

Cork City Development Plan 2009-2015

VARIATION (No. 11)

Mahon Local Area Plan 2014

Under Section 13 of the
Planning and Development Acts 2000-2013

Adopted 24 March 2014



**Cork City Council
Comhairle Cathrach Chorchai**

Variation No.11 to the Cork City Development Plan 2009-2015

Mahon Local Area Plan 2014

Introduction

Cork City Council has prepared a Local Area Plan for the Mahon area of the city. A number of policy proposals contained in the plan required the development plan to be updated so that the objectives in both plans are consistent.

This Variation was adopted by resolution of Council, under s13 of the Planning and Development Acts 2000-2013, on Monday 24 March 2014. The minutes of that meeting were approved on Monday 14 April 2014. Section 13 (11) of the *Planning and Development Acts 2000-2013* states that the variation to the development plan shall have effect from the day that the variation is made.

The Variation

The variation includes five material amendments to the *Cork City Development Plan 2009-2015*:

Material Textual Amendments to Chapter 14: Suburban Area Policies

1	South Mahon Key Development Area	2
2	Mahon District Centre	4

Material Amendments to Mapped Objectives

3	City Gate Park, Mahon Link Road	5
4	Skehard Road Walkway Omission	6
5	Jacob's Island Centre	7



Material Textual amendments to *Chapter 14: Suburban Area Policies (Volume 1: Written Statement)*

MATERIAL AMENDMENT I

South Mahon Key Development Area

The text relating to the South Mahon Key Development Area is updated, including reference to uses that are open for consideration in the plan area.

South Mahon

Background

~~14.5~~ Cork City Council will prepare a Local Area Plan for the South Mahon Development Area that will provide a framework for the area to the south of Skehard Road, and including:

- ~~• Mahon Point District Centre;~~
- ~~• Lough Mahon Business Park;~~
- ~~• Bessboro Industrial Estate and Bessboro House;~~
- ~~• Related residential areas.~~

14.5 The Mahon Local Area Plan 2014 was prepared following the preparation of a Strategic Transport and Traffic Assessment for the area. The Local Area Plan sets out a vision for the planning and development of the South Mahon Major Development Area and the heart of Mahon around the Avenue De Rennes area.

14.6 The Local Area Plan sets out a land use strategy as well as a transport and infrastructure strategy for the area. The nature and range of uses considered appropriate are closely linked to the carrying capacity of the local streets network, the N40, and the Mahon Interchange, as well as future public transport infrastructure proposed in the area. Significant modal shifts will need to be achieved and as well as land use a range of infrastructure and transport service improvements measures will be necessary, including investment in reducing severance, mobility management and demand management measures.

~~14.6~~ This will set out an integrated land use, transportation and urban design framework for the future development of the area. Whilst the area has abundant physical capacity to accommodate development any significant intensification of the area will be linked to the provision of a mass transit solution to serve the area and a diversification in the range of uses to change travel patterns and improve the character of the area. The nature and range of uses considered appropriate will therefore be closely linked to the carrying capacity of the road and future public transport infrastructure proposed in the area and so may require land use zoning changes to be made to City Development Plan in the future to facilitate a desirable mix of uses for the area.

14.6a The plan also sets out a clear delivery strategy, including the identification of employment and residential development quantum that can be accommodated in advance of the proposed Rapid Transit system that will extend to Mahon in the future based upon the strategic transport and planning context to the development of the area. This requires a gradual shift towards the decommissioning of existing

employment areas in Mahon Industrial Estate and changes to residential uses to facilitate a desirable mix of uses for the whole area.

14.6b The local area plan will set out the land uses that will be open for consideration on key sites in the Mahon area in addition to the primary uses allowed for by the land use zoning objectives defined in the development plan.

14.7 The overriding aim is to ensure that Mahon benefits from a strategic framework that allows it to be an asset to the city as an area with a mix of primary uses and also an appropriate urban structure and built form of a high standard. ~~The City Council will complete a transportation assessment of the plan area to form the basis for the future land use and transportation strategy to be defined in the local area plan.~~

Key Objectives

14.8 The following underpin the Mahon Local Area Plan:

- To promote and facilitate appropriate levels of employment growth in Mahon recognising its status as a Major Employment Focal Point within the context of the Regional Planning Guidelines, CASP 2001-2020 [as Updated], and the Cork City Development Plan and the related economic strategies;
- To encourage a diverse and appropriate range of uses to meet the needs of Mahon as a place to live, work and visit;
- To promote a high standard of urban design with a clear sense of place and architectural quality, and to improve the structure and character of Mahon's urban form through appropriate land use zoning and guidance on typology, density, and built form and by promoting excellence in the design of buildings and spaces;
- To protect the residential amenity of existing residential areas and ensure that appropriate community, civic and other infrastructure is provided to ensure that citizens have focal spaces and facilities to enable for the functioning of a cohesive, healthy and happy;
- To ensure a range of high quality new homes to promote choice and achieve a social mix;
- To create a clear hierarchy of public streets and spaces within Mahon equipped to meet the needs of residents, workers and visitors;
- The consolidation of development to address severance and lack of connectivity between uses and areas;
- To maximise the contribution of sustainable travel modes in meeting travel demand, including improved public transport services, demand management measures, and ensuring the provision of a comprehensive local and strategic walking and cycling network;
- To conserve and enhance Mahon's natural heritage and built heritage assets, including Bessboro House and parkland and the Natura 2000 habitats at Douglas Estuary and Lough Mahon; and
- To promote development within the District Centre, which should be adapted to have a more urban format i.e. mixed uses, a restructured layout, reduced surface parking, higher density and buildings fronting on to the street edges and
- To integrate the communities within Mahon and Blackrock by ensuring better connectivity, the provision of improved common services (e.g. the proposed Mahon-Blackrock Library and commercial leisure uses at Mahon Point Shopping

Centre) and effective focal public democratic spaces (e.g. parks, streets and squares) to bring people together.

Key Objectives

14.8— The City Council has the following specific objectives in the South Mahon area which will be supplemented by the local area plan:

- To ensure an appropriate mix of uses in the area, including a high quality business park, district centre, housing and related secondary uses;
- To ensure that an appropriate transportation system serves the area;
- To promote a high standard of urban design with a clear sense of place and architectural quality;
- To ensure the provision of infrastructure appropriate to the needs of the area and the emerging intensification of use;
- To ensure that development proposals do not undermine the potential of the wider area;
- To promote development within the District Centre subject to the objectives set out in paragraphs 14.41 to 14.43 below. The District Centre site should be adapted to have a more urban format i.e. mixed uses, a restructured layout, reduced surface parking, higher density and buildings fronting on to the street edge.

MATERIAL AMENDMENT 2

Mahon District Centre

The text relating to Mahon District Centre is updated.

Mahon District Centre

Background

14.41 Mahon Point Shopping Centre is a new suburban format shopping centre opened in December 2005, which serves the south-east of the city and other locations accessible to the centre. The centre has a net comparison retail provision of 14,000sqm, a convenience shopping anchor and a large comparison anchor. The centre also has a cinema and other complementary ancillary commercial leisure and retail office functions. It is complemented by the Mahon Point Retail (warehouse) Park.

14.42 The new retail strategy outlined in Chapter 4 limits further comparison retail development at Mahon Point Shopping Centre in order to promote a more even distribution of comparison retailing around the city, taking into account that Mahon already exceeds the definition of a district centre outlined in the Retail Planning Guidelines. Cork City Council will prepare a Local Area Plan for the South Mahon Developing Area that will provide a framework for the District Centre and the surrounding area, including the Lough Mahon Technology Park. This will set out an integrated land use, transportation and urban design framework for the future development of the area. There is a major opportunity to develop the Mahon District Centre site as part of a wider sustainable intensification of South Mahon. Significant intensification of the area is likely to be contingent on the provision of mass transit solutions. The shopping centre will become part of an exciting mixed use centre with a high quality of urban design.

Key Objectives

14.43 The City Council has the following objectives in relation to the Mahon Point District Centre which are ~~will~~ be supplemented by the **Mahon** Local Area Plan:

- The District Centre site should be adapted to become an urban format, mixed use centre, with uses located to provide urban design benefits;
- Any development within the site should benefit from appropriate transportation provision, including significant improvements to public transport that connect the district centre to its catchment area;
- To provide a mix of uses that includes retail units of a range of sizes to meet the needs of different types of occupier, residential upper floor uses, and complementary commercial and community services in accordance with the zoning objective. General offices will be open for consideration subject to the policies outlined in Chapter 3. Live ground floor uses should be provided onto all primary streets;
- The main retail opportunities within the district centre will be for local services and (urban) format retail warehousing, which would most effectively be focused on **Mahon Link Road**~~Lough Mahon Road~~;
- Any development within the District Centre should include the development of a coherent urban structure that links the shopping centre to a network of **high quality** streets and spaces within the site **and connecting to it**;
- There is potential for much of the surface car parking areas ancillary to the District Centre and to the north of the current building line to be redeveloped as a “residential quarter” that bridges the shopping centre to the surrounding residential and office neighbourhoods, providing that it is economic to relocate car parking to other sites within the district centre in the form of basement or multi-storey car parking provision;
- In any significant intensification of the site there will need to be a public space provided to occupy in the region of 10 per cent of the District Centre site for the benefit of residents, visitors and those working in the area. The public space should include a significant green area providing for active and passive recreational needs;
- The City Council will consider the need for new civic uses in the area to add to the quality of life of the city and the south-eastern district.
- **To undertake measures to ensure the achievement of smarter travel targets to an appropriate timeline.**

Amendments to mapped objectives on Map 8: South Eastern Suburbs (Volume 2: Mapped Objectives)

MATERIAL AMENDMENT 3

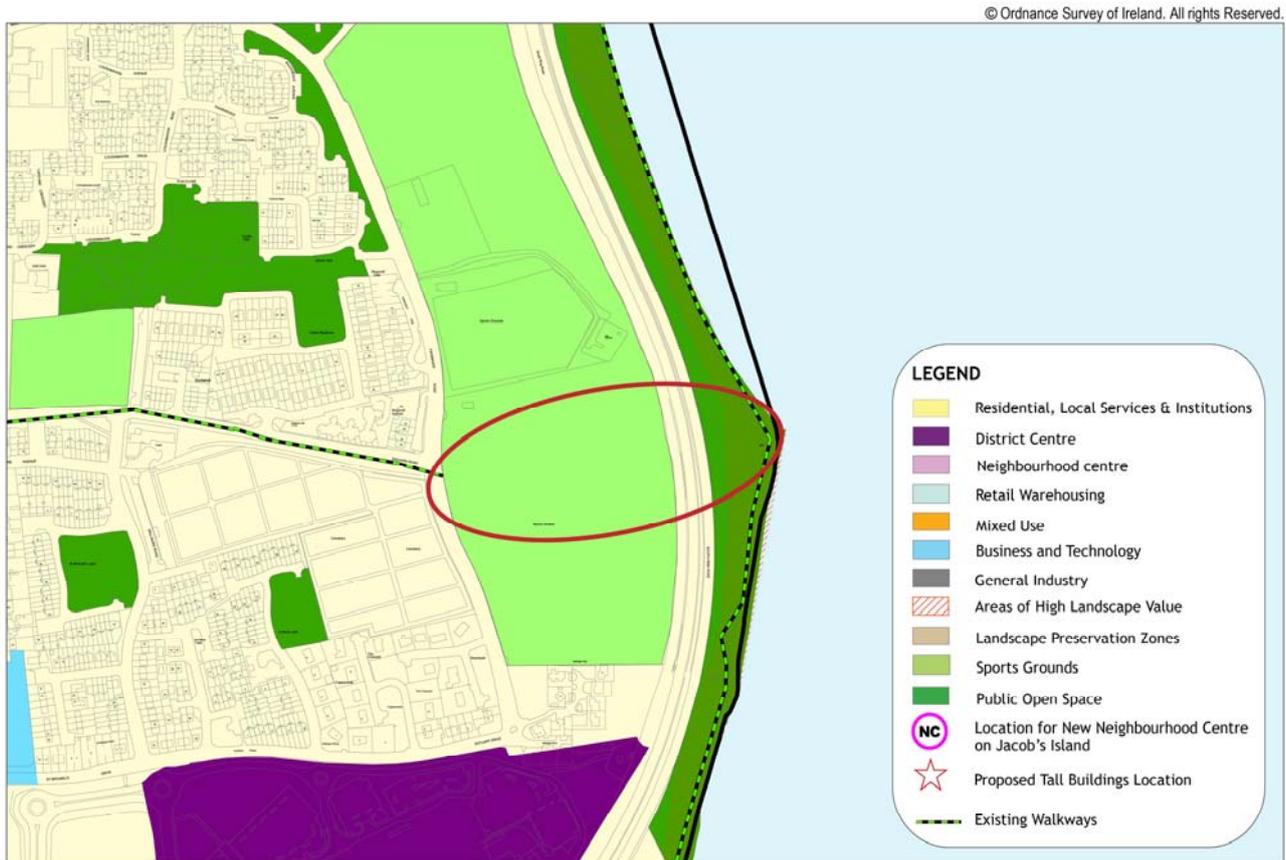
City Gate Park block, Mahon Link Road

Land use zoning objective for the parcel of land outlined in red (in excerpt from Map 8, below) is changed to **Business and Technology**.



MATERIAL AMENDMENT 4 Skehard Road Walkway Omission (to Lough Mahon)

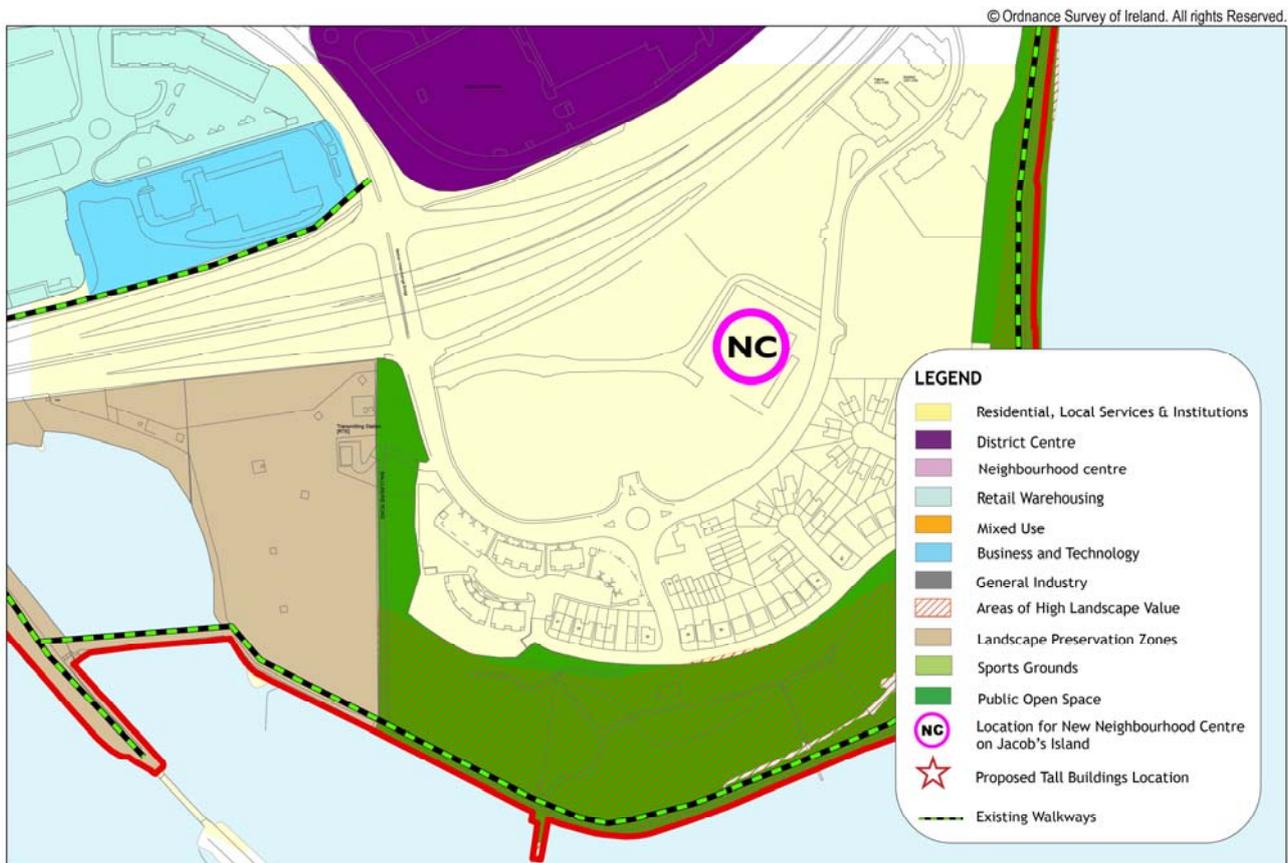
Overlay specific objective “Existing Walkway” is omitted within the area of the red oval (in excerpt from Map 8, below).



MATERIAL AMENDMENT 5

Jacob's Island: New Neighbourhood Centre

A new overlay objective is added to an area of Jacob's Island (see excerpt from Map 8, below). The new objective is described as: "Location for New Neighbourhood Centre on Jacob's Island" as indicated by "NC" within a pink circle. The objective replaces a previous overlay objective described as "Indicative Location for Local Centres" on Jacob's Island.



Planning Policy Section
Strategic Planning + Economic Development Directorate
Cork City Council
City Hall, Cork

Rannóg Polasaí Pleanála
Stiúrthóireacht Pleanála Stratéiseach agus Forbairt Eacnamíochta
Comhairle Cathrach Chorchai
Halla na Cathrach, Corcaígh



Tel.: 021-492-4086 or 021-492-4757
Email: planningpolicy@corkcity.ie

www.corkcity.ie