

CORK CITY DEVELOPMENT PLAN 2004

VARIATION NO. 4

OFFICE POLICY/BUSINESS AND TECHNOLOGY

Variation made by Cork City Council 24th September 2007

Variations undertaken using powers provided in Section 13 of the
Planning and Development Act 2000



Cork City Council
Comhairle Cathrach Chorcaí

Variation No. 4 to Cork City Development Plan 2004

Amendment to Office Policy and Business & Technology Zoning

Cork City Council made a variation to the Cork City Development Plan, 2004 on 24th September 2007, under Section 13 of the Planning and Development Act, 2004. The variation, **Variation No. 4** relates to an amendment to the Office Policy, and Business and Technology zoning, and the variation should be read in conjunction with the City Development Plan 2004.

Overall market growth in office development in Cork City is strong, and this coupled with slower than envisaged development growth in the Docklands has created a justification to provide more choice in office locations in the short term. A major review of employment policy including office policy, will be carried out in preparation of the new City and County Development Plans. In the meantime it is considered appropriate to make an amendment to the uses allowed in Business and Technology zones in the context of office policy .

The main change to policy, is to permit in principle General Offices above a certain scale in areas which have a Business and Technology zoning objective. The locations of sites with Business and Technology zoning are Blackpool, Kilbarry, Model Farm Road (Cork Technology Park) , Mahon and the Docklands. This variation involves changes to text in Chapter 3, (Enterprise and Employment) Chapter 9, (City Centre and Docklands) and Chapter 10 (Suburban Areas) and Chapter 11(Development Control). (Text to be added is in **bold**, whereas text to be deleted ~~has a strikethrough~~.) The variation is as follows in the relevant chapters:

Chapter 3 of the City Development Plan refers to Enterprise and Employment

1. **Policy E2** relating to **General Offices** is amended to read as follows (new text in bold:)

“To focus Office development in the City Centre and Blackpool. General Office units in excess of 400 sq.m are also acceptable in principle in areas zoned for Business and Technology.”

2. Paragraph 3.21 amended as follows:

“CASP predicts that there will be limited indigenous demand for offices and that it will be extremely important that this demand is targeted at central areas, rather than in other locations such as the edge of the City. This will reinforce the viability of central locations, City Centre regeneration initiatives, and assist the continuation of the momentum of new office development already established in the City Centre. This strategic approach to locating offices is also supported by the Cork County Development Plan 2004, which seeks to direct offices to the City Centre and town centre locations. ~~The City Council will therefore resist development proposal involving new office buildings or the change of use of existing buildings outside of the expanded City Centre/Docklands area. The conversion of buildings to office uses in other locations will also not be acceptable as this would:~~

- ~~Further reduce demand in central areas for office space~~

- ~~Deplete the existing stock capable of accommodating light industry/office based industries."~~

3. Paragraph 3.22 amended to read:

"As an exception, general offices and office based industry (see definition below) will be permitted in Blackpool, both in Blackpool Village and in a new mixed use area north of the shopping centre, **and would be open for consideration in the area immediately adjoining the proposed Blackpool Rail Station described as zones 1 and 2 in the North Blackpool Area Plan 2001, west of the railway line /Dublin Street."**

4. Paragraph 3.26 which refers to Business and Technology, shall be amended as follows:

~~"Exceptionally, companies providing technical professional services to industry may be considered an office based industry such as engineering consultancies, and acceptable in principle, in areas zoned for business and technology uses where they occupy spaces greater than 1000 square metres and the provision of large quantities of operational parking is essential to the functionality of the business (for example those servicing the manufacturing and construction industries) Permission for this type of development will be for a single user, and proposals for the future subdivision of properties into smaller units will not be permitted. Light industrial uses will be permitted in areas zoned for business and technology although the market will tend to push such property up in value according to evident demand."~~

5. **Policy E4 Business and Technology** (on p20) amended to read :

"To promote and encourage the expansion of the office based industry sector and to accommodate these industries in sites zoned for that use. **In addition, the following will be acceptable in principle in areas zoned Business and Technology.**

- **Companies providing technical professional services to industry such as engineering consultancies**
- **General office units in excess of 400 sq.m**

All developments on sites zoned Business and Technology shall ensure:

- Satisfactory mobility management plans are implemented
- Appropriate pedestrian linkages with existing local services are provided, or if this is not possible an appropriate range of local services are provided at a scale commensurate to the nature of the development"

6. Chapter 9, Paragraph 9.120 relating to the South Docks modified to state:

"The central area of the South Docks is likely to remain in Light Industrial/Business and Technology uses unless the Shell Depot, which is a Seveso site (see chapter 7 Policy ENV 28) is relocated within the Plan period. Likewise, the ESB power station, will remain in its present use for the foreseeable future. The central area of the south docks is therefore given a Business and Technology zoning objective, as this will permit both office-based industry and light industrial uses. **In addition, the following will be acceptable in principle in areas zoned Business and Technology.**

- Companies providing technical professional services to industry such as engineering consultancies
- General office units in excess of 400 sq.m

All developments on sites zoned Business and Technology shall ensure :

- Satisfactory mobility management plans are implemented
- **Appropriate pedestrian linkages with existing local services are provided, or if this is not possible an appropriate range of local services are provided at a scale commensurate to the nature of the development"**

7. Chapter 10 Suburban Areas, Paragraph 10.6 modified to read as follows.

"Business and Technology: Objective: To provide for high technology related office-based industry.

The purpose of this zoning objective is to **promote and** encourage the provision of office based industry. These industries include software development, media recording and media associated activities. Light industrial uses will also be permitted in this zone. ~~Companies providing technical professional services to industry may be considered as an office based industry where they occupy space greater than 1000 sq.m.~~ See Chapter 3, paras 3.25-3.33) **The following will also be acceptable in principle on sites zoned for Business and Technology.**

- Companies providing technical professional services to industry such as engineering consultancies
- General Office units in excess of 400 sq.m

All developments on sites zoned Business and Technology shall ensure :

- Satisfactory mobility management plans are implemented
- **Appropriate pedestrian linkages with existing local services are provided or if this is not possible, an appropriate range of local services being provided at a scale commensurate to the nature of any development"**

8. Paragraph 11.98 amended to state as follows:

"Where significant developments are proposed it will be necessary for applicants to demonstrate the impact of their proposal on the integrated transport system by means of a Transport Impact Assessment, in accordance with the objectives set out in Chapter 4 and best practice. This will include an assessment of the impact of the proposal on the full range of modes of transport and incorporate **road safety audits and** measures to maximise accessibility of non-private car related movement".

