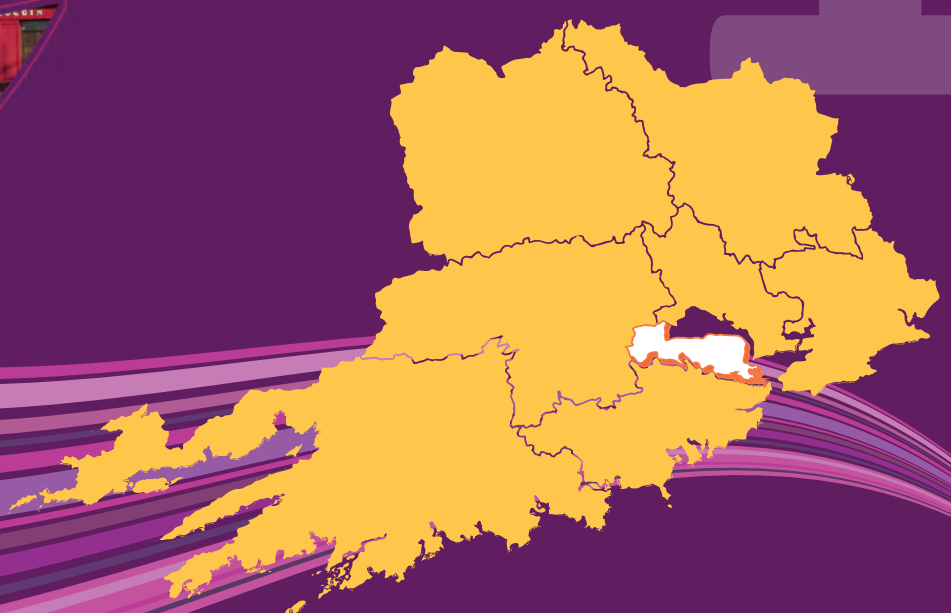




Cork
County Council
Comhairle Contae Chorcaí

Draft
**Ballincollig
Carrigaline
Municipal District**
Local Area Plan

Proposed Amendments
to the Draft Local Area Plan



2nd May 2017

VOLUME ONE
Proposed Amendments

1



Draft Ballincollig Carrigaline Municipal District Local Area Plan

Proposed Amendments to the Draft Local Area Plan

Volume 1 – Proposed Amendments

2nd May 2017

Document Verification

Page 1 of 1

Job Title						
Document Title: Proposed Amendments to the Draft Local Area Plan Report – 2nd May 2017						
Document Ref:						
Revision	Date	Filename:				
	02/05/2017	Proposed Amendments to the Draft Local Area Plan Report – 2 nd May 2017				
		Description:				
		Proposed Amendments to the Draft Local Area Plan Report – 2 nd May 2017				
			Prepared by	Drawn by	Checked by	Approved by
		<i>Name</i>				
1.0			RMcK/MR	AF	PC	ML

How to make a Submission

The Proposed Amendments to the Draft Ballincollig Carrigaline Municipal District Local Area Plan are available from the Council website at www.corkcoco.ie. If required, a hard copy of the document may be inspected between the hours of **9.30 a.m. and 4.00p.m, from Tuesday 2nd May 2017 to Tuesday 30th May 2017** at the following locations:

- Planning Department, Floor 1, County Hall, Cork.
- Planning Department, Norton House, Skibbereen, Co. Cork.
- Cork County Council Offices, Mallow
- Public Libraries – Please check libraries regarding opening times and availability.

CD copies of the documents may be requested by phone (Tel: 021-4285900) or collected from the Planning Department, Floor 1, County Hall between the hours of 9.30am and 4.00pm during the above period.

Submissions or observations regarding the Proposed Amendments to the Draft Ballincollig Carrigaline Municipal District Local Area Plan are hereby invited from members of the public, children, or groups or associations representing the interests of children and other interested parties during the period **from Tuesday 2nd May 2017 to 4pm on Tuesday 30th May 2017**

Submissions may be made in either of the following two ways:

- On-line via www.corkcoco.ie following the instructions provided

OR

- In written form to the Senior Planner, Planning Policy Unit, Cork County Council, Floor 13, County Hall, Cork. T12R2NC.

All such submissions lodged within the above period and prior to the close of business at **4pm on Tuesday 30th May 2017**, will be taken into consideration in the finalisation of the Ballincollig Carrigaline Municipal District Local Area Plan.

Submissions and observations are also invited in relation to the Addendum to the Environmental Report, the Strategic Flood risk Assessment and the Habitats Directive Assessment Report on the proposed amendments.

All Submissions should quote the Proposed Amendment Number that the submission relates to.

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Section 1 Overview of Amendments Stage

1.1 Introduction

- 1.1.1 In November 2016 the Council published the Ballincollig Carrigaline Municipal District Draft Local Area for public consultation. Arising from the consultation process, it is proposed to make a number of changes to the Draft Plan. This document sets out the full detail of the proposed changes.
- 1.1.2 Accompanying this document is a further report (Volume 2 Environmental Report on Proposed Amendments) detailing the outcome of the Strategic Environmental Assessment, Strategic Flood Risk Assessment and Habitats Directive Assessment of the proposed amendments.
- 1.1.3 These documents should be read in conjunction with the Draft Local Area Plan published on 16th November 2016, together with the associated SEA Environmental Report, Strategic Flood Risk Assessment Report and the Habitats Directive Assessment Report of the same date, and the Chief Executive's Report to Members dated 6th March 2017.

Process to date

- 1.1.4 The Draft Ballincollig Carrigaline Municipal District Local Area Plan, along with three associated environmental assessments, was published in November 2016 and were made available to the public until the 16th of January 2017. 229 submissions were received during the public consultation period on the Draft Ballincollig Carrigaline Municipal District Area Local Area Plan. 33 of the submissions focused on general issues facing the County at large, with a further 185 submissions related to the Municipal District.
- 1.1.5 In accordance with Section 20 of the Planning and Development Acts, 2000, as amended, a Chief Executive's Report was prepared to list the persons and bodies who made submissions or observations, summarising the issues raised and providing the opinion of the Chief Executive on the issues raised and his recommendations in relation to the proposed Local Area Plan. The Chief Executives Report was issued to Members of Council for their consideration on the 6th March 2017.
- 1.1.6 The Council's Development Committee met on the 23rd, 24th and 27th March 2017 to discuss the Chief Executive's Report and the next stages of the Local Area Plan process. A further meeting of the Council was held on 27th March 2017, where, following consideration of the Draft Plan, Environmental, Habitats and Flood Risk Assessment Reports, the submissions received and the Chief Executive's report, the Members of Council resolved to make a number of material amendments to the Draft Plan.
- 1.1.7 In total, 160 amendments are proposed to the Draft Ballincollig Carrigaline Municipal District Local Area Plan and these are set out in this report. In addition to the material amendments detailed in this document, a number of non material changes relating to the procedural and factual content may be included in the plan before it is finalised.
- 1.1.8 The County Council is obliged to make the proposed amendments to the Draft Local Area Plan, together with a report in relation to the Strategic Environmental Assessment including Strategic Flood Risk Assessment and Habitats Directive Assessment of the proposed amendments, available for inspection by the public and statutory bodies for a period of at least 4 weeks so that written submissions or observations regarding the proposed amendments can be made to the Council.

- 1.1.9 This period will commence on **Tuesday 2nd May 2017 and will last until 4.00 p.m. on Tuesday 30th May 2017.** In order to be taken into consideration by the County Council, written submissions or observations must be received within that period.
- 1.1.10 It should be noted that as the new Local Area Plans do not include the former Town Councils functional areas and will not replace the nine Town Development Plans adopted by the former Town Councils of Cobh, Clonakilty, Fermoy, Kinsale, Macroom, Mallow, Midleton, Skibbereen and Youghal there are no proposed amendments relating to any policy or objectives for those areas. The current Town Plans will remain in force until December 2020.

1.2 Form and Content of the Proposed Amendments Document

- 1.2.1 This document consists of Three Volumes. **Volume One “Proposed Amendments to the Draft Local Area Plan”** includes both the amendment text and where relevant the mapping amendments. There are five parts, these are:
- **Section 1: Introduction:** This section outlines the local area plan review process to date and how to make a submission.
 - **Section 2: Text of Proposed Amendments:** This sets out the text of each Proposed Amendment and indicates whether the amendment relates to a text change only, or, text and mapping change, or, a mapping change only.
 - **Sections 3:** This text is a consolidated version of the amendment relating to the Maglin Urban Expansion Area in Ballincollig.
 - **Section 4:** Strategic Land Reserve/Active Land Management text relating to amendment no. BC 01.02.01.
 - **Section 5: Map Amendments:** This section sets out all the map amendments referenced in Section 2. The map amendments are laid out in the following order Introduction, Local Area Strategy, Main Towns and Key Assets, Villages, Village Nuclei and Other Locations where appropriate.
- 1.2.2 **Volume Two “Environmental Reports on the Proposed Amendments”** includes the Addendum to the SEA Environment Report including Strategic Flood Risk Assessment of the proposed amendments and the Habitats Directive Screening Report.
- 1.2.3 **Volume 3 “Local Area Plan Map Browser-Proposed Amendments”.** All the map amendments including zonings/boundary extensions and any proposed roads/walkways are shown on the map browser. The aim of the Map Browser is to give the public access to large scale detailed local area plan policy map versions of all the small scale land use zoning maps contained in the Local Area Plan. This allows the public to be better informed about the proposed mapped amendment to the Draft Plan.
- 1.2.4 It should be noted that Volume One Proposed Amendments is the only published printed volume, with Volumes Two and Three and other supporting documentation relating to the Amendments appearing on an accompanying CD. All Three volumes are available on the County Council’s web-site www.corkcoco.ie.
- 1.2.5 This “Proposed Amendments” document sets out the precise text of the amendments to the Draft Plan. The amendments are set out on a Section basis indicating the amendment number, the text of the proposed change and the page number in the Draft Local Area where

the change is proposed. Text that is to be deleted is shown with ~~strike through~~ and new text to be included is shown in **bold**.

- 1.2.6 It should also be noted that these Proposed Amendments address the recommendations set out in the Strategic Environmental Assessment Environment Report, the Strategic Flood risk Assessment Report and the Natura Impact Report where appropriate, in respect of the Draft Local Area Plan published in November 2016.
- 1.2.7 All the proposed amendments have been subject to Strategic Environmental Assessment and Appropriate Assessment under Habitats Directive Assessment. The Addendum to the Environmental Report, Strategic Flood risk Assessment and the Habitats Directive Assessment Report on the proposed amendments are available in electronic form only on the Draft CDP web page accessible online at www.corkcoco.ie at all times. Submissions and observations are also invited in relation to these documents.

1.3 How to make a Submission

- 1.3.1 The Proposed Amendments to the Draft Ballincollig Carrigaline Municipal District Local Area Plan are available from the Council website at www.corkcoco.ie. If required, a hard copy of the document may be inspected between the hours of **9.30 a.m. and 4.00p.m, from Tuesday 2nd May 2017 to Tuesday 30th May 2017** at the following locations:
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- 1.3.3 Submissions or observations regarding the Proposed Amendments to the Draft Ballincollig Carrigaline Municipal District Local Area Plan are hereby invited from members of the public, children, or groups or associations representing the interests of children and other interested parties during the period **from Tuesday 2nd May 2017 to 4pm on Tuesday 30th May 2017**
- 1.3.4 Submissions may be made in either of the following two ways:
- On-line via www.corkcoco.ie following the instructions provided
- OR
- In written form to the Senior Planner, Planning Policy Unit, Cork County Council, Floor 13, County Hall, Cork. T12R2NC.
- 1.3.5 All such submissions lodged within the above period and prior to the close of business at **4pm on Tuesday 30th May 2017**, will be taken into consideration in the finalisation of the Ballincollig Carrigaline Municipal District Local Area Plan.

Submissions and observations are also invited in relation to the Addendum to the Environmental Report, the Strategic Flood risk Assessment and the Habitats Directive Assessment Report on the proposed amendments.

All Submissions should quote the Proposed Amendment Number that the submission relates to.

Section 2 Proposed Amendments to the Draft Plan

2.1 Overview

2.1.1. The following table sets out the precise text of the amendments to the Draft Plan. The amendments are set out on a Section basis indicating the amendment number, the text of the proposed change and the page number in the Draft Local Area where the change is proposed. Text that is to be deleted is shown with ~~strike through~~ and new text to be included is shown in **bold**.

2.1.2. Where significant amount of text forms part of the amendment this change is referenced in Table below but the text of the amendment is set out in a series of Sections 3 or 4.

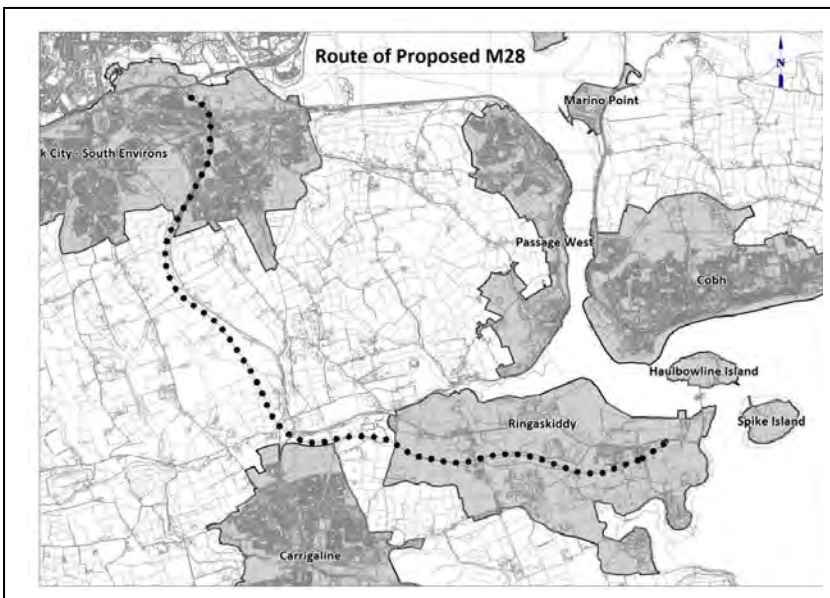
Ref.	Amendment	Draft LAP Page No.																																			
	Section 1: Introduction																																				
BC.01.01.00	<p>Volume 1, Section 1. Introduction</p> <p>Delete Table 1.1 Municipal Districts in County Cork and replace with new Table 1.1 which includes list of Town Council Development Plans.</p> <table border="1"> <thead> <tr> <th colspan="5">Table 1.1: Municipal Districts in County Cork</th> </tr> <tr> <th></th> <th>Municipal District</th> <th>Population 2011</th> <th>Main Towns</th> <th>No of villages</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Ballincollig-Carrigaline</td> <td>71,946</td> <td>Ballincollig, Carrigaline, Passage West/ Monkstown/ Glenbrook, Cork City South Environs, Ringaskiddy</td> <td>5</td> </tr> <tr> <td>2</td> <td>Bandon-Kinsale</td> <td>42,454</td> <td>Bandon, Kinsale (Kinsale Town Development Plan, 2009)</td> <td>34</td> </tr> <tr> <td>3</td> <td>Blarney-Macroon</td> <td>43,398</td> <td>Blarney, Macroom (Macroom Town Development Plan, 2009)</td> <td>54</td> </tr> <tr> <td>4</td> <td>Cobh</td> <td>53,544</td> <td>Carrigtwohill, Cobh (Cobh Town Development Plan 2013), Glanmire, Little Island, Cork City North Environs. (Monard is proposed new town and a designated Strategic Development Zone)</td> <td>24</td> </tr> <tr> <td>5</td> <td>East Cork</td> <td>42,399</td> <td>Midleton (Midleton Town Development Plan 2013), Youghal (Youghal Town Development Plan,</td> <td>30</td> </tr> </tbody> </table>	Table 1.1: Municipal Districts in County Cork						Municipal District	Population 2011	Main Towns	No of villages	1	Ballincollig-Carrigaline	71,946	Ballincollig, Carrigaline, Passage West/ Monkstown/ Glenbrook, Cork City South Environs, Ringaskiddy	5	2	Bandon-Kinsale	42,454	Bandon, Kinsale (Kinsale Town Development Plan, 2009)	34	3	Blarney-Macroon	43,398	Blarney, Macroom (Macroom Town Development Plan, 2009)	54	4	Cobh	53,544	Carrigtwohill, Cobh (Cobh Town Development Plan 2013), Glanmire, Little Island, Cork City North Environs. (Monard is proposed new town and a designated Strategic Development Zone)	24	5	East Cork	42,399	Midleton (Midleton Town Development Plan 2013), Youghal (Youghal Town Development Plan,	30	6 Text Change Only
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				2009)		
	6	Fermoy	42,226	Charleville, Fermoy (Fermoy Town Development Plan, 2009) , Mitchelstown	29	
	7	Kanturk-Mallow	47,305	Buttevant, Kanturk, Mallow (Mallow Town Development Plan, 2009) Millstreet, Newmarket	46	
	8	West Cork	56,530	Bantry, Castletownbere, Clonakilty (Clonakilty Town Development Plan, 2009) , Dunmanway, Schull, Skibbereen (Skibbereen Town Development Plan, 2009)	67 & 7 Inhabited Islands	
BC.01.01.01	<p>Volume 1, Section 1. Introduction</p> <p>City Gateway's Initiative insert the following paragraph after paragraph 1.5.30</p> <p>Initially this initiative will focus on aesthetic and environmental improvements in these areas in advance of an integrated land use and development framework to be conducted in collaboration with the relevant stakeholders including, relevant landowners, Cork City Council, the National Transport Authority and Transport Infrastructure Ireland.</p>					18 Text Change Only
BC.01.01.02	<p>Volume 1, Section 1. Introduction</p> <p>Insert additional paragraph after the Regeneration Areas paragraph 1.5.23</p> <p>It is the intention of Cork County Council to implement the provisions of the Urban regeneration and Housing Act 2015, through the establishment of a vacant sites register, identifying sites on which a vacant site levy can be applied. The planning authority will proactively engage through the Municipal District sub-county structures, to identify suitable vacant sites on lands zoned residential and on lands designated as regeneration areas in this plan, which meet the criteria for inclusion in the vacant site register. This will be achieved through a focussed application of the levy, facilitating sustainable urban development and bring such vacant sites and buildings in urban areas into beneficial use.</p>					17 Text Change Only
BC.01.01.03	<p>Volume 1, Section 1. Introduction</p> <p>Section 1.5.57: Add text, as follows:</p> <p>During the lifetime of this plan, the Council will undertake to review and update the recreational and amenity analysis previously undertaken by the Forward Planning section of the Council.</p>					28 Text Change Only
BC.01.01.04	<p>Volume 1, Section 1. Introduction</p> <p>Section 1.5.56 Add text, as follows:</p>					28 Text Change

	<p>A Transport Strategy for Cork Metropolitan Area will be prepared during 2017 and its objective is to provide a long-term strategic planning framework for integrated development of transport infrastructure in Metropolitan Cork. It will be used to inform transport investment levels and prioritisation and will provide an analytical basis for integration of land use and transport planning – social, economic and environmental indicators. The Strategy will be able to inform sustainable land use policy formulation.</p> <p>Cork County Council and Cork City Council have prepared a cycling network plan for the Cork Metropolitan area and surrounding towns. The objective of the project is to provide a clear plan for the future development of the cycling network within the Metropolitan Area to encourage greater use of cycling for trips to work, school, recreation and leisure. The relevant routes are mapped for each of the settlements of Ballincollig, Carrigaline, the South Environs, Ringaskiddy and Passage West and can be found in the Cork Cycle Network Plan.</p>	Only
BC.01.01.05	<p>Volume 1, Section 1. Introduction</p> <p>Insert new Heading “Housing Density” and additional text after “Green Infrastructure” as follows:</p> <p>The approach to housing density used in this Plan is explained in Section 3.4 Housing Density, Chapter 3 Housing, Volume One of the Cork County Development Plan 2014. Objective HOU 4-1, Housing Density on Zoned Land in Section 3.4 sets out the housing density standards applicable to each category, High, Medium A, Medium B, along with an accompanying guide to densities in Table 3.1 Settlement Density Guide.</p>	28 Text Change Only
BC.01.01.06	<p>Volume 1, Section 1. Introduction</p> <p>Insert the following text in Section 1.5 of LAP as follows (insert after objective table IN-01)</p> <p>Managing Downstream Flood Impacts. When planning a development upstream of an area at risk of flooding, intending developers need to be mindful of the need to consider the potential downstream flood impacts of a development, even when the development itself is not in an area of flood risk. This relates in particular to the management of surface water and to the wider issues of pluvial flood risk, which may have downstream impacts. Detailed assessment of the potential downstream impacts is particularly important in areas where flood defences have already been provided or are planned downstream of a development, in order to ensure that there are no adverse effects on the standard of defence provided.</p>	29 Text Change Only
BC.01.01.07	<p>Volume 1, Section 1. Introduction</p> <p>Insert additional text as new paragraph after 1.5.56, with contextual map, as follows: (Text and Contextual Map Change)</p> <p>The N-28 National Primary route links Ringaskiddy to Cork City and onwards to the wider regional and National road network. It is proposed to construct a new M28 Motorway from Cork to Ringaskiddy from the existing N28 N40 Bloomfield interchange on the South Ring Road to Ringaskiddy village. The new road will remain online using the existing N28 from the Bloomfield interchange to Carrs Hill and from there the route will go off line to the west of the existing N28 passing between the existing Shannonpark roundabout and Carrigaline. From there the route will pass to the south of Shanbally and Ringaskiddy villages</p>	28 Text Changes (with contextual map).

where it will terminate at the new Port of Cork facility at Ringaskiddy. The M28 Motorway will pass through the following zoned land RY-I-03, RY-I-04, RY-O-03, RY-O-4, RY-I-10, RY-I-11, RY-I-13, RY-I-14 and RY-I-15. On these zoned lands this will result in severance of strategic land banks and Cork County Council will engage with all relevant parties to future optimise and maximise the large amount of land zoned for Industry at this location.

The new motorway will have a greater capacity particularly for freight vehicles making journeys to and from the port. The development of this road scheme is being promoted by Cork County Council and is funded by Transport Infrastructure Ireland (TII) it is critical that the M28 project be finalised as quickly as possible in order to bring certainty and assurance of commitment to existing and future investment in the Ringaskiddy area. This planned upgrade represents an important catalyst for the economic development of Cork and the South-West region.



Insert Specific Development Objective RY-U-02 as Local Area Plan Objective IN-02, inserting after new paragraph, as follows: (Text Change)

RY-U-02: M-28 Cork to Ringaskiddy Motorway Scheme. Finalisation of this route and development of the road will be subject to Environmental Impact Assessment and where necessary a Habitats Directive Assessment. Regard will be had in the design of the route to avoiding and mitigating impacts on sensitive environmental and heritage resources, as well as impacts on communities.

BC.01.02.01	<p>Volume 1, Section 1. Introduction</p> <p>Delete paragraphs 1.5.31 – 1.5.44 and insert additional text relating to Strategic Land Reserve and Active Land Management as set out in section 4 of this Report.</p> <p>See Section 4 of this Amendment Document for text changes.</p>	18 - 26 Text Change Only
Section 2: Local Area Plan Strategy		
BC.02.02.01	Volume 1, Section 2 Local Area Plan Strategy	36

Revise Table 2.2 to Amend Net Residential Areas and Housing Yield figures for Ballincollig ,Carrigaline, Cork City South Environs, Passage West.							Text Change Only
Table 2.2 Ballincollig Carrigaline Municipal District Housing Requirements and Supply							
	Housing Requirement				Housing Supply		
	Census 2011	Population Target	New Units Required	Net Estimated Requirement (ha)	Est. Net Residential area zoned (ha)	Estimated Housing Yield	
Ballincollig	17,368	23,805	4,033	161	182.77	4,872 4,569	
Carrigaline (North)	9,917	11,994	2,422	97	52.8* (45 additional in South Carrigaline)	2,423 2,228	
Cork City South Environs	32,635	31,308	1,284	37	72.59	1,285 1,831^	
Passage West	5,790	6,965	925	51	38.5	929 889	
Main Towns	65,710	74,072	8,663	347	346.66	9,509 8,414 9,447*	
Villages	278	355	55	-	-	37	
Rural	5,958	6,019	425	-	-	-	
Total Villages and Rural	6,236	6,374	480	-	-	37	
Total Municipal District	71,946	80,446	9,144	347	346.66 391.66 *	9,546 8,451 9,484*	
Current Estimated Strategic Land Reserve (LAPs and TCPs) for this Municipal District is 41.4 Ha 0 Ha (45 Ha if Carrigaline South incl)							
*including Carrigaline South							
^including max yield for Douglas Woollen Mills (SE-T-01)							
During the course of the preparation of the current Draft Local Area Plan the							

	<p>supply of residentially zoned land and its potential yield was reviewed in light of current circumstances.</p> <p>The net estimated requirement to meet the needs of the Municipal District is 347Ha – leaving no headroom, or, including South Carrigaline a headroom of 45Ha or 13%.</p> <p>Note: During the lifetime of this plan, the council will initiate an Active Land Management process to help address the fact that not all residential zoned lands delivers housing. The above table should be considered within the context of this Active Land Management process / Strategic Land Reserve narrative as set out in section 4 of this report.</p>	
BC.02.02.02	<p>Volume 1, Section 2 Local Area Plan Strategy</p> <p>Add text to paragraph 2.6.9, as follows:</p> <p>In addition other areas identified as being of been of local ecological and biodiversity importance will be protected.</p>	41 Text Change Only
BC.02.05.03	<p>Volume 1, Section 2 Local Area Plan Strategy</p> <p>Large Scale Retail Warehousing</p> <p>Delete Paragraph 2.5.7 and replace with revised text as follows;</p> <p>2.5.7 The Regional Planning Guidelines for the South West (2010-2022) and the Joint City and County Retail Strategy (2013), which was later incorporated into the County Development Plan (2014), recognized that “there may also be scope for the development of an innovative type of large scale retail warehouse in Cork. As detailed in the RPG’s the scale of such outlets requires a regional, if not national, population catchment. In this regard a proposal for such a retail warehouse development in excess of 6,000 sq. metres may be appropriate in Cork Gateway. Specific criteria regarding such developments are set out in the RPG’s and in particular such developments must accommodate a range of bulky goods together with a range of customer facilities which require a national population catchment. Furthermore such developments must not adversely affect the efficiency of the national road network and it be demonstrated that traffic volumes can be accommodated within the design assumptions for such roads taking account of the opportunities for encouraging a modal split towards more sustainable travel modes. Such development should also be served by existing or planned public transport services. The potential impact of a retail warehouse in excess of 6,000 sq. metres will need to be carefully examined in the context of this guidance.”</p> <p>The Regional Planning Guidelines for the South West (2010-2022) and the Joint City and County Retail Strategy (2013), which was later incorporated into the County Development Plan (2014), recognized that “there may also be scope for the development of an innovative type of large scale retail warehouse in Cork.” Specific criteria regarding such developments are set out in the Retail Planning Guidelines as follows;</p> <ul style="list-style-type: none"> a) Will accommodate a range of predominantly bulky goods under one roof, together with a range of customer facilities (e. restaurant, crèche), on a scale which requires a regional, if not national, population catchment; b) Is in accordance with the Planning Guidelines on Spatial Planning and 	39 Text Change Only

	<p>National Roads in that proposals can demonstrate the development will not adversely affect the efficiency of the national road network and key junctions and interchanges and that it can be demonstrated that traffic volumes can be accommodated within the design assumptions for such roads, taking account of the opportunities for encouraging a modal shift towards more sustainable travel modes;</p> <ul style="list-style-type: none"> c) Will be served by existing or planned public transport services; d) Will make adequate provision for those opting for home delivery of goods other than by private car; e) Will be accompanied by a traffic impact assessment, demonstrating compliance with the above criteria; and f) Will take account of the vitality/viability criteria in respect of city/town centres set in the Retail Planning Guidelines and avoid the incorporation of uses and activities, as part of the development, which are more appropriate to city and town centre locations. <p>Any proposed sites designated for this use would in particular need to satisfy the locational criteria at (b) and (c) above.</p> <p>The potential impact of a retail warehouse in excess of 6,000 sq. m. Will need to be carefully examined in the context of this guidance.</p>	
BC.02.05.04	<p>Volume 1, Section 2 Local Area Plan Strategy</p> <p>Section 2.5 Insert New Heading and Paragraphs, as follows:</p> <p>Outlet Centres</p> <p>Section 4.11.4 of the Retail Planning Guidelines for Planning Authorities (2012) describes outlet centres as ‘groups of stores retailing end-of-season or discontinued items at discounted prices and are typically located in out-of-centre locations.’ Furthermore, the Retail Planning Guidelines highlight the following characteristics of outlet centres:</p> <p>‘The success of these outlet centres depends on attracting customers from a wide catchment area, and from the tourism sector. When they are located out-of-town on Greenfield sites, they can divert a significant amount of expenditure on comparison shopping goods away from established city/town centres and tourist centres even some distance away. Nonetheless, outlet centres within or immediately adjacent to a city or town centre can generate commercial synergies with the established retail outlets, thereby raising the profile of the centre and enhancing aggregate turnover on retail goods and leisure activities.’</p> <p>‘It should be recognised, however, that outlet centres are unlikely to succeed commercially in close proximity to the main urban centres in Ireland because retailers do not normally choose to trade at a large discount in direct competition with their high street outlets. However, experience shows that this constraint is unlikely to arise with smaller or secondary town centres, especially those in areas which attract large numbers of tourists.’</p> <p><i>Retail Planning Guidelines for Planning Authorities (2012)</i></p> <p>Hence, having regard to the specific niche market that outlet centres operate within, applicants need to demonstrate that the products sold will not be in</p>	39-40 Text Change Only

	<p>competition with those currently on sale in typical city/town centre locations. In addition, applicants can benefit from proposing a location that attracts large numbers of tourists.</p> <p>Furthermore, potential locations of outlet centres should be such that they complement existing retail offerings / established tourist areas, and having regard to the foregoing, locations within Metropolitan Cork emerge as the most appropriate location to create those economic synergies.</p> <p>Any proposal for an outlet centre must demonstrate that the proposal meets the following criteria:</p> <ul style="list-style-type: none"> • will accommodate predominantly the retailing of end-of-season or discontinued items; • demonstrate that the products sold will not be in competition with those currently on sale in typical city/town centre locations; • demonstrate ability to reinforce existing tourism sector; • the provisions of the Cork County Development Plan and Metropolitan Cork Joint Retail Strategy; • the sequential test set out in chapter 4 of the Retail Planning Guidelines for Planning Authorities; • is in accordance with the Planning Guidelines on Spatial Planning and National Roads in that the proposal can demonstrate that the development will not adversely affect the efficiency of the national road network and key junctions and interchanges and that it can be demonstrated that traffic volumes can be accommodated within the design assumptions for such roads, taking account of the opportunities for encouraging a modal shift towards more sustainable travel modes; • will be served by existing or planned public transport services; • will make adequate provision for private car use; • will be accompanied by a traffic impact assessment, demonstrating compliance with the above criteria; and, • will take account of the vitality/viability criteria in respect of city/town centres set out in the Retail Planning Guidelines for Planning Authorities (2012) and avoid the incorporation of uses and activities, as part of the development, which are more appropriate to city and town centre location. 	
BC.02.06.02	<p>Volume 1, Section 2 Local Area Plan Strategy</p> <p>Delete LAS-01(a) and replace with new Objective LAS-01, as follows:</p> <p>a) In order to secure sustainable population growth proposed, appropriate and sustainable water and waste water infrastructure that will help to secure the objectives of the Water Framework Directive, Habitats Directive and Birds Directive, needs to be provided where not already available, in advance of the commencement of discharges from new development permitted.</p> <p>Include additional objectives in LAS-01 as follows:</p> <p>g) All developments will need to comply with Water Services Objectives WS 2-1, WS 3-1, WS 4-1 and Management of Surface Water Objectives WS 5-1, WS 5-2 and WS 5-3 as detailed In Chapter 11,</p>	42 Text Change Only

	<p>Volume 1 of the Cork County Development Plan, 2014.</p> <p>h) No developer provided infrastructure will be allowed into the future except where agreed with Irish Water and where an appropriate transitional and longer term maintenance and repair programme has been provided for.</p> <p>i) All developments where appropriate will need to comply with Objective TM 3-1 National Road Network as detailed in Chapter 10, Volume 1 of the Cork County Development Plan, 2014.</p> <p>j) All developments will need to comply with Management of Surface Water Objectives WS 5-1, WS 5-2 and WS 5-3 as detailed In Chapter 11, Volume One of the Cork County Development Plan, 2014, in order to make provision for Sustainable Urban Drainage Systems and provide adequate storm water attenuation. Surface water management and disposal should be planned in an integrated way in consideration with land use, water quality, and amenity and habitat enhancements as appropriate.</p> <p>k) Preserve and protect the archaeological and architectural heritage which contributes to the character of an area and is intrinsic to its identity and sense of place in accordance with the Heritage objectives (HE 3-1 to HE 3-5 & HE 4-1 to HE 4-5) of the County Development Plan 2014. This includes formal vernacular, industrial, civic, ecclesiastical, maritime and underwater heritage and features such as historic boundaries, gate piers, street furniture, and landscapes.</p> <p>l) The Council is committed to the preparation and implementation of a Wastewater Management Strategy for the Cork Harbour Area as per the 2014 County Development Plan.</p>	
BC.02.06.03	<p>Volume 1, Section 2 Local Area Plan Strategy</p> <p>Insert additional text heading and paragraph after Section 2.2, as follows:</p> <p>The National Spatial Strategy is to be replaced by the National Planning Framework (NPF), to be delivered in 2017. This national framework is intended to be a high level strategy document that will provide the framework for future development and investment in Ireland, providing a long term and place-based aspect to public policy and investment, as well as aiming to coordinate sectoral areas such as housing, jobs, transport, education, health, environment, energy and communications. It is anticipated that the NPF will inform the future Regional Spatial and Economic Strategies (RSES) that will follow the adoption of the NPF. The Council will ensure that its forward planning will be aligned with this hierarchy of strategic plans.</p>	33 Text Change Only
	Section 3: Main Towns and Key Assets	
BC.03.01.01	<p>Volume 1, Section 3, Main Towns</p> <p>Delete text in paragraph 3.2.5, as follows:</p> <p>Where a town had a former Town Development Plan for the Town Council these have been included in this plan to form a coherent planning policy framework for the town as a whole.</p>	44 Text Change Only
BC.03.01.02	<p>Coastal Flood Zone Mapping Amendment: Carrigaline, Ringaskiddy and Passage West</p> <p>It is proposed to delete the Coastal Flood Zone Mapping and replace with the mapping as shown in Section 5.</p>	90,132,146 Mapping Change Only

	<i>See Amendment Ref No.s BC.03.04.33, BC.03.06.17, and, BC.03.07.15 for each individual map amendment.</i>	
	Ballincollig	
BC.03.03.01	Volume 1, Section 3. Main Towns Add text to paragraph 3.3.41, as follows: A Primary Health Care centre will be required in Ballincollig.	49 Text Change Only
BC.03.03.02	Volume 1, Section 3. Main Towns Add text to paragraph 3.3.48, as follows: A traffic and transportation plan will be carried out during the lifetime of the plan.	50 Text Change Only
BC.03.03.03	Volume 1, Section 3. Main Towns Insert additional objective BG-GO-08 “To preserve and protect the archaeological and architectural heritage which contributes to the character of an area and is intrinsic to its identity and sense of place in accordance with the Heritage objectives (HE 3 -1-5 & HE 4 1-5) of the County Development Plan 2014. This includes formal vernacular, industrial, civic, ecclesiastical, maritime and underwater heritage and features such as historic boundaries, gate piers, street furniture, and landscapes”.	62 Text Change Only
BC.03.03.04	Volume 1, Section 3. Main Towns Objective BG-R-03, insert land area 3.66 .	63 Text Change Only
BC.03.03.05	Volume 1, Section 3. Main Towns Objective BG-R-05, insert land area 3.2 .	63 Text Change Only
BC.03.03.06	Volume 1, Section 3. Main Towns Insert the following text in objective BG-R-06 As part of the Cork Northern Ring Road Scheme (Western Section) there will be a requirement for a buffer zone to accommodate road widening at this location. Noise attenuation measures should be provided along the boundary with the N22	63 Text Change Only
BC.03.03.07	Volume 1, Section 3. Main Towns Objective BG-R-08, insert land area 12.25 .	63 Text Change Only
BC.03.03.08	Volume 1, Section 3. Main Towns Objective BG-R-09, insert land area 26.2 .	63 Text Change Only
BC.03.03.09	Volume 1, Section 3. Main Towns	63

	Objective BG-R-10, insert land area 24.9 .	Text Change Only
BC.03.03.10	Volume 1, Section 3. Main Towns Objective BG-R-11, insert land area 13.62 .	63 Text Change Only
BC.03.03.11	Volume 1, Section 3. Main Towns Objective BG-R-11 mapping change and consequential reduction in site area. <i>A consequential change will arise, as mapped area to be removed from BG-R-11 will be included as 'Existing Built Up Area.'</i>	63 and 66 Text (site area text) and Map Change
BC.03.03.12	Volume 1, Section 3. Main Towns Objective BG-R-12, insert land area 12.8 .	64 Text Change Only
BC.03.03.13	Volume 1, Section 3. Main Towns Objective BG-R-13, insert land area 19.8 .	64 Text Change Only
BC.03.03.14	Volume 1, Section 3. Main Towns Objective BG-R-14, insert land area 10.9 .	64 Text Change Only
BC.03.03.15	Volume 1, Section 3. Main Towns Objective BG-R-15, insert land area 13.8 .	64 Text Change Only
BC.03.03.16	Volume 1, Section 3. Main Towns Delete Objective BG-R-16 BG-R-16 Medium A Density Residential Development. 13.8	64 Text Change Only
BC.03.03.18	Volume 1, Section 3. Main Towns Amend BG-T-01 (Town Centre Uses) to BG-R-16 Medium A Density Residential Development 0.6 h	64 Text and Mapping Change
BC.03.03.19	Volume 1, Section 3. Main Towns Ballincollig - Land Use Zoning Map Insert route and labels for U-03,U-04 and U-08	66 Mapping Change Only
BC.03.03.20	Volume 1, Section 3. Main Towns BG-R-01, include provision of a school and label BG-C-05 <i>A consequential additional text objective for BG-C-05 will also arise.</i>	66 Mapping Change (and consequential additional

		text)
BC.03.03.21	<p>Volume 1, Section 3. Main Towns</p> <p>BG-T-03, insert additional text, as follows:</p> <p>Completion of the Ballincollig Town Centre (former Murphy Barracks) site for town centre uses. The redevelopment of vacant properties for office based activities including incubator units and start ups will be considered in this area.</p>	64 Text Change Only
BC.03.03.22	<p>Volume 1, Section 3. Main Towns</p> <p>Amend text of paragraph 3.3.11, as follows: insert word (Maglin) and delete has been identified as a Special Policy Area.</p> <p>The land to the south of the town (Maglin) represents a major strategic housing and employment development opportunity for Metropolitan Cork. This plan will facilitate the delivery of these lands for development and enhance Ballincollig's important residential and employment function in Cork. The majority of Ballincollig's growth will therefore be catered for on a significant portion of this land to the south of the town. which has been identified as a Special Policy Area.</p>	46 Text Change Only
BC.03.03.23	<p>Volume 1, Section 3. Main Towns</p> <p>Paragraph 3.3.46 insert additional text outlined in bold.</p> <p>A new model for public transportation within Metropolitan Cork which includes Ballincollig is currently being developed by the National Transport Authority (NTA) and it is anticipated that this model will become operational during the lifetime of this plan. If improved public transport is to be delivered, then the new development planned for the town will need to deliver housing at appropriate densities in the areas close to the nodal points on the new transportation network.</p>	50 Text Change Only
BC.03.03.24	<p>Volume 1, Section 3. Main Towns</p> <p>Paragraph 3.3.48 insert new text , as follows:</p> <p>The town also has a relatively good internal road network; it is however acknowledged that as the town grows it is important that other roads are improved in order to cope with the additional traffic volumes particularly from new development areas to the south. Improvements to pedestrian facilities are also required. During the lifetime of the plan, growth in background traffic levels, new development in the area and the need to provide additional capacity for future growth are likely to necessitate the following road network improvements:</p> <ol style="list-style-type: none"> 1. Poulavone Roundabout; 2. Angler's Rest junction N22/R618 and 3. Killumney Road extension to CIT/CSIP <p>A traffic and transportation plan will be carried out during the lifetime of this plan.</p>	50 Text Change Only
BC.03.03.25	Volume 1, Section 3. Main Towns	50

	<p>Paragraph 3.3.50 insert additional text, as follows:</p> <p>The town and its surrounding are relatively flat creating the opportunity to encourage walking and cycling for many local journeys where adequate infrastructure is provided. Consideration will need to be given to providing suitable pedestrian/cycle/vehicular access from the town centre and local schools to the Maglin Urban Expansion area to the south.</p>	Text Change Only
BC.03.03.26	<p>Volume 1, Section 3. Main Towns</p> <p>Paragraph 3.3.54 insert additional text outlined:</p> <p>There is a requirement to provide storm water sewers/surface water management systems to serve most of the development sites in the town. All new development should include attenuation measures in accordance with Sustainable Urban Drainage systems.</p>	50 Text Change Only
BC.03.03.27	<p>Volume 1, Section 3. Main Towns</p> <p>Text amendments to Maglin - Major Urban Expansion Areas:</p> <p>See Section 3 of this Amendment Document.</p>	52-60 Text Change Only
BC.03.03.28	<p>Volume 1, Section 3. Main Towns</p> <p>Amend Objective BG-T-04 include additional text:</p> <p>Enhancement and regeneration of the existing town centre. See BG-RA-01. The redevelopment of vacant properties for office based activities including incubator units and start ups will be considered in this area.</p>	64 Text Change Only
BC.03.03.33	<p>Volume 1, Section 3. Main Towns</p> <p>Amend Development Boundary include lands as Existing Built Up Area.</p>	66 Mapping Change Only
BC.03.03.36	<p>Volume 1, Section 3. Main Towns</p> <p>Amend Specific Objective BG-R-04, as follows:</p> <p>Medium A Density Residential Development on a phased basis. Access to this site shall be directly onto the Killumney Road. Within the proposed zoning, provision shall be made for a road (to distributor road standards) as part of a possible link road from the Killumney Road to Maglin Road. Development on this site requires provision to be made for the delivery of the infrastructure described in Tables 3.1 and 3.2. Noise attenuation measures should be provided along the boundary with the N22. (18.9ha)</p>	63 Text Change Only
	Carrigaline	
BC.03.04.01	<p>Volume 1, Section 3. Main Towns</p> <p>Amend text in paragraph 3.4.8 and 3.4.9, as follows:</p>	68 Text Change

	<p>The County Development Plan 2014 established a population target of 17,870 for Carrigaline representing growth of just over 3,000 people on Census 2011 figures (14,775). This level of population growth will give rise to a growth of 2138 households with a requirement to provide an additional 2422 dwelling units in the period up to 2022. Data indicates that between 2010 and 2015, 130 dwelling units were constructed or are under construction on zoned land in Carrigaline. There are planning permissions for a further xx dwelling units outstanding on zoned lands in Carrigaline.</p> <p>Given the level of development that has occurred to date it is estimated that an additional 2,422 housing units need to be provided. Land zoned in previous plans has the capacity for circa 2,423 of these units, however analysis of the land supply indicates that this has been reduced to 1,886 units through completion of the existing housing estate on R-07 and provision of schools on a portion of land zoned R-06. Just over 1,000 units will be accommodated on lands zoned R-07 –R-17 on lands to the north of the town.</p>	Only
BC.03.04.02	<p>Volume 1, Section 3. Main Towns</p> <p>Replace text in paragraph 3.4.22, as follows:</p> <p>A review of the CATP will take place during the lifetime of this plan and the viability of the relief road will investigated in the context of other transportation options. Over the lifetime of the Plan Cork County Council will review traffic route options within the town and in this context the lack of connectivity between the western and southern relief roads will be examined.</p>	71 Text Change Only
BC.03.04.03	<p>Delete existing paragraph 3.4.37 and replace as shown:</p> <p>The town contains a number of archaeological monuments which reflect the historic significance of the area. These are awarded protection under national legislation and policies contained in the County Development Plan 2009. All of these are Recorded Monuments which are subject to statutory protection in the Record of Monuments and Places, established under section 12 of the National Monuments (Amendments) Act 1994. Any potential archaeological sites and their setting within the development boundary shall be protected in line with the objectives for the protection of archaeological heritage listed in the Cork County Development Plan 2009.</p> <p>The town contains a number of archaeological monuments which reflect the historic significance of the area. These are awarded protection under national legislation and policies contained in the County Development Plan 2014. All known archaeological sites and their setting within the development boundary shall be protected in line with the objectives outlined in the County Development plan 2014.</p>	73 Text Change Only
BC.03.04.04	<p>Volume 1, Section 3. Main Towns</p> <p>Amend Paragraph 3.4.25, as follows:</p> <p>This Plan recognises the future potential of linking existing cycle and shared-use walking and cycle routes or greenways which exist in Carrigaline to those that exist in Passage West. and onto Douglas and Cork City which have been identified in the Cork Metropolitan Cycling Strategy.</p>	72 Text Change Only

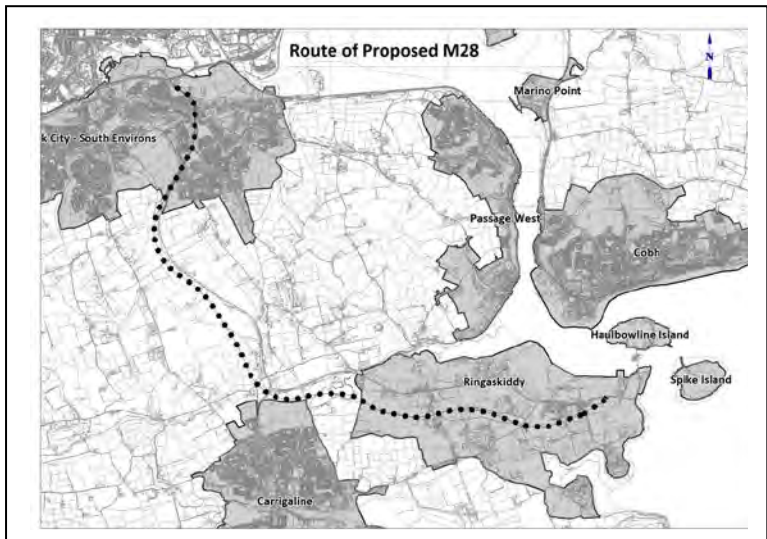
BC.03.04.05	<p>Volume 1, Section 3. Main Towns</p> <p>Delete paragraph 3.4.30 and replace with additional text as shown:</p> <p>Carrigaline’s attractive location where the Owenboy River enters the Estuary has produced a variety of important areas of local biodiversity. There are two natural heritage designations at this location, namely, the Cork Harbour Special Protection Area (SPA- 004030) and the Owenboy River proposed Natural Heritage Area designation (Site Code pNHA 001990), west of the town. An amenity walk has been developed along the southern banks of the Estuary (along the route of the Old Railway line) and there are objectives to extend this link further along the old railway line to link Carrigaline with Raffeen and Monkstown (U-05). There are objectives in the existing Plan to develop a further amenity walk to the north of the estuary (U-07) which should be retained.</p> <p>And replace with:</p> <p>Carrigaline’s attractive location where the Owenboy River enters the Estuary has produced a variety of important areas of local biodiversity. There are two natural heritage designations at this location, namely, the Cork Harbour Special Protection Area (SPA- 004030) and the Owenboy River proposed Natural Heritage Area designation (Site Code pNHA 001990), west of the town. A Greenway has been developed along the southern banks of the Estuary (along the route of the Old Railway line) and there are objectives to extend this link further along the old railway line to link Carrigaline with Raffeen and Monkstown (U-05).</p>	72 Text and Mapping Change (Map shows route of U-07 to be omitted)
BC.03.04.06	<p>Volume 1, Section 3. Main Towns</p> <p>Amend General Objective CL-GO-10, as follows:</p> <p>Establish a Further Expand the network of designated walking and cycling routes shall be established to provide safe, convenient and pleasant routes between the town’s main residential areas, schools and the town centre.</p>	82 Text Change Only
BC.03.04.08	<p>Volume 1, Section 3. Main Towns General Objectives</p> <p>Amend Code of CE-GO-08 to CL-GO-08</p>	82 Text Change Only
BC.03.04.09	<p>Volume 1, Section 3. Main Towns General Objectives</p> <p>Amend Code of CE-GO-09 to CL-GO-09</p>	82 Text Change Only
BC.03.04.10	<p>Volume 1, Section 3. Main Towns</p> <p>Amend Land Area in objective CL-R-07</p> <p>Delete 1.5, insert 1.62</p>	83 Text Change Only
BC.03.04.11	<p>Volume 1, Section 3. Main Towns</p> <p>Amend Land Area in objective CL-R-10 12.27 hectares and delete 10.0</p>	84 Text Change Only

BC.03.04.12	Volume 1, Section 3. Main Towns Amend Land Area in objective CL-R-11 6.63 hectares and delete 6.3	84 Text Change Only
BC.03.04.13	Volume 1, Section 3. Main Towns Amend Land Area in objective CL-R-14 7.9 hectares and delete 8.56	85 Text Change Only
BC.03.04.14	Volume 1, Section 3. Main Towns Amend Land Area in objective CL-R-15 5.99 hectares and delete 6.2	85 Text Change Only
BC.03.04.15	Volume 1, Section 3. Main Towns Specific Development Objective Amend Code CE-R-16 to CL-R-16 Amend Land Area in objective CL-R-16 4.21 hectares and delete 3.8	85 Text Change Only
BC.03.04.16	Volume 1, Section 3. Main Towns Amend Land Area in objective CL-R 17 5.09 hectares and delete 4.7	85 Text Change Only
BC.03.04.17	Volume 1, Section 3. Main Towns Extend CL-T-01 zoning. Map change and amend site area.	86 Mapping Change (with consequential text modification to site area)
BC.03.04.18	Volume 1, Section 3. Main Towns Insert additional text to objective CL-T-01, as follows: This area denotes the built existing footprint of the town centre and any proposals for development within this core area should comply with the overall uses acceptable in town centre areas. It is desirable that the inner western relief road is delivered prior to any further development. However, in order to prevent any undue delays to development, future proposals (which will include a community element) that are submitted prior to the construction of this road should be for limited development and accompanied by a detailed traffic management and access proposals. Any such development proposals in the T-01 area will provide only pedestrian access to the main street. Vehicular access to such developments will not be provided directly	86 Text Change Only

	<p>from the main street.</p> <p>Delivery of the inner relief road offers opportunities to deliver an updated public realm for the town including the introduction of new public spaces. These should be designed to accommodate a number of community functions including a market space, festival space, meeting place, seating area etc. The desirable location of these future public spaces are:</p> <ol style="list-style-type: none"> 1.The site of the existing car park adjoining the Main Street and River; 2.Within the town centre expansion area west of the Main Street <p>And should form part of a wider public realm strategy for the town.</p> <p>Community uses which will be considered appropriate for this site include youth facilities, theatre, cinema, town hall/multi purpose building and town square. Within the site there will be opportunity for regeneration and town centre expansion. The scheme will give priority to pedestrians and cyclists and shall provide permeability to the rest of the town including the open space area directly adjacent to the site (O-02).</p> <p>The southern part of the site backing onto existing residential development on the Kilmoney Road will have a mix of residential development. *</p>	
BC 03.04.19	<p>Volume 1, Section 3, Main Towns</p> <p>Amend Objective CL-U-05, as follows:</p> <p>Provide pedestrian walkway Greenway along old railway line from the river north towards Ballyhemiken where practicable.</p>	<p>87</p> <p>Text Change Only</p>
BC.03.04.20	<p>Volume 1, Section 3. Main Towns</p> <p>Amend Objective CI-U-08, as follows:</p> <p>Provide pedestrian amenity walk from Mountain road east to join existing amenity walk Greenway on the Crosshaven road.</p>	<p>88</p> <p>Text Change Only</p>
BC.03.04.21	<p>Volume 1, Section 3. Main Towns</p> <p>Amend text in objective CL-R-06, as follows:</p> <p>Medium A density residential development to include serviced sites and a mix of house types. Provision will also be made for a primary school (requires at least a 1.6ha site) and a neighbourhood centre. Specific arrangements shall be made for the provision and construction an amenity walk (U-08).</p>	<p>83</p> <p>Text Change Only</p>
BC.03.04.22	<p>Volume 1, Section 3. Main Towns</p> <p>Indicate the indicative route of the proposed M28 on Zoning Maps - RY-U-02. (Mapping Change).</p> <p>Insert additional text as new paragraph after 3.4.22, with contextual map, as follows: (Text and Contextual Map Change)</p> <p>The N-28 National Primary route links Ringaskiddy to Cork City and onwards to the wider regional and National road network. It is proposed to construct a new M28 Motorway from Cork to Ringaskiddy from the existing N28 N40 Bloomfield interchange on the South Ring Road to Ringaskiddy village. The new road will remain online using the existing N28 from the Bloomfield interchange to Carrs</p>	<p>71(text and contextual map)</p> <p>87 (text)</p> <p>90 (mapping)</p> <p>Text and Mapping Change</p>

Hill and from there the route will go off line to the west of the existing N28 passing between the existing Shannonpark roundabout and Carrigaline. From there the route will pass to the south of Shanbally and Ringaskiddy villages where it will terminate at the new Port of Cork facility at Ringaskiddy. The M28 Motorway will pass through the following zoned land RY-I-03, RY-I-04, RY-O-03, RY-O-4, RY-I-10, RY-I-11, RY-I-13, RY-I-14 and RY-I-15. On these zoned lands this will result in severance of strategic land banks and Cork County Council will engage with all relevant parties to future optimise and maximise the large amount of land zoned for Industry at this location.

The new motorway will have a greater capacity particularly for freight vehicles making journeys to and from the port. The development of this road scheme is being promoted by Cork County Council and is funded by Transport Infrastructure Ireland (TII) it is critical that the M28 project be finalised as quickly as possible in order to bring certainty and assurance of commitment to existing and future investment in the Ringaskiddy area. This planned upgrade represents an important catalyst for the economic development of Cork and the South-West region.



Insert Specific Development Objective RY-U-02 after CL-U-14, as follows: (Text Change)

RY-U-02: M-28 Cork to Ringaskiddy Motorway Scheme. Finalisation of this route and development of the road will be subject to Environmental Impact Assessment and where necessary a Habitats Directive Assessment. Regard will be had in the design of the route to avoiding and mitigating impacts on sensitive environmental and heritage resources, as well as impacts on communities.

BC.03.04.23	<p>Volume 1, Section 3. Main Towns</p> <p>Indicate CL-U-13 on map</p>	<p>90</p> <p>Text Change Only (to be inserted on final zoning)</p>
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		map).
BC.03.04.24	<p>Volume 1, Section 3. Main Towns</p> <p>Delete text from Specific Development Objective CL-R-04, as follows:</p> <p>Medium A density residential development. Development proposals in this zone will require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive and may only proceed where it can be shown that they will not have significant negative impacts either alone or in combination with other projects on the adjacent SPA. A sea wall will be required along the eastern / southern boundary of the site.</p> <p>The timing and provision of appropriate drinking water and waste water disposal services for the development must be agreed with the Council before the layout and design of the development is commenced. This may include the provision of off site and on site infrastructure. Specific arrangements shall be made for the provision and construction an amenity walk (U-07).</p>	83 Text Change Only
BC.03.04.25	<p>Volume 1, Section 3. Main Towns</p> <p>Specific Development Objectives- delete CL-U-07, as follows:</p> <p>Pedestrian walkway along shoreline towards Coolmore. Development of this walk could give rise to disturbance to winter feeding sites and will require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive. The development of the walk may only proceed where it can be shown that it will not have an impact on the adjacent Special Protection Area.</p> <p><i>This amendment will require a consequential change to the zoning map on p.90.</i></p>	88 Text Change (with consequential mapping change)
BC.03.04.26	<p>Volume 1, Section 3. Main Towns</p> <p>Insert Specific Development Objective, as follows: (Ref no. CL-U-07 to be reused)</p> <p>Link road between U-04 and U-10</p>	88 Text and Mapping Change
BC03.04.27	<p>Volume 1, Section 3. Main Towns</p> <p>Amend CL-B-02 to provide for Carrigaline Rugby Club:</p> <p>New zoning objective CL-O-10, as follows:</p> <p>Active open space</p>	89, 90 Text and Mapping Change
BC.03.04.28	<p>Volume 1, Section 3. Main Towns</p> <p>Extend CL-RA-01.</p> <p>Additional text to be included relating to CL-RA-01, as follows:</p> <p>CE-RA-01 Old Pottery Site This site is located within the area zoned T-01, this is the former Carrigaline Pottery site which fronts the main street. This site presents an opportunity for regeneration of the town by strengthening and extending the existing retail core. The site will promote town centre living to support social vitality, promoting a range of residential types as part of a mixed use development within the town</p>	81 Text and Mapping Change

	centre and is also suitable for a large scale stand alone retailer. In addition this site will provide town centre working providing a range of office accommodation to support town centre services and facilities and ensure a vibrant town centre during the day.	
BC.03.04.29	<p>Volume 1, Section 3. Main Towns</p> <p>Delete objective CL-GO-02, as follows: (Replacement Text is set out in LAS -01 under amendment ref no. BC.02.06.02)</p> <p>Environmental Designations</p> <p><i>In order to secure sustainable population growth proposed in GO-01 (a), appropriate and sustainable water and waste water infrastructure that will help secure the objectives of the relevant River Basin Management Plan, needs to be provided in tandem with the development and where applicable, protect the integrity of Natura 2000 sites.</i></p> <p><i>Carrigaline is situated adjacent to Cork Harbour Special Protection Area and in proximity to the Great Island Channel SAC.</i></p> <p><i>This plan will protect the favourable conservation status of these sites, and all new development shall be designed to ensure the protection and enhancement of biodiversity generally. Development proposals in unzoned parts of the settlement adjacent to the SAC and SPA will be likely to require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive and may only proceed where it can be shown that they will not have significant negative impact on these sites.</i></p> <p><i>This deletion will have a consequential impact on objective numbering in the final plan.</i></p>	81 Text Change Only
BC.03.04.31	<p>Volume 1, Section 3. Main Towns</p> <p>Insert additional Specific Development Objective, as follows:</p> <p>New Residential Objective:</p> <p>CL-R-18</p> <p>Medium A residential development. Any development of this site will require road and pedestrian improvement to be funded by the developer.</p>	86 and 90 Text and Mapping Change
BC.03.04.32	<p>Volume 1, Section 3. Main Towns</p> <p>Amend Specific Development Objective CL-B-01, as follows:</p> <p>Business development suitable for small to medium sized industrial units, office based industry and provision of Primary Health Care Centre</p>	86 Text Change Only
BC.03.04.33	<p>Volume 1, Section 3. Main Towns</p> <p>Insert revised Land Use Zoning Map identifying Coastal Zone Flooding</p>	90 Mapping Change Only
BC.03.04.36	<p>Volume 1, Section 3. Main Towns</p> <p>Amend General Objective CL-GO-03, as follows:</p>	82 Text

	<p>The boundary of Carrigaline overlaps with and is adjacent to the Cork Harbour Special Area of Conservation and the Cork Harbour Special Protection Area. Development in the town will only be permitted where it is shown that it is compatible with the requirements of the Habitats Directive and the Birds Directive, and with the protection of these sites. Protection and enhancement of biodiversity resources within the receiving environment of the town will be encouraged.</p>	Change Only
BC.03.04.37	<p>Volume 1, Section 3. Main Towns</p> <p>Insert additional General Objective, as follows:</p> <p>CL-GO-11 The provision of the proposed Western Inner Relief Road (Objective U-02) is key element in the future expansion of the town centre and its delivery will be advanced as soon as possible.</p>	82 Text Change Only
BC.03.04.38	<p>Volume 1, Section 3. Main Towns</p> <p>Amend text to paragraph. 3.4.18, as follows:</p> <p>3.4.18 Carrigaline is served by an important network of regional roads and is connected to Cork City via the N28 National Primary Road at Shannonpark Roundabout. Capacity issues on the National Road network together with high levels of commuter-based travel in the town creates queuing at peak times at Shannonpark Roundabout. The movement network is one of the key influences on the future development of the town. The Carrigaline Area Transportation Study was adopted in 2007 and some of its recommendations have been delivered, most notably the eastern relief road. The planned western relief roads have not been delivered to date. The proposed western Inner Relief Road is a key element in the future expansion of the town centre. An updated strategy may be required to reassess proposals for the Western Outer Relief Road. An updated CATS will be required as soon as practicable and this should also reassess the proposal for the Western Outer Relief Road.</p>	71 Text Change Only
BC.03.04.40	<p>Volume 1, Section 3. Main Towns</p> <p>Insert additional text to Objective CL-R-09 as follows:</p> <p>Low density residential development individual serviced sites.</p> <p>Medium B density residential development (low density residential development as individual serviced sites)</p>	84 Text Change Only
BC 03.04.41	<p>Volume 1, Section 3, Main Towns</p> <p>Amend Objective CL-U-13, as follows:</p> <p>Implementation of the Greenway project (disused railway line to Carrigaline) where practicable.</p>	88 Text Change Only
	Cork City South Environs	
BC.03.05.01	Volume 1, Section 3. Main Towns	

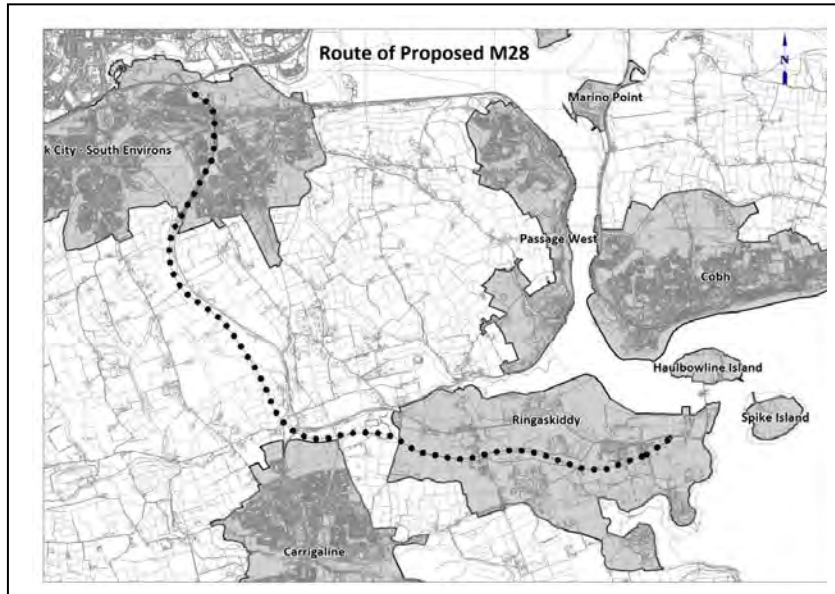
	<p>Amend text of paragraph 3.5.62, as follows:</p> <p>The area has continued to expand southwards in recent years with a number of new housing estates being constructed along Matthew Hill and Togher Road. During the lifetime of the plan provision shall be made for adequate footpaths and lighting in this area as well as the improvement of Matthew Hill itself.</p>	98 Text Change Only
BC.03.05.02	<p>Volume 1, Section 3. Main Towns</p> <p>Regeneration Area SE-RA-01 : Togher Village: Revise text, as follows:</p> <p>Area around Togher Cross with development centring on the disused Doughcloyne hotel complex. Potential for a mixed use neighbourhood centre and a new Primary Health Care centre to serve the western portion of the City South Environs.”</p>	105 Text Change Only
BC.03.05.05	<p>Volume 1 Section 3 Main Towns</p> <p>Specific Development Objective SE-R-06, insert additional text, as follows:</p> <p>Development of this site is to include the following;</p> <p>Medium A density residential development to cater for a variety of house types and sizes.</p> <p>3Ha of additional open space over and above what is normally required in housing areas. This Open space should include a fully landscaped and useable public park</p> <p>Retain the existing trees and hedgerows within the overall development of the site And other areas of biological interest.</p> <p>A site for a primary school that could be accessed from the R609 and developed by the Department of Education in the short term.</p> <p>The timing and provision of appropriate drinking water and waste water disposal services for the development including where necessary the upgrading of off-site infrastructure.</p> <p>Provision of a cycleway.</p> <p>Consideration will need to be given to the provision of a primary school within this site at the detailed planning application stage.</p>	108 Text Change Only
BC.03.05.06	<p>Volume 1, Section 3. Main Towns</p> <p>Revised Land Area for SE-R-07, previously stated as 1.04, correct Land Area 9.7</p>	108 Text Change Only
BC.03.05.07	<p>Volume 1, Section 3. Main Towns</p> <p>Extend SE-R-08 zoning to include an additional 8 hectares.</p> <p>Consequential change to site area to 16.8ha</p>	109 Mapping and Consequent ial Text Change Site Area

BC.03.05.08	Volume 1, Section 3. Main Towns Extend SE-R-12 boundary to include additional 2.5 ha.	116 Mapping and Consequent ial Text Change to Site Area
BC.03.05.09	Volume 1, Section 3. Main Towns Extend Development boundary.	117 Mapping Change Only
BC.03.05.10	Volume 1, Section 3. Main Towns Specific Development Objective SE-O-01: Open space, recreation and amenity including playing pitches. Incorrect land area identified - 7.7 ha , new land area 4.58ha	112 Text Change Only
BC.03.05.11	Volume 1, Section 3. Main Towns Specific Development Objective - SE-O-02: Amend Land Area and Objective Description. Open space. This prominent slope makes a significant contribution to the setting of the city and the south environs in particular. The lands have certain potential to accommodate a school (primary/post primary) on the northern portion of the site with comprehensive landscaping and strategic planting on the southernmost parts of the site. Development of the site for a school will be dependent on a satisfactory, agreed solution to the surface water drainage problems in the area and a detailed landscaping proposal to reduce the visual impact of the development and to provide a strategic tree planted buffer to the southern boundary of the site which will act as a definite barrier to further encroachment into the green belt in the future (7.7 ha) Replace with: Open space for public recreation including the provision of playing pitches. (3.86ha)	112 Text Change Only
BC.03.05.12	Volume 1, Section 3. Main Towns Amend Specific Development Objective-SE-O-03, as follows: Open space for public recreation including the provision of playing pitches. (11.3 ha). Open space. This prominent slope makes a significant contribution to the setting of the city and the south environs in particular. The lands have certain potential to accommodate a school (primary/post primary) on the northern portion of the site with comprehensive landscaping and strategic planting on the southernmost parts of the site. Development of the site for a school will be dependent on a satisfactory, agreed solution to the surface water drainage problems in the area and a detailed landscaping proposal to reduce the visual impact of the development and to provide a strategic tree planted buffer to the southern boundary of the site which will act as a definite barrier to further encroachment into the green belt in the future (7.7ha)	113 Text Change Only
BC.03.05.13	Volume 1, Section 3. Main Towns	113

	<p>Amend Specific Development Objective-SE-O-04, as follows:</p> <p>Open space for informal public recreation including the provision of an amenity walk connecting with similar proposals in the City Council Area. (33.7ha)</p> <p>Open space for public recreation including provision of playing pitches. (11.3ha)</p>	Text Change Only
BC.03.05.14	<p>Volume 1, Section 3. Main Towns</p> <p>Amend Specific Development Objective-SE-O-05, as follows:</p> <p>Open space. This area includes prominent wooded slopes that make a significant contribution to the visual setting of Cork City and Douglas Village and there is a general presumption against development here. The area also includes a building of national architectural and historic importance, Vernon Mount, and its grounds. Consideration may be given to development proposals comprising a comprehensive scheme for the future conservation and management of the house and grounds. Such a scheme may involve the sensitive conversion (with a minimum of associated new building) of Vernon Mount to other appropriate uses including possibly a hotel, corporate headquarters or a conference or leisure centre.</p> <p>This area will also contain a proposed Pedestrian/Cycleway Bridge over the N40 to connect with SE-07 to the south. (39.7)</p> <p>Open space for informal public recreation including the provision of an amenity walk connecting with similar proposals in the City Council's Area. (33.7)</p>	113 Text Change Only
BC.03.05.15	<p>Volume 1, Section 3. Main Towns</p> <p>Amend Specific Development Objective-SE-O-06, as follows:</p> <p>Open space to provide for informal public recreation including amenity walks and urban forestry. (8.1)</p> <p>Open space. This area includes prominent wooded slopes that make a significant contribution to the visual setting of Cork City and Douglas Village and there is a general presumption against development here. The area also includes a building of national architectural and historic importance, Vernon Mount, and its grounds. Consideration may be given to development proposals comprising a comprehensive scheme for the future conservation and management of the house and grounds. Such a scheme may involve the sensitive conversion (with a minimum of associated new building) of Vernon Mount to other appropriate uses including possibly a hotel, corporate headquarters or a conference or leisure centre.</p> <p>This area will also contain a proposed Pedestrian/Cycleway Bridge over the N40 to connect with SE-05 to the north (39.7 ha).</p>	113 Text Change Only
BC.03.05.16	<p>Volume 1, Section 3. Main Towns</p> <p>Amend Specific Development Objective-SE-O-07, as follows:</p> <p>Open space for public recreation including the provision of a pedestrian walk, tree planting and protection of the stream.</p> <p>Open space to provide for informal public recreation including amenity walks and urban forestry.</p>	113 Text Change Only

	This area will also contain a proposed Pedestrian/Cycleway Bridge over the N40 to connect with SE-O-07 SE-O-05 to the south north . (4.7) (8.1)	
BC.03.05.17	<p>Volume 1, Section 3. Main Towns</p> <p>Amend Specific Development Objective-SE-O-08, as follows:</p> <p>Open space including the provision of playing pitches and a pedestrian walk. (4.8ha).</p> <p>Replace with:</p> <p>Open space for public recreation including the provision of a playing pitch, pedestrian walk, tree planting and protection of the stream. (4.7ha)</p>	113 Text Change Only
BC.03.05.18	<p>Volume 1, Section 3. Main Towns</p> <p>Amend Specific Development Objective-SE-O-09, as follows:</p> <p>Open space for public recreation including the provision of a playing pitch, pedestrian walk, tree planting and protection of the stream (28.5)</p> <p>Replace with:</p> <p>Open space including the provision of playing pitches and a pedestrian walk. (4.8 ha)</p>	113 Text Change Only
BC.03.05.19	<p>Volume 1, Section 3. Main Towns</p> <p>Amend Specific Development Objective-SE-O-10, as follows:</p> <p>Retention of existing sporting facilities. (3.1ha)</p> <p>Replace with:</p> <p>Open space for public recreation including the provision of a playing pitch, pedestrian walk, tree planting and protection of the stream. (28.5 ha)</p>	113 Text Change Only
BC.03.05.20	<p>Volume 1, Section 3. Main Towns</p> <p>Amend Specific Development Objective-SE-O-11, as follows:</p> <p>Douglas Golf Course (54.07ha)</p> <p>Replace with:</p> <p>Retention of existing sports facilities (3.1ha)</p>	113 Text Change Only
BC.03.05.21	<p>Volume 1, Section 3. Main Towns</p> <p>Amend Specific Development Objective-SE-O-12, as follows:</p> <p>Extension to existing sporting facilities</p> <p>Replace with:</p>	114 Text Change Only

	Douglas Golf Course (54.07)	
BC-03.05.22	Volume 1, Section 3. Main Towns SE-U-04, change colour from Green to Red	117 Mapping Colour Change in final Plan.
BC-03.05.23	Volume 1, Section 3. Main Towns Re-label Specific Development Objectives, as follows: SE-TC-02 to SE-T-02 SE-TC-03 to SE-T-03 SE-TC-04 to SE-T-04 SE-TC-05 to SE-T-05	117 Text Change Only (to be inserted on final zoning map).
BC.03.05.25	Volume 1, Section 3. Main Towns Indicate the indicative route of the proposed M28 on Zoning Maps - RY-U-02. (Mapping Change). Insert additional text as new paragraph after 3.5.22, with contextual map, as follows: (Text and Contextual Map Change) The N-28 National Primary route links Ringaskiddy to Cork City and onwards to the wider regional and National road network. It is proposed to construct a new M28 Motorway from Cork to Ringaskiddy from the existing N28 N40 Bloomfield interchange on the South Ring Road to Ringaskiddy village. The new road will remain online using the existing N28 from the Bloomfield interchange to Carrs Hill and from there the route will go off line to the west of the existing N28 passing between the existing Shannonpark roundabout and Carrigaline. From there the route will pass to the south of Shanbally and Ringaskiddy villages where it will terminate at the new Port of Cork facility at Ringaskiddy. The M28 Motorway will pass through the following zoned land RY-I-03, RY-I-04, RY-O-03, RY-O-4, RY-I-10, RY-I-11, RY-I-13, RY-I-14 and RY-I-15. On these zoned lands this will result in severance of strategic land banks and Cork County Council will engage with all relevant parties to future optimise and maximise the large amount of land zoned for Industry at this location. The new motorway will have a greater capacity particularly for freight vehicles making journeys to and from the port. The development of this road scheme is being promoted by Cork County Council and is funded by Transport Infrastructure Ireland (TII) it is critical that the M28 project be finalised as quickly as possible in order to bring certainty and assurance of commitment to existing and future investment in the Ringaskiddy area. This planned upgrade represents an important catalyst for the economic development of Cork and the South-West region.	93 (text and contextual map) 112 (text) 117 (mapping) Text and Mapping Change



Insert Specific Development Objective RY-U-02 after SE-U-07, as follows: (Text Change)

RY-U-02: M-28 Cork to Ringaskiddy Motorway Scheme. Finalisation of this route and development of the road will be subject to Environmental Impact Assessment and where necessary a Habitats Directive Assessment. Regard will be had in the design of the route to avoiding and mitigating impacts on sensitive environmental and heritage resources, as well as impacts on communities.

BC.03.05.26

Volume 1, Section 3. Main Towns

Delete objective SE-GO-03, as follows: (Replacement text is set out in LAS -01 under amendment ref no. BC.02.06.02)

Environmental Designations

~~In order to secure sustainable population growth proposed in GO-01 (a), appropriate and sustainable water and waste water infrastructure that will help secure the objectives of the relevant River Basin Management Plan, needs to be provided in tandem with the development and where applicable, protect the integrity of Natura 2000 sites.~~

~~Cork City Environs is situated adjacent to Cork Harbour Special Protection Area, Cork Harbour SAC and in proximity to the Great Island Channel SAC.~~

~~This plan will protect the favourable conservation status of these sites, and all new development shall be designed to ensure the protection and enhancement of biodiversity generally. Development proposals in unzoned parts of the settlement adjacent to the SAC and SPA will be likely to require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive and may only proceed where it can be shown that they will not have significant negative impact on these sites.~~

This deletion will have a consequential impact on objective numbering in the final plan.

106
Text
Change
Only

BC.03.05.27

Volume 1, Section 3. Main Towns

112

	<p>Specific Objective SE-U-05</p> <p>Delete Text, as follows:</p> <p>Maintain existing amenity walk. Development of this walk could give rise to disturbance to winter feeding sites and will require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive. The development of the walk may only proceed where it can be shown that it will not have an impact on the adjacent Special Protection Area.</p>	Text Change Only
BC.03.05.28	<p>Volume 1, Section 3. Main Towns</p> <p>South Environs - Douglas</p> <p>Amend text, 2 no. changes as follows:</p> <ol style="list-style-type: none"> 1. Delete sub heading <i>Employment and Economic Activity</i>: Employment and Economic Activity 2. Insert new paragraph. 3.5.49, as follows: During the lifetime of this plan, the Planning Authority will work with the local community in Rochestown to identify and initiate improvements which will help re-invigorate and regenerate the Rochestown Core Area. 	96 Text Change Only
BC.03.05.29	<p>Volume 1, Section 3. Main Towns</p> <p>Specific Development Objective SE-0-15, insert additional text as follows:</p> <p>Active open space for informal public recreation to be landscaped and planted. The development of a school can be accommodated on a portion of this site, subject to satisfying the Planning Authority that issues relating to the following can be satisfactorily addressed;</p> <ul style="list-style-type: none"> • Relationship of School site with remaining active amenity land • Entrance detail and traffic management • Visual impact when viewed from Douglas Village and surrounding areas. 	114 Text Change Only
BC.03.05.30	<p>Volume 1, Section 3. Main Towns</p> <p>Revise text, as follows, relating to CSAIP, set out under heading Development Objective:</p> <p>The range of uses facilitated by this objective is broad and the intention is to focus on a wide range of science and technological dependent activities. These are described in Objective SE-X-01, at the end of this section.</p> <p>In light of new opportunities and initiatives being developed in the current Economic Recovery climate, that the overall model/approach be reviewed has been reviewed as part of this local area plan review, with a view to the option of putting forward revised updated proposals at the Amendment stage of the Ballincollig Carrigaline Local Area Plan in April 2017. with revised wording included in Objective SE-X-01.</p> <p>The additional wording included in Objective SE-X-01 is considered compatible with the</p>	104 Text Change Only

	<p>existing uses identified in the previous local area plan and CSAIP Masterplan, and, also reflect specific uses that have been successfully incorporated into other science and technology parks internationally. The revised wording of Objective SE-X-01 is intended to give greater clarity to the permissible uses within the site.</p> <p>During the preparation of this plan submissions were received drawing attention to the potential to derive major benefits from the co-location of science parks with major healthcare developments to create a health campus and it is the County Councils view that such proposals would fall within the terms of objective SE X 01 as set out in this plan.</p> <p>University College Cork is currently considering relocating the Dental School and Hospital along with related facilities to the CSIP and there may be potential to provide a viable option for a new hospital for the Cork Region within the site. At the amendment stage of this plan the County Council will consider the need to make specific provisions within objective SE X 01 to facilitate the potential for a major medical campus as envisaged in the UCC proposal.</p> <p>Further details on the proposed development including layouts, phasing and services can be found at CSIP Masterplan.</p>									
BC.03.05.31	<p>Volume 1, Section 3. Main Towns</p> <p>Specific Development Objective SE-X-01, amend text as follows:</p> <table border="1" data-bbox="379 907 1061 2011"> <tr> <td data-bbox="379 907 986 952">Cork Science and Innovation Park</td> <td data-bbox="986 907 1061 952">100</td> </tr> <tr> <td colspan="2" data-bbox="379 974 986 1041">A.To develop a science, innovation and park that accord with the highest European standards.</td> </tr> <tr> <td colspan="2" data-bbox="379 1064 986 1176">B. The development of this site will accord with the approved Masterplan. The Masterplan shall include provision for:</td> </tr> <tr> <td colspan="2" data-bbox="379 1198 986 2011"> <ul style="list-style-type: none"> • High quality park environment, focused on retention of the natural environment and priority for pedestrians and cyclists. • Provision for incubator units, grow-on units and stand-alone units that meet the users evolving needs. • Appropriately phased development that reflects the potential for early phasing of the previously zoned X-01 lands under the 2005 Carrigaline Electoral Area Local Area Plan. • Admissions policy to the park to ensure its future occupiers are appropriately engaged in science, technology and innovation activities. • Proposals to facilitate vehicular, public transport, cyclist and pedestrian access to the site. • Proposals for enhanced accessibility to Cork Institute of Technology via Science Park. • Access by public bus and future Bus Rapid Transit. • Mobility plan for movements to/from the Science Park and within the Science Park. • Appropriate provision for public access to Science Park amenities. • Appropriate road access. • Sustainable infrastructure provision that </td> </tr> </table>	Cork Science and Innovation Park	100	A.To develop a science, innovation and park that accord with the highest European standards.		B. The development of this site will accord with the approved Masterplan. The Masterplan shall include provision for:		<ul style="list-style-type: none"> • High quality park environment, focused on retention of the natural environment and priority for pedestrians and cyclists. • Provision for incubator units, grow-on units and stand-alone units that meet the users evolving needs. • Appropriately phased development that reflects the potential for early phasing of the previously zoned X-01 lands under the 2005 Carrigaline Electoral Area Local Area Plan. • Admissions policy to the park to ensure its future occupiers are appropriately engaged in science, technology and innovation activities. • Proposals to facilitate vehicular, public transport, cyclist and pedestrian access to the site. • Proposals for enhanced accessibility to Cork Institute of Technology via Science Park. • Access by public bus and future Bus Rapid Transit. • Mobility plan for movements to/from the Science Park and within the Science Park. • Appropriate provision for public access to Science Park amenities. • Appropriate road access. • Sustainable infrastructure provision that 		<p>114 – 115</p> <p>Text Change Only</p>
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	<p>reflects the distinct infrastructural circumstances of each development area within the park.</p> <ul style="list-style-type: none"> • Detailed flood risk assessment. • Develop linear park / water feature adjoining Curraheen River. • Provision of high quality telecommunications. • On-site energy generation appropriate to the Science Park's needs. • On-site enterprise, business and leisure support services in accordance with the Science Park's needs. <p>C. Buildings constructed on the site will be primarily used for the following purposes:</p> <ol style="list-style-type: none"> I. Manufacturing, production and service delivery activities that use high-added value technologies or are related to research or higher education institutions. II. Research activities that are technologically innovative or involve experimentation. III. Postgraduate or other specialised training activities linked to third level institutions. IV. Knowledge workers who are employed by client companies of the IDA or EI. V. Undertaking of research or the commercialization of research in a science and technology or a knowledge based enterprise sector. VI. Focus on R&D, process or product design, applications engineering, high level technical support or consultancy – with at least 25% of staff in the relevant unit involved in these functions. VII. Healthcare facilities and health/medical campus (including hospital, dental school and associated research), that are mutually beneficial in co-locating with other permissible users within the site. <p>Within the above categories of permissible uses, the provision of space of less than 500 sq.m in size to users will be considered where such users demonstrate their need for 'landing' type space and where they demonstrate their potential to grow employment in the Park and into larger space over their development period.</p> <p>Where it can be demonstrated that the proposed activity directly supports existing on-site or planned uses under 1.a to 1.d I to VII as set out, within the</p>		
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	<p>following use categories:</p> <ul style="list-style-type: none"> • Business Support • Hotel and Conference facilities • Leisure • Restaurants and appropriate shops • Accommodation for park users Appropriate residential accommodation <p>Such developments, or mix thereof, will be required to be planned, phased and developed within each individual Precinct so as to ensure that the overall objective of the Park delivering accommodation to support the employment uses, is achieved, recognizing the Park's status as a Strategic Employment Area.</p> <p>The phasing and delivery of such supports to be agreed with the Planning Authority.</p> <p>D. The CSIP will provide for appropriate governance structures for tenant selection in accordance with C as set out above.</p> <p>*</p>			
BC.03.05.33	<p>Volume 1, Section 3. Main Towns</p> <p>Specific Development Objective SE-U-05, amend text as follows:</p> <p>Maintain existing amenity walk. Development of this walk could give rise to disturbance to winter feeding sites and will require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive. The development of the walk may only proceed where it can be shown that it will not have an impact on the adjacent Special Protection Area. Development along this route will be subject to Habitats Directive Assessment and will only be progressed, where it is found to be compatible with the requirements of the Birds and Habitats Directives. The Habitats Directive Assessment will focus on the potential for development and use of the new route to result in disturbance impacts on birds.</p>			112 Text Change Only
BC.03.05.36	<p>Volume 1, Section 3. Main Towns</p> <p>Remove lands from SE-O-04 and include as Existing Built Up Area.</p> <p><i>This will have a consequential mapping and text (site area) change to SE-O-04.</i></p>			116 Mapping Change Only
BC 03.05.38	<p>Volume 1, Section 3. Main Towns</p> <p>South Environs – Insert additional Specific Development Objective to change Existing Built Up Area to Residential Zoning, as follows:</p> <p>SE-R-13</p> <p>Medium A density residential development, subject to satisfactory vehicular and pedestrian access arrangements* (0.81)</p>			109 (text), 116 (mapping) Text and Mapping Change
BC.03.05.39	<p>Volume 1, Section 3. Main Towns</p> <p>South Environs, Bishopstown South/Curraheen.</p>			100 Text Change

	<p>Insert additional text as new paragraph after paragraph 3.5.88, as follows:</p> <p>The Munster Agricultural Society has established a Showgrounds and ancillary facilities at Curraheen. This use is supported under Chapter 4 of the current County Development Plan (CDP). The current CDP under Objectives RCI 5-6 and RCI 5-7, subject to normal planning considerations, recognise the requirements of long established commercial or institutional uses located entirely within the Metropolitan Greenbelt, as well as the needs of uses that are strategic and exceptional in nature that may not be suitably located within zoned lands. Requirements of such established uses can include operational matters and structures / ancillary facilities.</p>	Only
BC.03.05.40	<p>Volume 1, Section 3. Main Towns</p> <p>Note: this amendment appears in two locations within Draft Plan (text paragraph 3.8.47, and, SE-GO-09).</p> <p>Amend SE-GO-09, as follows:</p> <p>Planning applications in the vicinity of these zones will be referred to the Irish Aviation Authority (IAA) by Cork County Council's Planning Department to seek their observations as part of the statutory planning process under Section 28 of the Planning and Development Regulations, 2001. In preparing observations the IAA will, among other considerations, have regard to the proposed development's height and proximity to these zones</p> <p>The Planning Authority will have regard to the recommendations of the ERM Report "Public Safety Zones 2005" commissioned by the Department of Transport and the Department of Environment Heritage and Local Government, in assessing proposals falling within the Public Safety Zones or any update thereof. (See section 3.8 Cork International Airport).</p>	107 (South Environs), Text Change Only
	Passage West/Monkstown	
BC.03.06.01	<p>Volume 1, Section 3. Main Towns</p> <p>Transport & Road Network</p> <p>Insert additional text as new paragraph after paragraph 3.6.37, as follows:</p> <p>A revised Traffic and Transportation Study will be carried out during the lifetime of this plan.</p>	121-122 Text Change Only
BC,03.06.03	<p>Volume 1, Section 3. Main Towns</p> <p>Amend text of Specific Development Objective PW-R-02, as follows:</p> <p>Medium A density residential development to include serviced sites and a mix of house types. Medical centre, and nursing home and crèche to also be provided.</p>	129 Text Change Only
BC,03.06.04	<p>Volume 1, Section 3. Main Towns</p> <p>Amend Paragraph 3.6.28, as follows:</p> <p>This Plan recognises the future potential of linking existing shared use cycle and walking routes or greenways which exist between Crosshaven and Cork City. in Passage West to those that exist in Carrigaline, Douglas and Cork City through the</p>	121 Text Change Only

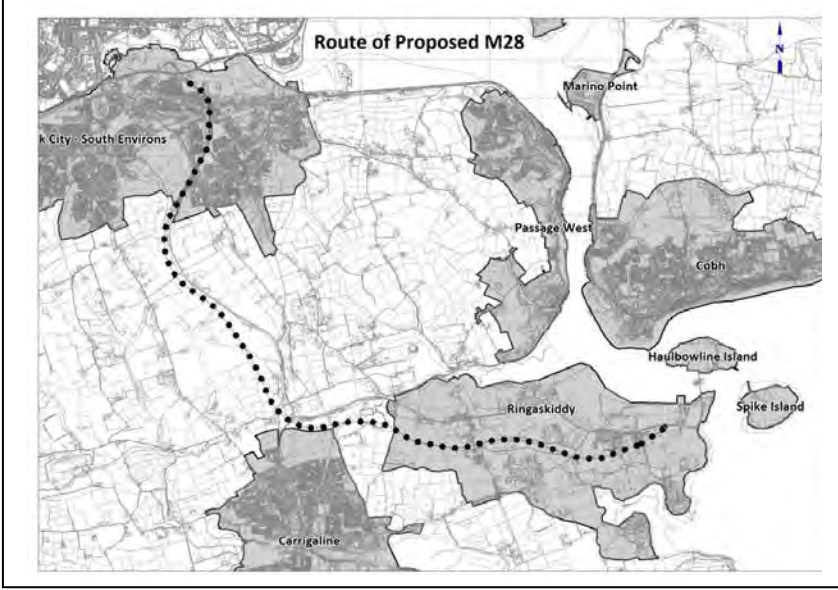
	connection to Monkstown via Glenbrook via the Cork Cycle Network Plan.	
BC.03.06.05	<p>Volume 1, Section 3. Main Towns</p> <p>Amend paragraph 3.6.36, as follows:</p> <p>There is an off road walking and cycling route a shared-use walking and cycle route or greenway with public lighting, connecting Passage West and Rochestown. The route connects the town centre in Passage West with Harty's Quay in Rochestown (and onwards to Cork City) and generally runs along the old railway line, incorporating a total route of 4.8 kilometres.</p>	<p>122</p> <p>Text Change Only</p>
BC.03.06.06	<p>Volume 1, Section 3. Main Towns</p> <p>Amend paragraph 3.6.43, as follows:</p> <p>Passage West, Glenbrook and Monkstown offer one of the most pleasant walking environments in South Cork. The coastal route along the former railway line from Hop Island in Rochestown to Passage West has been restored and enhanced and is a very popular walk/cycleway Greenway along the shores of Lough Mahon. Two car parks serve the route: the first is opposite Ardmore House and the second is at Toureen. Roadside parking is available at Hop Island. This walk is some 3km long and can be tackled by all age groups, is wheelchair and pushchair accessible and is a popular route for cycling.</p>	<p>122 – 123</p> <p>Text Change Only</p>
BC.03.06.07	<p>Volume 1, Section 3. Main Towns</p> <p>Amend paragraph 3.6.68, as follows:</p> <p>Sections of the former railway line from Cork to Passage West and on to Crosshaven have been converted to a walking and cycling route Greenway. Many sections are segregated from road traffic and the amenity is well used.</p>	<p>126</p> <p>Text Change Only</p>
BC.03.06.08	<p>Volume 1, Section 3. Main Towns</p> <p>Amend PW-RA-02 Royal Victoria Dockyard Development Description to include additional text, as follows:</p> <p>Working Dockyard on the eastern side of the R610. The site is bounded by a high stone wall which prevents access from the town centre to the waterfront. The site is located in T-01.</p> <p>Any development proposals on this site should facilitate pedestrian and cycle permeability along the Waterfront.</p>	<p>127</p> <p>Text Change Only</p>
BC.03.06.09	<p>Volume 1, Section 3. Main Towns</p> <p>Amend Specific Development Objective PW-X-01 to include additional text, as follows:</p> <p>Proposed redevelopment of the Victoria Dockyard site for mixed convenience and comparison retail, office, leisure, marina, service, civic and residential uses to facilitate town centre expansion.</p> <p>Any development proposals on this site should facilitate pedestrian and cycle permeability along the Waterfront. *</p>	<p>130</p> <p>Text Change Only</p>
BC.03.06.10	<p>Volume 1, Section 3. Main Towns</p> <p>Amend Specific Development Objective PW-U-02 and merge objective with</p>	<p>130</p> <p>Text and</p>

	<p>Specific Development Objective PW-U-05, as follows:</p> <p>PW-U-02: Develop and maintain pedestrian walk along old railway line Monkstown Creek as part of the network from Rochestown to Carrigaline. Development along this route will be subject to Habitats Directive Assessment and will only be progressed, where it is found to be compatible with the requirements of the Birds and Habitats Directives. The Habitats Directive Assessment will focus on the potential for development and use of the new route to result in disturbance impacts on birds.</p>	Mapping Change
BC.03.06.11	<p>Volume 1, Section 3. Main Towns</p> <p>Delete Specific Development Objective PW-U-05: Develop and maintain pedestrian walk along Monkstown Creek as part of the network from Rochestown to Carrigaline. Development of this walk could give rise to disturbance to winter feeding sites and will require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive. The development of the walk may only proceed where it can be shown that it will not have an impact on the adjacent Special Protection Area.</p>	130 Text and Mapping Change (see map amendment BC.03.06.10)
BC.03.06.12	<p>Volume 1, Section 3. Main Towns</p> <p>Delete objective PW-GO-02, as follows: (Replacement Text is set out in LAS -01 under amendment ref no. BC.02.06.02)</p> <p>Environmental Designations</p> <p>In order to secure sustainable population growth proposed in GO-01 (a), appropriate and sustainable water and waste water infrastructure that will help secure the objectives of the relevant River Basin Management Plan, needs to be provided in tandem with the development and where applicable, protect the integrity of Natura 2000 sites.</p> <p>Passage West is situated adjacent to Cork Harbour Special Protection Area, Cork Harbour SAC and in proximity to the Great Island Channel SAC.</p> <p>This plan will protect the favourable conservation status of these sites, and all new development shall be designed to ensure the protection and enhancement of biodiversity generally. Development proposals in unzoned parts of the settlement adjacent to the SAC and SPA will be likely to require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive and may only proceed where it can be shown that they will not have significant negative impact on these sites.</p> <p><i>This deletion will have a consequential impact on objective numbering in the final plan.</i></p>	128 Text Change Only
BC.03.06.17	<p>Volume 1, Section 3. Main Towns</p> <p>Include Coastal Flooding on land use zoning map.</p>	132 Mapping Change Only
BC 03.06.18	<p>Volume 1, Section 3. Main Towns</p> <p>Amend Objective PW-R-06, as follows:</p> <p>Medium B density residential development with appropriate access and with</p>	129, 132 Text and Mapping Change

	<p>provision for relief road linking Maulbaun to Lackaroe.</p> <p><i>Note: Consequential mapping change will result to PW-U-01.</i></p>	
BC.03.06.19	<p>Volume 1, Section 3. Main Towns</p> <p>Amend Objective PW-R-07, as follows:</p> <p>Medium B density residential development with appropriate access and with provision for relief road linking Maulbaun to Lackaroe.</p> <p><i>Note: Consequential mapping change will result to PW-U-01.</i></p>	<p>129, 132</p> <p>Text and Mapping Change</p>
BC.03.06.21	<p>Volume 1, Section 3. Main Towns</p> <p>Insert additional text to Objective PW-R-01, as follows:</p> <p>Medium B density residential development (low density residential development as individual serviced sites in woodland setting)</p>	<p>129</p> <p>Text Change Only</p>
BC.03.06.22	<p>Volume 1, Section 3. Main Towns</p> <p>Insert additional text paragraph after paragraph 3.6.56, under <i>Landscape & Visual Amenity</i> sub-heading, as follows:</p> <p>Having regard to the combination of steeply sloping local topography and intensive urban areas within Passage West town centre, where it is considered necessary to support specific development proposals of three stories or more within the town centre, the Planning Authority may require the submission of light and shadow analysis with development consent proposals.</p>	<p>124</p> <p>Text Change Only</p>
BC.03.06.23	<p>Volume 1, Section 3. Main Towns</p> <p>Amend text of Specific Development Objective PW-O-05, as follows:</p> <p>Open Space that will remain predominantly open in character, especially retaining the existing trees and natural features on the site. This area is visually important and makes a significant contribution to the setting of Monkstown. Consideration will be given to the development of two four dwellings on the northern side of these lands, close to the public road and in the vicinity of the existing dwelling.</p>	<p>131</p> <p>Text Change Only</p>
	Ringaskiddy	
BC.03.07.01	<p>Volume 1, Section 3. Main Towns</p> <p>Modify Amendment BC.03.07.01</p> <p>Insert additional text paragraph after paragraph 3.7.47, as follows:</p> <p>Given the location of Ringaskiddy along the shoreline of Cork Harbour it is important that public access to the water is available and existing facilities are protected and improved to facilitate residents, visitors and local boat and leisure craft owners while taking account of and protecting natural and other heritage resources of the harbour.</p> <p>A Draft Cork Harbour Study was prepared by Cork County Council in 2011 and it is the intention of the Planning Authority to identify key aspects of this plan which can be worked on in conjunction with the Planning and Strategic Development SPC to help address these matters, where these are compatible</p>	<p>138</p> <p>Text Change Only</p>

	with the protection of key natural and other heritage resources of the harbour.	
BC.03.07.03	<p>Volume 1, Section 3. Main Towns</p> <p>Delete text from Specific Development Objective RY-I-02, as follows:</p> <p>Industry including ancillary uses such as associated offices, laboratories manufacturing and utilities. The open space zonings in specific objectives O-01 and O-02 shall be provided as part of this development. This zone is adjacent to Cork Harbour Special Protection Area.</p>	142 Text Change Only
BC.03.07.04	<p>Volume 1, Section 3. Main Towns</p> <p>Amend text of Specific Development Objective for RY-I-15, as follows:</p> <p>Suitable for large stand alone industry with suitable provision for appropriate landscaping and protection of the access points and provision for open space buffer to the Martello Tower and its associated pedestrian accesses. Any development proposals shall protect the integrity and maintain the existing line of sight from the Martello Tower to the other four fortifications in the Harbour (Fort Camden Meagher, Carlisle Davis, Westmorland and the Martello Tower on Haulbowline Island).</p> <p>This area may be used as a feeding ground by bird species for which Cork Harbour SPA is designated.—#</p> <p><i>(Note: amendment ref. no. BC.03.07.23 will result in a consequential modification to the mapped extent and site area of RY-I-15).</i></p>	143, 146 Text and Mapping change
BC.03.07.05	<p>Volume 1, Section 3. Main Towns</p> <p>Re-label U-02 as RY-U-02</p>	146 Text Change Only (to be shown on zoning map)
BC.03.07.06	<p>Volume 1, Section 3. Main Towns</p> <p>Re-label U-05 as PW-U-02 and indicate entire route.</p>	146 Text Change Only (see map amendmen t BC.03.06.10)
BC.03.07.07	<p>Volume 1, Section 3. Main Towns</p> <p>New Specific Development Objective, as follows:</p> <p>RY-C-01 – Provision of Primary School (1.2 ha)</p> <p><i>This amendment will result in a consequential modification to objective RY-I-10</i></p>	145, 146 Text and Mapping Change
BC.03.07.08	<p>Volume 1, Section 3. Main Towns</p> <p>Extend RY-T-02 zoning north to boundary with RY-I-18.</p>	146 Mapping Change

		Only
BC.03.07.09	<p>Volume 1, Section 3. Main Towns</p> <p>Amend text of General Objective RY-GO-02, as follows:</p> <p>The boundary of Ringaskiddy overlaps with and is adjacent to the Cork Harbour Special Area of Conservation and the Cork Harbour Special Protection Area. Development in within the town will only be permitted where it is shown that it is compatible with the requirements of the Birds and Habitats Directives and the protection of this site these sites. Protection and enhancement of biodiversity resources within the receiving environment of the town will be encouraged.</p> <p>In relation to proposals for new development in industrial zones in the settlement, the Habitats Directive Assessment will focus on the following:</p> <ul style="list-style-type: none"> • impacts of emissions generated by the new industrial development on the SPA and its qualifying species; • potential for new industrial development to result in loss of availability of field feeding habitat for wintering birds; • potential for new industrial development to result in disturbance impacts on birds. <p>Some greenfield and wetland areas around Lough Beg, which have been zoned for industrial development, provide important feeding and roosting habitat for some of the bird species for which the Cork Harbour SPA is designated. It will be necessary to retain some of this land in an undeveloped state to maintain the favourable conservation status of populations of these wintering birds.</p>	141 Text Change Only
BC.03.07.11	<p>Volume 1, Section 3. Main Towns</p> <p>Amend text of Specific Development Objective RY-I-08, as follows:</p> <p>Suitable for large standalone industry with suitable provision for landscaping and access points from the R613 and provision for appropriate landscape buffering to all residential areas. This zone is adjacent to Lough Beg which forms part of the Cork Harbour Special Protection Area. Lough Beg and some of the fields in the area are known to be particularly important for field feeding species of bird for which the SPA is designated. It will be necessary to retain a portion of this land in an undeveloped state to avoid negative impacts on the SPA. The southern portion of the zone is known to be of particular importance for wintering birds.*</p>	142 Text Change Only
BC.03.07.12	<p>Volume 1, Section 3. Main Towns</p> <p>Amend text of Specific Development Objective RY-I-16, as follows:</p> <p>Suitable for limited extension of adjacent stand alone industry including ancillary uses such as associated offices, laboratories, manufacturing and utilities. This area may be used as a feeding ground by bird species for which Cork Harbour SPA is designated. The zone supports wetland habitat which is known to be of importance for wintering birds, including species for which the SPA is designated. It will be likely to be necessary to retain a significant portion of this land in an undeveloped state to avoid negative impacts on the SPA.*</p>	143 Text Change Only
BC.03.07.13	<p>Volume 1, Section 3. Main Towns</p> <p>Insert Contextual Map after text paragraph 3.7.37: (contextual map)</p>	137 (contextual map) 144 (text change)

	 <p>Amend text of Specific Development Objective RY-U-02, as follows: (text change)</p> <p>M-28 Cork to Rinaskiddy Motorway Scheme. Finalisation of this route and development of the road will be subject to Environmental Impact Assessment and where necessary a Habitats Directive Assessment. Regard will be had in the design of the route to avoiding and mitigating impacts on sensitive environmental and heritage resources, as well as impacts on communities.</p>	Text Change Only
BC.03.07.15	<p>Volume 1, Section 3. Main Towns</p> <p>Insert revised Land Use Zoning Map identifying Coastal Zone Flooding.</p>	146 Mapping Change Only
BC.03.07.16	<p>Volume 1, Section 3. Main Towns</p> <p>Amend RY-GO-03 to include the following text:</p> <p>Port of Cork</p> <p>Facilitate the relocation of the Port of Cork’s container and bulk goods facilities to Ringaskiddy, subject to the implementation measures which are required to be undertaken to comply with the planning consent to ensure that adverse affects on the integrity of the Cork Harbour SPA are avoided as well as impacts on communities.</p>	141 Text Change Only
BC.03.07.19	<p>Volume 1, Section 3. Main Towns</p> <p>Insert additional text in paragraph 3.7.33, as follows:</p> <p>The objectives in this plan for areas of passive open space seek to apply an appropriate degree of protection on those visually important open areas that contribute to the setting of Ringaskiddy and amenity afforded by the upper harbour generally. During the lifetime of this plan, if required, the Planning Authority will undertake to identify new areas of open space to compensate for the loss of any open space which may occur as a result of the construction of the M28 Cork –Ringaskiddy Motorway Scheme. Such open space is most appropriately located as close to the town centre as is practicable.</p>	136 Text Change Only
BC.03.07.23	<p>Volume 1, Section 3. Main Towns</p>	144 (text),

	<p>Addition of new Specific Development Objective, RY-I-20, as follows:</p> <p>RY-I-20</p> <p>Suitable for the extension of the opposite Third Level Educational campus and enterprise related development including marine related education, enterprise, research and development. Consideration will also be given to established operators in Ringaskiddy for the provision of ancillary office accommodation and for Research and Development facilities.</p> <p>This site is considered inappropriate for any short or full time residential accommodation.</p> <p>Any existing access to the nearby Martello tower which crosses this site shall be protected and provision for open space buffer to any existing access shall be provided.</p> <p>This area may be used as a feeding ground by bird species for which Cork Harbour SPA is designated.</p> <p><i>(Note: This amendment ref. no. BC.03.07.23 will result in a consequential modification to the mapped extent and site area of RY-I-15).</i></p>	<p>146 (mapping)</p> <p>Text and Mapping change</p>								
	Cork International Airport									
BC.03.08.01	<p>Volume 1, Section 3. Main Towns</p> <p>Insert new text paragraph after paragraph 3.8.3, as follows:</p> <p>Cork Airport’s contribution to the Cork Region is acknowledged as positive factor in securing employment, generating tourism, ensuring connectivity and access, inward investment and helping improve quality of life in the area.</p>	<p>147</p> <p>Text Change Only</p>								
BC.03.08.02	<p>Volume 1, Section 3. Main Towns</p> <p>Delete Paragraphs 3.8.37 - 3.8.38, and, delete Table 3.8 Aircraft Movement Forecasts, as follows:</p> <p>The Environmental Noise Regulations 2006 transpose the EU Environmental Noise Directive into National Law. These require the preparation of a Strategic Noise Map and an Action Plan for airports where the number of aircraft movements exceeds 50,000 per annum. In 2014 there were 49,246 aircraft movements at Cork Airport, expected to rise to over 60,000 movements during the life time of this plan. A Strategic Noise Map and an Action Plan will therefore be required.</p> <p>At present, noise is not a significant issue at Cork Airport, largely because established planning policies have kept the airport approaches free from development. Notwithstanding this it is appropriate that a noise monitoring programme be carried out as movements will exceed the 50,000 threshold in the current statutory lifetime of this Local Area Plan.</p> <table border="1" data-bbox="359 1765 1034 2002"> <thead> <tr> <th colspan="2">Aircraft Movement Forecasts</th> </tr> <tr> <th>Year</th> <th>Aircraft Movements</th> </tr> </thead> <tbody> <tr> <td>2018</td> <td>54,842</td> </tr> <tr> <td>2020</td> <td>57,498</td> </tr> </tbody> </table>	Aircraft Movement Forecasts		Year	Aircraft Movements	2018	54,842	2020	57,498	<p>158-159</p> <p>Text Change Only</p>
Aircraft Movement Forecasts										
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2018	54,842									
2020	57,498									

	2022	60,124																									
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BC.03.08.03	<p>Volume 1, Section 3. Main Towns</p> <p>Development Objective CA-E-01, include additional text, as follows:</p> <p>Office based industry requiring an Airport location, internationally traded services, corporate office and uses that are complimentary to those in the existing business park.</p> <p>Additional uses would include tourism related projects which would benefit from an airport location.</p> <p>Proposals for this site will include a traffic impact assessment and mobility management plan for the site and a comprehensive layout and structural landscaping scheme.</p> <p>Vehicular access to the site will be from the adjoining regional road by means of single access point.</p>		157 Text Change Only																								
BC.03.08.04	<p>Volume 1, Section 3. Main Towns</p> <p>Development Objective CA-TL-02 include additional text in bold</p> <p>Ground Operations related uses including –</p> <ul style="list-style-type: none"> • Construction of new fire Station • Provision of Additional Commercial Aircraft Stands • General Aviation Parking • Light and Training Aircraft parking • Relocation of Air Cargo Centre • Provision of a new fuel farm. • Aircraft Hangars • Aerodrome/Airfield 		157 Text Change Only																								
BC.03.08.05	<p>Volume 1, Section 3. Main Towns</p> <p>Insert new table, as follows - to accompany Figure 9, Obstacle Limitation Surfaces:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3" style="text-align: center;">Table 3.6 Obstacle Limitation Surfaces - Map Guide</th> </tr> <tr> <th style="text-align: center;">Colour on OLC</th> <th style="text-align: center;">Approximate distance from Cork Airport (Note: Refer to OLS Chart for distances for a given location)</th> <th style="text-align: center;">Height (meters) Developments to be Assessed/ Referred *</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Grey</td> <td style="text-align: center;">Immediate Environs</td> <td style="text-align: center;">All developments</td> </tr> <tr> <td style="text-align: center;">Red</td> <td style="text-align: center;">Localised areas within immediate environs</td> <td style="text-align: center;">>10m</td> </tr> <tr> <td style="text-align: center;">Green</td> <td style="text-align: center;">0-1km</td> <td style="text-align: center;">>15m</td> </tr> <tr> <td style="text-align: center;">Yellow</td> <td style="text-align: center;">4-6km</td> <td style="text-align: center;">>45m</td> </tr> <tr> <td style="text-align: center;">Blue</td> <td style="text-align: center;">15km</td> <td style="text-align: center;">>90m</td> </tr> <tr> <td colspan="3" style="text-align: center;">*includes buildings, structures, erections and works</td> </tr> </tbody> </table>		Table 3.6 Obstacle Limitation Surfaces - Map Guide			Colour on OLC	Approximate distance from Cork Airport (Note: Refer to OLS Chart for distances for a given location)	Height (meters) Developments to be Assessed/ Referred *	Grey	Immediate Environs	All developments	Red	Localised areas within immediate environs	>10m	Green	0-1km	>15m	Yellow	4-6km	>45m	Blue	15km	>90m	*includes buildings, structures, erections and works			156 Text Change Only
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BC.03.08.06	<p>Volume 1, Section 3. Main Towns</p>		159																								

	Amend Southern Boundary of Airport.	Mapping Change Only
BC.03.08.07	<p>Volume 1, Section 3. Main Towns</p> <p>Note: this amendment appears in two locations within Draft Plan (text paragraph 3.8.47, and, SE-GO-09).</p> <p>Amend text paragraph 3.8.47, as follows:</p> <p>Planning applications in the vicinity of these zones will be referred to the Irish Aviation Authority (IAA) by Cork County Council's Planning Department to seek their observations as part of the statutory planning process under Section 28 of the Planning and Development Regulations, 2001. In preparing observations the IAA will, among other considerations, have regard to the proposed development's height and proximity to these zones</p> <p>The Planning Authority will have regard to the recommendations of the ERM Report "Public Safety Zones 2005" commissioned by the Department of Transport and the Department of Environment Heritage and Local Government, in assessing proposals falling within the Public Safety Zones or any update thereof. →</p>	<p>154 (Cork International Airport)</p> <p>Text Change Only</p>
BC.03.08.08	<p>Volume 1, Section 3. Main Towns</p> <p>Insert Specific Zoning Objective SE-I-01, as follows:</p> <p>Logistic, warehousing and distribution uses which require an airport location. Any proposals for this site will include a traffic impact assessment and mobility management plan. Development proposals will include comprehensive provision for a safe and satisfactory access to the site.(16.86ha)</p>	<p>158</p> <p>Text Change Only</p>
	Villages	
BC.04.02.01	<p>Volume 1, Section 4. Villages and Other Locations.</p> <p>Insert additional text as a footnote in Table 4.1 - Scale of Development in Ballincollig Carrigaline Municipal District Villages.</p> <p>The normal recommended scale of any individual scheme is set out in the above table. Individual schemes in excess of the recommended scale set out in the above table may be considered where it is demonstrated that the overall scheme layout reinforces the existing character of the village and the scheme is laid out, phased and delivered, so as not to reflect a residential housing estate more suited to a larger settlement.</p>	<p>163</p> <p>Text Change Only</p>
	Ballynora	
BC.04.01.01	<p>Volume 1, Section 4. Villages and Other Locations.</p> <p>Amend Specific Development Objective U-01, as follows (delete latter stage where route enters Ballynora Village, map amendment shows section to be deleted):</p> <p>Develop and maintain amenity walk to Waterfall. Final route to be agreed during lifetime of this plan.</p>	<p>165,166</p> <p>Text and Mapping Change</p>

BC.04.01.03	<p>Volume 1, Section 4. Villages and Other Locations.</p> <p>Amend Development Boundary Objective DB-01, as follows:</p> <p>Within the development boundary of Ballynora it is an objective to encourage the development of up to 15 houses in the period 2010 – 2020.</p> <p>In order to secure the residential growth proposed above, appropriate and sustainable water and waste water infrastructure that will help secure the objectives of the relevant River Basin Management Plan, needs to be provided in tandem with the development and where applicable protect the integrity of Natura 2000 sites.</p> <p>The number of houses in any particular group should have regard to the character of the existing village and will not normally exceed the provision of 5 units.</p>	165 Text Change Only
Waterfall		
BC.04.01.04	<p>Volume 1, Section 4. Villages and Other Locations.</p> <p>Amend Development Boundary Objective DB-01, as follows:</p> <ol style="list-style-type: none"> a. Within the development boundary of Waterfall it is an objective to encourage the development of up to 22 additional dwelling units in the period 2017-2022. b. Any one proposal for residential development in Waterfall shall not normally be larger than 8 dwelling units. 	167 Text Change Only
Other Locations Curraheen		
BC.04.01.02	<p>Volume 1, Section 4 Villages and Other locations</p> <p>Amend text of paragraph 4.3.11, as follows:</p> <p>Any development proposals in Curraheen, will have to comply with the relevant policy objectives, for lands within the metropolitan greenbelt and on or in close proximity to scenic routes, set out in the Cork County Development Plan 2009 2014.</p>	172 Text Change Only

Section 3 Maglin Urban Expansion Area

	Maglin Urban Expansion Area
BC.03.03.27	<p>Page 52- Special Policy Area Major Urban Expansion Areas. Insert: Maglin-Major Urban Expansion Area Paragraph 3.3.70 insert additional text outlined: The key principles in considering sustainable development on the site are as follows:</p> <ul style="list-style-type: none"> • Ensure that the proposed development provides effective connectivity (walking and cycling) to the town centre, educational and employment centres for the future residents. • Support the achievement of high levels of modal shift by collaborating with other agencies to improve public transport services and influence patterns of employment development to support use of sustainable modes and travel by public transport. • Ensure the provision of an appropriate housing mix, considering the changing demographic (needs of older people) and the housing market requirements for Metropolitan Cork and the requirement of the Social Housing as per the County Development Plan 2015. • Make provision for housing density that encourages more efficient land use and infrastructure investment patterns and particularly creates conditions more favourable to the increased use of public transport. • To achieve development areas with a distinctive character that ensures a unique, innovative and distinctive design of houses with high quality finishes and materials. They should include positive characteristics such as reference to topographical and historical features and the inclusion of individual focal points and a priority for the provision of high quality public realm. • Make provision for major new office employment development within or near the site. The preferred option is to lands north of Kilumney Road previously zoned for residential development, where there is good visibility from the road and proposed public transport networks and the potential for good links to the exiting town centre. Where business incubator and start-up facilities are not being brought forward within the town centre or within enterprise zoned lands, consideration for locating same within the site will given. Where possible, any such facilities should be located in close proximity to the proposed high frequency public transport corridor. • Provide for at least two primary schools and one secondary school. These schools will be in central accessible locations along the main distributor road (for vehicular and public transport traffic) and along an off road pedestrian/cycleway integrated into the open space. • Where possible provide a community centre and playgrounds with good links to the existing urban area. • Protect and facilitate the enjoyment of Ballincollig Castle by providing a 100m buffer zone surrounding the castle. There is also a need for development to be sympathetic to the visual amenity of the castle, in particular from the N22 and surrounding residential areas. • Provide substantial areas of open space, where possible using land not well suited to other forms of development. Where large areas of open space are provided in this way, maximise the potential for the delivery of new housing by allowing some reduction in the area of open space provided within housing developments. <p>Insert new section after 3.3.72: Transportation In order to provide for the integration of the delivery of key transportation infrastructure at the design stage of this development, the County Council (jointly with the NTA) has commissioned consultants to assess the transportation issues likely to arise in relation to</p>

the development of this site taking account of wider development proposals throughout Metropolitan. The study is nearing completion but a number of important principles have emerged:

- Given the proximity of the Maglin site to the existing town of Ballincollig, if walking and cycling infrastructure are provided, both on and off-site, there is the potential to reduce the extent of reliance on the private car, especially for local journeys.
- The role of bus or other public transport services (e.g. light rail) will primarily focus on medium length journeys such as those to the City or Mahon rather than local journeys or longer distance journeys (e.g. to Little Island or Midleton)
- The benefits of public transport can be maximised by providing a new QBC route through the site, linking key nodal points (where schools or some higher housing density could be located in addition to areas of medium density nearby).
- High quality QBC bus services will require the delivery of integrated bus priority measures along the entire route
- In the medium/longer term it will be necessary to provide a road/public transport link to CSIP

Paragraph 3.3.75 amend text as indicated:

There are limitations to the capacity of the waste water treatment plant **and existing waste water sewer network** in Ballincollig and any waste water from future development on this site will require pumping to **its' connection to that network**. ~~the treatment works, which will need expansion.~~ Similarly, the capacity to provide adequate drinking water to the site is limited and an additional water reservoir will need to be constructed ~~as part of the development.~~

Page 54 Land Use Proposals, amend title to **Development Land Use Proposals** and amend text in paragraph 3.3.78: ~~The land use development~~ proposals for this site have utilised the planning and design principles identified and focuses on the provision of a mixed use neighbourhood incorporating residential, employment, community, open space and recreation, retail, traffic and transport, water services and other infrastructure. The proposals are contained in a zoning map with land use categories, land areas and specific objectives.

Insert new revised paragraphs 3.3.78-3.3.84 and include new tables:

To facilitate the delivery of housing across the area as a whole, significant transport, water and surface water infrastructure is required both on and off the site, with significant elements required at or close to the commencement of development. Ownership of the Maglin suite is fragmented amongst 13 principal landowners, and, in the absence of a single or controlling landowner it is considered unlikely that any individual landowner or developer will be able to fund and deliver the infrastructure required.

To overcome this difficulty, and facilitate the accelerated delivery of new housing where it is needed, the County Council is proposing to fund and construct (in two main phases) the necessary on and off-site infrastructure to facilitate the commencement of development largely within individual land ownerships. Two main infrastructure bundles are proposed. The County Council's intention is to commence with the delivery of Bundle 'A' in order to secure road, water, and waste water connections. The County Council's infrastructure proposals include the construction of on-site spine roads (including the provision of water, waste water and surface water infrastructure), off-site road and transportation infrastructure and pumping stations and connecting sewers to link the site to the appropriate Irish Water or other external infrastructure. The County Council has recourse to its statutory powers to assist in the process of land acquisition, if necessary. The County Council will recoup this investment from individual developers through the provisions of section 47, 48 and 49 of the Planning & Development Acts 2000 as the overall development progresses.

Once Infrastructure Bundle 'A' is completed, the County Council will consider the options for the delivery of Bundle 'B' which could include delivery either by the County Council or private sector developers

The County Council's Housing Infrastructure Implementation Team is already in discussion with landowners and developers. Funding sources have been identified and the design process in relation to specific infrastructure projects has commenced and the aim is to achieve a start on site in 2018

Where a development objective requires a developer to provide particular infrastructure or amenities in addition to the items referred to in Table 3.1 below, then an appropriate off-set will be considered in relation to the contributions payable

The core on-site infrastructure, necessary for housing development to commence, for the site will be delivered in three phased bundles as follows;

Table 3.1 : Ballincollig (Maglin) Major Urban Extension Proposed On-Site Infrastructure Programme Delivery Agency: Developer/Cork County Council			
On-Site Infrastructure Bundle	Key projects	Notes	Delivery Programme
A	Eastern Spine Link Road A* (Killumney Road (E) to Maglin Road)	To include water and waste water networks and surface water disposal network	Proposed initial infrastructure bundle Delivery of Bundle 'A' will facilitate development on the following zones: BG-R-04 BG-R-09 BG-R-10 BG-R-08 BG-C-04 BG-O-06, BG-O-07.
	Waste Water pumping station and rising main to existing Irish Water Infrastructure		
	Drinking water connection to IW infrastructure		
	Delivery of phase 1 of surface water management system		
B	Western Spine Link Road B* (Maglin Road to Killumney Road (W))	To include water and waste water networks and surface water disposal network	Delivery of this infrastructure bundle is not proposed to commence until after the delivery of Bundle 'A' Delivery of Bundle 'B' will facilitate development on the following zones**: BG-R-11 BG-R-12 BG-R-13 BG-R-14 BG-R-15
	Maglin Road re-alignment		
	Delivery of phase 2 of surface water management system		
	Development of Open Space Areas (East & West)		

BG-C-02
BG-C-03

***Access to serve individual dwellings will not be permitted. New access will be to estate roads only**

****Development of zones linked to Infrastructure Bundles 'B' may commence in parallel with the delivery of infrastructure bundle 'A' if the following can be secured:**

- **Appropriate connections to water services infrastructure and surface management systems; and**
- **Relevant on/off site road infrastructure.**

In order to promote the accelerated delivery of housing through the development of the Maglin site, the phasing arrangements proposed are flexible, depending only on the delivery of the relevant supporting infrastructure. The County Council's On-Site Infrastructure Programme (described above) will regulate the timing of the commencement of development on particular parcels of zoned land. In addition there is also a need to regulate the overall delivery of housing on the site to the delivery of particular off-site infrastructure and this is proposed as follows

Table 3.2 : Ballincollig (Maglin) Major Urban Extension Proposed Off-Site Infrastructure Programme Delivery Agency: Cork County Council		
Development Phase	No of Housing Units	Off-Site Infrastructure Project
Phase 1	Up to 1,500	Killumney Road Upgrade - Phase 1 (East)
		Walking/Cycling Network (Phase 1) <ul style="list-style-type: none"> • Ballincollig Link Road • Station Road
Phase 2	1,500 - 3,600	Killumney Road Upgrade - Phase 2 (West)
		Maglin Road Roundabout*
		Maglin Road re-alignment
		Walking/Cycling network (Phase 2) <ul style="list-style-type: none"> • Muskerry Estate • Flynn's Road
*To be completed prior to the occupation of housing on zone BG-R-11		

~~Paragraphs 3.3.79-3.3.105 Delete as follows: The Ballincollig urban extension will be divided into phases and within each phase there will be a logical sequence of residential zonings. The boundary of phase 1 of the development will run from the N22 to the Maglin Road and Phase 2 will be from the Maglin road to the Woodberry Interchange. The existing R-04 zoning in Ballincollig will be incorporated into Phase 1.~~

~~As part of this objective there was a requirement for a Primary School, this has been built and there is a pending planning application on the site.~~

~~It is the intention of the urban expansion to deliver sustainable residential communities and while the overall quality of the housing environment is critical, sustainability must extend beyond the physical environment to embrace the concept of stable integrated communities and issues such as the timely provision of community infrastructure and less tangible issues such as people's perception of what constitutes an attractive and secure environment.~~

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people's perception of what constitutes an attractive and secure environment.

In planning for future development through the Local Area Plan process and in assessing future development proposals the Council will seek to implement and promote the series of aims, outlined in the Guidelines which seek to create high quality spaces.

As part of this planning application a distributor road is to be constructed and this will run through the whole site crossing the Maglin road. Ballincollig expansion is a large scale residential development and it is important to achieve a sense of place and individualism in building design therefore particular care should be taken with the materials or finishes and the external design and appearance of housing throughout the scheme in order to avoid monotony.

Employment

The 2011 Local Area Plan identified the requirement to provide 4,000 jobs on the site. The zoning objective had an employment zone identified within the site. However, following a review of the zoning objective it is considered more appropriate that the majority of these jobs be accommodated on lands north of Killumney Road previously zoned for residential development.

A high quality employment use at this location on 14.3 hectares may facilitate the development of 4 large office blocks of approximately 20,000m² in landscaped gardens and support existing public transport proposals and future network improvements along the Killumney Road. In addition, the development of an office park in Ballincollig at this location will complement the existing Link Road employment area.

This site also offers opportunities for connectivity and synergy between developments on this site and proposed new office developments at the western end of Ballincollig's main street which is in close proximity.

There is an opportunity for pedestrian and cycling access to this site from the R608 and from the existing housing estate to the east where there are two gaps in the building line along Beech Road. Vehicular access to the site can be either from The Killumney Road or from Flynn's Road to the west. As the site is bounded by dwellings to the north and east the layout height of any new buildings should not reduce the existing residential amenity enjoyed by residents.

Community Uses

Based on the anticipated number of houses, there will be a requirement in the new development for at least two primary schools and one secondary school. These schools will be in central accessible locations along the main distributor road (for vehicular and public transport traffic) and along an off road pedestrian/cycleway integrated into the open space. Currently Ballincollig lacks community facilities such as a community centre and playgrounds in the centre of the town and these may be accommodated in the new development, either as part of the school campus or as part of the open space areas.

Recreation and Amenity

Ballincollig Castle, although privately owned, is accessible to the public and needs to be protected against unwarranted development and decay. A buffer zone comprising an Open Space area of 100 metres by 100 metres surrounding the castle is required. There is also a need for development to be sympathetic to the visual amenity of the castle, in particular from the N22 and surrounding residential areas.

As the land south of the castle is prone to flood risk and will be retained as open space and recreation in this plan. The land can sustain both playing fields and passive recreation (walking and cycling) and can act as an amenity walk through the site from west to east. There is another open space provided in the south east of the site where the land is low lying and prone to flood risk.

Neighbourhood Centre

The population to be generated by the new neighbourhood will require some access to daily convenience retail services and it is proposed to locate a neighbourhood centre in a central location near the intersection of the Maglin Road and future east-west spine road. Typical land uses in the centre may be convenience retailing, hairdresser, banking, florist, a restaurant and off licence.

Road Network

In order to make the best use of existing and planned public investment in transport infrastructure, it is the aim of this development to maximise pedestrian, cycling and public transport related movement. However, even accounting for significant non private car use, there will remain a need from existing and future residents in this area to use private cars.

This additional population and the natural background growth in road traffic will together require significant road infrastructure improvements.

The NTA has a Regional Transport Model, which is being used to identify key transport requirements as result of this development. The outputs of this model, when available will direct investment in additional transport routes.

The major road infrastructure proposed is along Killumney Road, where an upgrade will include a Quality Bus Corridor (QBC). There will be a need for a new spine road off the Killumney Road that will allow for distribution of traffic from the residential areas out of the site. The internal road network will allow ease of access to all facilities located within the site. However, designs to facilitate motor vehicles should not dominate the urban fabric, with pedestrian priority zones, pedestrian streets and shared parking facilities integrated into future designs.

Pedestrians and Cyclists

The Government's sustainable development strategy, "*Sustainable Development – A Strategy for Ireland*", identifies the increased provision of safer facilities for pedestrians and cyclists, including the provision of dedicated cycle lanes as a key priority.

In addition, "*Smarter Travel: A Sustainable Transport Future 2009 – 2020*", sets out as some of its key goals that future population and employment growth will predominantly take place in sustainable compact forms, that the future extent of the total share of car commuting will drop from 65% to 45% and that alternatives such as walking, cycling and public transport will be supported and provided to the extent that these will rise to 55% of total commuter journeys to work.

The Cork Area Transit System (CATs) study prepared by Cork County Council in 2008 showed the importance of an east west rapid transport corridor from the city Docklands, city centre and out to Ballincollig.

Given that the urban extension of Ballincollig is to the south of the town it is important that any new high quality public transport takes in the new settlement expansion and the existing settlement. Ideally this route should follow along the link Road to Woodberry and back in the R608 and at the Poulavone roundabout either continues on the R608 or travel the Carrigrohane Straight. Both routes through the city have their merits.

The new high quality public transport link on Killumney Road should connect with the rapid transit network through the Cork Science and Innovation Park, Cork Institute of Technology, Bishopstown and into the city.

An analysis of the existing bus network show the 220x running from the city centre taking in Ballincollig town centre and on to EMC in Ovens. This bus runs every hour from the city centre however it does not have priority and must mix with other road users.

BCU 03 is one of two main primary routes proposed and will run in an east west direction. BCU 03 will be a long term objective that can be progressed in conjunction with the development of the site to the south where road widening will facilitate the implementation of cycle lanes in both directions. BCU 02 to the south of the town will pass through the site area and will provide an important recreation route.

Bus Services

Bus Eireann provide four scheduled bus routes to Ballincollig from the city; 220 Express from Oven to Fountainstown via Carrigaline; 220 regular from Ovens to Carrigaline, 223 from Cork to Macroom and 208 from Lotabeg to Curraheen/Bishopstown.

Bus Eireann needs to examine what proposals should be implemented to promote, encourage and sustain an efficient Quality Bus Corridor within Ballincollig and the new settlement extension to the city centre, airport and the east.

In addition, with the completion of the urban expansion alternative routes and timetable scheduling may be considered in consultation with Bus Eireann and the National Transport Authority. Although there is no town bus service at present, the road network in this development must be designed to accommodate such a service and other bus services as future demand requires.

Environmental Considerations

Habitat mapping was conducted for the County Heritage Plan. The results of the mapping identified the primary habitats as semi natural grasslands, scrub woodland and swamp areas. These features should be incorporated into future layouts.

Surface Water

The preferred approach to addressing the issue of stormwater collection and disposal is a comprehensive Sustainable Urban Drainage System (SuDS) solution designed and put in place that caters for the entire site.

Each development phase identified herein is of a scale that allows for a phase specific solution to surface/storm water. Stormwater runoff infrastructure should be designed to ensure that all potential contaminants including fuel oils, litter and trash are contained and prevented from discharging to the estuary, and that care will be taken to identify a suitable outfall location to ensure that impacts on intertidal habitats and on wintering birds are minimised.

Before the development of land takes place, a SuDS Study has to be undertaken to identify the specific requirements of attenuation areas, preferably within the open space reservations in the centre of the site. The development envisages the use of permeable pavement techniques including the use of porous tarmac or solid block pavers with gaps to provide through flow of water along with attenuation measures. However, given the geology of the site there may be limitations to the extent that SuDS infiltration solutions can be utilised. Attenuation areas should be designed in such a way as to have high amenity value. For the developed site, it is required that any flows in excess of those from the original greenfield site must be attenuated to the 1 in 100 year critical storm event. The SuDS Plans should include provision for performance monitoring and maintenance.

Phasing and Implementation

This section sets out the phasing, implementation and funding strategy for the development site. The zoning plan does not seek to set out the detailed design of the site at this stage in the process, rather it identifies the key design elements (such as the linear park location, access routes, neighbourhood centre location, school site location etc.), provides qualitative / quantitative criteria for future detailed design, sets out the infrastructure required to serve future development and identifies an implementation strategy for the project including 'trigger points' for future infrastructure provision which will enable the development of each phase of the development. This will ensure that the development of the site will proceed in an orderly and timely manner.

It is an objective of the plan to set out logical and sequential phasing that allows for an orderly development pattern and maximises the development quantum related to investment in infrastructure. The timing of each phase of development is directly linked to infrastructure availability. It is envisaged that development phases may commence in a sequential order once appropriate and necessary infrastructure is available to serve the proposed development.

A total of two development phases (1 and 2) are identified within the development site. This specifies for each phase, the number of residential units, commercial uses, educational facilities, social facilities, amenities, physical infrastructure and access strategy required, thereby setting out the enabling works that are required to allow development to commence.

Phase 1

This phase of the development covers a developable area of approximately 106 ha and will provide approximately 1,800 residential units which will consist of a mix of medium A and high density development. The lands are located to the south of Killumney Road and east of Maglin Road and west of the Poulavane Road. Approximately four pocket of residential development would be provided

around a central spine distribution road through the site. The following table sets out the infrastructure and service requirements for Phase 1, set within the overall carrying capacity of the lands:

Table 3.1 : Phase 1: Development Programme: Ballincollig	
Phasing of Development	Strategic Infrastructure and Service Requirements*
➤ Prior to Commencement of development	<ul style="list-style-type: none"> • Complete transport assessment of the site • Undertake SUDS Study for the site
➤ 0 – 1800* Dwelling Units	<p><u>Open Space</u></p> <ul style="list-style-type: none"> • Completion of Planning and Design for the public open space <p><u>Water Services</u></p> <ul style="list-style-type: none"> • Provision of Water Supply Reservoir at Ballynora • Provision of capacity for Waste Water Treatment and collection (as required). • Implementation of SUDS Study Recommendations <p><u>Transport</u></p> <ul style="list-style-type: none"> • Construction of eastern Link Street (BC-U-0?) • Implementation of Cork Area Transit System (CATS) • Planning and Design for Eastern Kilmoney Road Upgrade and QBC • Maglin Road Roundabout • Maglin Road eastern by pass • Implementation of Ballincollig Cycling and Walking Network <p><u>Education</u></p> <ul style="list-style-type: none"> • <u>Provision of a site for a primary school</u>

Paragraph 3.3.106 Delete Text and insert new text and headings as outlined in bold.

Water Services

Water Supply - ~~The existing Drinking water supplies are~~ is sourced from Inniscarra Dam and there is ~~sufficient~~ capacity for this development to be supplied using the existing network of pipes along the main distributor road. ~~The Water Services Investment Programme has made provision for an additional~~ A storage reservoir **is proposed at Ballynora to serve the town as whole.** ~~which will need to be constructed during the implementation of the project.~~

Wastewater Treatment and Disposal - ~~The servicing of the site will depend on detailed designs but in principle, the land topography of the Maglin site falls to the south eastern corner of the site and it is proposed that most of the outfall on site collector sewers can be will flow by gravity through the spine road system to a pump station in this area. A rising main will then connect to exiting Irish water infrastructure. It will then need to be pumped to the waste water works.~~

The ~~capacity of waste water treatment plant in Ballincollig will require upgrading during bthe lifetime of the development.~~ is not available to accommodate all of the zoned land in Ballincollig. Available capacity will be assessed at the time of carrying out development on each parcel of zoned land. The proposed upgrade to the WWT Plant has been included in the Water Services Investment Programme however this is dependent on finance becoming available.

Paragraphs 3.3.116 -3.3.120 Delete as follows,

Phase 2

This phase of the development covers an area of approximately 132 ha of which approximately 70ha is considered to be suitable for residential development. This and will provide up to 1,770 residential units which will consist of a mix of Medium A and Medium B density residential development. Phase 2 lands are located to the south of Killumney Road and west of Maglin Road up to the junction with the N22. The lands covers a significant portion of the entire site and prior to the development of Phase 2 there will be a requirement for a transport assessment to identify road and transport infrastructure and required timing for delivery. Phase 2 will also require the provision of a large park in addition to the Ballincollig Protection Zone and the reservation of land for a 16 classroom primary school and a secondary school site.

Phase 2 of the development consists of existing built up areas consisting mainly of residential development along the Maglin Road. At this stage, it is thought that the capacity of the Maglin Road will be insufficient to cater for the increased traffic generated by the proposed development. It is therefore proposed that a by-pass of the Maglin Road be completed on the eastern side of the existing road.

Potential exist for a neighbourhood centre to be constructed at the junction of the Maglin and Link Roads. The following table sets out the infrastructure and service requirements for Phase 2, set within the overall carrying capacity of the lands:

Phasing of Development	Strategic Infrastructure and Service Requirements*
Prior to Granting of Planning Permission for Phase 2	<ul style="list-style-type: none"> Phase 2 Transport Assessment required to identify road and transport infrastructure and required timing for delivery
➤ 1,770 * Dwelling Units	<p><u>Open Space</u></p> <ul style="list-style-type: none"> Completion of Phase 2 area of Linear Park and Castle Protection zone <p><u>Water Services</u></p> <ul style="list-style-type: none"> Provision of capacity for waste water treatment and collection Implementation of SUDs Study Recommendations <p><u>Transport</u></p> <ul style="list-style-type: none"> Killumney Road Upgrade Phase 1 and 2. Construction of Link Road West Construction of Link Road /Killumney Road junction roundabout Implementation of Ballincollig Cycling and Walking Network <p><u>Education</u></p> <ul style="list-style-type: none"> Provision of a sites for a Primary and Secondary School

Implementation and Funding

The development of this site should proceed in accordance with the phasing as set out in this section. An implementation programme will therefore be applied to each phase of the development which will ensure that the development of the site will proceed in an orderly and timely manner with the appropriate infrastructure in place at the right time to allow each phase to be developed.

Funding and Contribution Scheme

The provision of the necessary infrastructure on this site involves the complex co-ordination of investment programmes by a number of infrastructure agencies involving land in a number of different ownerships.

To overcome these difficulties the County Council is proposing to co-ordinate development and

infrastructure provision between the various agencies and landowners through the use of agreements under Section 47 of the Planning and Development Acts as described in Section 1.

Intending developers are advised to enter discussions with the County Council at an early stage so that proposals for the funding and delivery of infrastructure to support the proposed development can be agreed at the outset.

Specific Objectives - Residential -amend text as shown:

Local Area Plan Objective		
Specific Development Objectives for Ballincollig		
* Flood Risk Obj. IN-01 of Section 1 applies	^ TIA and RSA Required.	
Objective No.	Residential	Approx. Area (Ha)
BG-R-01	Medium A density residential development. Access is to be provided from the R-618. There will also be a requirement to provide a public footpath along the public road. Noise attenuation measures should be provided along the southern boundary with the N22.	11.8
BG-R-02	Medium A density residential development including a detailed landscaping proposal.	4.6
BG-R-03	Medium A Density Residential Development.	3.66
BG-R-04	Medium A density residential development on a phased basis. Access to this site shall be directly onto the Killumney Road. Within the proposed zoning, provision shall be made for a road (to distributor road standards) as part of a possible link road from the Killumney Road to Maglin Road. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.1 and 3.2 Noise attenuation measures should be provided along the boundary with the N22.	17.2 18.9
BG R-04	Medium A density residential development. As part of the Cork Northern Ring Road Scheme (Western Section) there will be a requirement for a buffer zone to accommodate road widening at this location. Development on this site requires provision to be made for the delivery of the infrastructure described in tables XXX and YYY Noise attenuation measures should be provided along the s boundary with the N22.	3.2
BG-R-05	Medium A density residential development. As part of the Cork Northern Ring Road Scheme (Western Section) there will be a requirement for a buffer zone to accommodate road widening at this location. Noise attenuation measures should be provided along the boundary with the N22.	5.8 3.2
BG-R-06	Medium A Density Residential Development As part of the Cork Northern Ring Road Scheme (Western Section) there will be a requirement for a buffer zone to accommodate road widening at this location. Noise attenuation measures should be provided along the boundary with the N22	5.8
BG-R-07	Medium A Density Residential Development.	0.46
BG-R-08	Medium A Density Residential Development.	10.8 12.25
BG-R-09	Medium A Density Residential Development. Development on this site requires provision to be made for the delivery of	12.2 26.2

		the infrastructure described in tables 3.1 and 3.2	
	BG-R-10	Medium A Density Residential Development. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.1 and 3.2	26.2 24.95
	BG-R-11	Medium A Density Residential Development. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.1 and 3.2	25.6 13.62
	BG-R-12	Medium A Density Residential Development. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.1 and 3.2	13.6 12.8
	BG-R-13	Medium A Density Residential Development. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.1 and 3.2	12.8 19.8
	BG-R-14	Medium A Density Residential Development. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.1 and 3.2	19.8 10.9
	BG-R-15	Medium A Density Residential Development. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.1 and 3.2	10.9 13.8
	BG-R-16	Medium A Density Residential Development.	0.6

Section 4 Strategic Land Reserve/Active Land Management

Strategic Land Reserve

Amendment no. BC.01.02.01.

Delete text paragraph 1.5.31 – 1.5.44 and insert following text:

Text Change Only (with embedded map).

Active Land Management

In response to an identified deficit in the supply of housing units and arising from ongoing research and analysis in the period since the adoption of the CDP 2014 (including with the Planning & Development SPC, public consultations associated with the this LAP process and stakeholder engagement), Cork County Council has given further consideration to the most appropriate process of identifying the additional quantum of housing land supply required to drive growth in the Cork Region.

Section 2 (Planning & Economic Recovery) of the Planning Policy Statement 2015 (DECLG) identifies active land management by Planning Authorities as critical in the implementation phase of development plans:

Preparation of development plans is only an initial step. Plan implementation is key and the actions in Construction 2020 will be progressed to enable planning authorities to more dynamically lead and manage the development process in their areas, ensuring that land zoned for development actually comes into use as anticipated in development plans and in tandem with supporting infrastructure.

The enhanced role of planning authorities in managing the development and use of land in their areas will compliment their expanded role in economic development set out in Putting People First, providing the tools for local authorities to strongly support local economic development which facilitates overall national economic recovery.

Active land management is multi-faceted and may be said to include managing the delivery of zoned lands to ensure those lands come into active use; ensuring that social, environmental and economic considerations are appropriately integrated into land identification and delivery; and, ensuring an adequate volume of appropriate lands are identified to ensure the availability of an appropriate supply of serviced/serviceable zoned lands to serve existing and future housing demand.

In this context Cork County Council proposes to initiate a process of Active Land Management to include for the ongoing monitoring and evaluation of the following:

- Actual and projected housing demand in the Cork Region, including household sizes and required household types, appropriate density, vibrancy of the employment market and employment delivery targets
- The planning consent process (planning permissions granted/refused for multiple house schemes), commencement notifications, housing completion rates
- The roll-out and delivery of essential infrastructure by state agencies, including opportunities to leverage maximum returns from investment by the state
- Opportunities to promote modal shift and sustainable transport patterns where appropriate, including along existing, planned and potential future transport corridors
- Opportunities to maximise use of existing hard and soft infrastructure, including supporting the vitality and viability of Metropolitan Cork, towns, villages and settlements throughout Cork

It is intended the process of Active Land Management will help ensure the strategic planning policy process is well-positioned to respond in a dynamic manner to the changing nature of the housing market, and in-so-doing help ensure the right type of housing units are being provided at the most appropriate locations, in a timely manner.

A central component of this approach will be the process of seeking to ensure that when statutory land use plans identify lands that are most suitable for the delivery of the required housing units, housing units are delivered on the lands within the lifetime of the Plan or as soon as may be reasonably expected.

During the lifetime of this Plan, and in addition to the provisions of the Urban Regeneration & Housing Act 2015, Cork County Council will:

- Monitor the degree to which serviced/serviceable zoned lands are delivering the required housing units such that during the next LAP making cycle, informed consideration may be given as to the likelihood of such lands contributing the number and type of units required and/or whether it is appropriate to continue to zone such lands for residential purposes.
- Provide dedicated resources (the Housing and Infrastructure Implementation Team) to collaborate with land owners, developers and state agencies to prepare and initiate implementation strategies for key strategic sites, including the designated Urban Expansion Areas and the Monard SDZ, on a prioritised basis.
- Monitor the delivery of housing units in Key Villages, Villages and Village Nuclei, having regard to the stated *Scale of Development* and *Normal Recommended Scale of any Individual Scheme* requirements set out in this Plan.

This process will be undertaken in each Municipal District to help distinguish between locations with the capacity, infrastructure and market demand to deliver housing units sustainably and other similarly designated locations in the MD that are not delivering the required supply of housing units. This process will help ensure the planning policy framework is sufficiently dynamic to respond positively in locations that can sustainably deliver the required units, while ensuring the overall Scale of Development (per Key Village, Village or Village Nuclei) is not exceeded at the MD Level.

- Advance the process of identifying a Strategic Land Reserve of approx 400ha in County Metropolitan Cork – a strategic initiative first introduced in the CDP 2014, and which has been the subject of ongoing consideration and analysis in the intervening period, including during the Pre-Draft Consultation process and Public Consultation Phase of the statutory LAP-making process.

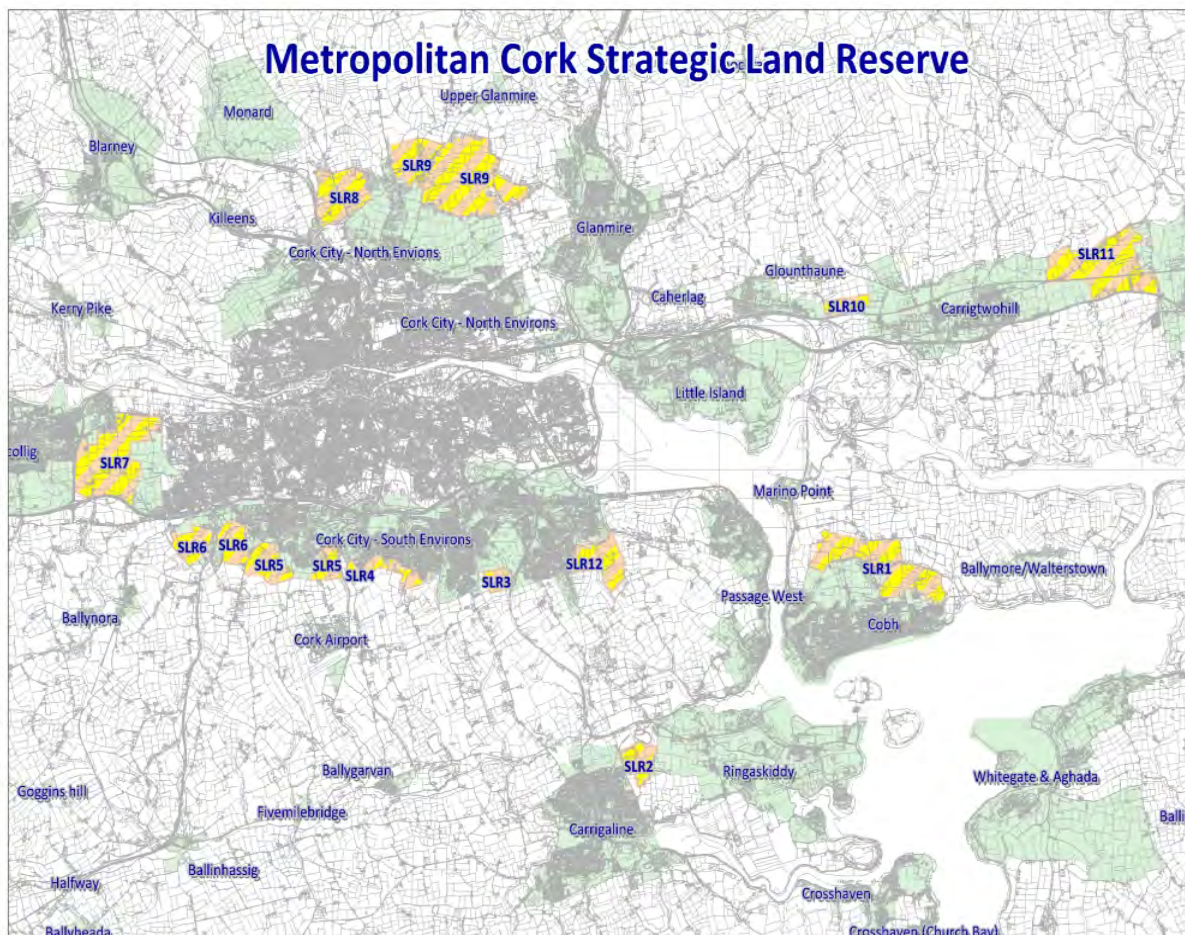
Strategic Land Reserve

Section 2.2.15 of the Cork County Development Plan 2014 provides a context for the evidence based analysis that points to the requirement to provide a Strategic Land Reserve in County Metropolitan Cork, including the fact Paragraph 4.2.11 of the SWRPGs gives support for provision of the following: “an additional allowance for headroom, to allow for choice, sequencing and other local factors. This headroom should be calculated in line with the Development Plan Guidelines 2007”.

When preparing the Draft Local Area Plan Cork County Council again identified the need for additional strategic land reserves (in the order of 300ha - 400ha), to take account of the requirements set out in the CDP 2014 but also in the context of anticipated economic and population growth in the State over the coming decades and which is likely to be concentrated at locations like Metropolitan Cork which are best positioned to drive increased economic activity.

A total of 17 SLR sites were considered - 12 identified in the Draft LAPs and an additional 5 no. proposed new sites during the consultation process (additional submissions requested some already identified SLR locations to be extended).

Table 1.3 List of possible sites for consideration as Strategic Land Reserve options		
Ref	Site Name	Gross Area (Ha)
SLR1	Cobh North Extension	185.0
SLR2	Carrigaline East	47.0
SLR3	Castletreasure	21.4
SLR4	Frankfield /Grange	44.9
SLR5	Togher/Doughcloyne	93.6
SLR6	Ardrostig	100.3
SLR7	Ballincollig East-Carrigrohane	223.9
SLR8	Kilbarry/Carhoo/Kilcully	105.1
SLR9	Ballyvolane-Whites Cross	336.2
SLR10	Carrigtwohill West Extension	32.4
SLR11	Carrigtwohill East	220.7
SLR 12	Oldcourt	78.7



The SLR sites have been subject to a High Level Appraisal based on the following:

1. **Sequential Approach:** Selecting sites based on the principle that potential green-belt development should, where deemed appropriate, be located in the immediate environs of Cork City in the first instance.

2. **Infrastructural Investment:** Where sites offer opportunities to leverage maximum returns from infrastructural development but which would not prejudice the delivery of, or necessitate upfront investment which may be considered, regional or national in scale

3. **Multi-modal Transport Opportunities:** Located so as to offer potential multi-modal opportunities for accessing local trip generating services, existing/proposed public transport services and strategic employment areas

The High Level Appraisal has resulted in the emergence of 6 no. SLR sites at this stage (SLR3 Castletreasure, SLR4 Frankfield/Grange, SLR5 Togher/Doughcloyne, SLR6 Ardrostig, SLR7 Ballincollig East-Carrigrohane, SLR12 Oldcourt) as potentially having greater capacity to deliver. However, as all sites have matters to be considered in detail, it is recognised that detailed assessment is required, including consultation with landowners and state agencies. On this basis it is proposed to retain all the original 12 no. SLR sites for further detailed assessment, before preparation of site appraisals and development briefs for consideration by Development Committee. The assessment will include Habitats Directive Assessment and Strategic Environmental Assessment so that full account is taken of environmental and ecological issues.

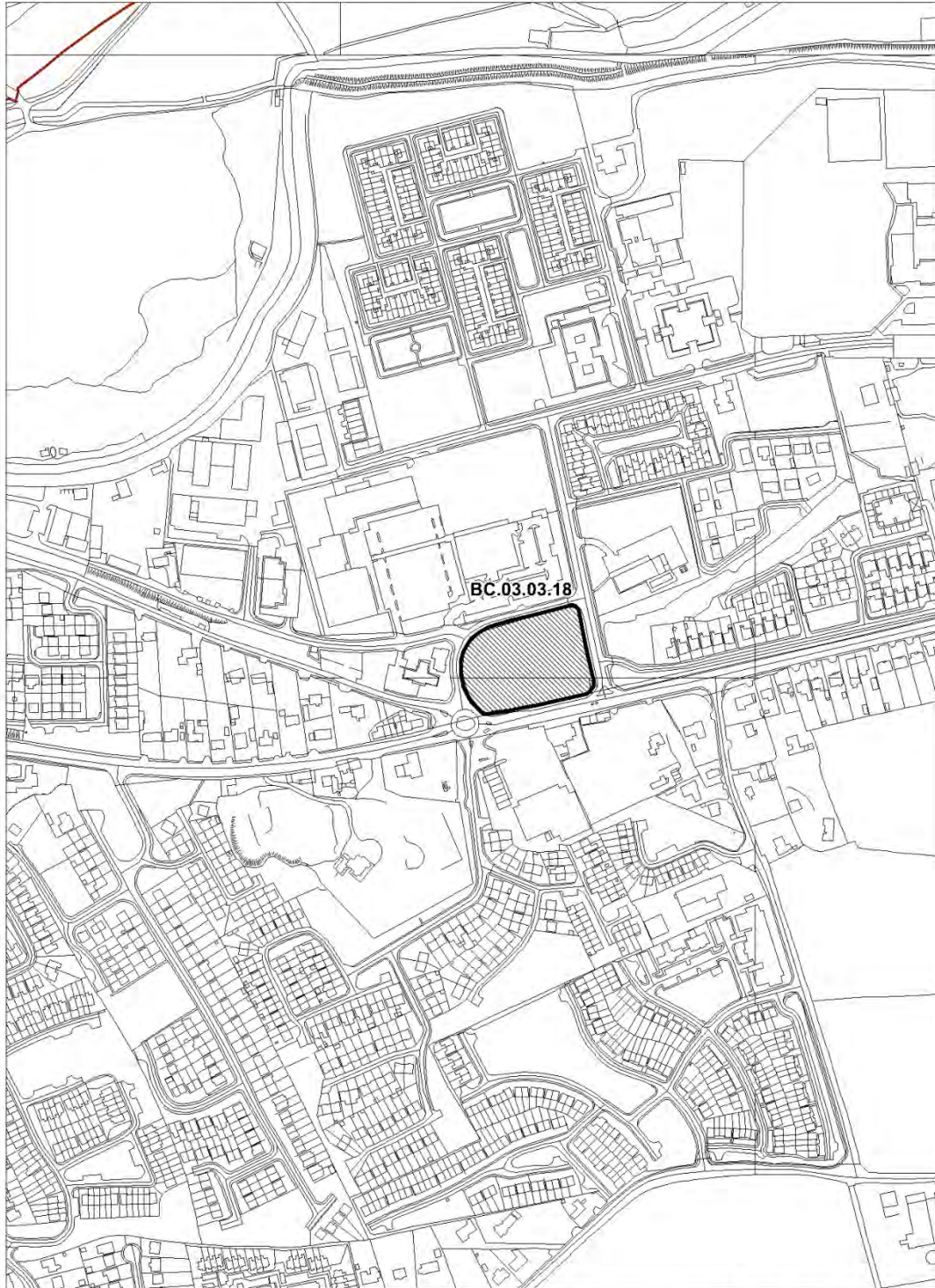
Section 5 Proposed Maps Changes

5.1.1. This Section sets out all the map amendments referenced in Section 2. The mapped amendments are laid out in the following order Introduction, Local Area Strategy, Main Towns, Key Villages, Village Nuclei and Other Locations where appropriate.

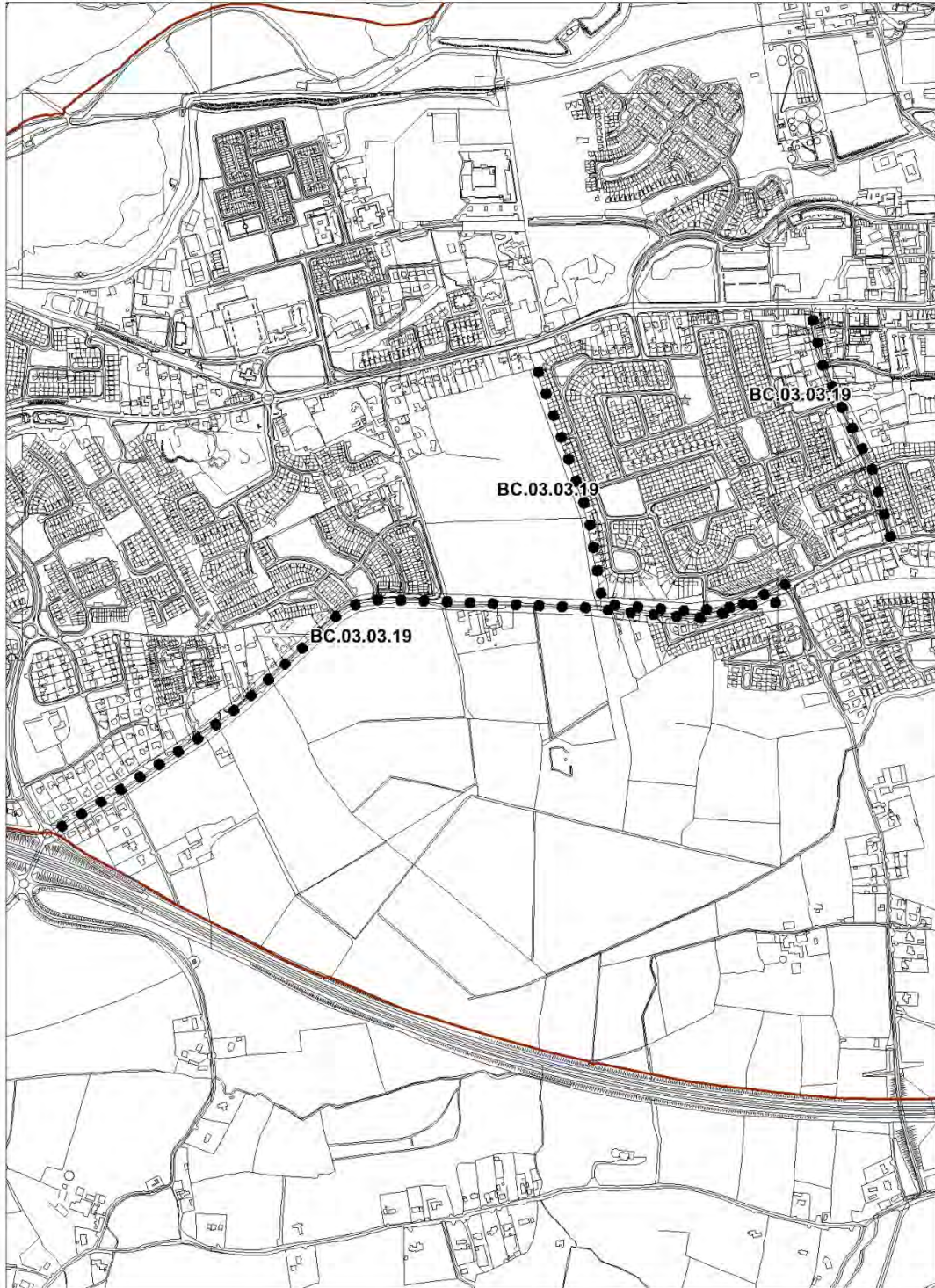
5.1.2. All the mapped amendments including zonings/boundary extensions and any proposed roads/walkways are also shown on the Map Browser. The aim of the Map Browser is to give the public access to large scale detailed local area plan policy map versions of all the small scale land use zoning maps contained in the Local Area Plan. This allows the public to be better informed about the proposed mapped amendment to the Draft Plan.



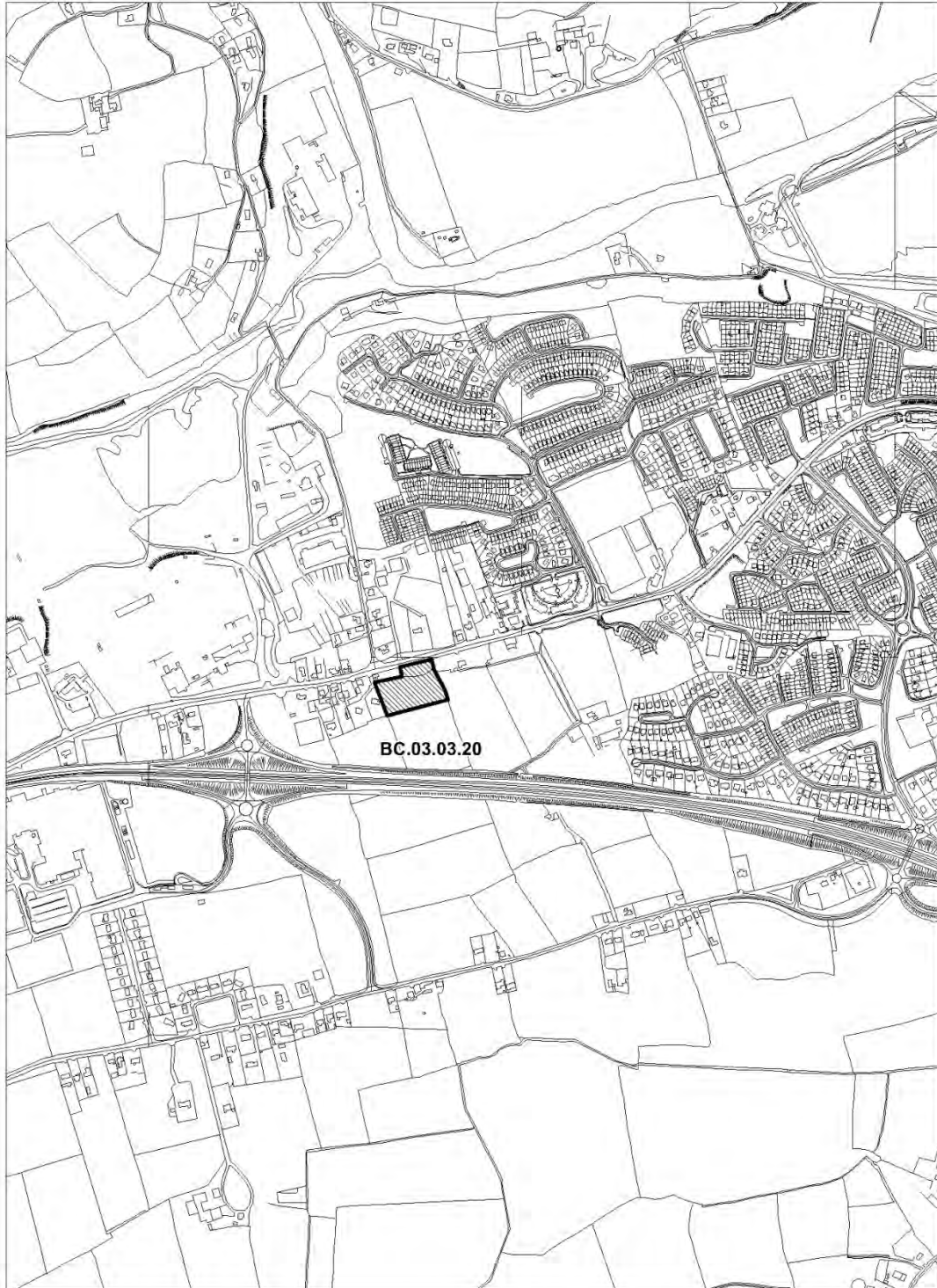
Amendment Ref:BC.03.03.11



Amendment Ref:BC.03.03.18



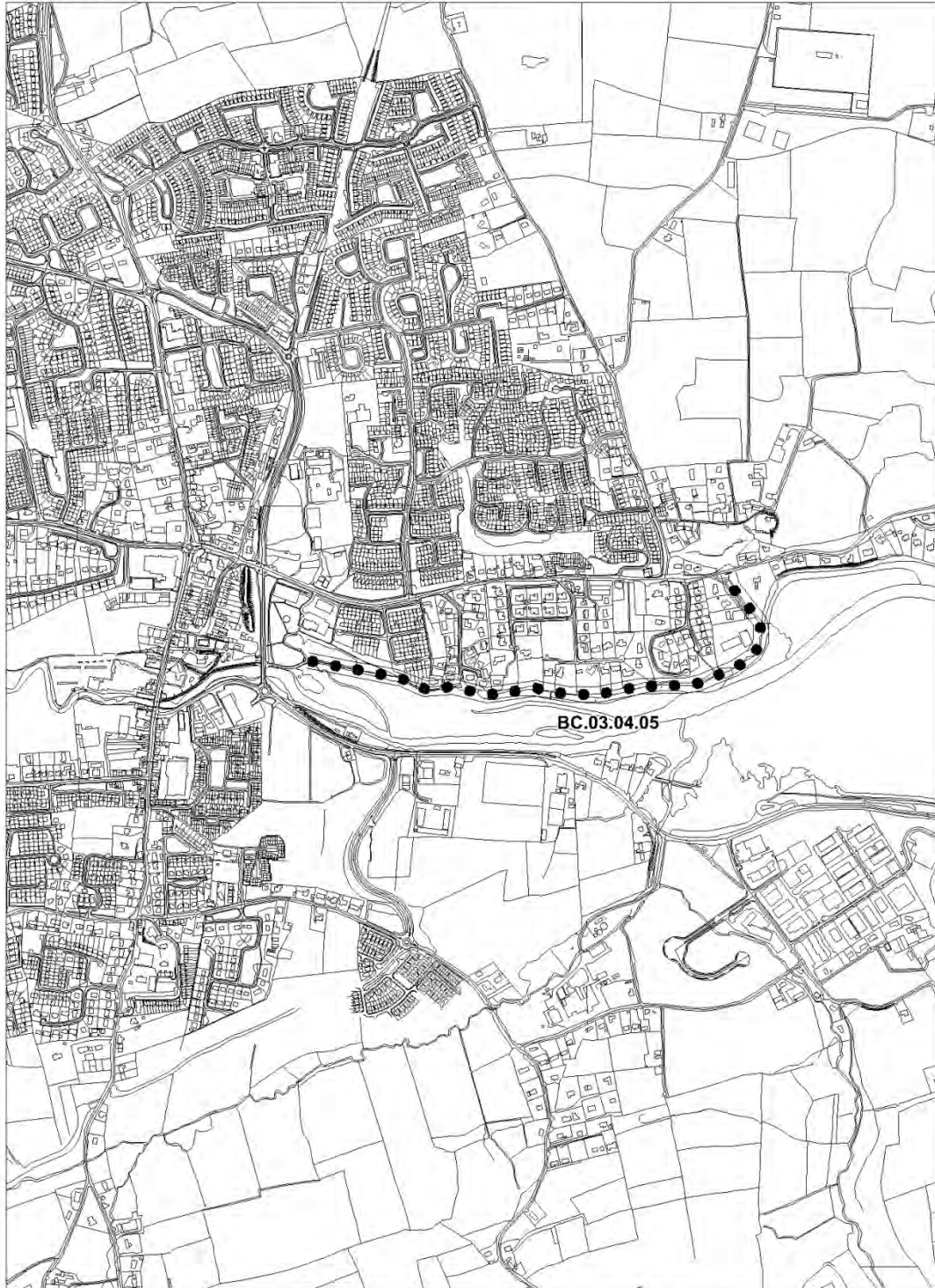
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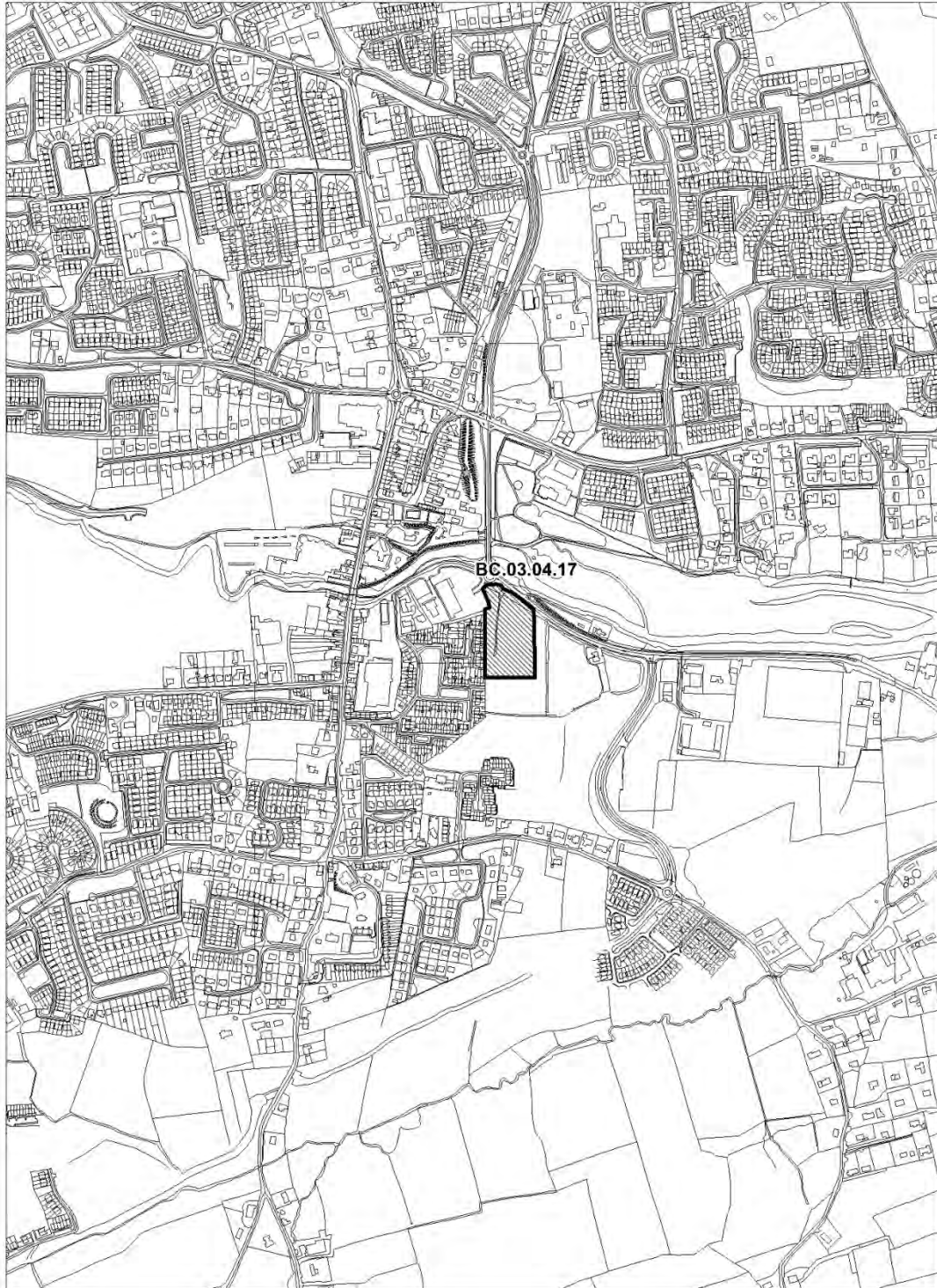
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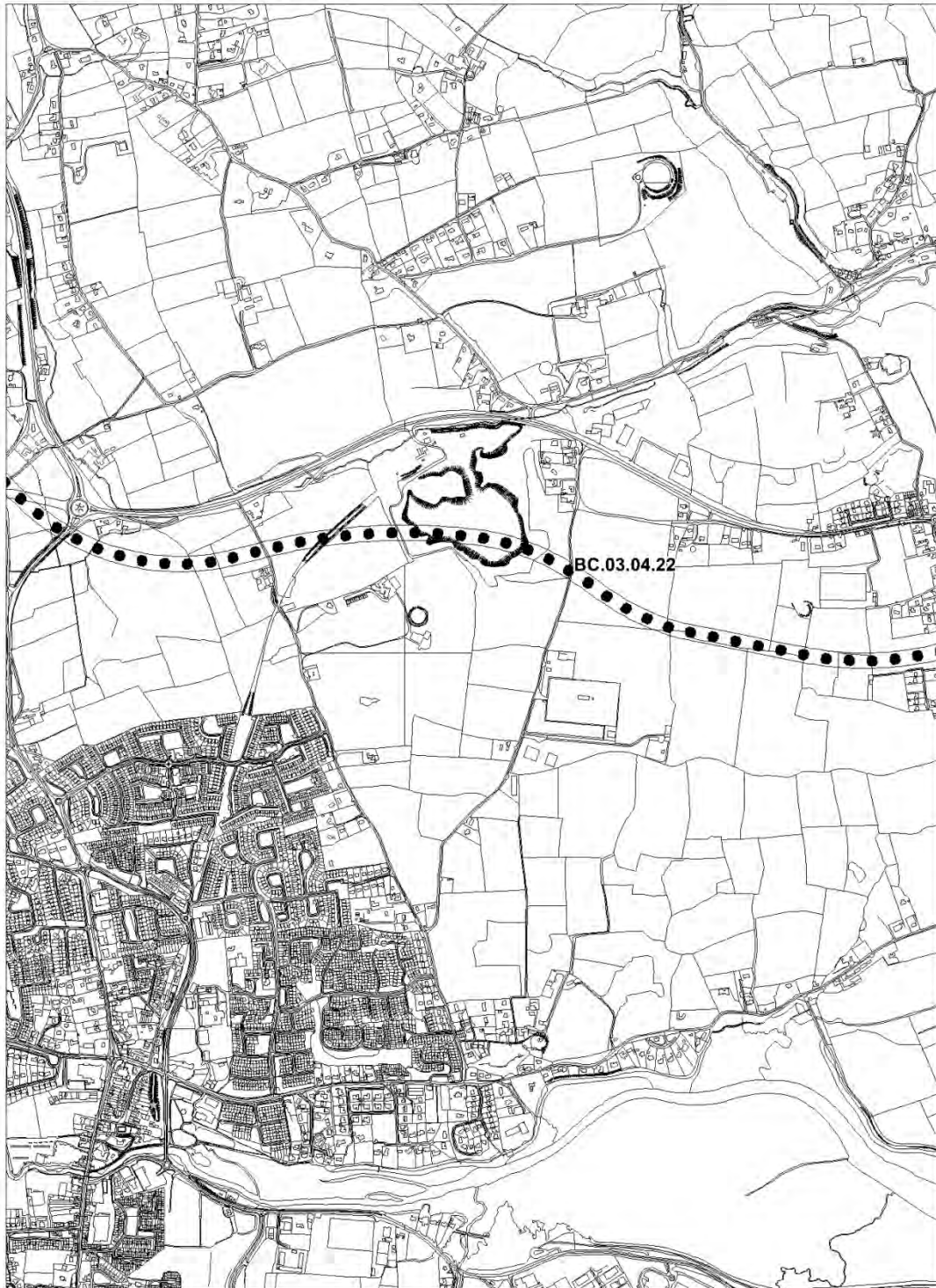
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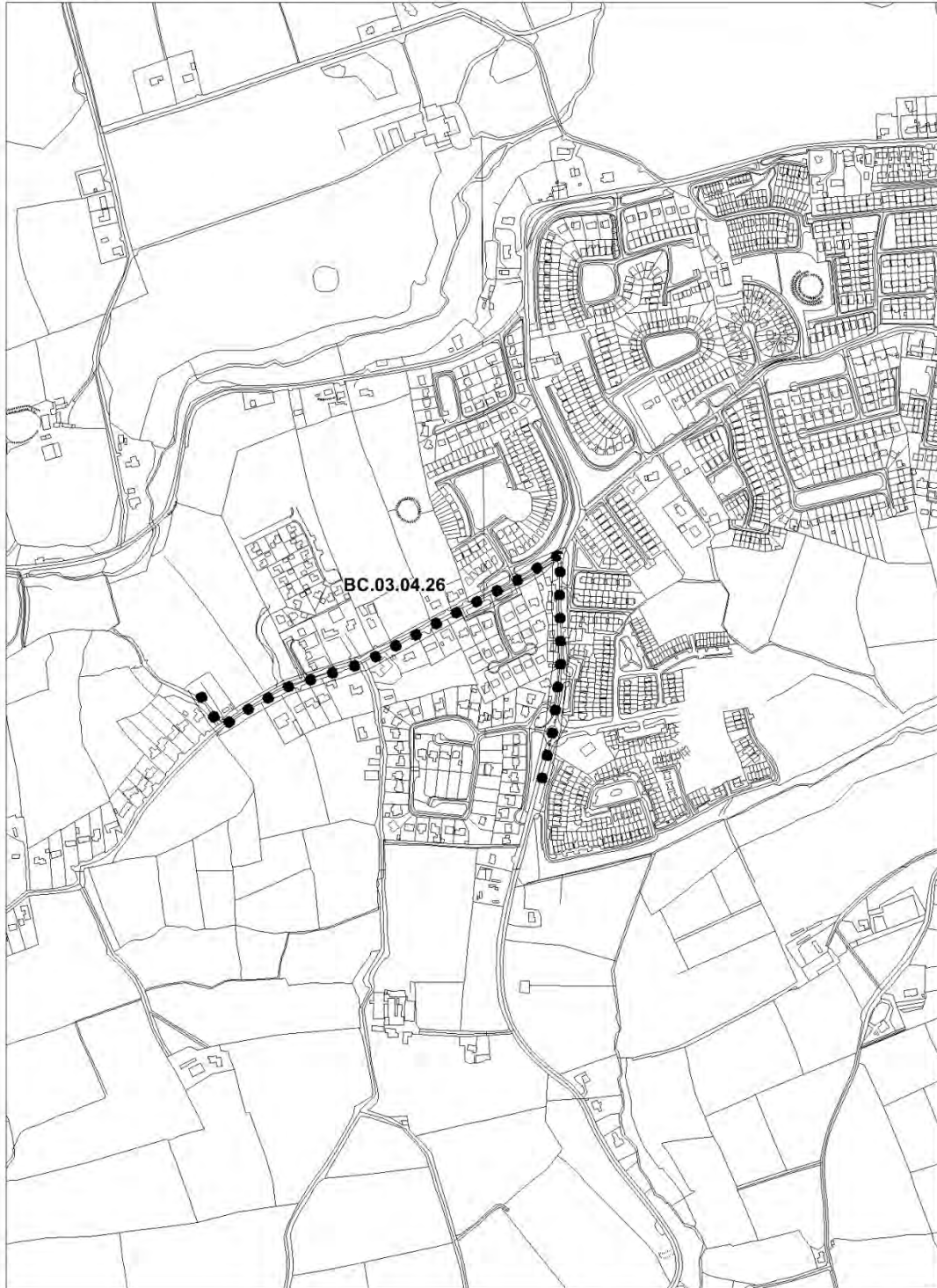
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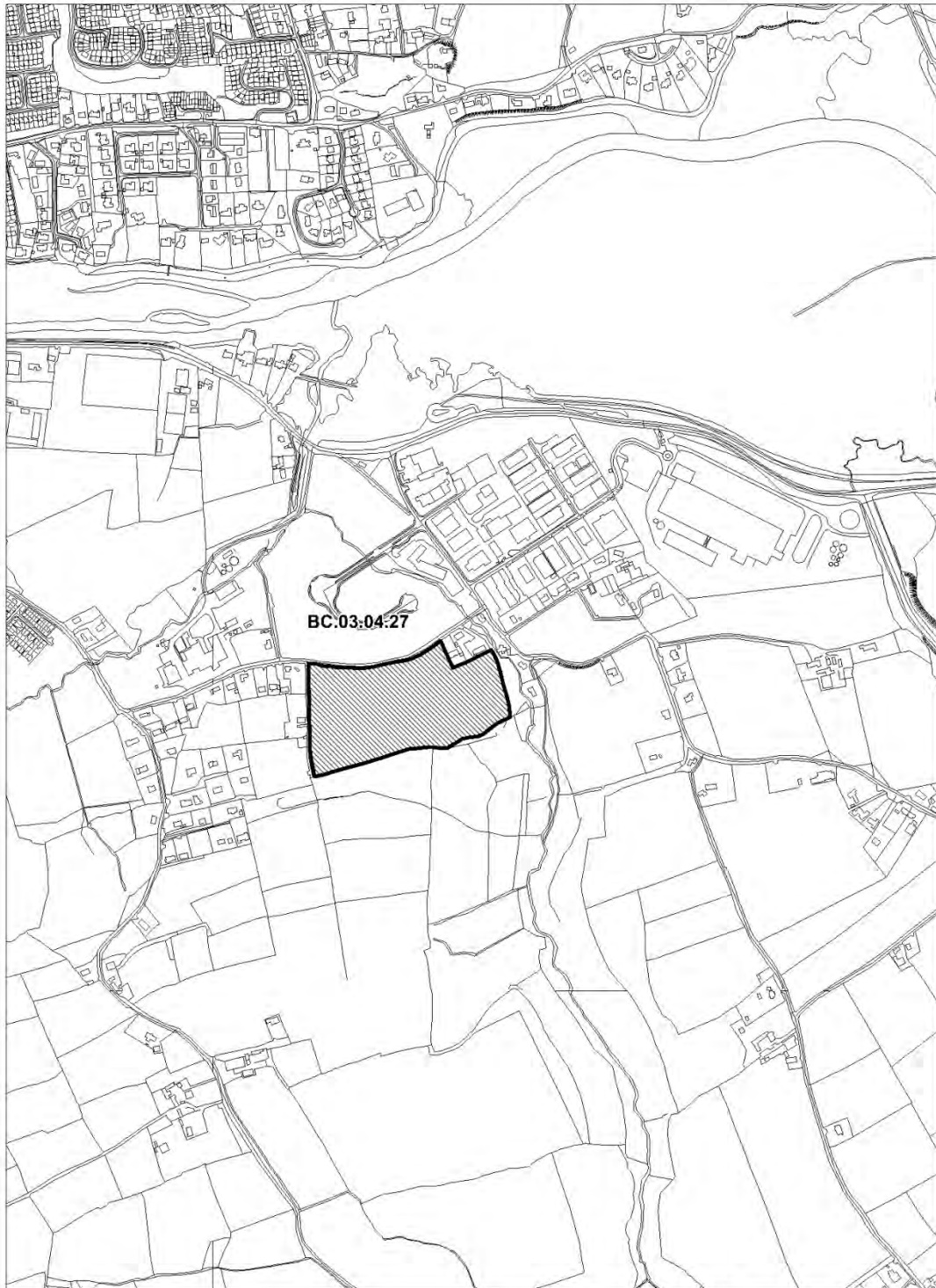
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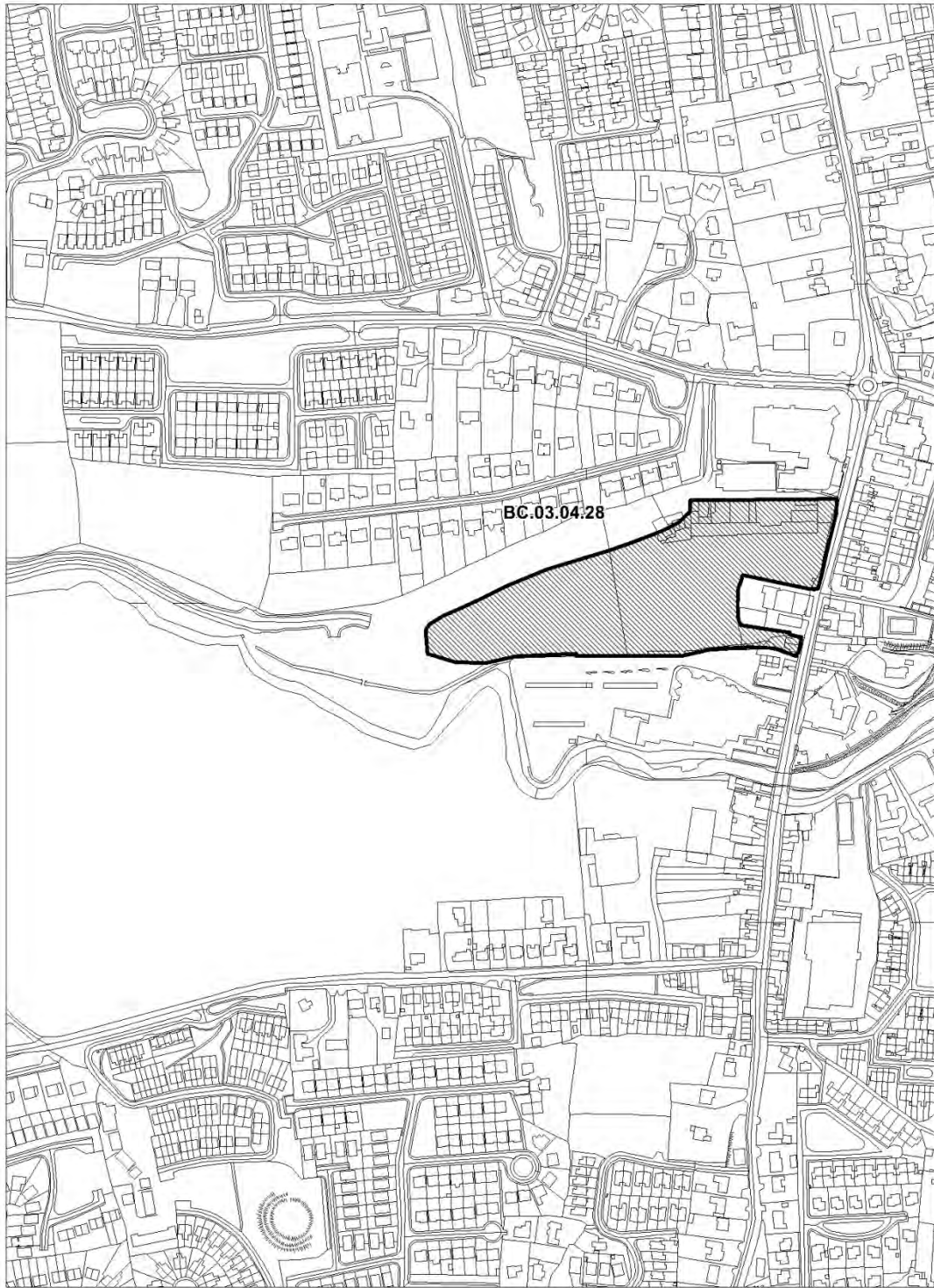
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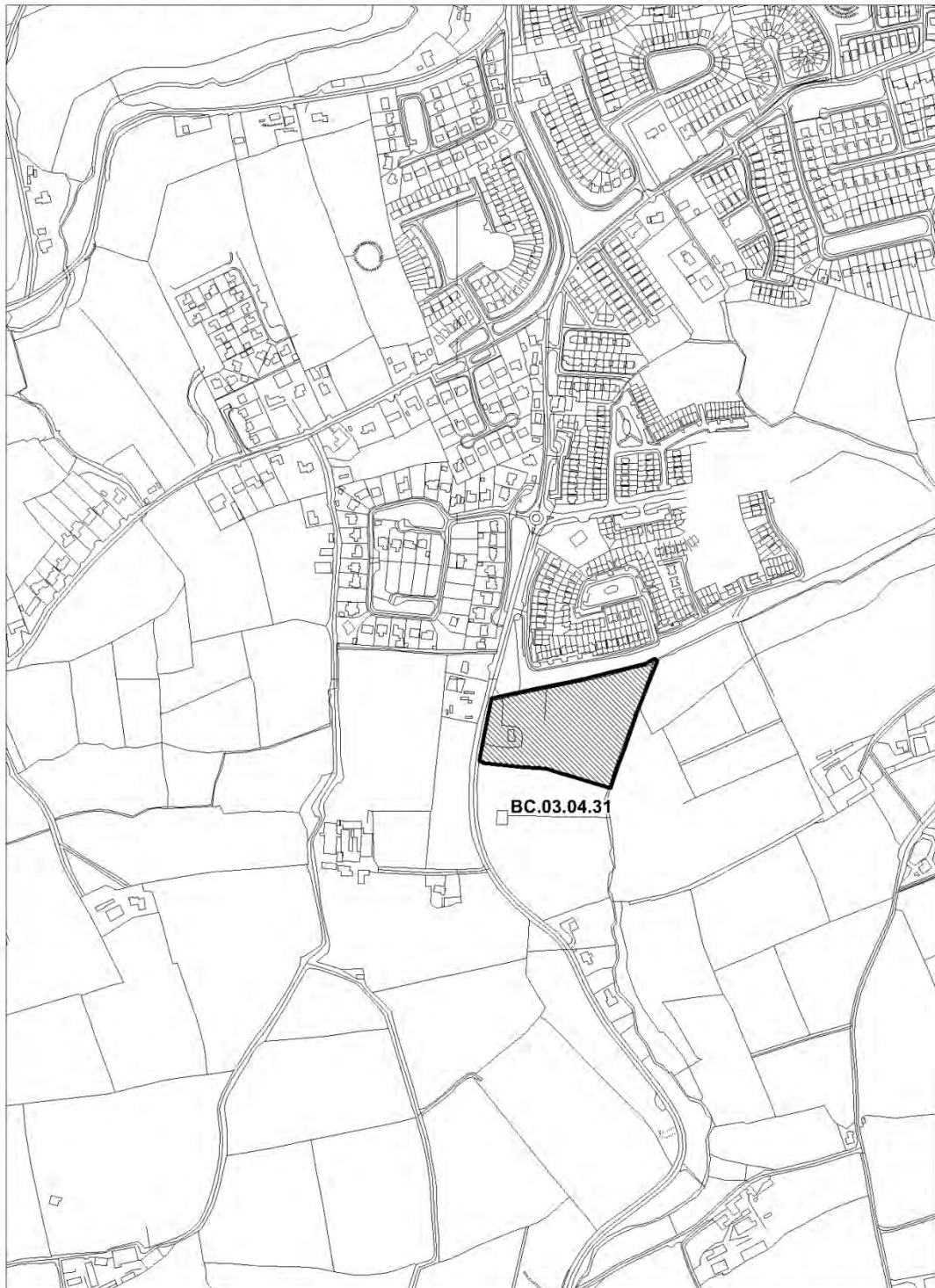
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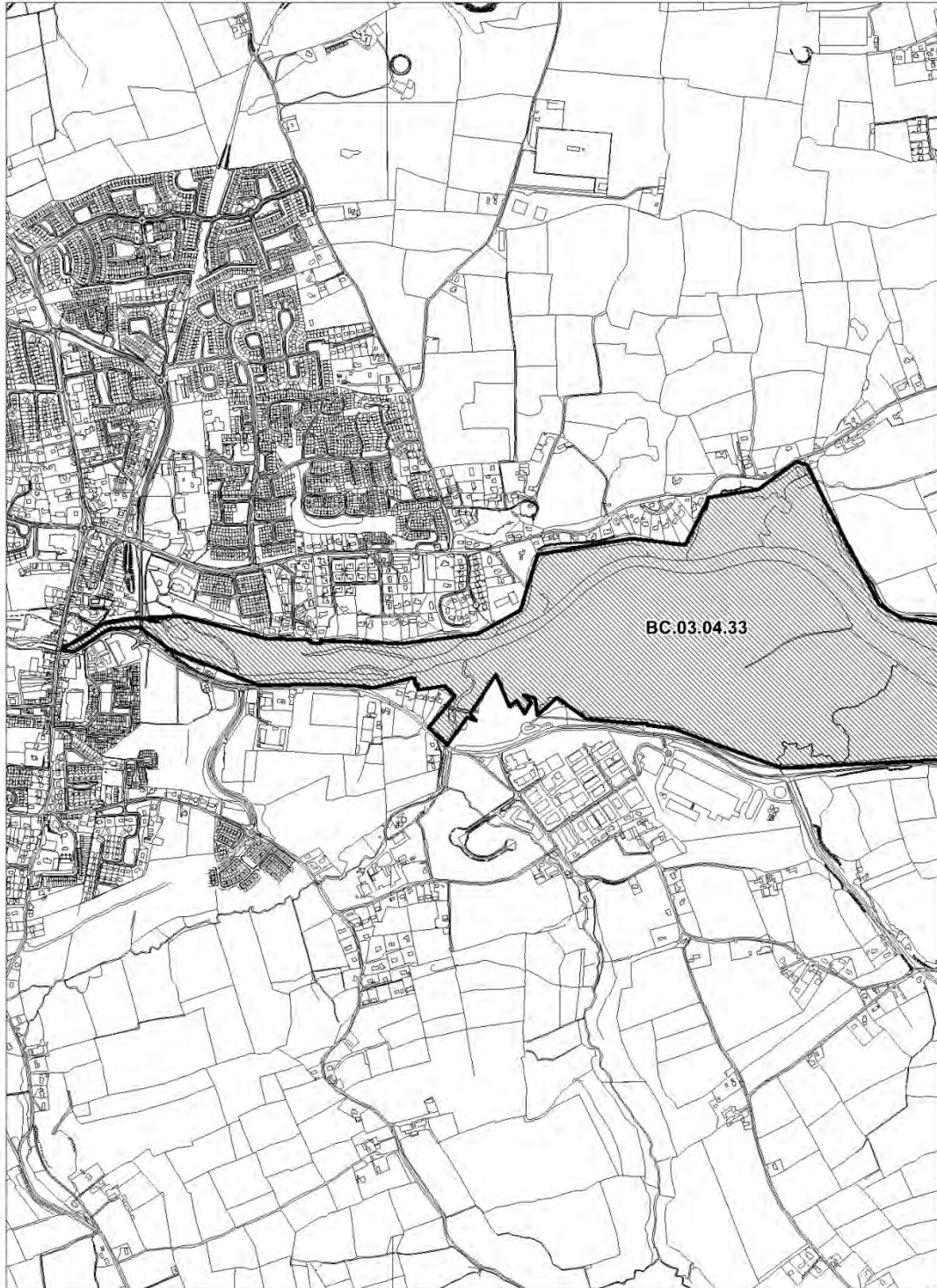
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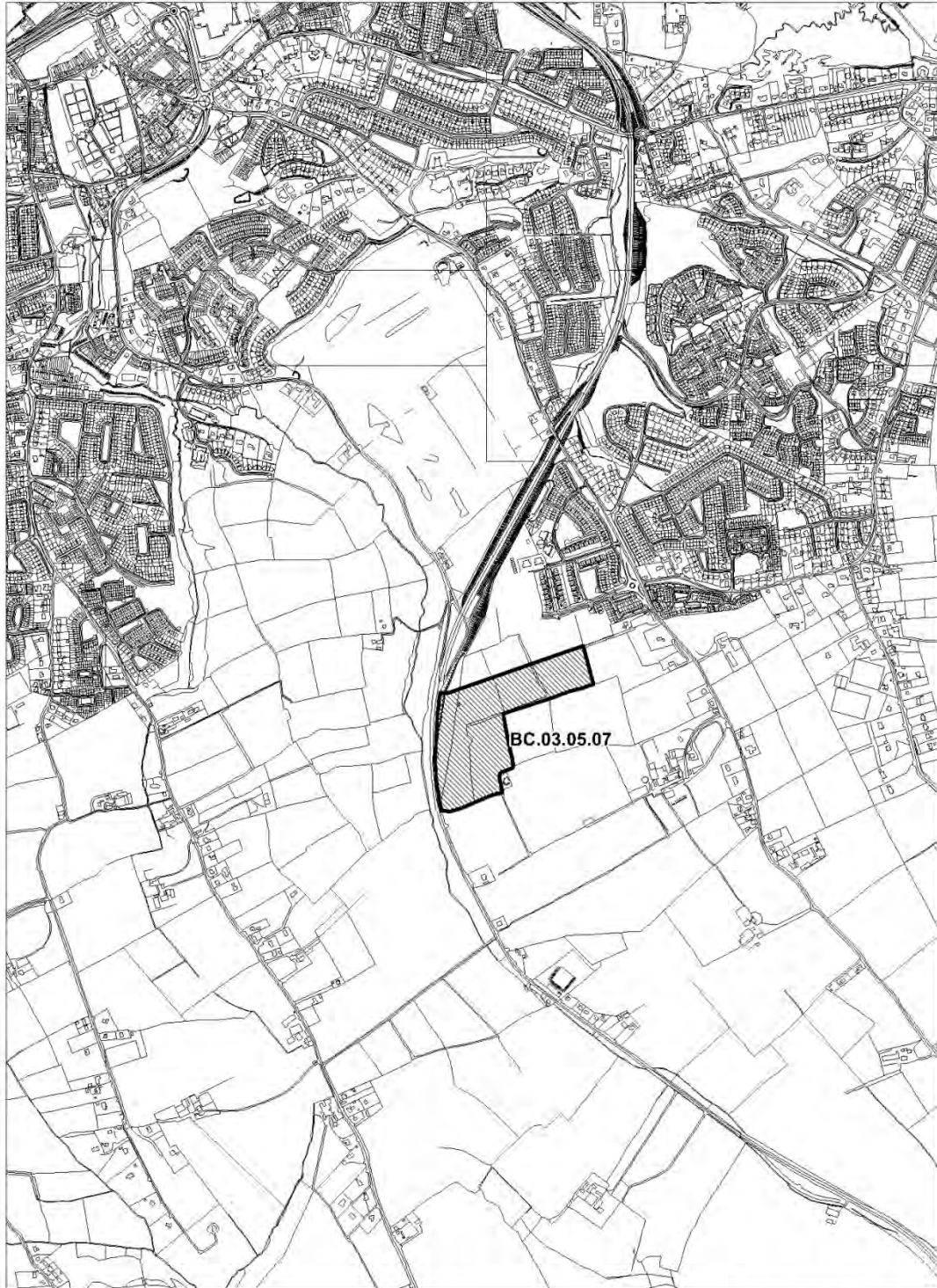
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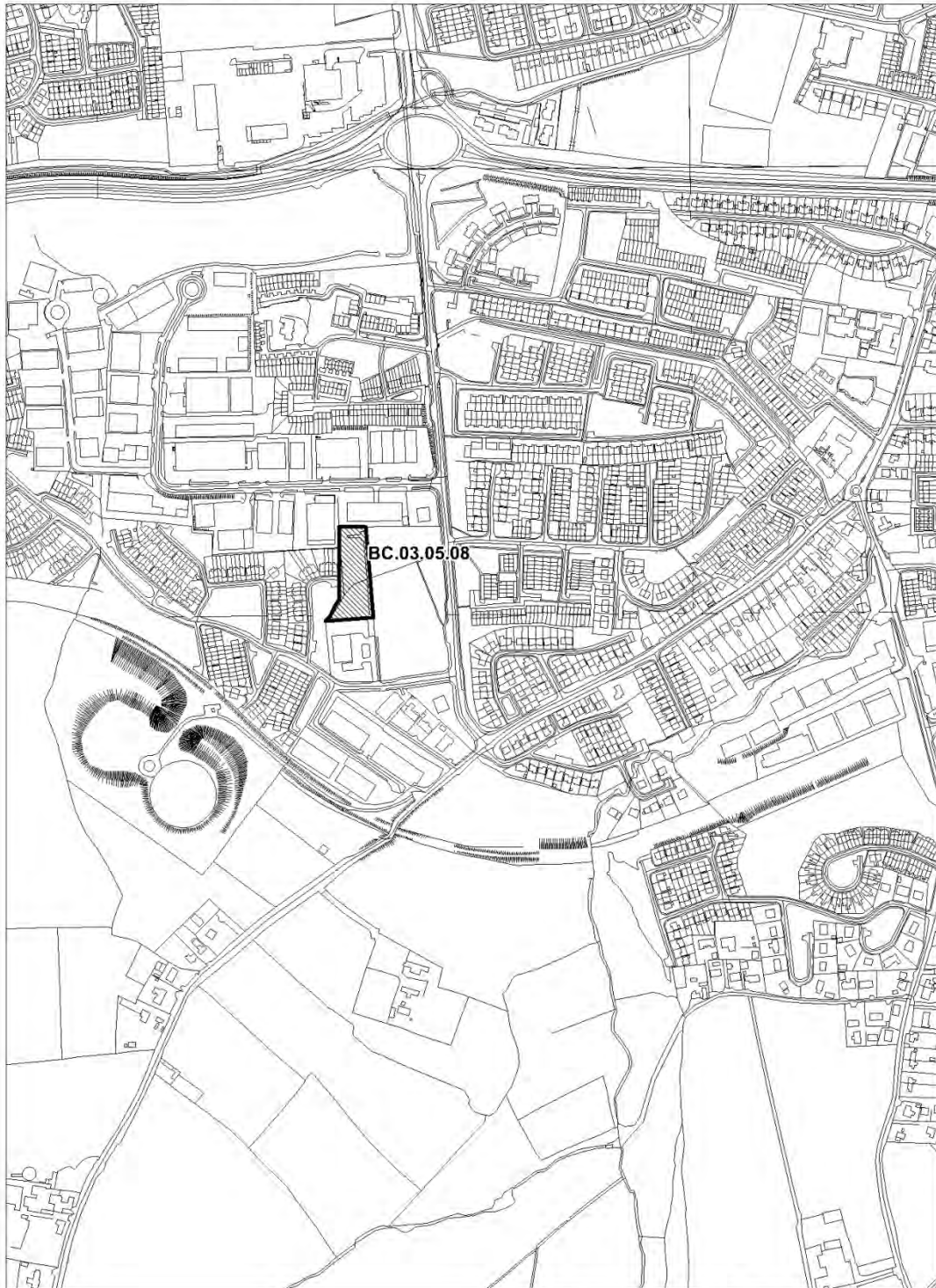
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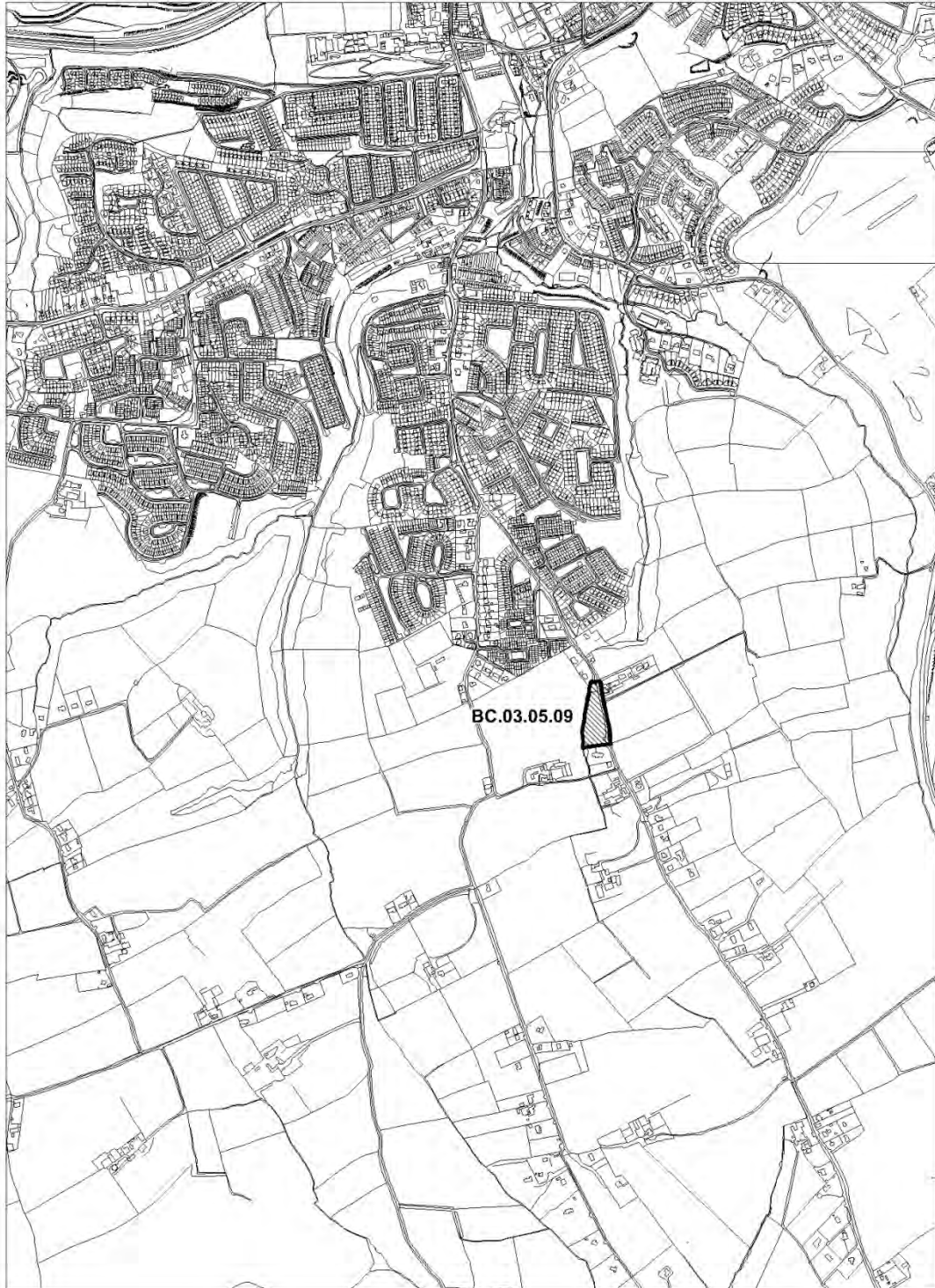
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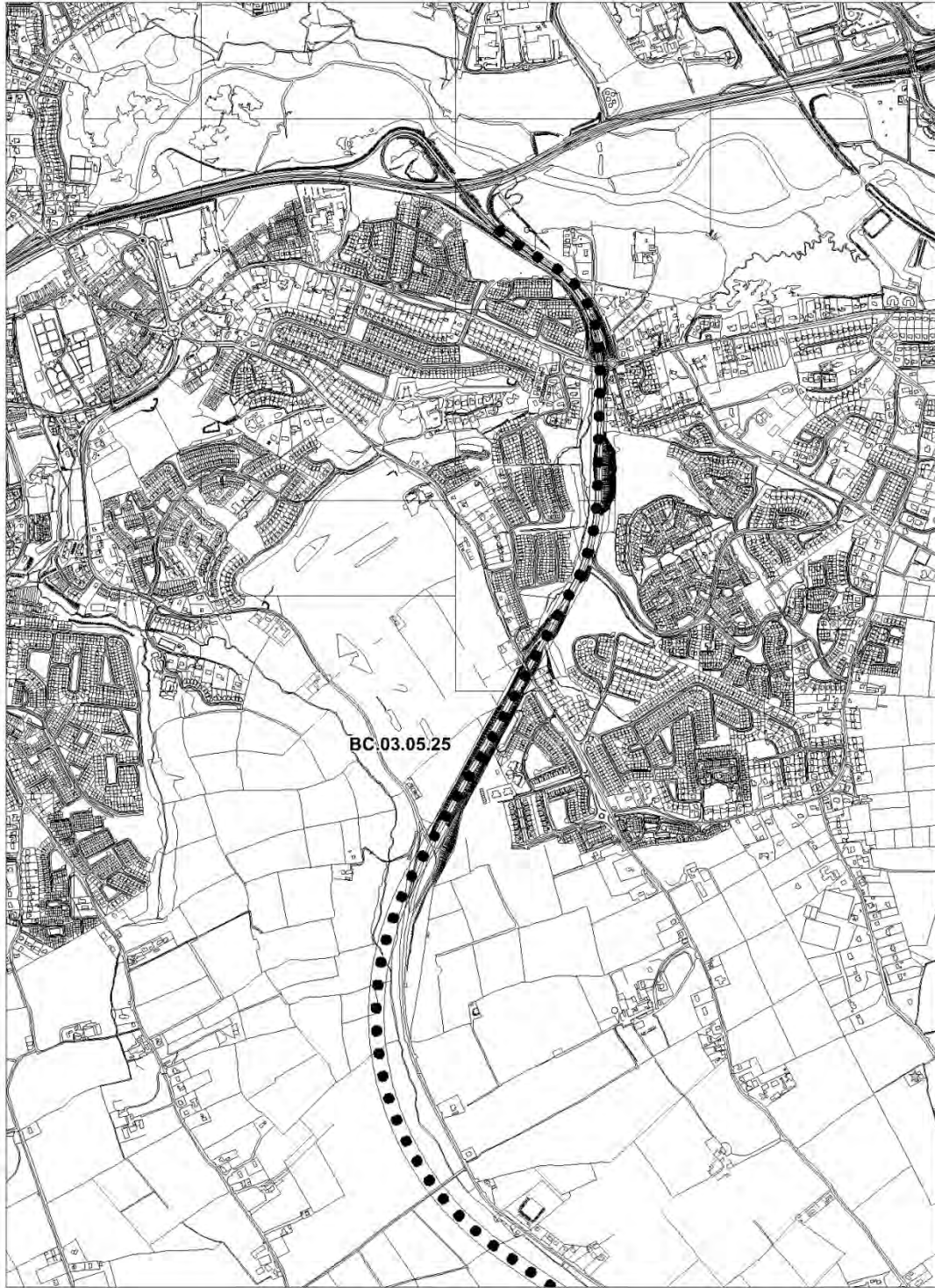
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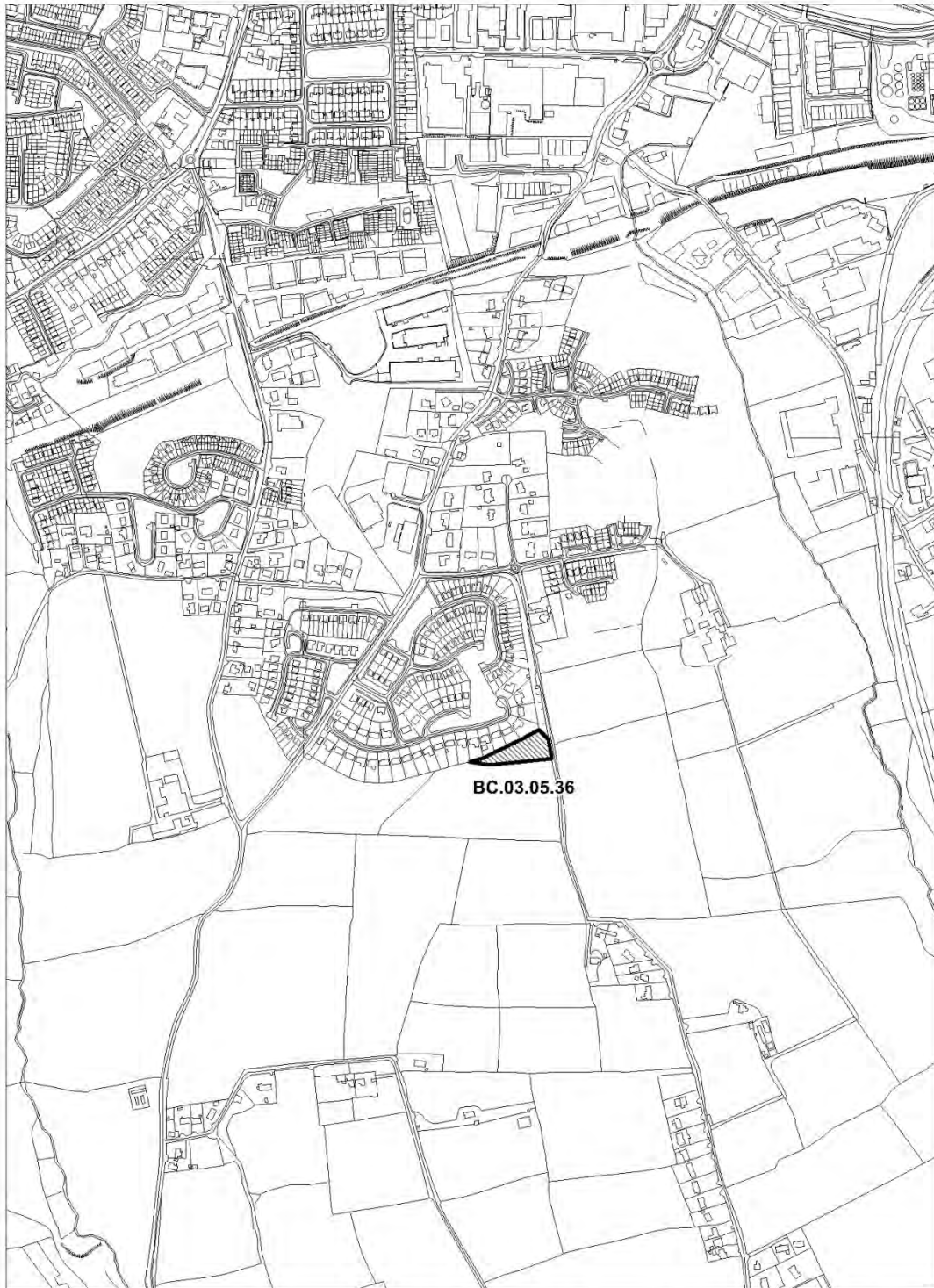
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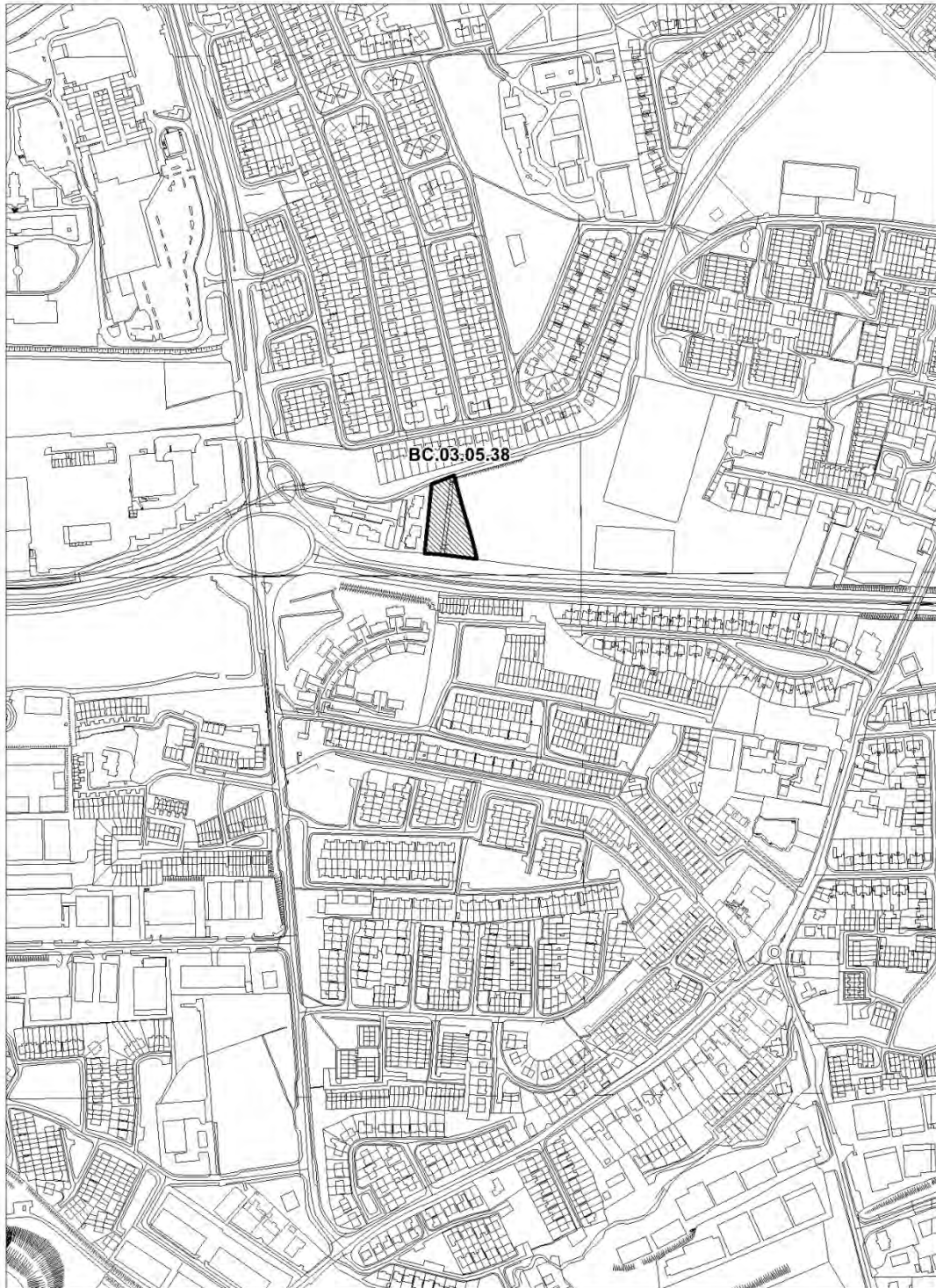
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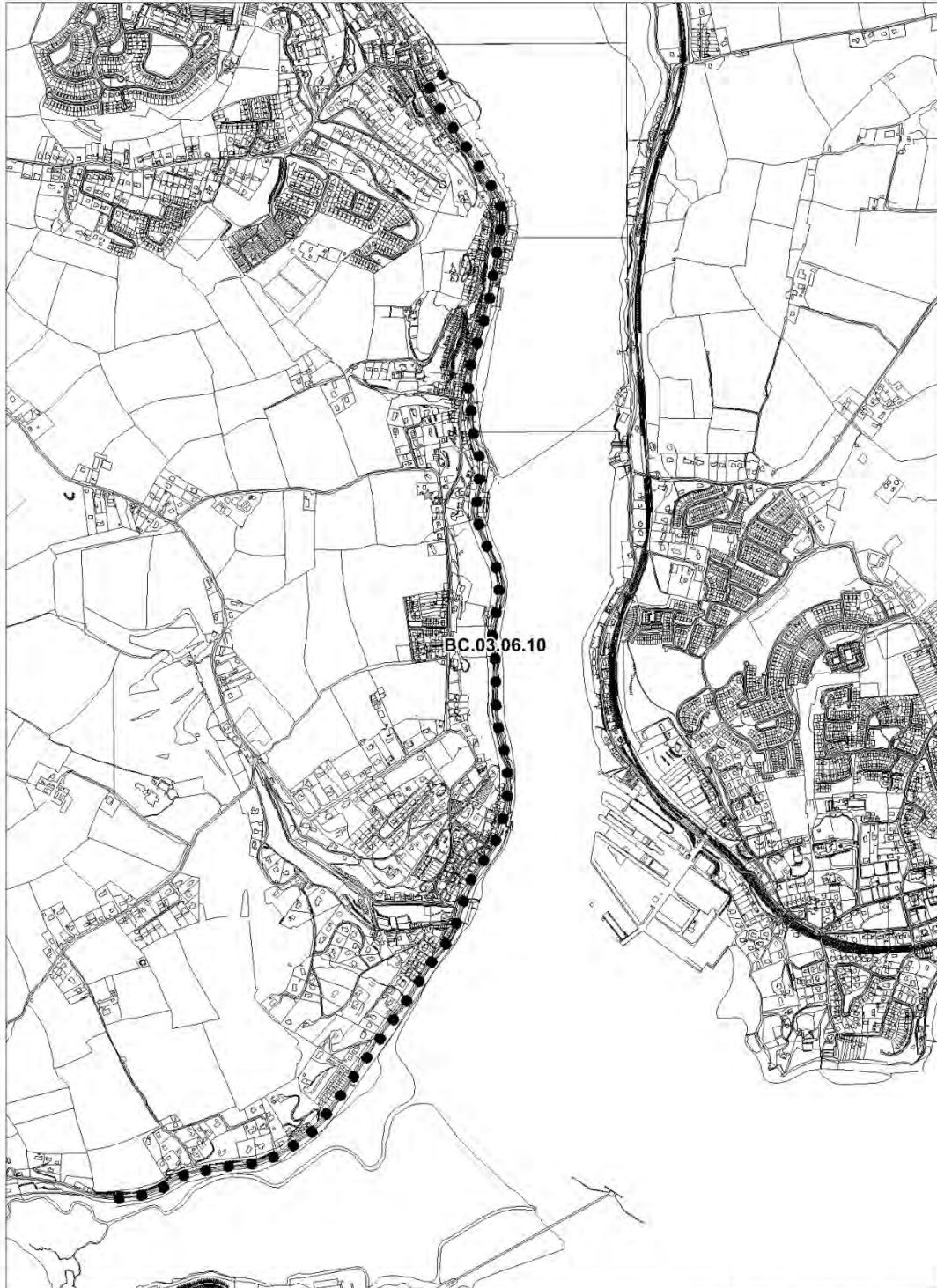
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Amendment Ref:BC.03.05.36



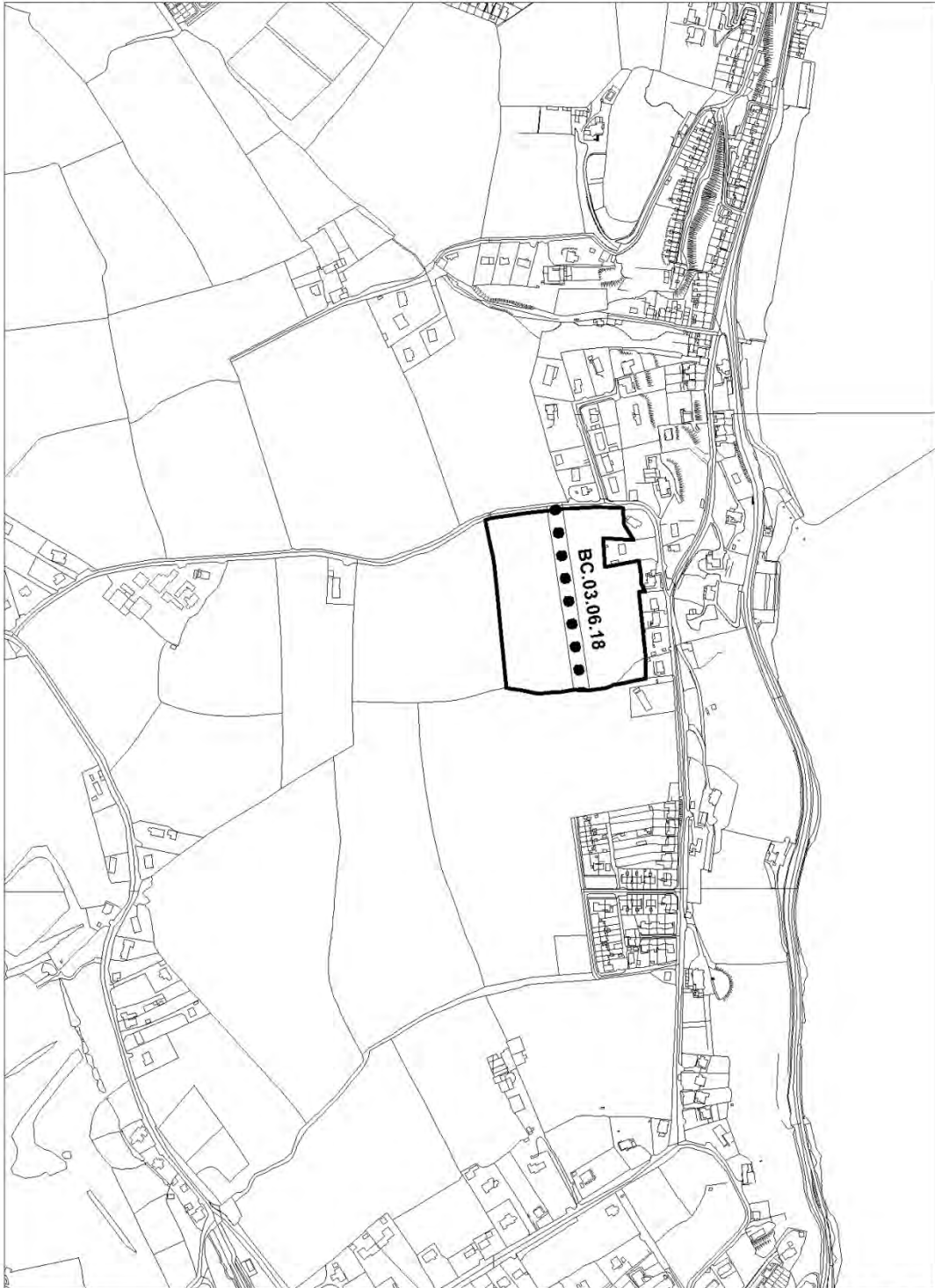
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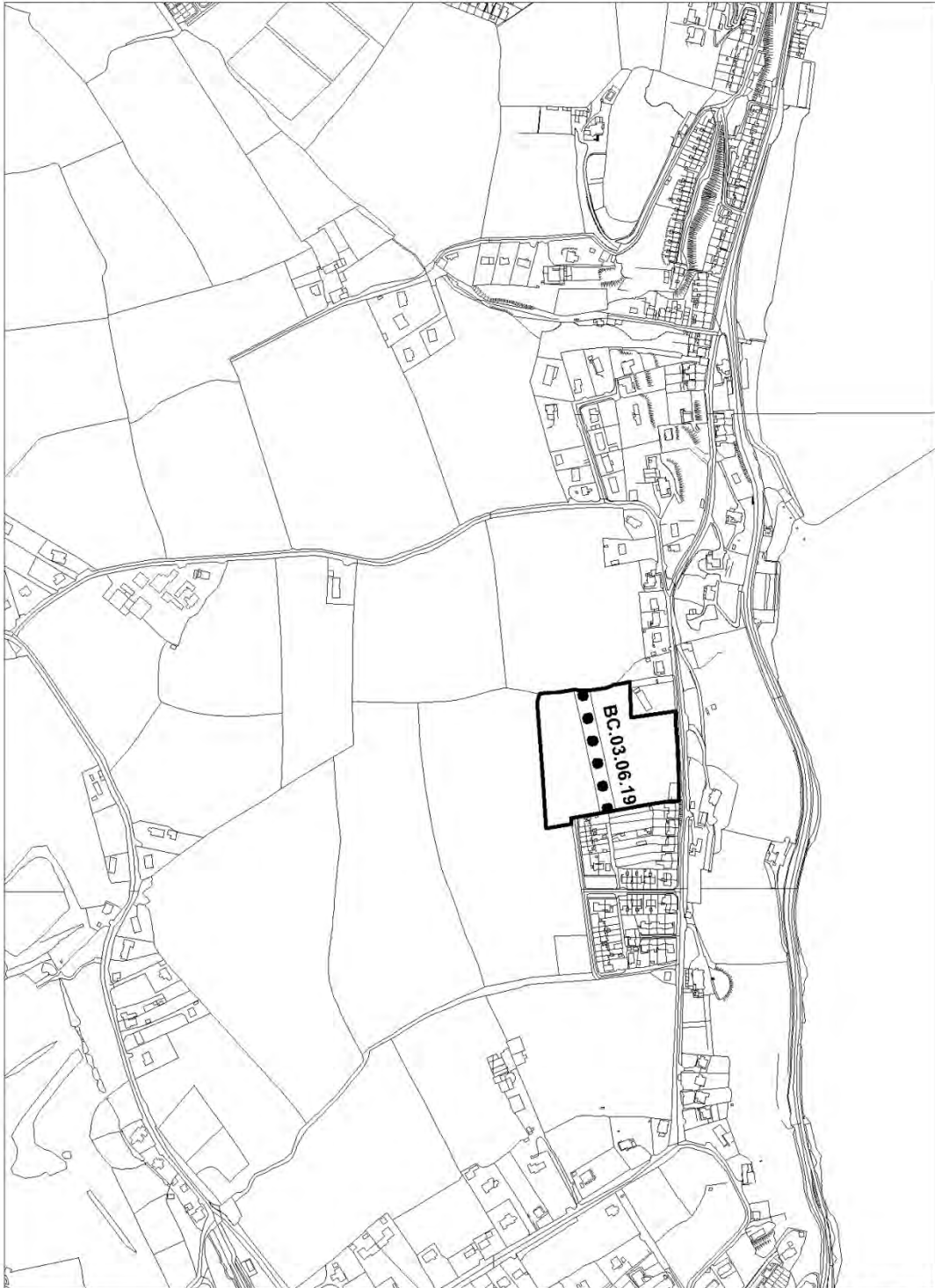
Amendment Ref:BC.03.06.10



Amendment Ref:BC.03.06.17



Amendment Ref:BC.03.06.18



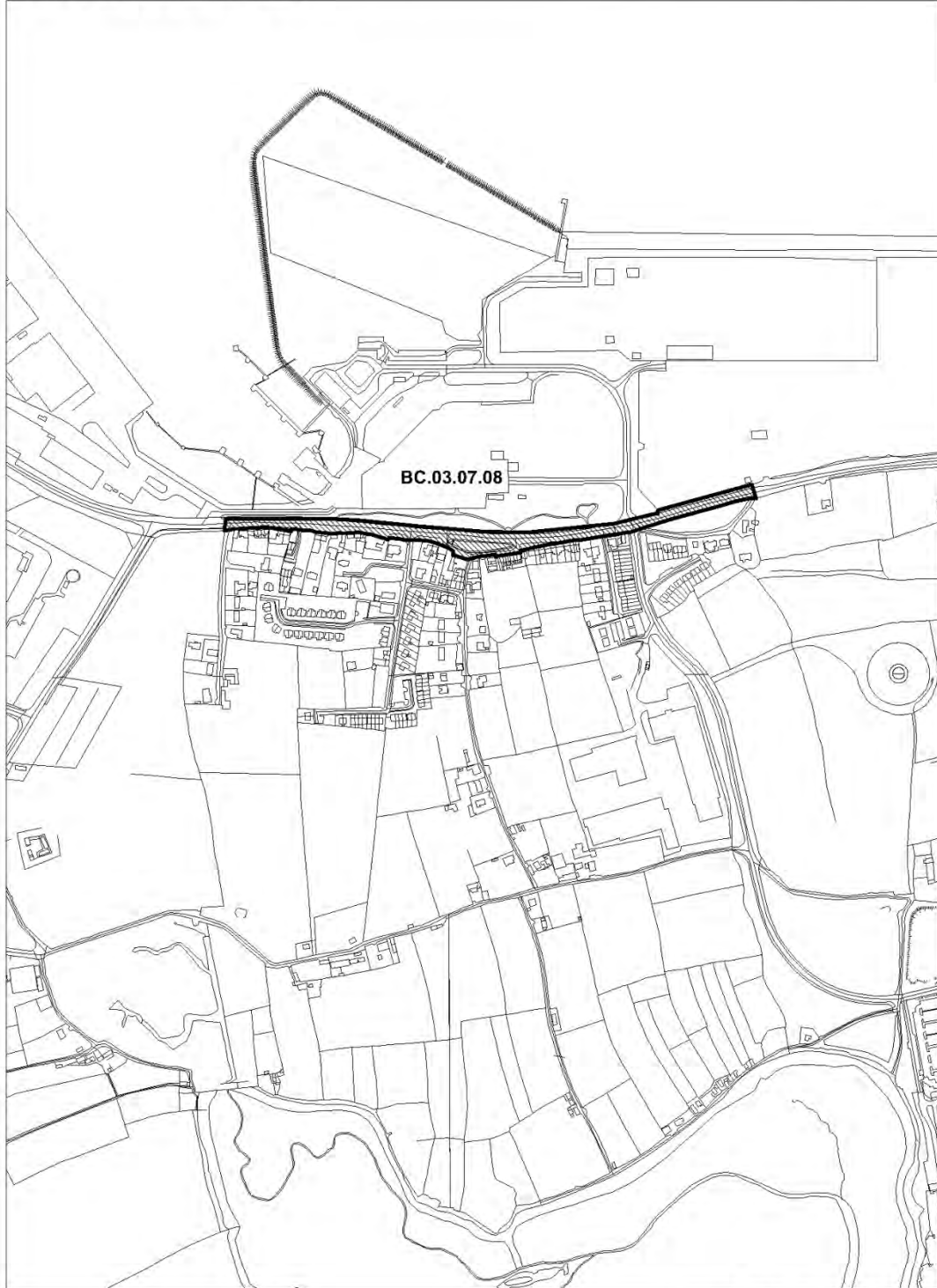
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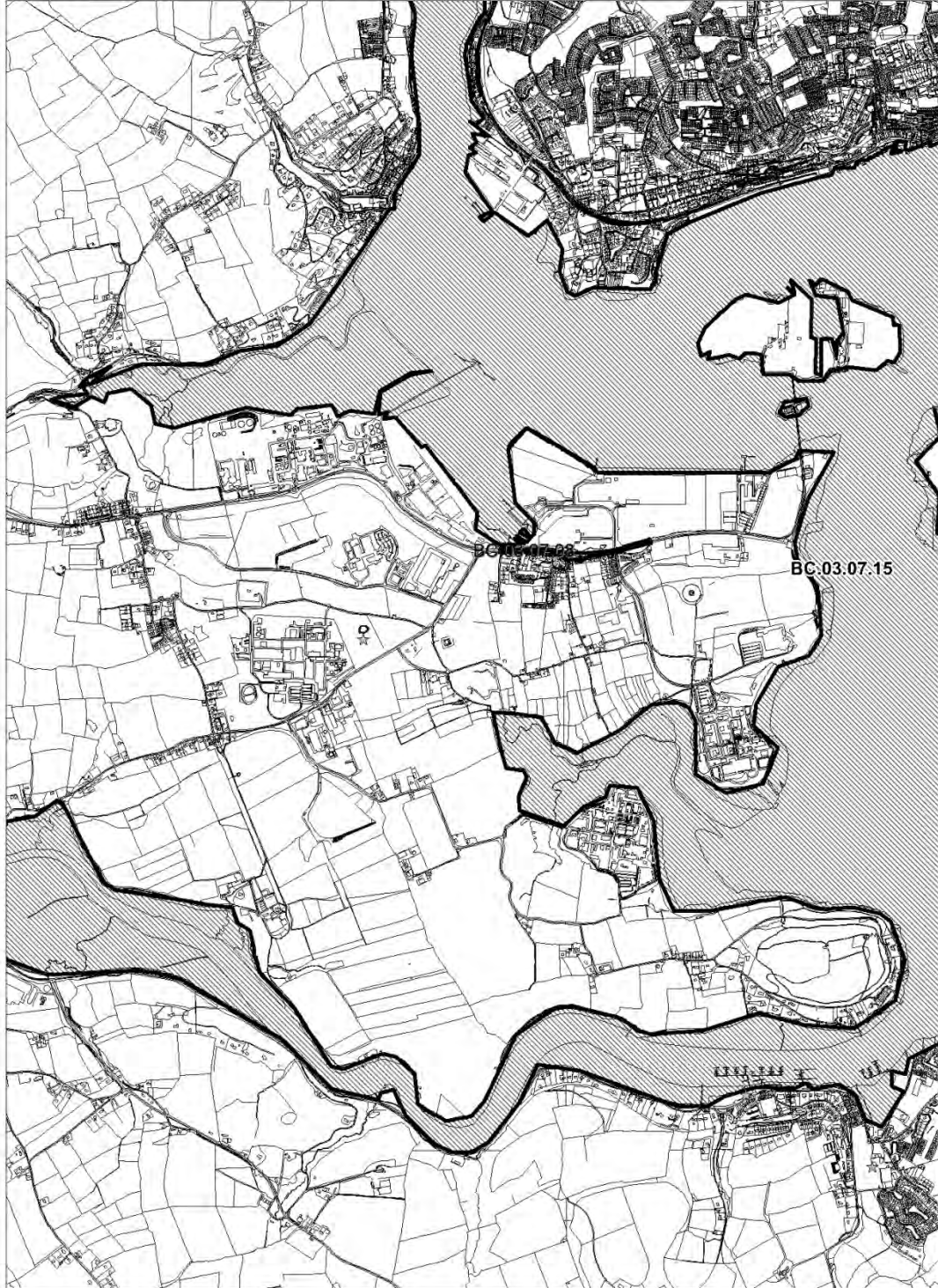
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Amendment Ref:BC.03.07.07



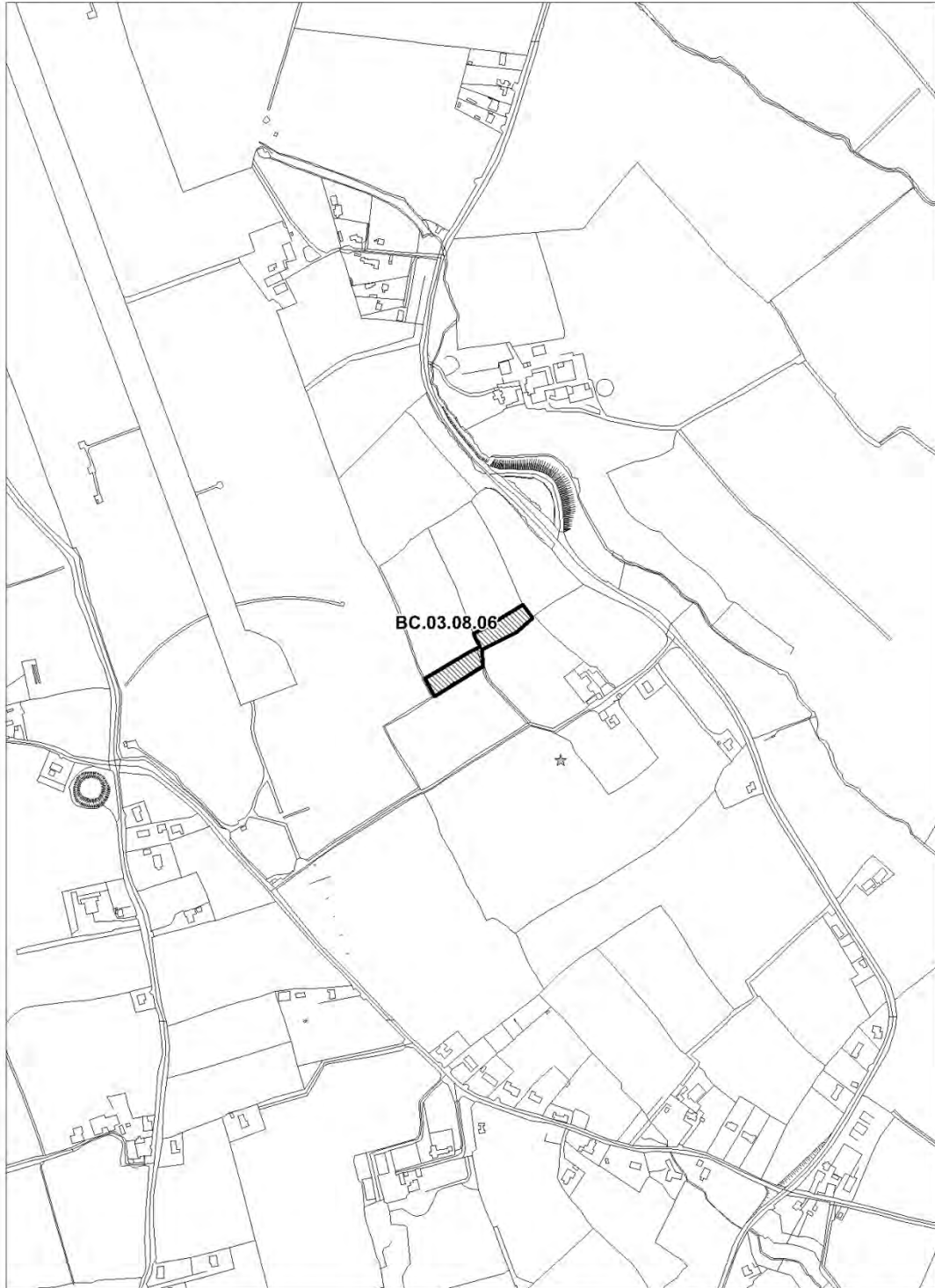
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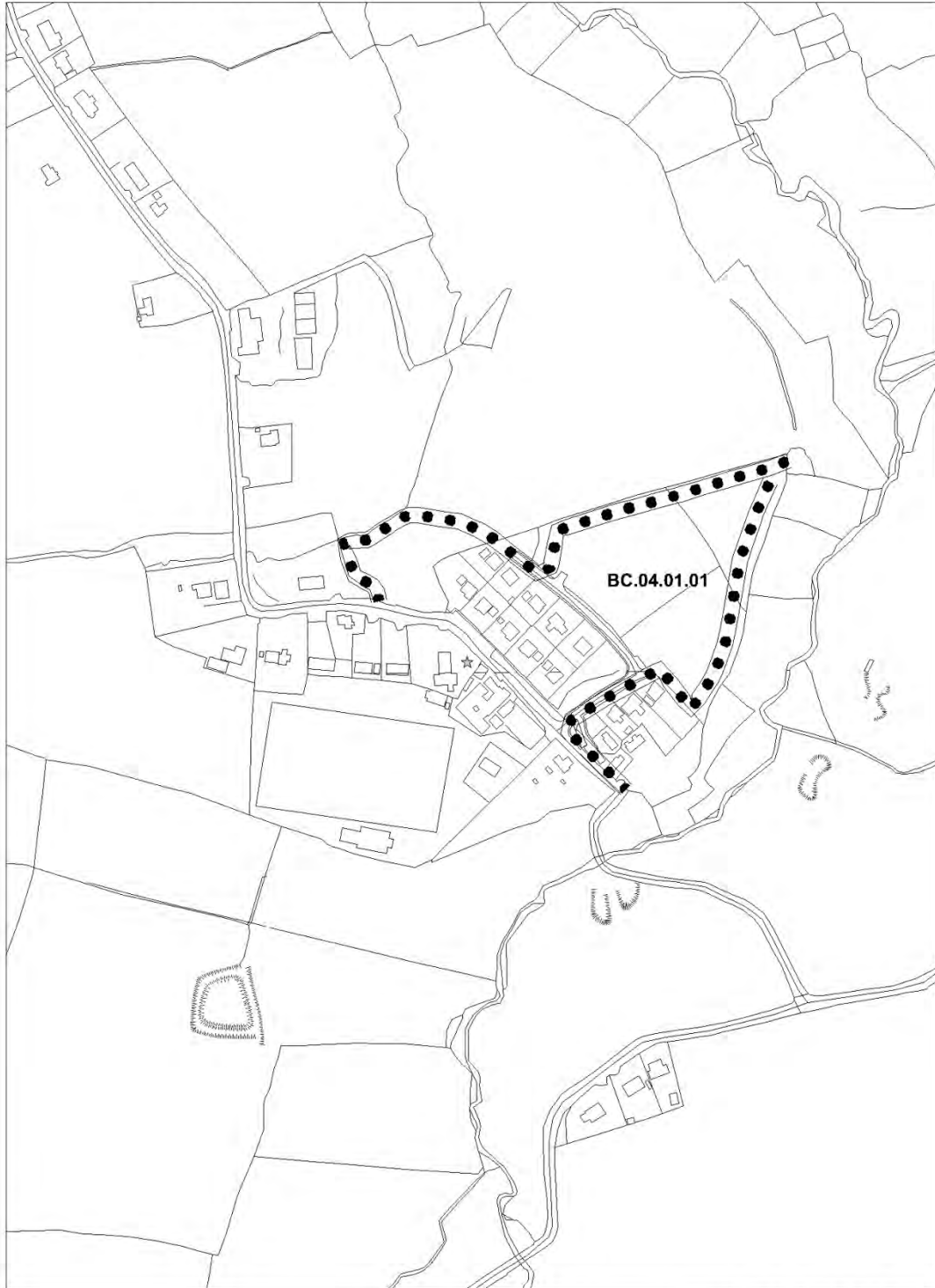
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Amendment Ref:BC.03.07.23



Amendment Ref:BC.03.08.06



Amendment Ref:BC.04.01.01

