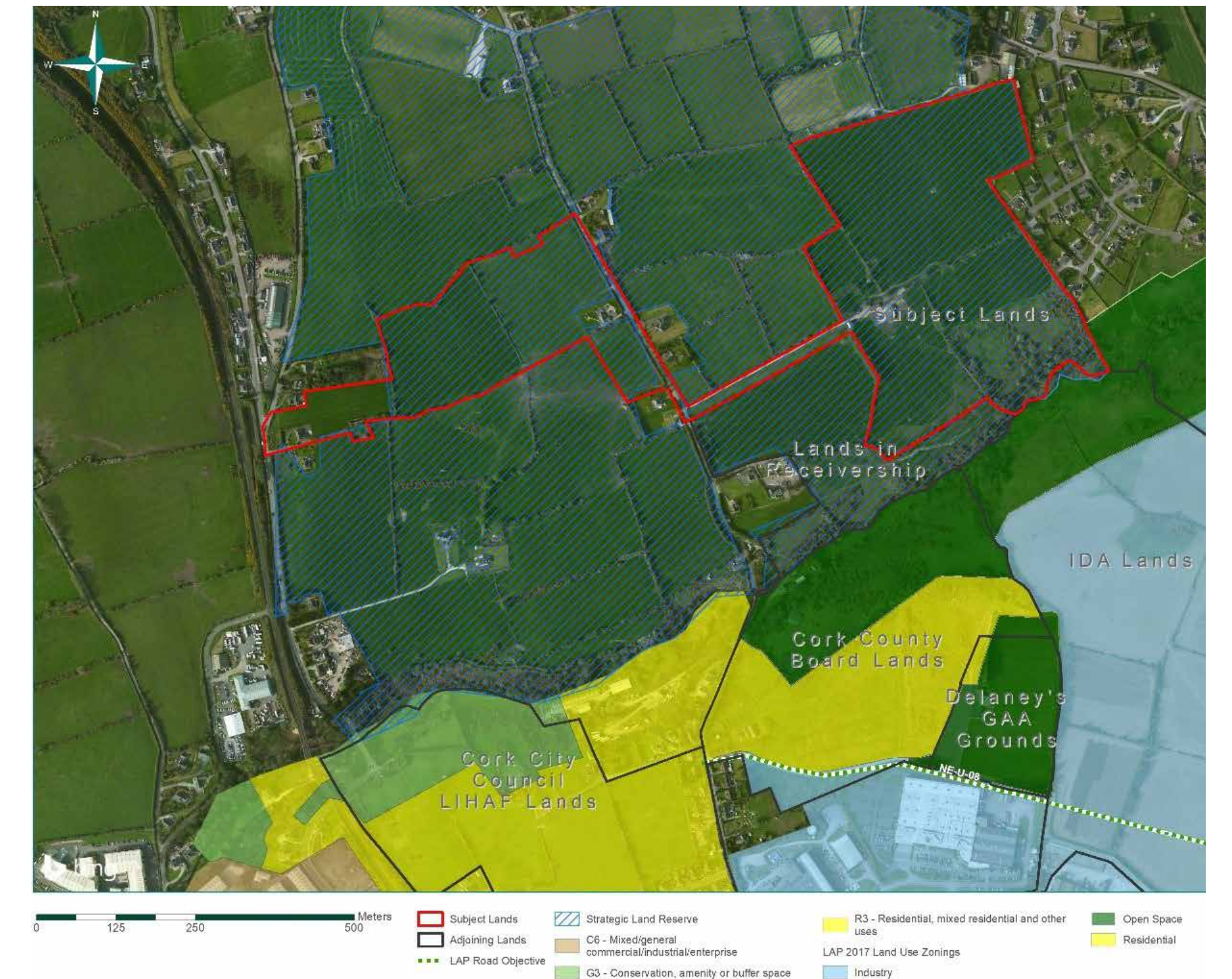


FIG. 8 & 9: RESPECTIVE DEVELOPMENT PLAN & LAP DOCUMENT COVERS

2.4 Cork County Development Plan 2014

The provisions of the current Cork County Development Plan 2014 remain in place in the area pending the adoption of the new Cork City Development Plan. The subject lands are currently located in the Prominent and Strategic Greenbelt, as defined in the Plan. With respect to the zoning of residential land, the Cork County Development Plan 2014 highlighted a significant lack of headroom available within the residential land supply for the County Metropolitan Cork Strategic Planning Area. The plan estimated that a strategic reserve of 360 ha minimum should be provided for in the subsequent review of the Local Area Plans, to provide headroom of 33% and to

FIG. 10: EXTRACT FROM COBH MUNICIPAL DISTRICT LOCAL AREA PLAN 2017 AND 2015 CORK CITY DEVELOPMENT PLAN



take account of anticipated economic and population growth within Metropolitan Cork. The CDP made provision to conduct a review of the available land supply within Metropolitan Cork Strategic Planning Area as part of the subsequent review of Local Area Plans.

2.5 Cobh Municipal District Local Area Plan 2017

The subject lands are located just outside the defined boundary of the North City Environs within the Cobh Municipal District Local Area Plan (LAP) which was adopted in 2017. The collective LAPs identified 12 no. Strategic Land Reserve (SLR) areas in Metropolitan Cork comprising a total of 1,289 hectares of land. The entirety of the subject lands are located within SLR 8 Kilbarry/ Carhoo/ Kilcully with a gross area of c.105 hectares.

The lands to the immediate south on both sides of the river valley are zoned NE-O-03 Open Space with an objective to provide a linear park to serve and link the wider area:

“This site includes a number of playing pitches which are an important amenity area. It is important to retain this site for open space uses. The remainder of the site serves to protect the visual amenity”.

An 8.7-hectare site south of the open space designation is zoned for Medium B residential development.

The lands to the immediate south-east are zoned NE-O-03 Open Space with an objective to provide a linear park to serve and link the wider area:

“This site includes a number of playing pitches which are an important amenity area. It is important to retain this site for open space uses. The remainder of the site serves to protect the visual amenity”.

An 8.7-hectare site south of the open space designation is zoned for Medium B residential development:

NE-R-03

“Medium B density residential development. Significant improvements will be required to the local road network to facilitate improved vehicular, cyclist and pedestrian access prior to any development. A detailed Transport Impact Assessment will be required to accompany any future planning applications”.

The desire to achieve improved connectivity locally is also enshrined in the NE-U-08 objective to provide a new link road through Kilbarry employment area and out onto the Old Whitechurch Road.

2.6 Cork City Council Development Plan 2015

The NE-R-03 residential zoning is reflected in the adjoining Cork City Development Plan residential zoned lands to the west, currently the subject of a Local Infrastructure Housing Activation Funds (LIHAF) project. The LIHAF was an initiative by the Government under Rebuilding Ireland: An Action Plan for Housing & Homelessness. The objective of the fund is to provide public off-site infrastructure to relieve critical infrastructure blockages with the intention of enabling the accelerated delivery of housing on key development sites. The call for proposals for the €200 million fund was announced on 26 August 2016 and there were two successful projects in Cork City, one of which was the securing of €9.89 million for the roads, drainage and other infrastructure improvements on the Old Whitechurch Road. These LIHAF lands are due to deliver 600 housing units by 2021.



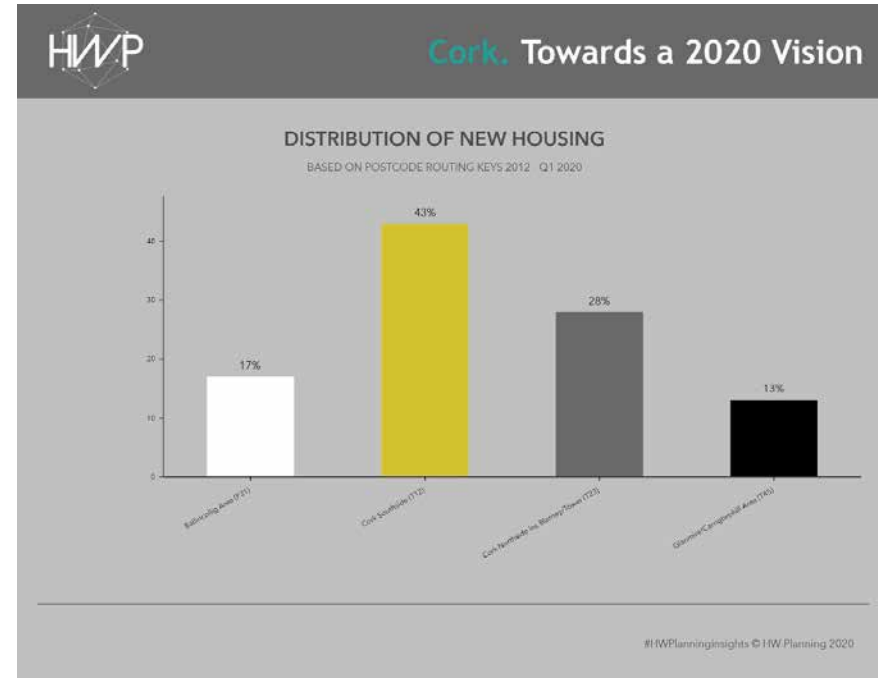
3.0 KILCULLY/KILBARRY SUSTAINABLE GROWTH OPPORTUNITY

3.1 Population and Housing Delivery

As outlined in Section 1.2, it is evident that Cork City will miss its 2022 housing targets by a considerable distance and is already well behind in the delivery of its 2031 housing target. Allied to this under-delivery is a spatial imbalance, in which the northside of the city is under-represented in terms of population growth and housing completions. Between 2011 and 2016 almost 50% of the city's population growth was in the southern quadrants, c. 30% was in the city centre with only c. 20% in the northern quadrants. Housing completions cannot be readily disaggregated to these spatial areas, but from completions by postcode routing key data it is apparent that the vast majority of housing development between 2012 and 2020 was in the southside of the city.

The review of the development plan presents an important opportunity to counterbalance some legacy growth issues in the city and deliver commensurate compact and focused growth in the northside, in areas such as the subject lands, that are in close proximity to the city centre, social infrastructure and key strategic employment areas. Alongside this, it will also create a framework for the direct delivery of key strategic transport such as identified in CMATS, including 2 no. BusConnects routes and the inclusion of the Kilbarry station along the suburban rail line. Alongside this it will support the delivery of and recreation/amenity objectives for the area.

New Boundary - Suburb Quadrants	2011	2016	% pop change	pop change
NW Quadrant	22,608	23,336	3.22%	Northside 20.5% (1,740)
NE Quadrant	24,984	25,996	4.05%	
SW Quadrant	36,927	40,442	9.52%	Southside 48.4% (4,113)
SE Quadrant	51,007	51,605	1.17%	
City Centre	21,547	24,188	12.26%	Centre 31% (2,641)



Within this picture of the northern quadrants, with significant areas of strong population decline, it is also important to look at what type of housing characterises these areas. The Issues Paper and Cork City Socio – Economic Profile provide valuable data in relation to the tenure of the existing housing stock. The average figure for Social Rented houses in the city is 13.7%, the percentage in the suburbs is 15.9% and as expected in the Rapid Areas, it is a higher percentage of 34.7%. The subject lands are located between two RAPID areas, with Blackpool /The Glen/Mayfield to the south and Fairhill /Gurranabraher/Farranree to the west. In essence much of the northside of Cork City is a RAPID area.

If the ambitious growth targets for Cork City are to be achieved, there is a need to counteract the population stagnation or decline in the northside and to address the lack of balance in the housing tenure, where currently rented social housing dominates. A greater mix of housing types and tenures is required to accommodate the needs of different groups in society. This means that in addition to the continued achievement of social housing targets there is a requirement for the delivery of private housing in the northside.

3.2 A Sustainable Development Location

It is the recommendation of this submission that the subject lands in the townlands of Kilcully and Carhoo should be advanced as a broad location for future residential growth in the interests of the proper planning and sustainable development of the area.

The site is situated in a Metropolitan Cork Strategic Land Reserve area (SLR 8 – Kilbarry/Carhoo/Kilcully) of c.105 hectares. The subject lands have therefore been identified as having future residential development potential. The rationale for promoting growth in this location previously was sound based on key planning assessment criteria. Section 3.3 of the RSES states clearly that in allocating growth in a county development plan, local authorities should have regard to (1) the settlement typology in question and (2) key listed guiding principles set out in the RSES.

Settlement Type

As outlined, the subject lands form part of Cork City and Cork MASP which in policy terms are considered to exert substantial regional influence. It sits at the top of the hierarchy of settlements in the Southern Region and should therefore be allocated a significant growth target to fulfill its designated role and function.

Growth Principles

The following table sets out the justification for allocating growth in northeast of the town relative to the identified principles for growth in the RSES.

Principle	Justification
Scale of population and its existing performance.	The combined resident population of the northeast and northwest suburb quadrants, as defined in the Cork City Council issues paper, is 49,332 persons which compares with 92,047 persons in the southeast and southwest quadrants. There is a pronounced need for a more balanced distribution of geographical growth in the city in the future. For context, the population of the northeast and northwest grew by 4.05% and 3.22% respectively during the intercensal period 2011-2016 compared with growth of 9.52% in the southeast of the city during that time. The Blackpool Valley, Kilbarry and Old Whitechurch Road Areas are identified for significant mixed-use regeneration, residential and enterprise development in the RSES. Growth needs to happen to realise this and performance needs to be improved with a new development strategy for the area which

involves the identification of additional lands for development and the delivery of important enabling infrastructure as part of this.

Extent to which a settlement is located inside or outside one of the three defined city-region catchments.

The subject area is under 3km from Cork City Centre and comfortably within the defined catchment of the Cork City Region. The growth of the area is necessary to appropriately support the delivery of new homes to meet strategic targets and regeneration policy objectives.

Scale of employment provision, number of jobs, jobs-to-resident workers ratio and net commuting flows.

The Blackpool Valley, Kilbarry and Old Whitechurch Road is a designated strategic employment location of regional importance, as identified in the RSES for the Southern Region. As illustrated in section 3.3, the broad location has one of the highest workers over daytime populations in Cork City. Focusing growth in this area will deliver homes and support infrastructure proximate to these key employment areas.

Compliance with the NPF (NPO 72) relating to the servicing of lands within the life of the plan.

The subject area can be serviced and brought forward for development within the life of the 2023-2029 Development Plan in full compliance with NPO 72. A review of the wastewater status for the town contained within the public consultation Water Services Background Paper confirms that there is available capacity locally. As demonstrated in the next section of this submission, the provision of traffic access and supporting amenity infrastructure can be delivered commensurate with development during the Development Plan period.

Linking Core Strategies to an evidence base on the availability and deliverability of lands.

The identification of subject lands in the townland of Kilcully and Carhoo as a suitable broad location for development is underpinned by significant regional and local evidence related to the performance of the area from an employment,

quality of life and sustainability perspective.

Unlike some other zoned lands in the area, the subject lands are available for development in the life of the forthcoming Development Plan and can be brought forward to create sustainable communities.

Extent of local services and amenities provision, particular higher education institutes, health, leisure and retail.

The broad location is well served by local retail, education and social infrastructure services. This includes immediate proximity to Blackpool Shopping Centre, the Irish College of Osteopathic Medicine, St. Aidan's Community College, Scoil Oilibheir and a number of community centres. The focusing of future growth in this area has the potential to underpin and build upon local services provision.

Extent to which sustainable modes of travel can be encouraged (walking, cycling or public transport).

As illustrated in Section 03 of Cork City Council's issues paper, there is a high level of use of 'green modes' of transport to work/education in the subject area. The development of the broad location presents further opportunities to build on this with respect to sustainable travel for residents having regard to secured LIHAF upgrades on the Old Whitechurch Road, CMATS proposals in the area including the Blackpool/Kilbarry train station, the core bus corridor on Dublin Hill and the Northern Orbital Route, among others, as well as general close proximity to schools, employment and social infrastructure.

Rate and pace of past development and the extent to which there are outstanding requirements for infrastructure and amenities.

As outlined earlier in this submission, there has been a significant shortfall of residential development in Cork City over the last 10 years meaning population growth targets have not been realised to any significant degree. The identification of Kilcully as a broad location for future growth will result in the delivery

Accessibility and influence in a regional or sub-regional context.

of tangible change during the life of the forthcoming Development Plan.

Situated just off the N20 National Road, and near the planned Blackpool/Kilbarry Railway Station, the subject area is highly accessible. This will be further improved by means of the planned northern orbital and Dublin Hill radial BusConnets routes. As outlined, the area has regional influence being recognized as a strategic employment area, as well as having the potential to become a "northern gateway to the city" from Limerick. The planned delivery of the referenced CMAT's projects will exert further regional and sub-regional benefit.

Sub-regional interdependencies, e.g. location of a settlement in relation to nearby settlements and scope for collaboration including cross-boundary collaboration for settlements adjoining local authority boundaries.

It is the role of Cork City to act as a principal driver of growth in the Southern Region. It has been assigned the highest growth allocation of the main cities in the region, and as part of the Blackpool Valley, Kilbarry and Old Whitechurch Road, the subject broad location has an important role to play in supporting this, as well as fostering sub-regional interdependencies in the wider hinterland to the north of the city.

Character of local geography and accessibility as a service centre for remote and long-distance rural hinterlands.

As outlined, the subject area already includes significant services and social infrastructure which are readily accessible as a service centre.

Track record of performance and delivery, as well as ambition and scope to leverage investment.

Cork is a city with a national and international reputation and the ambition of policies in the forthcoming Development Plan need to reflect and foster further growth to continue its success story. The subject broad location is an attractive area for employment-led investment and the provision of new homes, as well as the planned road and amenity improve-

Environmental and infrastructural constraints.

ments at this location will strengthen the viability of such investment.

There are no environmental constraints associated with potential development on the subject lands. There are recorded monuments to the north and south as contained in National Monument Services records. The development of the wider area presents an opportunity to open up access to feature of heritage value as part of dedicated parklands on the NE-O-03 lands.

Based on completed pre-connection enquiries, Irish Water have confirmed that there is available wastewater capacity to service development in the area.

The appropriate density and scale of development relative to the settlement and location, incl. differing rates and nature of development experienced.

The broad location in question is contiguous to the built up area of Cork City and sequentially most suitable for development. It represents a sustainable location to create compact development attendant to local employment, services and social and community infrastructure.

Need for attractive, alternative options to rural housing within smaller towns and villages.

A review of planning application activity in the wider rural catchment of the northern environs confirms there is significant pressure for urban-generated rural housing. This has been exacerbated by the lack of delivery of new homes in the northside over the last Plan period. The provision of a mix of new homes in the broad location close to services and employment centres will act as a viable alternative to unsustainable one-off rural housing practices.

Based on the above, the allocation of an increased growth target for The Blackpool Valley, Kilbarry and Old Whitechurch Road is fully justified having regard to settlement typology, and further, the concentration of such growth in the identified broad location of Kilcully and Carhoo townlands complies with the listed guiding principles for such decision making as set out in the RSES.

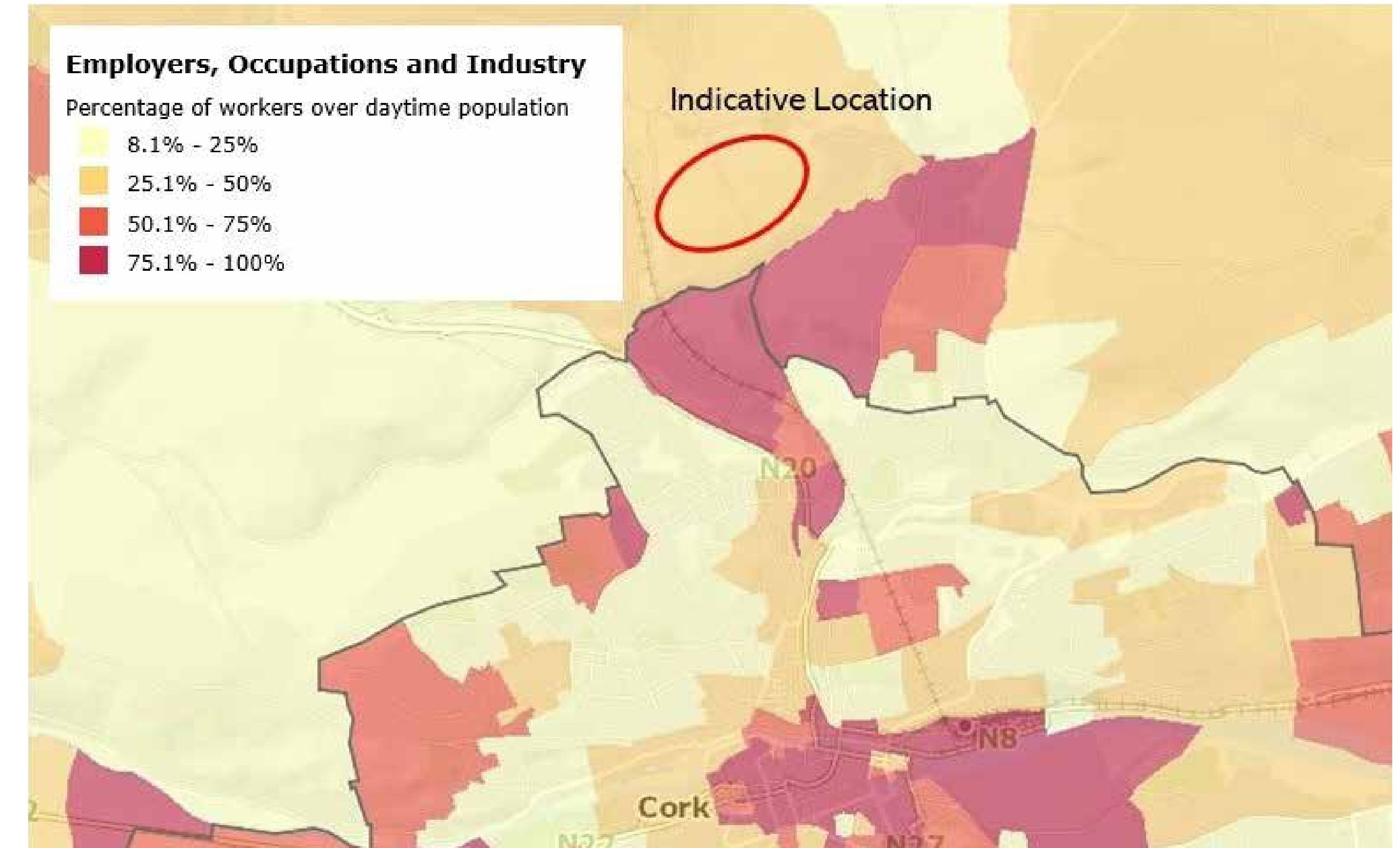
3.3 Employment-led Growth

The subject lands are situated adjacent to the Blackpool/Kilbarry 'Strategic Employment Location' as defined under the RSES for the Southern Region. The importance of this employment hub is graphically illustrated by the 2016 census workplace statistics which shows that the townland of Kilbarry, immediately to the south of the subject lands has in excess of 75% of the recorded daytime population at work in the area. At approximately 77 hectares, The Kilbarry Business and Technology Park is home to some key employers such as Flextronics, Wisetek, and Cosmetic Creations, with the IDA actively promoting opportunities on available residual lands. The provision of new high-quality homes in the area will underpin the attractiveness of the area for prospective future employers. It represents a wholly sustainable location to promote employment-led growth.

3.4 Leveraging Investment

As Figure 21 indicates, the subject lands are in close proximity to the Cork City Council Part 8 development which is supported by €9.89 million of Government LIHAF funding. Under the Part 8, it is proposed to improve and widen the Old Whitechurch Road to improve accessibility and capacity. The Part 8 upgrades can be extended a short distance to the north maximizing the return on investment and supporting the development of other lands. Alongside this, to the west of the subject lands CMATS proposes the development of a new Kilbarry railway station on the commuter rail line. The viability of this and the two BusConnects routes proposed to serve this area in CMATS will be greatly supported by an increased population growth allocation in the area.

FIG. 11: PERCENTAGE OF WORKS OVER DAYTIME POPULATION 2016



3.5 Potential Development Strategy for the Kilcully/Kilbarry

At the forefront of the concept development for this site north of Blackpool and across the Glennamought River is the intention to create a vibrant village centre for the Kilbarry / Kilcully area. The future North Link Relief Road, and the impact this connectivity would offer local residents, was highlighted by our design team at an early stage as being of strategic importance to this proposal. As indicated in the associated concept plans, it is the intention of this proposal to facilitate access onto this vital transport route. In addition this proposal intends to provide future residents with pedestrian and cycle links to employment in Kilbarry and Blackpool in the South and to rural Kilcully and Rathpeacon in the North via Old Mallow Road and Old Whitechurch Road respectively.

In order to utilise these links fully, high importance is placed on creating a permeable site layout. Movement through the proposed layout and possible future connections are to be considered.

Despite the challenges the future relief route will impose on this landscape, many existing features have the potential to give this development a unique quality and flair. The River Bride running along the south of this area, and the woodlands associated with it presents the unique opportunity to create an invaluable amenity to local residents, which could be continued further beyond this site. The natural landscape and topography will inform the character and establish a visual connection to the stream.

In order to create a strong sense of place along the permeable circulation through the site, a number of additional feature nodes will aid to anchor the development within the site and context and generate distinct architectural characters.

An established access drive, connecting the western and eastern portions of the lands, will become an avenue linking two different character areas. Located in the Southeast of the site, and closest to the planned relief road, apartment buildings with views into the valley form the southern gateway and the main entrance into the eastern development. The higher scale of these buildings enables us to form an iconic gateway and defined southern edge with a civic plaza leading up to the more densely built up Central Green, the main node point in this part of the site. A cascading boulevard forms the pedestrian spine, and links a sequence of open spaces, running all the way north to the proposed amenity walk in the southern woodlands. The natural amenity of the river runs through a more generous park landscape with an open character in this area. The Central Green also provides access to the family orientated Campus between the proposed primary school and a childcare crèche

facility, where there would also be an opportunity for a retail or commercial element forming a western gateway from the avenue. This educational hub will aid in the formation of an engaged community within the development by providing space for children's play as well as spaces for congregation - orientated around planted beds and seating.

The Avenue is also accessible from the Old Whitechurch Road which leads to the generous Gateway Green into the Western part of the site. A northern boulevard leads into the village green, a large accentuated square forming the centre of this part of the development. A shared pedestrianized home zone meanders further west, with a possible connection to Old Mallow Road.

The Layout Design takes the complexity of the site into account to inform the general distribution of open spaces square and density, creating distinct neighbourhoods within the proposed development.

While the Glennamought River bank and associated woodlands are predestined to become quality greenways and parks, squares are preferably placed in node points and important junctions that can be utilised to form interesting spaces. With interspersed open spaces, ranging from private gardens, balconies, and terraces, to shared communal spaces, each of these different areas encourages a sense of communality. Distinct areas on the site evolve from the character and use of these open spaces at their centre, but also the functions of the building forming them. All of them are linked by the proposed boulevards forming the pedestrian spine of each part of the development respectively.

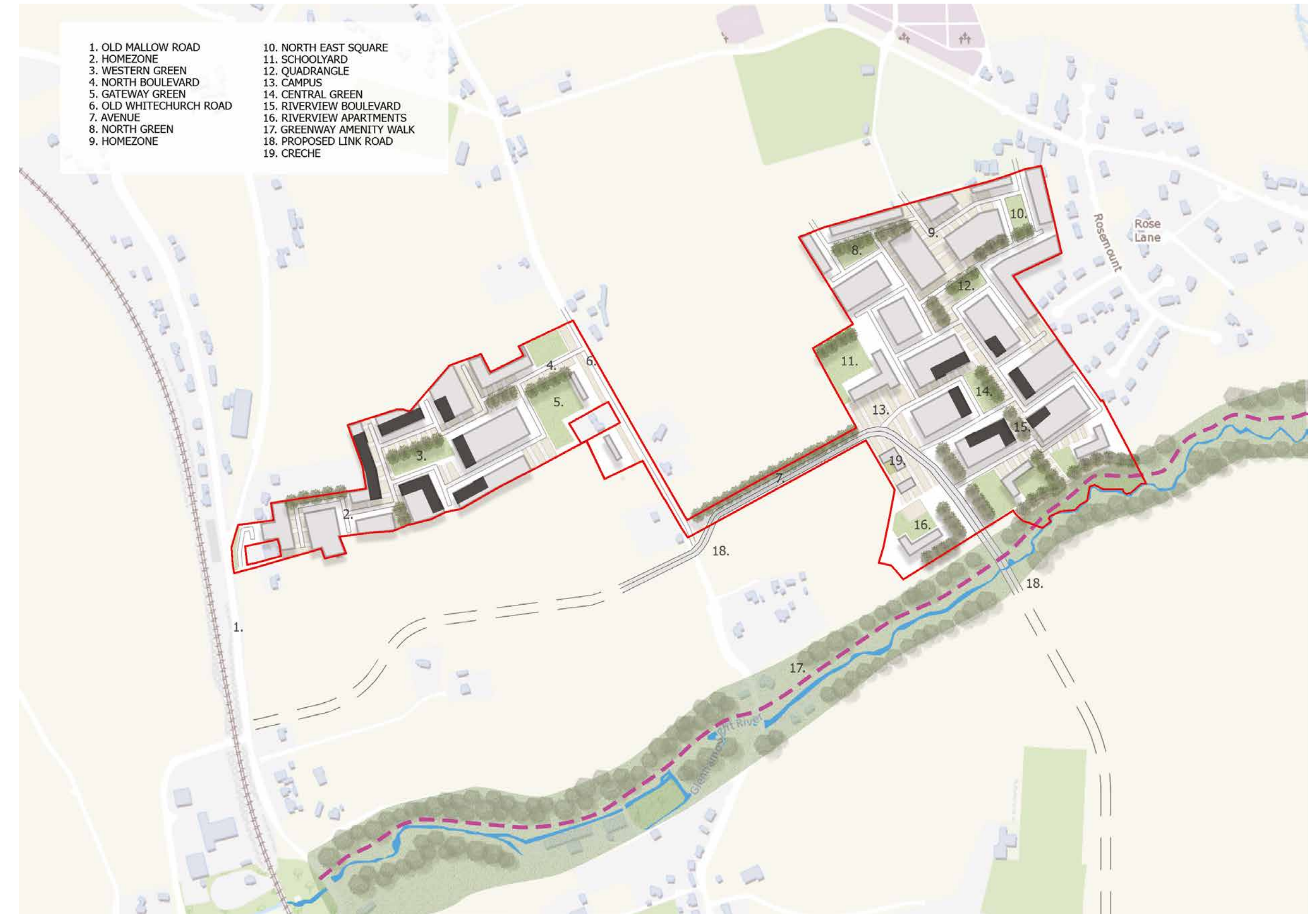


FIG. 12: POTENTIAL DEVELOPMENT STRATEGY PLAN FOR THE KILCULLY/KILBARRY DEADY GAHAN ARCHITECTS

The architectural language of the elements forming these spaces features a range of shapes and style, and a well-balanced palette of materials to create a distinct character for each of these landmark locations.

1. Southern Gateway and Riverview Apartments

After crossing the Glennamought River, the planned future Relief Road passes through a prominent gateway formed by the apartment buildings. The river frontage advertises the start of the development and the first access plaza into the site. The generous park landscape further east with the proposed river promenade expresses a different, more open character, complementing the natural quality of the river in this area. A green buffer runs along the proposed amenity walk, which can be continued beyond the site boundaries.

2. Central Green

With a variety of house types and own-door-access apartments, this square is the focal point of the eastern part of the site. The residential buildings are aligned to form strong edges of this urban space and provide scale near the entrance.

3. Central Boulevard and Glennamought River Amenity Walk

The boulevard is laid out to integrate pedestrian movement into the streetscape, and to link all open spaces and the Riverscape to the Central Green. It forms a spine linking the main square in the centre with all other open spaces.

Towards the river in the South, a more open layout is envisaged to take full advantage of the natural setting of the landscape, where the boulevard joins the walkway and associated woodlands.

In the North, pockets of green spaces along the boulevard are linked by pedestrianized and shared streetscapes designed to encourage social interactions



FIG. 13: ARCHITECTS SKETCH - TYPICAL GATEWAY



FIG. 14: ARCHITECTS SKETCH - TYPICAL GREEN

4. Campus and Avenue

Linking the two parts of the development together, the proposed tree lined Avenue provides a pivotal east west connection. It also acts as the western entrance point into a Campus formed by the proposed crèche and the primary school. This village square is envisaged as a family friendly neighbourhood with urban furniture and outdoor play facilities, which could also benefit from a small retail or commercial element. Careful consideration has been given to the selection of hard landscaping materials of the shared surfaces to create a sense of community.

5. Gateway Green at Old Whitechurch Road

In close proximity to Old Whitechurch Road, linking the development back to Kilbarry in the South and Kilcully in the North, the entrance Green forms a generous gateway into the western part of the development.

6. Northern Boulevard and Western Green

A boulevard links the gateway with the main open space in this proposed medium density development. Varying housing typologies define the edges of this urban square, where the scale is concentrated to mark it as the heart of this neighbourhood.



FIG. 15: ARCHITECTS SKETCH - TYPICAL CAMPUS/PLAZA



FIG. 16: ARCHITECTS SKETCH - TYPICAL SQUARE/PLAZA



4.0 CONNECTIVITY & ACCESS

4.0 CONNECTIVITY & ACCESS

4.1 Delivery of Northern Distributor Road

The creation of a new strategy for the future development of these lands represents a real opportunity to positively address a number of key issues, and in doing so, deliver on some long-established objectives which remain unrealized.

CMATS identifies that the delivery of a new Northern Distributor Road is a critical enabler for unlocking the potential of the northside and easing the traffic congestion in the city centre. The proposed multi-modal route is viewed as a key component for the release of development land, facilitating movement of heavy goods vehicles to strategic employment areas and supporting the development of the cycle network in the city's northside. Within this, the route will also provide for an upgraded orbital bus service linking Kilbarry, Blackpool, the Old Whitechurch Road and Old Mallow Road with the western suburbs, including UCC, CUH and CIT.

Cork City Council went out to tender for the identification of a preferred route alignment in June 2020. Specialist traffic consultants have assessed the route options locally and consider that the most viable option available is the extension of the Upper Kinvara Road (an existing bus route) initially westwards and then northwards over the River Bride into the townland of Kilcully, before travelling west to connect with the Old Mallow Road. This would re-align the route away from the current proposal through Delaney's GAA Grounds into IDA lands. We understand that the adjacent stakeholders including the immediate adjacent landowners to the west, Cork County Board and IDA are amenable all to the proposed route of the Northern Distributor Road.

Our clients support the principle of this planned route which would also go through their lands. We consider this to be the most feasible option having regard to local topographical and other constraints. It would assist with the release of the SLR 8 lands and support existing and planned future population and jobs growth in the area. Given the importance of this strategic road improvement, there is a need for certainty that it can be successfully brought forward. The development of the road commensurate with commercial development will contribute to the achievement of this in the short-term. Critically, the placement of this road should not inhibit the developability of commercial lands, the release of which in the short term may not be entirely dependent on the route itself.

4.2 BusConnects

CMATS identifies that buses will remain the main public transport system in Cork and it makes provision for an enhanced BusConnects

network. It identifies two proposed new bus routes for this area as BusConnects priority measures. It proposes a new dedicated Core Radial Bus Network route through the Kilcully/Kilbarry area identified as 'Dublin Hill-Togher' and a Northern Inner Orbital Route which will serve the north side of Cork City including Little Island, Tivoli Docks, Mayfield, Blackpool and Knocknaheeny before crossing the River Lee and connecting with the City's western suburbs. Specifically, CMATS states that "Northern Outer Orbital Route will provide connectivity with future residential development north of Ballyvolane and Old Whitechurch Road".

CMATS also includes proposals for a new suburban rail station at Blackpool/Kilbarry. It notes these proposed new stations will support primarily residential-led mixed use development. This connectivity will unlock the development potential of these lands, which coupled with their proximity of the Kilbarry Industrial Estate and Zoned IDA Lands will render this location a sustainable place to live and work and ideal to contribute towards the significantly increased population and housing 2031 targets for Cork City.

The strategy includes an objective to make Cork the most walkable city in Ireland. Key identified outcomes include "increase in walking levels for work, education and leisure across the Cork Metropolitan Area, particularly for short journeys (less than 2-3km)". Within this, Dublin Hill is identified as a key strategic walking route to be developed:

"Dublin Hill – to support the planned regeneration of Blackpool and opening of the Blackpool/Kilbarry rail station".

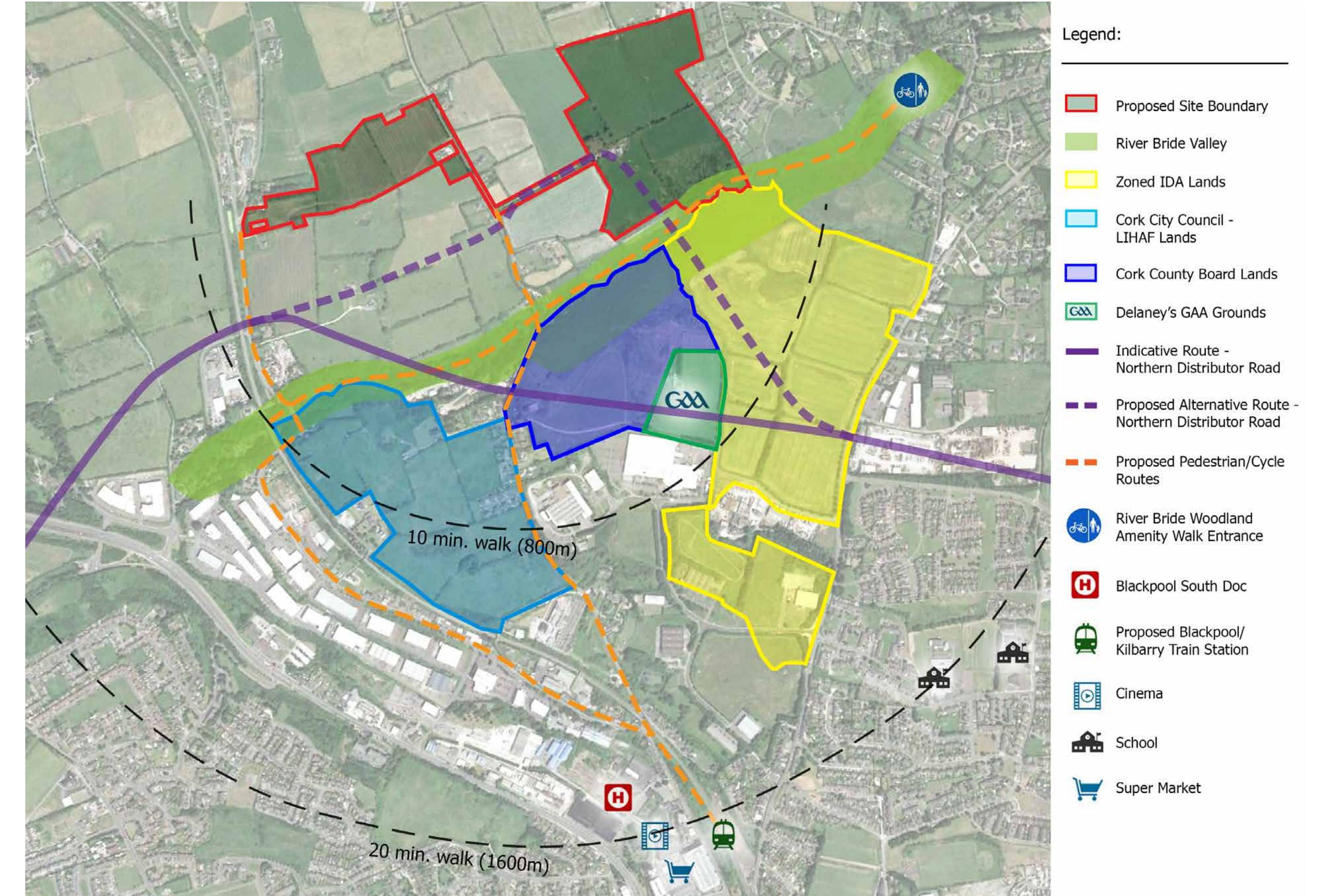


FIG 17: KILCULLY/KILBARRY AMENITY MAP DEADY GAHAN ARCHITECTS

4.3 Amenity & Pedestrian/Cycle Circulation
 4.3.1 Key Components of Landscape Strategy:

- Framework landscape green infrastructure which will anchor the development in the landscape setting as it matures and promote the biodiversity potential of the site.
- Public open space hierarchy with excellent passive supervision including green areas, home zones, plazas and shared use spaces. Priority pedestrian and cyclist routes through the new development providing connectivity with local services and wider greenway and road network.
- Recreation and amenity provision on the site for all ages including play provision, exercise trails, walking routes, viewing points and destination socialising nodes.
- SuDS features (see example image below)



4.3.2 Pedestrian and Cyclist Connectivity:

As per the principles set out in DMURS, prioritisation of pedestrian and cyclist permeability and connectivity with local amenities and services will be a primary objective of site development proposals. Delivery of attractive and safe open spaces, home zones, streets, play facilities and walking/exercise routes go hand-in-hand with this objective.

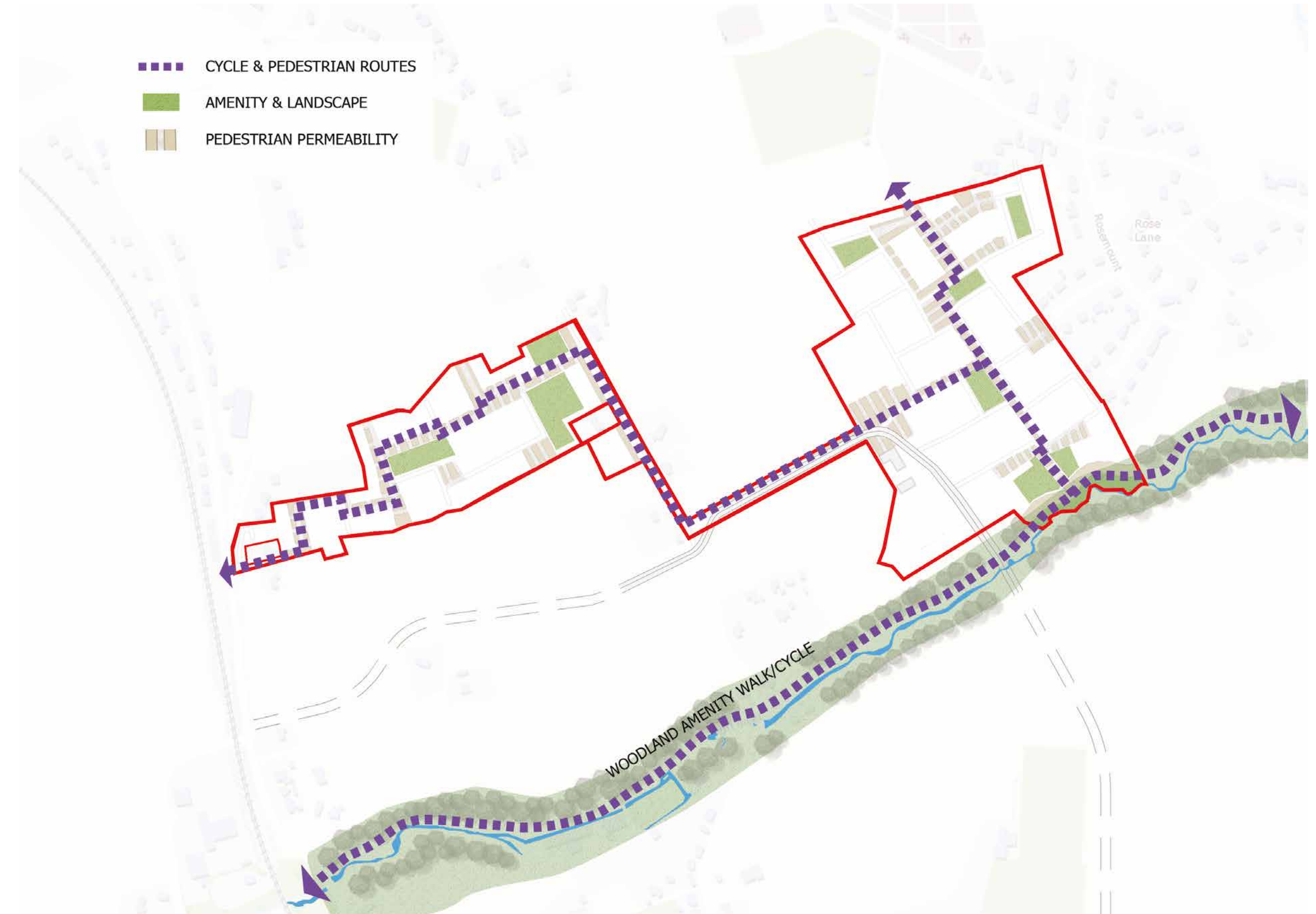


FIG 18: AMENITY & PEDESTRIAN/CYCLE CIRCULATION MAP DEADY GAHAN ARCHITECTS

4.4 Street Hierarchy

The network of streetscapes proposed for this site intends to provide permeability through the site and a high quality public realm for residents. The Design Manual for Urban Roads and Streets (DMURS) has been given due regard and it is the intention of this proposal to comply with same.

Three principle street typologies are proposed for the site as follows;

1. Link Street
2. Local Access Street
3. Home-zone

Due consideration has been given to the location and function of each road proposed within the development. The selected street type aims to balance threshold, path, road, planting, lighting and services to appropriately provide for the requirements in specific locations throughout the development.



LINK STREET FEATURES:

- BOULEVARD/AVENUE STYLE
- 6m ROAD WIDTH
- CYCLE/PEDESTRIAN PATH SEPARATED FROM ROAD
- PARALLEL PARKING
- MINIMAL DIRECT ACCESS TO UNITS

LOCAL ACCESS STREET FEATURES:

- 5-5.5m ROAD WIDTH
- ROAD-SIDE PEDESTRIAN PATH
- PARALLEL PARKING OR ON-CURTILAGE PARKING
- DIRECT ACCESS TO UNITS
- INCORPORATING LIGHTING, BINS, PARKING & LANDSCAPING

HOMEZONE FEATURES:

- 4.8-5m ROAD WIDTH
- ROAD-SIDE PEDESTRIAN PATH OR SHARED SURFACE
- PARALLEL PARKING OR ON-CURTILAGE PARKING
- DIRECT ACCESS TO UNITS
- INCORPORATING LIGHTING, BINS, PARKING & LANDSCAPING



5.0 SERVICES

5.1 Water Supply and Drainage (Foul and Surface Water)

Long term foul sewer services will be provided to these lands by the proposed development off the Old Whitechurch Road (OWR) by Cork City Council and the related LIHAFF infrastructural investment planned for the City Council lands off the approaching Old Mallow Road and its proposed spine road linking the Old Mallow Road just aside these lands with drainage and water infrastructure to be carried up to the Old Mallow Rd (at bridge) as indicated. This will facilitate immediate connection to services such as sewerage water and other utilities all along the lands north of the Glennamought River.

The existing main Irish Water main serving the Old Mallow Rd. can be linked across to join the OWR enhanced site infrastructure.

The enhancement of the Old Whitechurch Road and widening with related transport initiatives and establishment of a school and crèche on the planned entrance will facilitate development lands north of the existing City boundary in Carhoo, with regard to access and infrastructure in fact all lands inside the proposed Ring Road.

5.2 Foul Drainage Services

In the medium term Foul sewer services are available through the City network at the Old Whitechurch Road outside the City Council Kilnap site and bounding the lands owned by Cork County GAA Board. As the lands as previously described in Carhoo are sloping southwards towards the Glennamought Valley it is relatively simple to construct a small submersible pump station on the Carhoo lands bounding the Whitechurch Road, to gather the outfall from the Carhoo development and pump the foul sewerage by way of a 100mm diameter polyethylene rising main down the Whitechurch Road to connect to the City outfall sewer at the County Board / Kilnap area. This solution would provide medium term foul drainage until the City Council Kilnap infrastructure works currently proposed under the DHPCLG infrastructure (LIHAFF) plan which will augment road and drainage services on the Whitechurch Road to facilitate development of City Council and other lands in the area. As the subject lands are at a higher level, they will easily drain into all future network systems.

5.3 Surface Water Drainage

The site gently slopes towards the Glennamought stream and this has more than adequate depth and capacity to cater for either a Sustainable Urban Drainage (SUDS) solution or a greenfield attenuation approach to the surface water run-off design for the subject site at Kilcully.



6.0 CONCLUSION

The following represents a summary of the key points contained in this submission:

- The population of Cork City needs to grow by 36% to meet 2031, the equivalent of 35,172 new housing units or 2,000 per annum. This target has existed since 2016 and there is already a shortfall of 5,792 homes in that time compared with the 4-year per annum requirement;

- While the extended Cork City area experienced a 5.1% population growth between 2011 and 2016, there was a significant spatial imbalance in the growth, with the northern quadrants of the city only accounting for c. 20% of the population increase. A similar picture is evident in terms of the disaggregation of housing completions, where the northside of the city (that also includes north city centre, Blarney and Tower) only accounted for 28% of completions between 2012 and 2020.

- It is the recommendation of this submission that the townlands of Kilcurry and Carhoo, in lands that were previously identified for development as Strategic Land Reserve 8, should be advanced as an appropriate broad location for future residential growth. It is a sustainable undeveloped area in the northside being proximate to a strategic employment hub, the city centre, schools and other critical social and community infrastructure and will be well served by future public transport. The potential development of this area represents a unique opportunity to deliver housing with a low dependency on car-based journeys, achieving modal shift and placemaking;

- The potential future development of the area will also contribute directly to the achievement of long-standing objectives for the city, including delivery of the Northern Distributor Road which is identified in CMATS as a critical enabler for unlocking the potential of the northside and easing the traffic congestion in the city centre ;

- In strategic terms, the identification of these lands for focused residential-led development meets key identified principles for growth as contained in the Regional Spatial and Economic Strategy for the Southern Region.

We welcome the opportunity to make this submission to Stage 1 public consultation for the Review of the Cork County Development Plan. We trust that appropriate consideration will be given to the key points contained therein. We are happy to make ourselves available to discuss further, as required, at the convenience of Cork County Council.



FIG 19: DEADY GAHAN ARCHITECTS MARYBOROUGH RIDGE (RENDER GNET)

Data Sources

Dataset	Source
2011 & 2016 Population Figures	Central Statistics Office (CSO), where specific smaller settlements were not covered by CSO data, small area units were identified and aggregated.
2011 & 2016 Resident Workers	
Jobs Ratio	National Planning Framework (NPF) Appendix 2 for urban towns where available Calculated from CSO small areas and workplace zones for other settlements.
2019 Population Figure & Purchasing Power per Capita	For retail studies ESRI Ireland Business Analyst data was used based on MB-Research Market Data <ul style="list-style-type: none"> figures are shown as projected averages for current year on the basis of official statistics. They are represented in absolute numbers and per mille shares (thousandth part) of the whole country.
2018 Unemployment Figure	
Average Household Size	<ul style="list-style-type: none"> Extended Sociodemographics: For the purpose of target group specific consumer analyses or general profiling of the areas a number of variables can be provided on the basis of official statistics, depending on availability: number of households, household size, households by type, sex and age structure, education, marital status and unemployed
2019 Total Number of Households	
Population Density	
Residential Area Zoned (ha)	Cork County Council Municipal District Local Area Plans for areas previously in the County Council Area
Estimated Yield	
2022 Housing Target	
2022 Population Target	
Planning Permissions Database	The Dept of Housing Planning and Local Authority provide a GIS dataset of all planning applications with development description and decision from 2010 onwards. This was developed upon by HW Planning to identify the number and type of units granted, which were then aggregated by settlement boundary.
Quarterly Housing Completions by Council Area	Central Statistics Office (CSO) provided data for old and new city boundary. 2,043 – was calculated as the aggregate number of annual completion for the new city boundary for full years: 2016 - 2019 inclusive 2,208 – was calculated as the number of completions for the new city boundary to-date since the Census in April 2016 – ie from Q2 2016 to Q1 2020 inclusive. Time frame chosen to match population analysis.
Quarterly Housing Completions by Eircode Routing Key used as a proxy for city sub-area disaggregation.	885 – was calculated as the number of completions for the old city boundary from Q1 2012 to Q2 2019. Q1 2012 assumed as start of 2022 Development Plan housing and population target data. Q2 2019 extent of availability of data using old city boundary.
Commencements Jan 2014 – June 2019 (No. of units per settlement)	The Local Government Management Agency (LGMA) - Building Control Management System (BCMS). The commencement notice planning applications references were cross-referenced with the number of unit granted in the planning applications dataset (see above) and aggregated by settlement. The data reporting falls within the natural limitations of the BCM.
Social Housing Delivery	The Dept of Housing Planning and Local Authority
Sports Clubs & Playgrounds	HWP Survey
Number of Schools per Settlement	Cork Schools GIS Dataset Cork City Council 2019

