



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

Zoning Submission – Lands at Knocknasuff, Waterloo, Blarney, Cork.

**JAW Asset Holdings**  
September 2021

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Connecting places.**

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# 01 Introduction

## 01.1 Purpose of Submission

This submission has been prepared on behalf of JAW Asset Holdings. It has been prepared in response to Cork City Council's invitation for submissions to the Draft Cork City Development Plan 2022 (Draft CDP). This submission is in response to the Council's draft policies and zoning objectives for the settlement of Blarney. Specifically, this submission requests that the lands in our client's ownership in the townland of Knocknasuff be zoned for residential development in the future Cork City Development Plan 2022-2028. The extent of the subject lands is outlined in red below.



Figure 01.1 Subject Lands outlined in red.

## 01.2 Submission Context

### 01.2.1 SETTLEMENT CONTEXT

Our clients welcome the opportunity to make a submission to the Draft CDP and consider it a critical juncture in re-evaluating the strategic roles of all settlements in the city. We consider it an opportune time to re-evaluate the strategic planning role of Blarney, including related policies for the delivery of population and housing targets over the period of 2022-2028. The Local Government Act of 2019 and the associated expansion of the City

boundary has resulted in a changed context for Blarney which is now located within the Cork City administrative area. Blarney will play a strategic role in meeting the ambitious growth targets for Cork City as outlined in the National Planning Framework.

Prior to the city boundary extension, Blarney was identified for significant population and housing growth targets, largely centred around Stoneview Urban Expansion Area and Ringwood. Due to the infrastructural constraints presented by both locations as detailed in the current Blarney Macroom Municipal District Local Area Plan (LAP) and Draft CDP, population and growth targets have not materialised in Blarney. A review of recent planning history for the entire settlement confirms that housing delivery has fallen well short of targets during the current County Plan cycle and is likely to be repeated over during the 2022-2028 City Development Plan without appropriate policy interventions.

This is a concerning trend, particularly with the Core Strategy of the Draft CDP identifying such ambitious housing and population growth targets for Blarney by 2028. This evidenced in tables 2.2 and 2.3 of the Draft CDP which identifies the following growth targets for the settlement.

- Blarneys population is to grow to 5,581 no people by 2028, representing a 131% increase from 2016 census figures.
- Blarney is to accommodate an additional 1,338 no. dwellings on tier 1 and 2 zoned lands by 2028.

We consider that the 2022-2028 Cork City Development Plan should remain ambitious in seeking delivery of new housing and infrastructure in Blarney in a manner which recognises its substantial amenity value, potential for growth and strategic location along the rail corridor. However, is considered that a fresh approach needs to be adopted for the town which reflects a '*delivery orientated strategy*', maximising the delivery of new residential development at appropriate locations.

Evaluation of the deliverability of residential lands is a key objective of the National Planning Framework. We consider the City Development Plan should identify additional lands for future residential development in Blarney which are deliverable during the lifetime of the plan. This includes the identification of our clients' lands in Knocknasuff for future residential development where it has been demonstrated in recent times that that residential development can be delivered in the area. The subject lands can be serviced and accessed during the lifetime of the plan and possesses strong connectivity advantages that can serve future residents and is reflective of the emerging pattern of residential development in this area.

### **01.2.2 SITE CONTEXT**

The subject lands of circa 9.2 hectares in area are situated to the north of Blarney to the West of the Waterloo Road and are currently in agricultural use with the exception of a small woodland area in the southwestern corner of the site. The site is situated immediately north of the existing urban settlement of Blarney with the Monacnappa, Bracken Wood and Cluain Ard residential developments to the south. The site is bounded to the south and west by a local road which would serve as the primary access to the lands. The site is situated a short walking distance from the Waterloo Road which provides direct pedestrian connectivity to Blarney town centre to the south. There is no recorded planning application history at the subject lands. Future development at the subject lands represents an opportunity to provide a new neighbourhood within walking/cycling

distance of Blarney town centre and represents a natural extension of the existing settlement.

Our clients were disappointed that their lands have not been included within a residential zoning objective for Blarney in the Draft CDP. The Planning Authority will note that the southern areas of the lands are currently situated within the 'existing built-up area' of Blarney in the current Blarney Macroom Municipal District Local Area Plan 2017 (LAP) confirming their suitability to accommodate residential development.

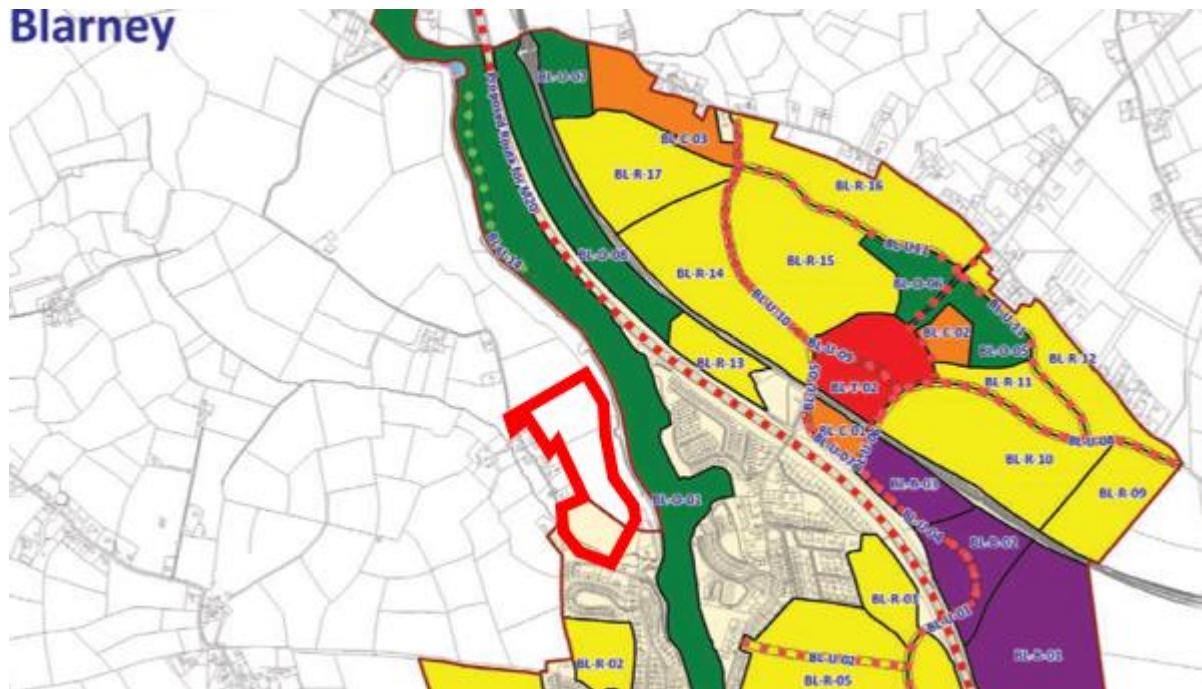


Figure 01.2 2017 LAP Zoning Map – Subject lands

Although residential development has not been delivered during the lifetime of the LAP, our clients have assessed the feasibility of future development at the lands, with an ambition of delivering residential development at the wider landholding. It was envisaged that the remainder of the subject landholding would be included within a residential zoning objective for Blarney in the future City Development Plan given the ambitious population and housing targets for the town.

Our clients were surprised to discover that the southern area of the site, which is within the 'existing built-up area' of Blarney in the LAP is still within the defined boundary for Blarney but identified as ZO-21 'City Hinterland' in the Draft CDP. We consider this to be an anomaly as the ZO-21 objective, which is for the purposes of the protection and improvement of rural amenity and the development of agriculture, conflicts with the land's inclusion within the development boundary for the settlement. We also consider that the lands to north within the wider landholding should be identified for future residential development given the lands proximity to Blarney town centre to the south.

In order to demonstrate the development potential of the lands a masterplan document prepared by O'Mahony Pike has been prepared. The masterplan<sup>1</sup> provides a comprehensive analysis of the site's local context and its location within the wider settlement of Blarney. The masterplan seeks to capitalise on the sites natural assets and character while maximising the development of sustainable residential development at the

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<sup>1</sup> Attached in Appendix A

site with future road upgrades and potential linkages from the site to the Waterloo Road and the River Martin amenity walkway/greenway. Detailed proposals for road upgrades in the area to accommodate future development at the subject lands have also been prepared by MHL & Associates. These future improvements include the widening of the existing local road which bounds the site, the installation of footpaths and the upgrade of the junction with the Waterloo Road to the east.

#### 01.2.3 SUBMISSION REQUEST

This submission requests that the development boundary of Blarney be extended to include the subject landholding and that they be included within the ZO-02 'New Residential Neighborhood' zoning objective in the new Cork City Development Plan.

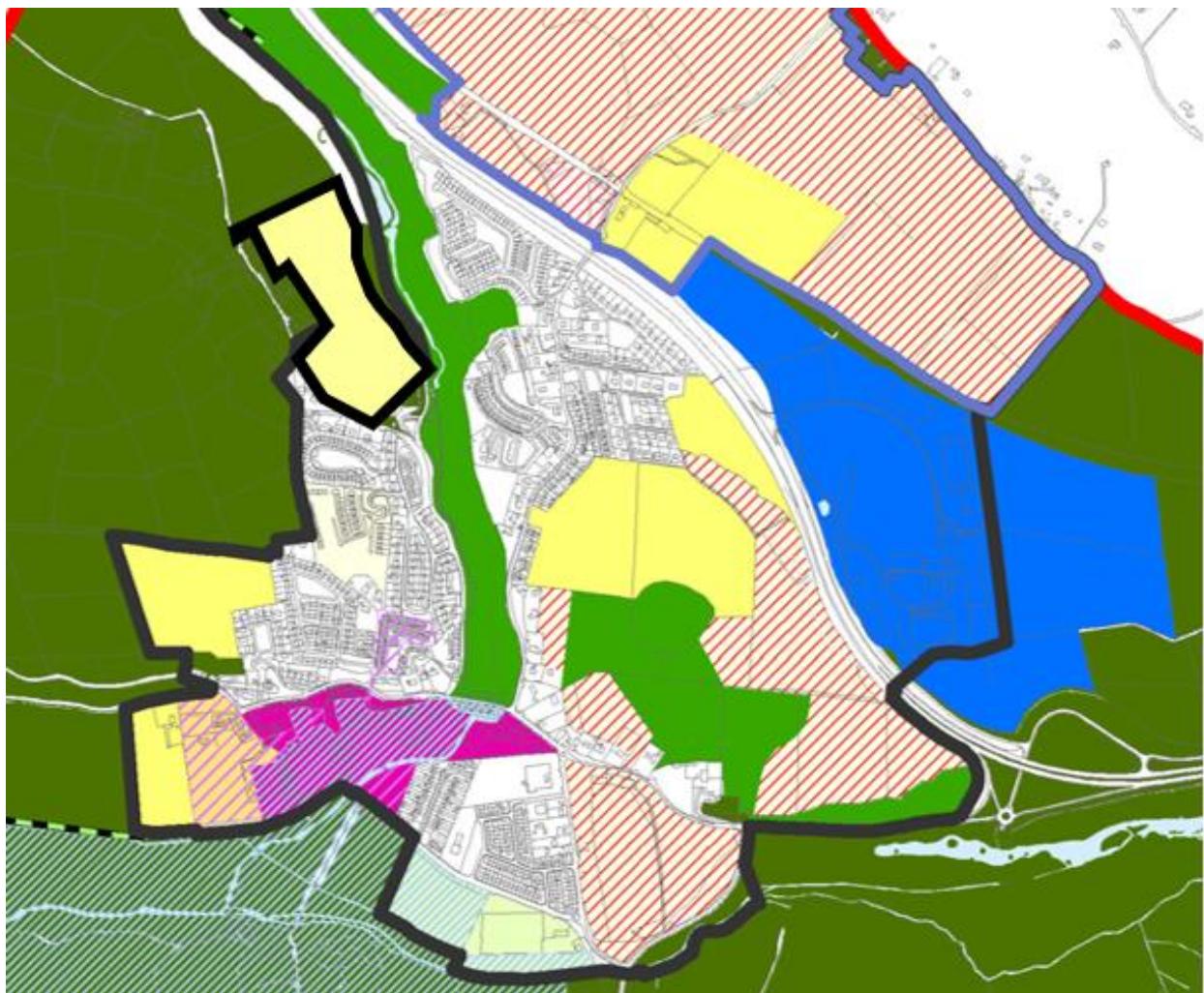


Figure 01.3 Proposed Zoning Map

We consider the extension of development boundary and inclusion of the lands within the ZO-02 objective is appropriate due to the following reasons.

- The southern areas of the subject site are currently identified as being suitable for residential development in the LAP. The proposed rezoning of these lands as 'City Hinterland' in the Draft CDP and the exclusion of the remainder of the site from the development boundary of Blarney represents an inefficient use of lands with such convenient access to Blarney town centre.

- The subject lands represent a natural extension of the existing settlement of Blarney and will contribute to a more compact settlement. The site masterplan prepared by O'Mahony Pike demonstrates the development potential of the subject lands as an appropriate and sustainable expansion of Blarney.
- Blarneys inclusion within the City Boundary Extension Area and identification as an 'Urban Town' in the settlement hierarchy of the Draft CDP, results that the settlement needs to play a leading role in delivery increased levels of new housing. The subject lands are deliverable in the short term and future development can assist in addressing the recent shortfall in new housing in the settlement.
- There has been a long-term over-reliance on the delivery of the Stoneview and Ringwood Urban Expansion Areas for Blarney to meet its housing and population growth targets. While it is acknowledged that development at Stoneview and Ringwood will address Blarneys long term housing needs, due to the infrastructural works needed, they are unlikely to be delivered during the lifetime of the 2022-2028 Plan. Sites which are serviceable and within walking distance of the town centre should be prioritised for residential development during the lifetime of the plan to address Blarneys short-medium term housing shortage.
- The Draft CDP recognises that it is expected that much of the new residential development in Blarney will be developed in the areas around the Waterloo Road. This is not reflected in the Draft CDP land-use zonings for Blarney where no lands in the Waterloo Road Area are identified within any ZO-02 residential zoning objective.

# 02 Planning Policy Context

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## 02.1 Project Ireland 2040 – National Planning Framework (NPF)

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 and sustainable mobility. Section 2 of the NPF calls for significant ambition to realise the potential of places, and within this, the need to prioritize growth in key regional centres and towns to lead the development of their regions and complement the role of Ireland's main cities including Cork.

The National Policy Objective 3c requires that at least 30% of new homes that are targeted in settlements other than the five Cities and their suburbs, be delivered within their existing built-up footprints including brownfield and greenfield infill.

National Policy Objective 6 the NPF advocates that cities, towns and villages of all types and scale should be regenerated and rejuvenated as environmental assets, that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality, in order to sustainably influence and support their surrounding area.

Under National Policy Objective 9, the NPF formalizes the requirement to identify certain settlements in each Regional Assembly area for "*significant rates of population growth*" as part of a tailored approach to strengthening Irelands urban structure.

National Policy Objective 33 states that the locations of new homes should be prioritised at locations where sustainable development patterns can be encouraged and to reduce commuting times and congestion which negatively effects people's lives.

National Policy Objective 68 sets out that a Metropolitan Area Strategic Plan may enable up to 20% of the phased population growth targeted in the principal city and suburban area, to be accommodated in the wider metropolitan area *i.e.* outside the city and suburbs or contiguous zoned area, in addition to growth identified for the Metropolitan area. This will be subject to:

- any relocated growth being in the form of compact development, such as infill or a sustainable urban extension.

National Policy Objective 72a - Planning authorities will be required to apply a standardised, tiered approach to differentiate between i) zoned land that is serviced and ii) zoned land that is serviceable within the life of the plan.

Section 3.4 of the NPF indicates that within the CASP study area, which approximates the Cork Metropolitan Area, there will be a greater focus on achieving '*balanced and compact, connected growth*'. This requires that future housing delivery should be based on factors including access to amenities and sustainable transport modes, in order to avoid long-distance commuting patterns and quality of life impacts.

The NPF identifies a number of key future growth enablers for Cork City and its Metropolitan Area including:

- 'Progressing the sustainable development of new greenfield areas for housing, especially those on public transport corridors.'

## 02.2 Regional Spatial and Economic Strategy (RSES)

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';
- Providing infrastructure and services in a sustainable, planned and infrastructure-led manner...'

RPO 152 of the RSES 'Local Planning Objectives' lists a number of principles that need to be assessed in a local context when considering the interrelationship between land use and transport. RPO 152 lists the following as one of the specific areas where land use and transport integration will guide development:

*"Planning at the local level will prioritise walking, cycling and public transport by maximising the number of people living within walking and cycling distance of their neighbourhood or district centres, public transport services, and other services at the local level such as schools".*

The overall strategy of the Cork MASP has been directly influenced by a number of 'National Enablers' identified in Section 4.0. One of the key 'enablers' which will assist the Cork MASP in realising its full potential and strategic functions is by focusing new residential areas along the Cork Metropolitan Rail Corridor.

The realisation of the vision for the Cork MASP will need to be led by a number of Guiding Principles identified in Section 3.2 of the Cork MASP which include:

- **'Metropolitan Engine'** - .....Targeted growth will occur in Metropolitan Cork which has significant capacity within its hierarchy of settlements and strategic employment locations along public transport corridors.....
- **Integrated transport and land use** -Target growth along high quality public transport corridors and nodes linked to the delivery of key public transport projects under the development of a Cork Metropolitan Area Transport Strategy.....
- **Accelerate housing delivery** - Activate strategic residential development areas and support the steady supply of sites to accelerate housing supply and the adoption of performance-based design standards as supported by NPF National Policy Objective 13 to achieve higher densities in the urban built up areas, supported by better services and public transport.'

Section 5 of the Cork MASP identifies ambitious housing and population targets for the Cork MASP up 2031. These can be summarised as follows:

- 20,281 no. people will be accommodated within the 'Rest of Cork Metropolitan Area' by 2026, increasing to 29,657 no. people by 2031.

The RSES places a key emphasis on place-making and creating sustainable and inclusive communities for future residents. Regional Policy Objective (RPO) 176 '10 minute City and Town Concepts' aims to "attain sustainable compact settlements with the "10-minute" city and town concepts, whereby, a range of community facilities and services are accessible in short walking and cycle timeframes from homes or are accessible by high quality public transport services by connecting people to larger scaled settlements delivering these services".

## 02.3 Draft Cork City Development Plan 2022-2028 (Draft CDP)

The Draft CDP is based on a number of key strategic principles identified in Section 1.5 of the Plan including:

**Compact growth** - Integrate land-use and transport planning to achieve a compact city with 50% of all new homes delivered within the existing built-up footprint of the City on regenerated brownfield, infill and greenfield sites identified in the Core Strategy, and to achieve higher population densities aligned with strategic infrastructure delivery.

**A city of neighbourhoods and communities** - Develop a sustainable, liveable city of neighbourhoods and communities based on the 15-minute city concept, ensuring that placemaking is at the heart of all development.

Strategic Objective SO1 – Compact Liveable Growth aims to:

*"Deliver compact growth that achieves a sustainable 15 minute city of scale providing integrated communities and walkable neighbourhoods, dockland and brownfield regeneration, infill development and strategic greenfield expansion adjacent to existing city."*

Blarney is identified as an of four 'Urban Towns' in the Draft CDP. Regarding 'urban towns' strategic functions table 2.5 of the Draft CDP states the following.

City Area	Role in the Core Strategy	Some Key Sites	Key Deliverables
Urban Towns	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.	Expansion of South Ballincollig (Maglin), South Glanmire (Ballinglanna). Opportunities to repurpose underutilised sites within town centres.	<ol style="list-style-type: none"> <li>1. Framework plans for South Ballincollig and South Glanmire.</li> <li>2. Heritage led plans for Blarney and Tower.</li> <li>3. Action plans for key sites (Neighbourhood Development Sites).</li> <li>4. Plan for the long-term delivery.</li> </ol>

Figure 02.1 Table 2.5 – Draft CDP

Paragraphs 10.231 – 10.235 of the Draft CDP refers to 'Populaiton and Housing' considerations for Blarney during the lifetime of the Plan. The significant infrastructural deficiencies at Ringwood and Stoneview are ackowldged. It is recognised in paragraph 10.234 of the Draft CDP that much of the populaiton and housing growth for Blarney will occur in the Waterloo Road/Monancappa areas of the settlement, in the area of the subject lands.

*10.234 - "It is therefore expected that residential development in Blarney will largely be confined to areas adjoining the built-up area along Waterloo Road/Monancappa for the initial period of growth for Blarney."*

# 03 Assessment

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## 03.1 Suitability of Subject Lands to Accommodate Development

We consider the future strategy for Blarney in the new Development Plan should be a renewed focus on delivery of housing and population targets at appropriate locations. We consider that the Draft CDP should prioritise development at locations which are serviceable and deliverable during the lifetime of the plan which will enable Blarney to address consistently falling short on its population and housing targets.

The subject lands are well-placed to deliver a new residential neighbourhood in Blarney and represents the sustainable expansion to the north of the settlement along the Waterloo Road. As detailed in the accompanying Masterplan Document prepared by O'Mahony Pike the southern areas of the subject lands are situated approximately 12 minutes walking distance or 5-minute cycle from Blarney town centre. The subject lands are situated just off the Waterloo Road and the existing River Martin amenity walkway/greenway and footpath network which links the site to Blarney town centre. The future delivery of residential development at the subject lands is compatible with the 10-minute neighbourhood principle, as outlined in the RSES and the 15-minute settlement objective in the Draft CDP.

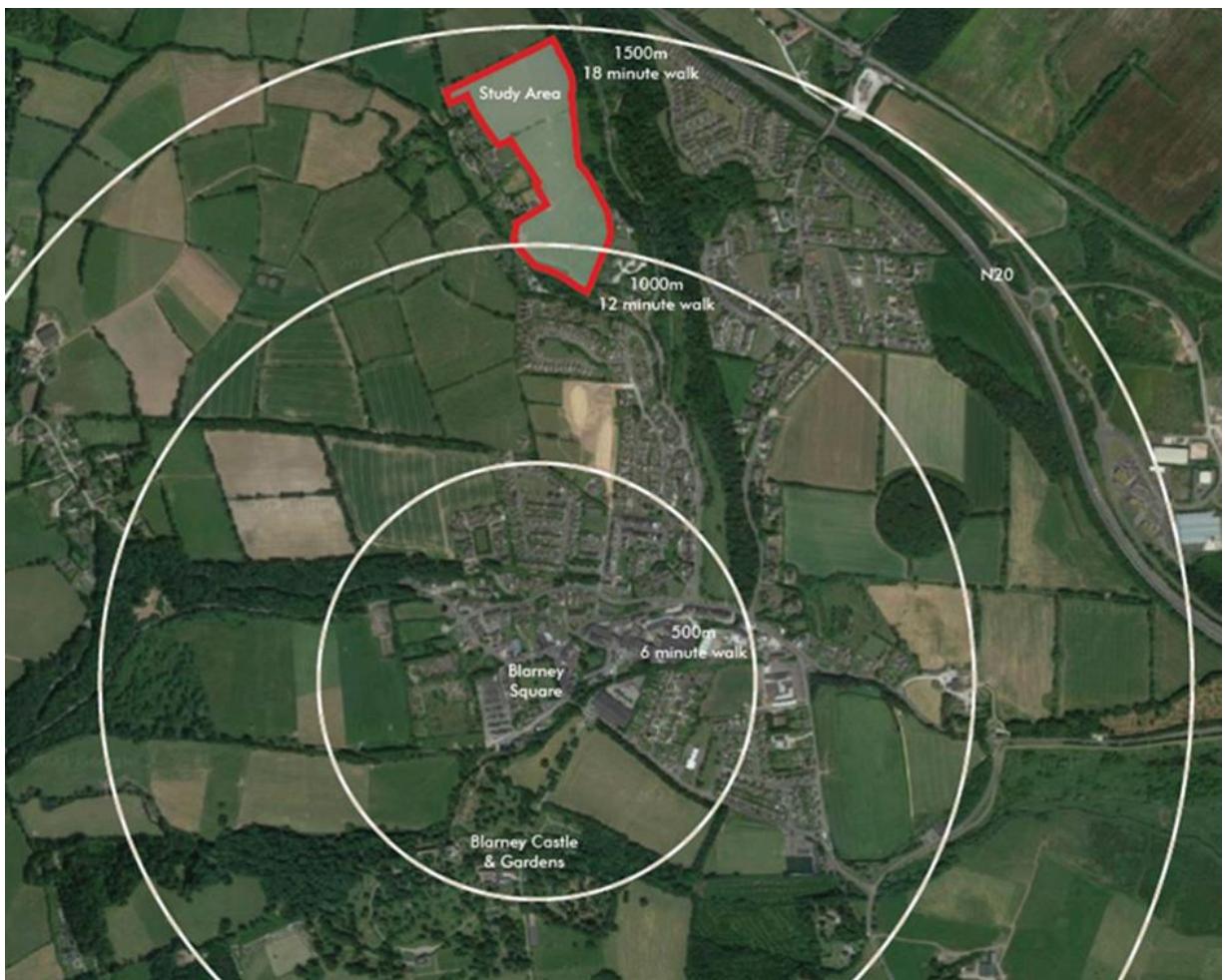
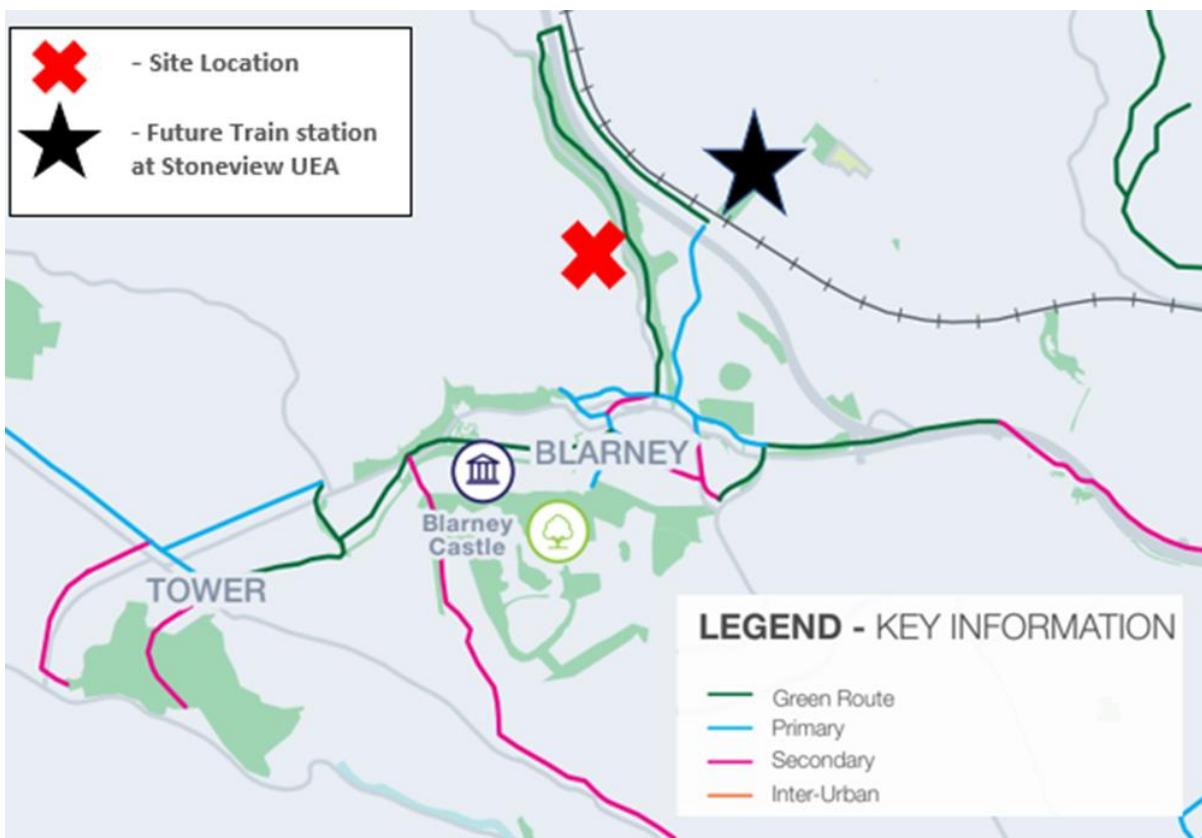


Figure 03.1 Subject lands proximity to Blarney Town Centre

The delivery of residential development at the subject lands during the lifetime of the 2022-2028 CDP will promote walking and cycling as viable alternatives to travel by car. Blarney town centre provides a range of employment, recreational, educational, and public transport opportunities which will all be accessible to the lands via the existing pedestrian/greenway infrastructure on the Waterloo Road.

The subject lands are also ideally placed to capitalise on future improvements to the existing public transport network identified in CMATS and the Draft CDP. Blarney is currently served by the 215 no. Cloghroe -Jacobs Island bus route (via Blackpool, City Centre and Mahon) which operates two services per hour at present. The 215 route is identified in CMATS as being on the 'Core Radial Bus Network' in BusConnects where significant improvements in frequencies are expected with most of these routes expected to operate at a frequency of 15 minutes or better.

Future residents at the subject lands will also benefit from upgrades to the local cyclist/pedestrian network through measures identified in CMATS. This includes the extension of the existing greenway/footpath network on the Waterloo Road which will traverse the N20 and link back into the future Stoneview UEA and train station. Station Road to the east of the site is also identified as a 'primary' cycle route in CMATS and will provide convenient future cycle links to Stoneview. The sites' location relative to future pedestrian/cyclist infrastructure upgrades in CMATS and the future train station at Stoneview is illustrated in figure 3.2 as shown.



**Figure 03.2** Site Location relative to future pedestrian/cyclist infrastructure upgrades in CMATS and the future train station at Stoneview

This confirms that future residential development at the subject lands will be ideally placed to benefit from the delivery of critical infrastructure in the short and medium term. The subject lands represent an opportunity to deliver a sustainable new neighbourhood in Blarney which will encourage walking and cycling as viable modes of transport.

The Draft CDP recognises Blarney's unique heritage and character. It is evident from recent development proposals in the vicinity of the town centre, including a recent Strategic Housing Development at Monacnapa to the north of the town and the redevelopment of the former Blarney Park Hotel site, that landscape and visual impacts are key considerations to future development.

Due to the topography in the area and distance from Blarney Castle the subject lands are less visually prominent than other areas of the town. This results that there are significantly less constraints to the future development of the lands than other areas of Blarney, and that appropriate levels of development can be accommodated without impacting on the town's unique character.

### 03.2 Over Reliance on Stoneview and Ringwood UEA's in Delivering New Residential Development

As referenced in Section 01 of this submisison, tables 2.2 and 2.3 of the Draft CDP outline the housing and populaiton growth targets for Blarney and the other settlements in the city area. An overview of the targets outlined in the Draft CDP Core Strategy confirms significant uplift in the delivery of new residential development in Blarney is not only of local significance but of wider strategic importance for the city. Tables 2.2 and 2.3 confirm that with the exception of the city docklands, Blaney is the settlement which is identified to accommodate the largest rate of population growth in the future CDP.

An analysis of the proposed land-use zoning objectives in the Draft CDP identifies 5 no. significant greenfield land parcels in Blarney as tier 2 (ZO-02) New Residential Neighbourhoods<sup>2</sup>. Of the five parcels, two are contained within the proposed Ringwood UEA and one at the Stoneview UEA. (Sites 3,4,5 on the marked-up zoning map as shown in figure 3.3).

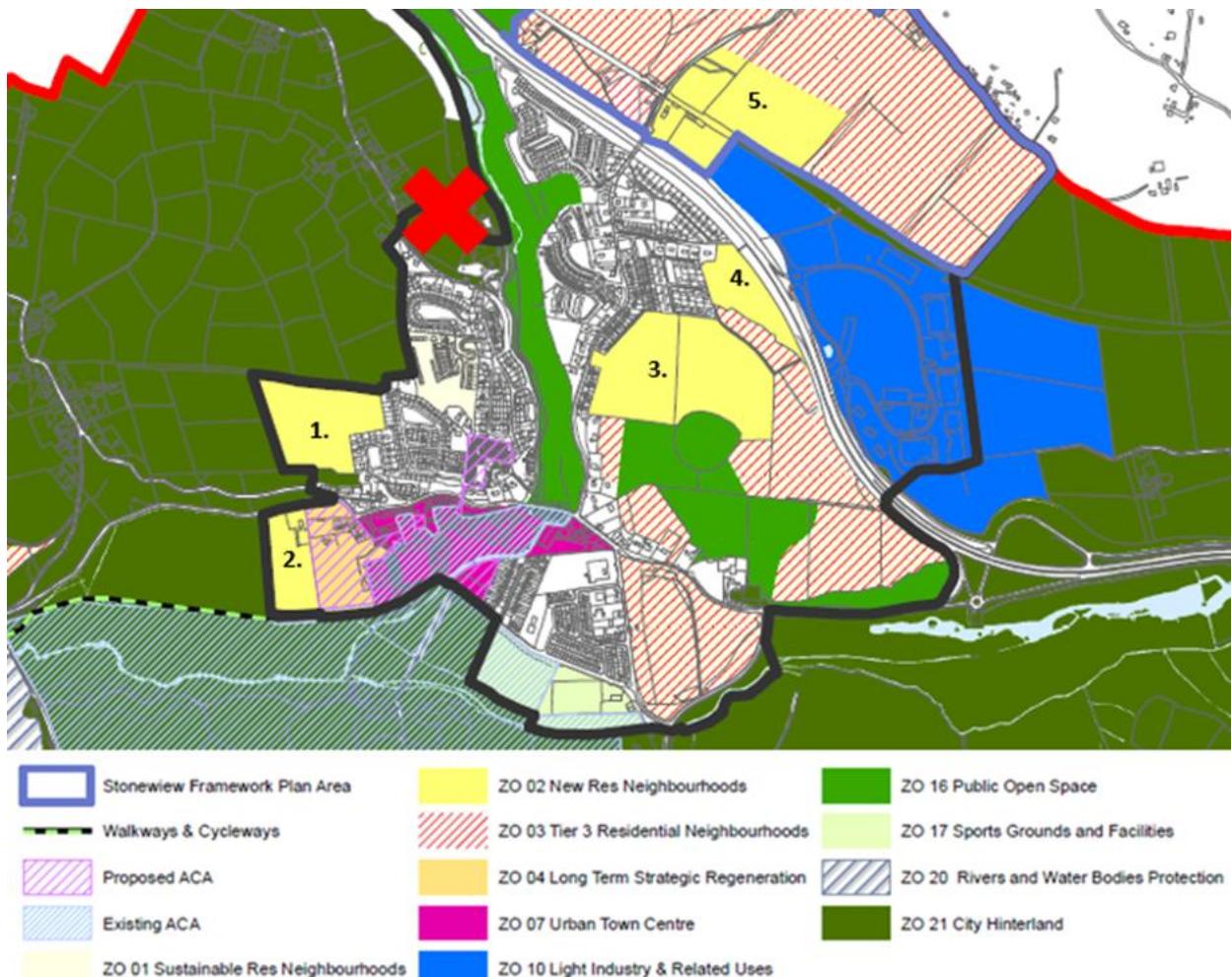


Figure 03.3 Location of proposed Tier 2 zoned lands in Blarney – subject lands marked with red X

The delivery of large-scale residential development at Stoneview and Ringwood follows on from long standing aspirations for the Blarney in recent County Development Plans and Local Area Plans. The Stoneview lands will require new services such as water and wastewater infrastructure and new roads, including significant upgrades to the N20 and a new grade separated interchange. This development had previously been proposed by a private developer (Cork County Council Planning Ref. 06/5518), the permission having since lapsed. A substantial element of these works will now be carried out by TII as part of the M20 project, which is still at early feasibility stages, and is identified as a medium-term goal in CMATS with a target delivery date of 2031.

In addition to the above, the ability of the lands in Stoneview to deliver the required housing is largely dependent on the re-opening of the railway station in Blarney. The CMATS implementation strategy indicates that new stations will be delivered in accordance with

<sup>2</sup> Tier 1 comprises serviced zoned lands that is sufficiently serviced to accommodate new development. Tier 2 lands are serviceable zoned lands that are not currently fully serviced but have the potential to become fully serviced within the life of the Plan. Tier 3, which are strategic lands necessary for long-term planning of infrastructure, given the ambition growth target set out in the NPF, but also provide for substitution of Tier 1 or Tier 2 lands that do not come forward for development within this Plan period, where appropriate.

land use development and indicates their delivery as a long-term goal, with an ultimate completion date of 2040.

Tables 3.4 & 3.6 of the current 2017 LAP provides a full outline of the various infrastructural requirements that will be needed to deliver development at these lands over various phases. The list is extensive and little progress has been made to date.

The challenges in delivering initial phases at Stoneview and Ringwood remains present as identified in paragraphs 10.232 and 10.233 of the Draft CDP which expand on the specific nature of the difficulties in delivering both UEA's

*10.232 – "Stoneview, a large area earmarked for residential and employment development, requires investment in transport and utilities infrastructure to enable growth. Cork City Council recognises the potential Stoneview presents for public transport orientated development given its strategic position on the Dublin-Cork Railway line and will be preparing a framework plan in collaboration with relevant stakeholders including the NTA, TII, IDA and landowners which aims to address infrastructural constraints and allow for the development of this area."*

*10.233 – "Similarly, constraints have been identified at Ringwood, another large-scale development area located just outside the town centre on Station Road, and significant works will be required to allow for development of these lands."*

*10.234 - "It is therefore expected that residential development in Blarney will largely be confined to areas adjoining the built-up area along Waterloo Road/Monancappa for the initial period of growth for Blarney."*

In light of the above, NPO 72 of the National Planning Framework should be considered by the Planning Authority when assessing the deliverability of existing zoned lands at Stoneview and Ringwood and alternatives should be explored in order to achieve short term targets for the settlement.

### 03.3 Consistency with Core Objectives of the Draft CDP

The identification of the subject lands as a New Residential Neighbourhood (ZO-02 zoning objective) is in accordance with core principles and objectives of the Draft CDP and national and regional planning guidance. Future residential development at the lands is consistent with Blarneys strategic role as an 'urban town' in the settlement hierarchy of the plan. Regarding the future growth of 'urban towns' table 2.5 of the Draft CDP states.

*'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.'*

The inclusion of the subject lands within a ZO-02 'New Residential Neighbourhoods' objective in the new City Development Plan is not only supportive of this vision but also the ambition of creating more compact and sustainable settlements. As demonstrated in this submission and the Masterplan Document prepared by O'Mahony Pyke the majority of the subject lands are within 15 minutes walking (5-minute cycling) distance of Blarney town

centre in accordance with Strategic Objective SO1 of the Draft CDP 'Compact Liveable Growth',

Section 10.234 of the Draft CDP confirms that the northern areas of Blarney, and specifically areas along the Waterloo Road are expected to accommodate much of the residential growth in Blarney during the lifetime of the forthcoming CDP. However, we note that no lands in the Waterloo Road area are identified within any ZO-02 objective in the Draft CDP with the majority of the lands in the area identified for residential uses being already established residential areas such as the Monacnappa, Bracken Wood and Cluain Ard residential developments.

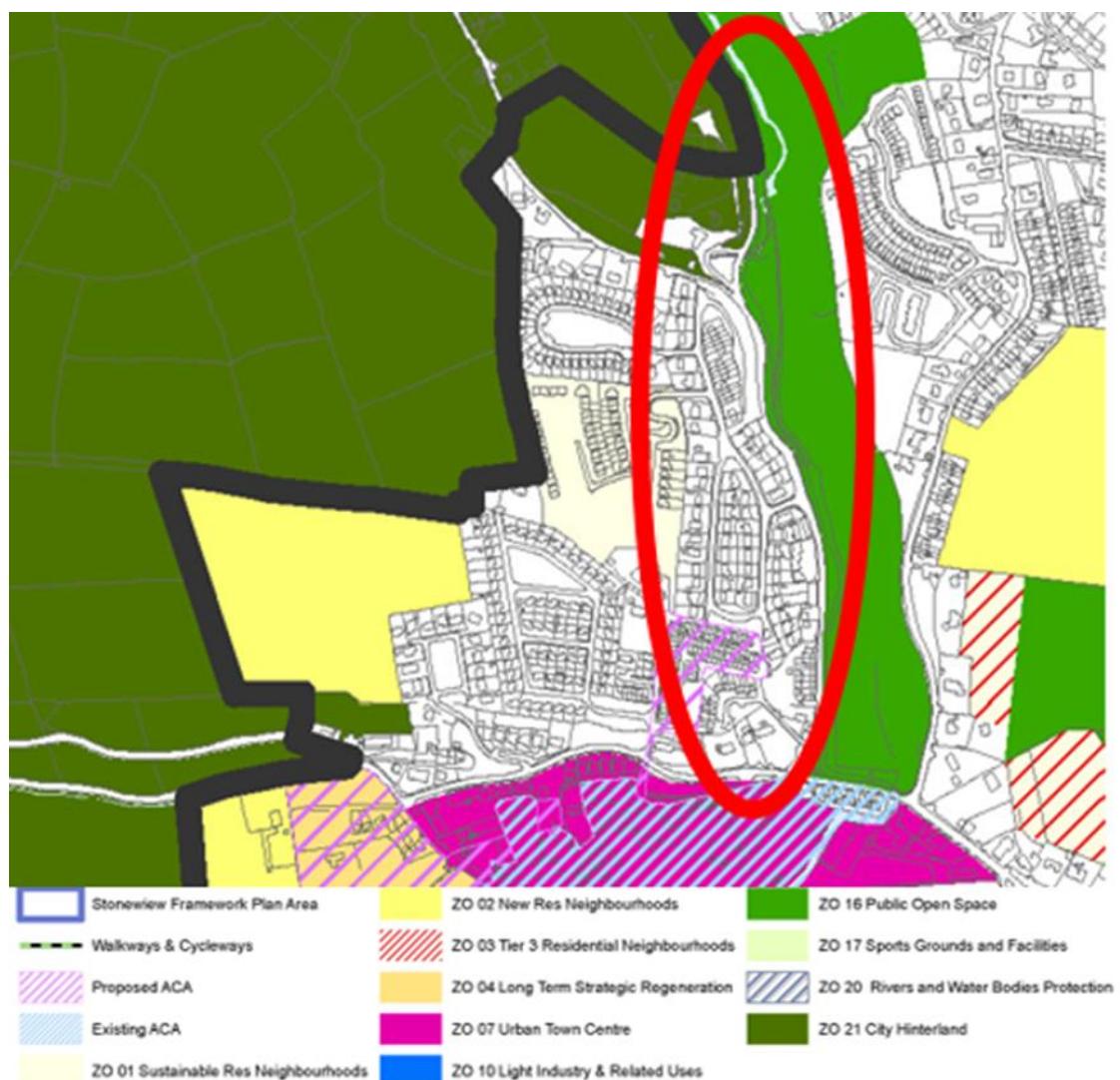


Figure 03.4 Draft CDP Land use zonings in the Waterloo Rod Area

The subject lands represent a natural extension of the existing footprint of Blarney and are ideally placed to accommodate future population growth in the Waterloo Road area. We consider the subject lands should be included within a new ZO-02 'New Residential Neighborhood' zoning objective in the future CDP which will ensure that the land-use zoning objectives for Blarney correlate with the anticipated growth of the settlement.

Future development at the subject lands is also consistent with key strategic principles of the Draft CDP, RSES and NPF including the promotion of compact growth in settlements,

the promotion of walking/cycling as viable alternatives to car-based travel and the delivery of new residential development in areas close to existing urban centres. Future residential development at the lands is in accordance with NPO's 3, 6 9, 33 and 68 of the NPF in addition to relevant RPO's in the RSES and objectives for the Cork MASP including the acceleration of housing delivery in Blarney.

# 04 Request

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## 04.1 Summary

In summary the key points/ request of this submission are as follows:

- The southern areas of the subject lands are included within the 'existing built-up area' of Blarney in the current LAP. We consider the identification of these lands and the remainder of the landholding within the ZO-21 'City Hinterland' zoning objective represents an inefficient utilisation of lands which are served by direct pedestrian/cycle infrastructure to Blarney town centre.
- The subject lands represent a natural extension of the settlement along the Waterloo Road. The Draft CDP recognises that much of the new residential development which will be delivered in Blarney during the lifetime of the plan will be in this area of the settlement.
- The site masterplan prepared by O'Mahony Pike and proposed roadworks by MHL & Associates demonstrates how future development can be accommodated at the lands and will integrate with wider pedestrian and cycle infrastructure upgrades which will be delivered in Blarney through CMATS.
- Future residential development at the subject lands is consistent with Blarney's strategic role as an 'Urban Town' settlement in the settlement hierarchy of the Draft CDP.
- Blarney has consistently undelivered in the realisation of population and housing targets identified in recent Local Area Plans and County Development Plans. The Draft CDP identifies ambitious growth targets for Blarney with a target for a 131% increase in population from 2016 census figures. It is recognised that there has been a long standing over reliance on the delivery of the Stoneview and Ringwood UEA's to deliver the necessary quantum of housing to allow Blarney to fulfill its strategic functions in the Cork Metropolitan Area.
- It is considered that the Draft CDP should adopt a '*delivery orientated strategy*' for Blarney whereby lands that are not reliant on the delivery of critical infrastructure should be prioritised for development. The subject lands can be developed during the lifetime of the plan and would represent an appropriate extension to the northern environs of the settlement.

# Appendix A

Site Masterplan Document – O’Mahony Pike Architects

