

# **Report to Members**

Under S.20(3)(k) of the Planning and Development Acts

## **Bandon Kinsale Municipal District Local Area Plan**

Chief Executive's Opinion and  
Recommendations on the Issues Raised  
by Submissions on the Proposed  
Amendments

16<sup>th</sup> June 2017

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<b>Document Title:</b> Report to Members Under S.20(3)(k) of the Planning and Development Acts  <b>Bandon Kinsale Municipal District Local Area Plan</b>  Chief Executive's Opinion and Recommendations on the Issues Raised by Submissions on the Proposed Amendments  16 <sup>th</sup> June 2017						
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This report focuses on the submissions and observations received from the public following publication of the proposed amendments to the Draft Bandon-Kinsale Municipal District Local Area Plan. The draft plan sets out the planning framework for the development of the Municipal District. The report summarises the outcome of this consultation process which was carried out in line with Section 20(3) of the Planning & Development Acts and will inform the finalisation of the various amendments to the Draft Bandon-Kinsale Municipal District Local Area Plan.

Appendix A of the report includes a list of the submissions received relevant to the Municipal District.

Appendix B details the proposed amendments to the plan that the Chief Executive is recommending be included in the plan following consideration of the issues raised in the submissions and other pertinent issues. Some of the amendments set out in Appendix B have been made the subject of minor modifications that have been proposed in order to address issues raised in submissions or from other sources such as the Strategic Environmental Assessment and the Habitats Directive Assessment screening of the proposed amendments. An Explanation is included in the Appendices.

Appendix C of the report sets out details of those amendments that were published for consultation by the Council but where the Chief Executive is now recommending the Council to EXCLUDE the amendment from the plan. Section 2 of this report sets out the reasons for those recommendations.

Appendix D includes all the Proposed Map Changes recommended for inclusion in the plan.

Appendix E List of Submitters

## Section 1 Introduction

### 1.1 Introduction

1.2.1. This report focuses on the submissions and observations received from the public following publication of the proposed amendments to the Draft Bandon-Kinsale Municipal District Local Area Plan. The preparation of this report marks the commencement of the final stage in the process of making the new local area plan for this Municipal District. The Planning & Development Acts require the Council to make its final resolutions in relation to the amendments of the plan by Monday 24th July 2017. The Plan will become effective four weeks after the date on which it is made.

### 1.2 Process to date

1.2.1. The Draft Bandon Kinsale Municipal District Local Area Plan, along with three associated environmental assessments, was published in November 2016 and made available for public consultation until the 16th January 2017. One hundred and one (101) submissions were received during the public consultation period on the Draft Bandon Kinsale Municipal District Area Local Area Plan. Six of the submissions focused on general issues facing the County at large, with a further two submissions related to the Municipal District.

1.2.1. 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  
Cork County Council  
Planning Policy

Executives Report was issued to Members of Council for their consideration on the 6th March 2017.

**1.2.1.** 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.

**1.2.1.** In total, 117 amendments are proposed to the Draft Bandon Kinsale Municipal District Local Area Plan. 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.

**1.2.1.** The County Council made 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 could be made to the Council from Tuesday 2nd May 2017 until 4p.m. on Tuesday 30th May 2017. This report deals with the submissions received as part of that consultation process.

**1.2.1.** It should be noted that, as the new Local Area Plans did 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, Middleton, Skibbereen and Youghal there were no proposed amendments relating to any policy or objectives for those areas. The current Town Plans will remain enforce until December 2020.

### **1.3 Submissions**

**1.3.1.** There were a total of 29 submissions received during the public consultation period on the proposed amendments to the Draft Bandon-Kinsale Municipal District Local Area Plan (including 8 county-wide submissions) and these are now the subject of this report. It is important to note that only the proposed amendments to the draft plan can be considered by the County Council at this stage in the plan making process. Issues in relation to the content of the draft plan that is NOT part of the proposed amendment cannot now be considered.

**1.3.2.** A number of submissions raised issues in relation to various matters that are not part of the proposed amendments to the plan and this material has been excluded from the summary of the issues raised and is excluded from consideration at this stage in the process. Where this has occurred a note has been included in Appendix A.

### **1.4 How to use this report**

**1.4.1.** This report sets out to fulfil a number of functions.

**1.4.2. Section 2** of the report sets out the Chief Executive's recommendations to the Elected Members of the Council in relation to all of the proposed amendments to the plan. Where the Chief Executive's recommendation is to EXCLUDE a proposed amendment, the detailed reasons for that recommendation are set out in this section.

**1.4.3. Appendix A** is the full list of submissions received during the amendment consultation process including the name of the interested party, with a summary of the submission and the Chief Executive's Opinion included.

**1.4.4. Appendix B** sets out the detailed list of proposed material amendments to the Draft Local Area Plan where the Chief Executive is recommending in favour of the amendment. In some cases further minor modifications have been made to the amendments perhaps reflecting issues raised in submissions or the arising from the SEA and HDA process. This list is set out by settlement and including any minor amendments recommended by the Chief Executive for inclusion in the plan.

**1.4.5. Appendix C** of the report lists those of the proposed amendments where the Chief Executive's is recommending that they be EXCLUDED from the plan when it is made by the County Council.

**1.4.6. Appendix D** lists all the Proposed Map Changes which the Chief Executive is recommending for inclusion.

**1.4.7. Appendix E** lists all submitters in alphabetical order.

**1.4.8.** 'Non-material' changes to the plan are not identified in this report but will be reflected in the final published form of the plan once it has been adopted by the Council later in the year. At this stage, it is considered that the non-material changes will include the following broad areas;

- Factual information used in the description of settlements and their surroundings
- Changes to the plan reflecting or consequent upon a material change.

## **1.5 Next Steps**

**1.5.1.** Following the issue of this report to Members on the 16<sup>th</sup> June 2017, the Planning and Development Acts make the following provisions:

- The Local Area Plan shall be consistent with the objectives of the development plan, its core strategy and any regional planning guidelines that apply to the area of the plan;
- The Elected Members of the County Council shall consider the proposed material amendments to the plan and this report after which the plan shall be made or amended, by resolution, with all, some or none of the material amendments;
- A further modification to the material amendment may only be made where it is minor in nature, not likely to have significant effects on the environment or adversely affect the integrity of a European site and does not refer to an increase in the area of land zoned for any purpose;
- Any resolutions made by the Elected Members of the Council must be passed by at least 50% of the Elected Members of the Council;
- The last day on which the Council can make resolutions with regard to the Draft Plan is Monday 24<sup>th</sup> July 2017.

**1.5.2.** During the entire plan-making process, the Members of the Council are restricted to considering only issues relating to the proper planning and sustainable development of the county and any statutory obligations and any relevant Government or Ministerial policies and objectives in force.

## **Section 2 Chief Executive's Recommendations**

### **2.1 Introduction**

**2.1.1.** This section of the report sets out the justification supporting the Chief Executive's recommendations to amend the Draft Plan. It also sets out a description of the issues in relation to those amendments where the decision is to make the plan excluding the amendments.

**2.1.2.** Appendices B sets out the amendments that the Chief Executive's is recommending be made to the Draft Plan and makes a reference to any minor modification to the amendment made as a result of a submission or as a result from the SEA or HDA process. Appendix B also sets out supplementary amendments of a minor nature which may arise from environmental assessment.

**2.1.3.** Appendix C lists those amendments where the Chief Executive recommends that the plan be made EXCLUDING the amendment and the following paragraphs set out the justification for this.

### **2.2 Proposed Boundary Extension in Belgooly - Amendment reference BK.04.04.02.**

**2.2.1.** This amendment was passed by resolution of the Councillors at a Meeting dated 27<sup>th</sup> March 2017. The Chief Executive's recommendation was to exclude this proposed Amendment given the plan review process highlighted there was adequate land within the development boundary to facilitate the target growth. It was considered any expansion of the existing nursing home facility at Cramer's Court could be progressed via the development management process. See also Appendix C.

**Chief Executive's Recommendation: To EXCLUDE this proposed amendment including proposed map change.**

## Appendix A: List of Submissions

Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
<b>Countywide Submissions</b>				
BK.03.02.02, BK.03.02.03, BK.03.02.06, BK.03.02.07, BK.03.03.04, BK.03.03.07, BK.03.03.08	AMD210038 34	Department of Education and Skills	<p>Submission notes that the Department uses a GIS based approach, using data from their own department, the Central Statistics Office, Ordnance Survey Ireland and the Department of Social Protection, to undertake a nationwide demographic analyses to identify where the pressure for new school places will arise.</p> <p>The department will continue to work closely with the Council in relation to securing sites for educational provision of new schools.</p> <p>The Department further emphasises the critical importance of the Council ensuring that sufficient and appropriate land is zoned for this purpose in accordance with the Development Plan Guidelines for Planning Authorities and the provisions of the Department of Education and Skills Technical Guidance Documents for schools, so that schools have access to the necessary infrastructure, and can be delivered within the required timeframe, without undue additional costs to the Department.</p> <p>Submission reiterates the main provisions of Guidance in relation to schools sites being proximate to other community facilities, provision of multi campus school arrangements, retaining buffers around existing school sites etc.</p> <p>Within the Bandon Kinsale Municipal District the Department supports the reinstatement of provision for a primary school on lands zoned BD-R-08 in Bandon and is satisfied that provision for a new school at Summercove has been continued in the Local Area Plan.</p> <p>Submission notes that a listing of the school projects planned for 2016-2021 is available on the Department's website,</p>	Noted. <b>No Change Proposed.</b>

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			<p>in addition to technical guidance documents used by the Department to calculate educational needs, design school facilities..</p> <p>Demographic changes throughout the County will continue to be monitored on an ongoing basis and it is possible that additional needs will arise. In this context also it is critical that sufficient land is zoned for future educational needs.</p>	
	AMD210040 41	Dept. of Housing, Planning, Community & Local Government	<p>Welcomes the amendments made in response to issues raised in their previous submission dated 16th January 2017.</p> <p><b>Issue 1:Statutory Plan Hierarchy and Timelines</b> It is now noted and accepted that the former Town Council areas will be omitted and the Municipal District Local Area Plans will deal only with the environs of the towns. Noted that text of plans will be revised to omit text, policy/objectives on issues covered by the Town Development Plans. Town Plans remain in force until 2020.</p> <p><b>Issue 2:Metropolitan Cork Strategic Land Reserve</b> Written statement provides improved clarity in relation to the function of the identified Strategic Land Reserves sites. High level appraisal has resulted in the emergence of 6. No Strategic Land Reserves sites. However, all 12 sites will require further detailed investigation including more specific environmental assessment based on a clear evidence-based approach and engagement with local communities.</p> <p><b>Issue 3: Alignment of Cork County Development Plan Core Strategy and Quantum of LAP Zonings</b> The Department notes and welcomes the fact that your authority has moved to address certain disparities between the County Development Plan Core Strategy and housing/land allocations within the proposed Municipal District Local Area Plans.</p> <p><b>Issue 4: Cork Gateway Large Scale Retail warehousing (6,000+)</b></p>	<p>Noted. <b>No Change Proposed.</b></p> <p>Noted. <b>No Change Proposed.</b></p> <p>Noted. <b>No Change Proposed.</b></p> <p>Noted. <b>No Change</b></p>



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			<p>Notes and welcomes the fact that Council has amended the written statement in relation to large scale retail warehousing, incorporating the criteria as set out in the Retail Planning Guidelines, 2012.</p> <p><b>Issue 5: Water Services Infrastructure</b> Notes and welcomes the fact that Council has included an additional objective to address the issue of developer provided infrastructure.</p> <p><b>Issue 6: Economic Zonings</b> Notes and welcomes the fact that your authority has now included tables within each of the Municipal District Local Area Plans outlining the amount of “Employment Land Supply” and addressed certain site specific issues raised in its previous submission.</p> <p>A number of additional material amendments are also welcomed, including; Reference to the forthcoming National Planning Framework and Regional Spatial and Economic Strategies;</p> <ul style="list-style-type: none"> <li>• Reference to the forthcoming National Planning Framework and Regional Spatial and Economic Strategies;</li> <li>• Implementation of the provisions of the Urban Regeneration and Housing Act 2015; and</li> <li>• Reference to the requirement of Active Land Management.</li> </ul> <p>Department seeks Councils co-operation in addressing the following residual and additional issues;</p> <p><b>Strategic Flood Risk Assessment (SFRA)</b> Some issues raised previously have been addressed, including coastal settlements flood zone mapping, policies in relation to downstream flood impacts and identifying flood storage areas. Note that issues inside Town Council areas cannot be addressed in this process.</p> <p><b>Scale and Sustainability of Development</b> 1. Little Island. Proposed amendment CB.03.06.10</p>	<p><b>Proposed</b></p> <p>Noted. <b>No Change Proposed</b></p> <p>Noted. <b>No Change Proposed</b></p> <p>Noted. <b>No Change Proposed.</b></p> <p>Noted. <b>No Change Proposed</b></p> <p>Noted. This issue is dealt with in the</p>

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			<p>inserting a new objective LI-X-01 allowing for medium density residential development up to a maximum of 250 dwelling units is considered excessive in relation to the existing local context.</p> <p>2. Where development boundaries have been extended must ensure that the estimated housing yields for villages as set out in Table 2.2 within the eight MD LAPs is not exceeded.</p> <p>3. LAPs broadly consistent with CDP 2014 Core Strategy. Concerned that MD Housing Requirement and Supply Tables have not included any rural housing yield. CSO data shows in 2016 that 51% of homes constructed in County Cork since 2011 were one off houses and one off houses represent 72% of the total occupied permanent housing. Request Council to monitor these trends closely and to submit report to the Department within 6 months on the implications of these trends for achieving core strategy objectives and the extent of any dissipation may have on settlement development potential and the potential policy or investment measures that could be deployed to turn such a pattern around</p>	<p>CEO's report for the Cobh Municipal District. <b>No Change Proposed</b></p> <p>Noted. <b>No Change Proposed</b></p> <p>Noted. Each MD Housing Requirement and Housing Supply Table includes a figure for rural housing requirement. This in effect the same as rural housing supply. The CSO data quoted would need to be assessed against the background of very limited construction in urban areas since 2008/09 which is only now starting to recover and the fact that new rural housing policy covering whole county has only been in place since December 2014.</p> <p>The Council will as part of the review of the CDP starting</p>

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				towards the end of this year carry out a detailed study of rural housing trends since 2007 building on previous work done. This would establish a trend over a 10-15 year period in which to properly assess the effectiveness or otherwise of the rural housing policy.
	AMD210078 93	National Transport Authority	<p>Submission notes that preparation of the Cork Metropolitan Area Transport Strategy will provide the opportunity to assess a broad range of transport investment options, at a strategic MD level, against a number of land use scenarios over a period of 20 years. As such, plan proposals relating to the provision of strategic supporting transport infrastructure or transport services would more appropriately be informed by the Transport Strategy.</p> <p><b>Urban Expansion Areas:</b> The NTA have requested the opportunity to comment in detail on the development strategies being prepared by the Council for the nine Urban Expansion Areas, prior to their finalisation and the adoption of the LAPs and post completion of the Cork Metropolitan Area Transport Strategy.</p> <p><b>City Gateway Initiative:</b> submission seeks clarity on what is meant by the term." Integrated land use and development framework".</p>	<p>Preparation of the Cork Metropolitan Area Transport Strategy has just commenced. Relevant future outputs from the Strategy will inform future plans. <b>No Change Proposed.</b></p> <p>Noted. The Council is statutorily required to finalise the Local Area Plan process by July 2017. <b>No Change Proposed.</b></p> <p>This initiative will initially focus on aesthetic and environmental improvements. The nature of the future framework will</p>

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			<p><b>Large Scale Retail Warehousing:</b> NTA remains concerned that retail development of this scale and nature could have wide implications for the functionality and development of existing and proposed strategic transport infrastructure in terms of its utility and operational capacity over time. NTA recommend omission of this element of the LAP until such time as a more evidence based plan led approach to identifying suitable locations for such development has been undertaken.</p> <p><b>Outlet centres:</b> Given the promotion of a sequential and town centre focused approach to retail warehousing in the Guidelines, there is a similar need for strong evidence based and plan led approach to this type of retail development. NTA recommend omission of this element of the LAP until such time as potential sites have been appropriately identified.</p> <p><b>Strategic land Reserve Sites:</b> NTA recommends that the SLR sites be omitted from the Plans pending greater clarity on the formal framework for the selection and assessment of the sites,</p>	<p>emerge over time in consultation with relevant stakeholders. <b>No change proposed.</b></p> <p>Planning Authority has set out clear guidelines in relation to this issue in line with the advice given by the Department of Housing, Planning Community and Local Government. The amendment recognises the key role of public transport provision. <b>No change proposed.</b></p> <p>As part of the amendment the Council has provided detailed site selection criteria re the provision of outlet centres, which recognises the role of public transport services. <b>No change proposed.</b></p> <p>The CDP identified a requirement for additional housing land in</p>

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			<p>the process for consultation with statutory stakeholders, and the mechanism for prioritising the sites for development. In the case of the Ballincollig / Carrigaline Draft MDLAP, clarification is sought on what type of "high level appraisal" was undertaken,</p> <p><b>Strategic Employment Growth areas:</b> Submission notes that the NTA have already recommended that, in selecting locations for substantial further employment growth, it should be clearly demonstrated that such locations wont undermine the CASP objective of achieving a greater consolidation of trip-intensive development within the most central locations/ public transport corridors, that they wont excessively add to the current pattern of car dependent commuting on the national road network, and that a strong case can be made for the chosen location based on functional complementarity / or specific operational requirements. In this context such proposals should be subject to a transport assessment process. These proposals would be most appropriately assessed through the preparation of the Transport Strategy for the Cork Metropolitan Area.</p> <p><b>New Cork Hospital within the Cork Science and Innovation Park:</b> Submission notes that these proposals require further assessment, taking into consideration the indicative scale, functions, accessibility and operational requirements. Also a need for ongoing mobility management and transport mitigation measures within the CSIP and CIT campus, inclusive of clear framework for consultation with key stakeholder</p>	<p>Metropolitan Cork. The SLR is a process that seeks to deliver those housing units following further evidence based research, the outcomes of which will involve an amendment to the respective local area plans. <b>No change proposed.</b></p> <p>Preparation of the Cork Metropolitan Area Transport Strategy has just commenced. Relevant future outputs from the Strategy will inform future plans. <b>No Change Proposed.</b></p> <p>Agreed. Further assessments will be undertaken in consultation with all relevant stakeholders. <b>No Change Proposed</b></p>

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			<p>such as the NTA and TII.</p> <p><b>Cork Airport</b> : NTA recommends that the primary consideration in relation to the airport should be to safeguard and improve accessibility for the Airports primary function and that it needs to be demonstrated how bus based accessibility to the airport can be safeguarded and improved. With regard to the proposed provision for logistic, warehouse, distribution and tourism related projects at the airport, a clear indication is required as to the rationale for and indicative scale of such uses. NTA recommend that the Council undertakes a detailed analysis of the impacts of such development on the strategic road network and the extent to which such development could be meaningfully serviced by public transport.</p> <p>Submission concludes by indicating that the NTA would welcome the opportunity for further discussion on these issues.</p>	<p>Cork Airport is a key national asset. The uses identified are complimentary to the airport function. Airport currently served by public transport with potential to enhance services further.</p> <p><b>No Change Proposed</b></p> <p>Noted.</p>
	AMD209931 86	Transport Infrastructure Ireland (TII)	<p>(1) National Road Projects: With respect to all plans the submission is concerned that all national roads projects be correctly and clearly illustrated on the plan maps to ensure the routes are safeguarded and to assist the public in knowing the location and extent of the routes. With regard to specific routes in proposed LAPS , the following is noted:</p> <p>N22 Ballyvourney to Macroom – route shown by unlabelled back line does not show the exact layout of the scheme or junctions and needs to be improved.</p> <p>M8/ N25/N40 Dunkettle Interchange: route shown needs to be checked for accuracy and labelled</p> <p>N28 Ringaskiddy / Cork – Document has been submitted to An Bord Pleanala. Labelling and formatting of the scheme on the online map browser needs to be improved prior to the final adoption of the MDLAP's.</p> <p>For other schemes – M20 Cork Limerick /N40 Northern Relief Road/ N25</p>	<p>Noted. It is proposed to insert some additional text into Section One of each plan under the heading of 'Traffic and Transport', highlighting the fact that Route Protection Corridors will be shown on the Local Area Plan Map Browser, in the same way as they are currently included on the CDP Map Browser.</p> <p>See Appendix B, Amendment No.BK.01.07.04 , page 37.</p>

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			<p>Carrigtwohill Midleton, N25 Midleton Youghal, N22 Ballincollig Macroom and N71 Bandon-Inishannon, many of them are unmapped in the plans despite references to them in the text of the plan. This creates inconsistency and confusion this needs to be addressed in final plan to assist the public.</p> <p>Planning authority policies should not compromise the road planning and route option evaluation process where road scheme planning is underway, or have effect of altering the function of these works or increase the cost of land to be acquired. Issues emerging from future schemes should be clearly referenced and/or mapped in the local area plans and the capacity of existing routes needs to be maintained pending the delivery of these new schemes.</p> <p><b>2) Protection of National Routes.</b> TII advocates that local area plan policies should reflect and safeguard the strategic role of national roads and associated interchanges/ junctions in catering for the safe and efficient movement of major inter-urban and interregional traffic. The following is noted:</p> <p>a) Cork Metropolitan Area Transport Strategy TII welcomes the advancement of a Transport Strategy for the Cork Metropolitan Area but are disappointed they have not been consulted re same given their responsibility for National Transport Infrastructure. They request that they are involved as key collaborators.</p>	<p><b>Minor Modification Proposed.</b></p> <p>Local Area Plans must comply with the Policy and Objectives set out in the County Development Plan, in particular Objective TM 3-1 National Road Network which sets out a clear policy on the protection of National Routes. <b>No Change Proposed</b></p> <p>Noted. The NTA are the lead organisation on this project. <b>No Change Proposed</b></p>

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			<p>b) Active Land Management and Strategic Land Reserve Sites. Submission notes provisions of amendments in relation to this issue, the fact that sites remain identified as SLRs and the reference to detailed analysis having been carried out through which the planning authority is now indicating a preference for some sites over others. Submission queries what criteria was used for the analysis and notes that TII were not consulted even though many of the sites raise issues for national road network. TII consider it inappropriate and premature to retain the SLR sites in the Plans as there is no formal framework for review of the sites, the information provided is poor and there is no evidence of appropriate consultation having been carried out with statutory stakeholders. The justification for selecting the sites is unclear. It is also unclear how and when the land is to be released. From a national roads perspective, the sites are located in areas which suffer from a lack of local road capacity and poor public transportation networks which would create an unsustainable impact on the national road network.</p> <p>c) City Gateway Initiatives TII notes the clarification provided and looks forward to close cooperation and consultation in regard to the development of proposals within these areas to ensure compliance with the provisions of the DoECLG Spatial Planning and National Roads Guidelines.</p> <p>d)Retail Warehousing Submission requests that this element of the plan be omitted. The Cork Metropolitan Area is very reliant on the national road network which has a finite capacity and which will require demand management measures in the future to maintain its operational capability. Retail land use of this scale and nature with a national and regional catchment would have wide implications for strategic transport infrastructure which needs to be addressed in accordance with statutory guidance - Retail Planning Guidelines</p>	<p>The CDP identified a requirement for additional housing land in Metropolitan Cork. The SLR is a process that seeks to deliver those housing units following further evidence based research, the outcomes of which will involve an amendment to the respective local area plans. <b>No Change Proposed.</b></p> <p>Noted. <b>No Change Proposed.</b></p> <p>Planning Authority has set out clear guidelines in relation to this issue in line with the advice given by the Department of Housing, Planning Community and Local Government. The Council is satisfied that</p>



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			<p>and Spatial Planning and National Roads Guidelines for Planning Authorities (2012).</p> <p>Given the promotion of a sequential and town-centre -focused approach to retail development in the Retail Planning Guidelines 2012, there is a clear need for a strong, evidence-based, plan-led and integrated land use and transport approach to planning for this section of the retail market. Deferring consideration of such strategic issues to development management is not a suitable way of ensuring such significant proposals are assessed in a co-ordinated way.</p> <p>TII aims to protect the significant Exchequer investment in the national road network in the area and will appeal any decisions to grant planning permission in cases where the strategic function and safety on the national road network is compromised.</p> <p>e) Retail Outlet Centres</p> <p>Submission requests that this element of the plan be omitted for the same reasons outlined above with respect to Retail Warehousing – need for an evidence based, plan led approach which takes an integrated approach to land use and transportation planning and reflects statutory guidance in respect of Retail Development and Spatial Planning /National Roads infrastructure. Deferring considered of such strategic issues to development management is not a suitable way of ensuring such significant proposals are assessed in a co-ordinated way and will set an undesirable precedent within the planning authority area. TII again advise that they will appeal any decisions to grant planning permission in cases where the strategic function and safety on the national road network is compromised.</p> <p>f) <b>LAP objective LAS-01.</b> Submission welcomes changes to this objective with respects to national roads.</p> <p><b>3) Development Contributions</b> Submission notes that, as previously</p>	<p>National Road Infrastructure will be appropriately safeguarded. <b>No change proposed.</b></p> <p>As part of the amendment the Council has provided detailed site selection criteria re the provision of outlet centres, which recognises the role of public transport services. The Council is satisfied that National Road infrastructure will be appropriately safeguarded. <b>No Change Proposed.</b></p> <p>Noted.</p> <p>Cork Council intends to issue</p>

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			<p>advised, funding for national road improvements required to facilitate appropriate private developments will not be the responsibility of Transport Infrastructure Ireland. Costs of appropriate upgrades to national roads will have to be met by the developer concerned. It is critical that the local authority identifies what upgrades will be required to facilitate development and establishes clear funding and delivery framework mechanisms for such works. This clarity is critical not only for the management of the safety, capacity and efficiency of the national road network but also with regard to risk and investment decisions made within the private development sector. In the absence of such clarity, TII is the opinion of TII that development proposals should be considered unacceptable and premature. This is a critical issue which needs to be addressed by the Council.</p> <p>Municipal District Specific Issues</p> <p>In Bandon specifically, the inclusion of a gateway proposal for the eastern area of the town where the 60kph speed limit applies is noted and advises that development here should not lead to the diminution in the role of this transition zone. Clarification on the approach stated and its potential impact of a tie in with the potential Northern Relief Road is required.</p> <p>It is requested that any existing and additional employment and retail development lands be tested against National Road Guidance Documents.</p> <p>Clarification is sought on BD-08.</p>	<p>a draft Development Contribution Schemes for public consultation later this year.</p> <p>Noted. The Council will work with other stakeholders in order to deliver the Northern Relief Road. <b>No change proposed.</b></p> <p>Noted.</p> <p>BD-B-08 has been removed as the zoning was at a distance from the town which would generate car dependency contrary to Planning Guidelines and</p>

Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
				proper planning and sustainable development. <b>No change proposed.</b>
BK.03.01.01	AMD210035 12	Southern Regional Assembly	<p>Welcome the amendment text which clarify the high level assessment process and Active Land Management measures, which are in accordance with Objective RSS-01 and the SW RPG's 2010-2022 for periodic studies of zoned land availability for residential development. Welcome opportunity to engage with the Council on these issues.</p> <p>Note the clarifications to the Growth Strategy for each MD LAP and the role of Active Land Management to ensure a supply of strategic housing units, necessary to achieve the population and economic growth of towns and the Cork Gateway under Objective RSS-02 of the SW RPG's 2010-2022. The active land management of housing supply lands, the need for periodic studies and provision for headroom is supported under Sections 4.2.12 and 4.2.13 of the SW RPG's 2010-2022.</p> <p>The initiative of the Council to ensure housing is delivered, with a focus on main towns and the Gateway/Metropolitan Area is welcomed.</p> <p>With regard to Ballincollig-Carrigaline MD LAP Amendments welcome amendments which demonstrate consistency as far as it is practicable with SW RPG 2010-2022 particularly Objective RSS-02 for the role of the Cork Gateway as the economic driver for the region and Section 4.3.13 which supports planned growth in the Metropolitan Towns. (BC.01.01.04, BC.01.01.05, BC.01.01.07, BC.03.04.22, BC.03.05.25, BC.02.06.03, BC.03.03.23, BC.03.03.24, BC.03.05.30, BC.03.04.19, BC.03.06.05, BC.03.07.23, BC.03.08.01, BC03.03.27).</p> <p>With regard to Cobh MD LAP Amendments welcome similar amendments to above plus amendments on housing density, transport strategy and alignment with</p>	Noted. <b>No change proposed.</b>

Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>the forthcoming NPF/RSES. (CB.03.02.11, CB.03.03.06/07, CB.03.04.37, CB03.05.06, CB.03.05.10, CB.03.06.01).</p> <p>With regard to East Cork MD LAP Amendments welcome above amendments plus EC.03.03.09 which provides revised text outlining phasing and infrastructure packages to deliver the Water Rock Urban Expansion Area including public transport connectivity(rail and bus) to the city centre and strategic employment locations and upgrade to the N25.</p>	
BK.01.07.06	AMD210065 49	Cork City Council	<p>Submission addresses a number of issues, namely the Strategic Land Reserve, Housing Densities, City Gateway Initiative and the Maglin Urban Expansion Area.</p> <p>These can be summarised as follows,</p> <p>Strategic Land Reserve Notes that the 12 no. proposed Strategic Land Reserves (SLRs) have been retained as potential options to provide capacity headroom, subject to further detailed assessments including environmental assessments.</p> <p>Still have some reservations in relation to the Strategic Land Reserves, (given the indicated housing densities). Welcomes the high level appraisal of the proposed SLR sites based on a sequential approach; i.e. that green belt lands located within the city environs should be developed in the first instance; that sites offer opportunities to leverage maximum returns on infrastructural investment; and that sites offer multi-modal transport opportunities for local trips.</p> <p>Housing Densities The Development Plan Guidelines for Planning Authorities are highlighted in this submission as the submission reiterates that an increase in density in appropriate accessible locations would reduce the need for, or reduce the quantum of land required for the 'Strategic Land Reserve.' Higher densities in accessible locations would</p>	<p>Noted. <b>No Change Proposed.</b></p> <p>Noted. <b>No Change Proposed.</b></p>

Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>support sustainable transport in Metropolitan Cork and would encourage modal shift.</p> <p>Given that significant infrastructural deficits have been a major factor in the low growth rate in recent years within the Cork Metropolitan Area, the submission supports the Active Land Management initiative, including the Housing Infrastructure Implementation Team to secure delivery of relevant core infrastructure.</p> <p>The phased approach to housing delivery is welcomed, but contends that the density (range of 14 - 30 units per hectare) is inadequate "to foster sustainable economic and population growth through the delivery of an efficient transport system" as per Section 10.1.2 of the Cork County Development Plan.</p> <p>Asserts that increased residential densities are warranted (at a minimum net density of 35 units per hectare), in line with the County Development Plan Objective HOU 4-1 Housing Density on Housing Land, and the "Guidelines on Sustainable Residential Development in Urban Areas" in order to address car dependency and to support planned high quality public transport investments.</p> <p><b>City Gateways Initiative</b> Welcomes the clarification on City Gateways that 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 relevant stakeholders, including Cork City Council, NTA and TII.</p> <p><b>Maglin Urban Expansion Area</b> States that there is no provision evident for the QBC route referred to (in the transportation text) at present and there is a risk that development of the zoned land may reduce the options for such a route. Considers that it would be desirable to give an indication that once</p>	<p>Noted. <b>No Change Proposed.</b></p> <p>Noted. This issue is dealt with in the CEO's report for the Ballincollig – Carrigaline Municipal</p>

Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			a location for the route is indentified as part of the Metropolitan Cork Transport Study or other route selection study, that it will be required to be incorporated into development proposals for the zoned land.	District.
BK.01.07.06	AMD210054 31	Cork Chamber	<p>Welcomes the defined process of Active Land Management as instrumental in achieving the type of development that is sought for across the region.</p> <p>Commends the focus on mixed use development, public space and amenities which will support sustainable communities into the future.</p> <p>Stresses the necessity for adequate and appropriate lands to be zoned for residential and industrial development into the future and note the revisions within the Proposed Amendments to the LAP's with regard to zoning for residential development aimed at meeting future demand and facilitating future headroom.</p> <p>LAPs should complement the LIHAF funding to bring much needed housing to market as soon as possible and highlights the criticality of ensuring that lands zoned are appropriate to meeting the zoning purpose and future function across all adopted Local Area Plans.</p> <p>For example, believe that Little Island should continue to be focused as a much needed area for industrial employment and development.</p> <p>Welcomes the emphasis on urban regeneration and retail via the Town Centre Improvement Scheme.</p>	Noted. <b>No Change Proposed.</b>
BK.01.07.02, BK.01.07.04,	AMD 20981713	EPA	<p>Highlights the importance of ensuring that the Development Contribution Scheme does not place an onerous budget requirement on planned developments.</p> <p>Welcomes the emphasis on flooding and the management of downstream flood impacts. However, also reiterates the point made in the initial submissions that flood zone mapping should now take account of the presence of</p>	Noted. <b>No Change Proposed.</b>

Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>functioning flood protection structures and be kept updated as protection structures come into operation.</p> <p>Welcomes the decision to retain the original 12 SLR sites and acknowledge the identification of the 6 SLR's (Castletreasure, Frankfield/ Grange, Togher/ Doughcloyne, Ardrostig, Ballincollig East- Carrigrohane and Oldcourt) which are likely to have the greatest potential as regards delivering capacity. Highlight the urgency in progressing these sites through the assessment phase towards delivery. Welcome the emphasis on phased delivery of housing with the key infrastructure, facilitates and amenity requirements being delivered strategically to serve future developments.</p> <p>Welcomes the development of a Transport Strategy for Cork Metropolitan Area and its objective to provide a long-term strategic planning framework for transport infrastructure across Metropolitan Cork.</p> <p>Highlights the recently completed Cork 2050, joint Cork County Council and Cork City Council proposal to the National Planning Framework process, and highlights the high level strategic approach adopted within this as a valuable guiding template towards future strategic and integrated transport, residential, retail and industrial developments.</p>	
<p><b>Main Settlements:</b> <b>Kinsale Environs</b></p>				
BK.03.03.01	AMD209959 71	Cirona Ltd.	<p>Disappointed that provisions made within the former town council area are now removed. These included rezoning the site in question for Town Centres uses to facilitate a significant retail development. Urges the Council to look at alternative options to alter the zoning of the said site as it is now redundant and reinstate the proposed zoning approach (KS-T-02) in the Draft Plan. Developer is ready to commence work.</p>	<p>The previous submissions on this site will be kept on file and considered as part of the review of the Cork County Development Plan 2014 which will</p>

Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
				include the review and replacement of the Kinsale Town Development Plan, 2009 by December 2020. <b>No Change Proposed.</b>
BK.03.03.08	AMD205910 06	M Hellstern,	Supports the re-zoning of land for Summercove National School but recommends additional text requiring parking & set-down areas to be provided within the site confines.	The issues raised with regard to traffic safety and parking within the site will be more appropriately addressed as part of any proposed planning application for a school on the site. <b>No Change Proposed.</b>
BK.03.03.11	AMD209801 45	Robert Nash,	Please add the following text: That any future development in Summercove will be in keeping with the existing single storey houses. That each house will have its own garden and will be of similar design to existing dwellings. That ample green area is allocated.	Noted. The issues raised with regard to housing layouts and design within the site will be more appropriately addressed as part of any proposed future planning application. <b>No Change Proposed.</b>
BK.01.07.01, BK.01.07.04, BK.01.07.05, BK.02.06.01, BK.02.06.03, BK.02.05.03 BK.03.03.05,BK .03.03.01;	AMD209979 29	Transition Town Kinsale	Submission highlights satisfaction with the inclusion of Amendments BK.01.07.05, BK.02.06.01, BK.02.06.03, BK.02.05.03 and BK.03.03.05 which address issues raised in previous consultation submission. Disappointed to see the removal of objectives relating to the former Town Council area under Amendment No. BK.01.07.01. The submission highlights their support for BK.01.07.04 (Kinsale Transport Strategy) and looks forward to its	Noted. The text will be updated under paragraph 3.3.39 of Kinsale Environs to accurately reflect the on site facilities at Saile.



Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			implementation. Disappointed to see that issues relating to green waste and energy have not been included. Also notes regarding Sáile that text in paragraph 1.3.39 is inaccurate, as meeting rooms and dance studio are not completed and running track and 25m pool are non-existent.	See Appendix B2 and Amendment BK.03.03.02. <b>Minor Modification proposed</b>
BK.03.03.10	AMD210374 62	Michael Frawley & others	Supports inclusion of additional text under BK.03.03.10 which seeks to investigate the feasibility of providing the Western Relief Road in the Environs of the town to ease traffic congestion.	Noted. <b>No Change Proposed.</b>
<b>Carrigaline (South)</b>				
BC.03.04.31	AMD209787 86	Blake Walsh,	This submission is in response to the public notice inviting submissions on the proposed Amendments to the Draft Bandon Kinsale Municipal District Local Area Plan and specifically Proposed Amendment Ref. BC.03.04.31. Our client welcomes this proposed amendment to the plan as it will enable our client to provide affordable homes for the current and future population of Carrigaline, subject to the relevant planning considerations.	Noted. <b>No change proposed.</b>
	AMD210060 20	Cian Heffernan	Submission requests that lands not previously considered for zoning for residential use (previous submission ref no. 16-12602029), be considered for residential zoning and outlines the rationale for this proposed zoning, including: Adjacent lands being zoned for residential development Access to services via adjacent development Over 80m of road frontage with 40m clear lines of sight Carrigaline's position as a commuter town The housing crisis Sites location within the 50km/hr speed limit of Carrigaline.	It is considered that the change requested would be a material change to the published amendments.. There is currently sufficient zoned land for residential purposes in Carrigaline. <b>No change proposed.</b>
BK.03.04.17	AMD209184 86	Clayton Love (Shipton Group)	Submission requests addition of text to a number of amendments proposed in relation to Carrigaline BC.03.04.17 – submission requests an additional caveat be inserted requiring “That any retail development on the T-01 area east of Lidl be subject to a sequential test justification”. BC.03.04.18- Further clarification sought	It is considered that some of the changes requested would be a material change to the published amendment.

Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>with the insertion of the word May in place of will in the following sentence in CL-T-01, The southern part of the site backing onto existing residential development on the Kilmoney Road will may have a mix of residential development.</p> <p>BC.03.04.18- Submitter expresses concern with the proposed insertion of the word “only” in front of pedestrian access, opining that is confusing and will lead to unnecessary conflict and inflexibility and cannot understand the necessity of the inclusion of this word, stating that is unnecessary as it is effectively dealt with in the original objective contained in the Draft Local Area Plan.</p> <p>BC.03.04.28- Submission welcomes the addition of “and is also suitable for a large scale stand alone retailer” but requests that in order to avoid confusion that there are is a restriction to just one large scale stand alone retailer”, further requests that this statement be reworded as follows,” and is also suitable for large scale stand alone retailers”.</p>	<p>However a minor change is proposed in Amendment 3.4.18. See Appendix B.</p> <p>A minor change is also proposed in amendment BC.03.04.28. See Appendix B.</p> <p><b>Minor Modification Proposed</b></p>
BC.03.04.31	AMD210038 82	Cllr Aidan Lombard	<p>Strong objection to this proposed zoning on foot of representations from residents of Carrigaline. The zoning of land here will break the natural linear boundary without provision for infrastructure and specific road network routes. Carrigaline has evolved in a piecemeal fashion and the lack of any critical long term plan has resulted in daily traffic chaos for people from Carrigaline, Crosshaven and Minane Bridge. The proposed outer western relief road currently ends on the southern side of Carrigaline with no plan as to how it will connect to the existing road network. It is feared that the proposed zoned land could compromise future routes required to serve the town and without a proper long term plan this zoning is a huge mistake. There is enough zoned land on the southside of Carrigaline to build 700 houses without the need to alter the existing development boundary. This would be sufficient to cater for the towns housing needs over the next five years which gives us time to get a proper plan in</p>	<p>Noted <b>No Change Proposed.</b></p>

Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			place. The policy of adding housing estate after housing estate without a proper overall plan has served the village quiet poorly.	
BC.01.02.01	AMD2098 0497	Michael Bowes	This submission relates to BC.01.02.01 and primarily SLR2 Fernill, Carrigaline. It is submitted that these lands provide a ready-made, highly landscaped and serviced development site for the short-to-medium term delivery of a mix of quality housing units to address current supply issues in a location of choice, as is evidenced by the demand for the adjacent Shannonpark residential scheme under construction, of which the subject lands constitute a natural extension. The landowner welcomes the inclusion of SRL12 in the list of twelve possible sites for consideration as strategic land reserve options in Table 1.3 of the Proposed Amendment to the draft LAP. It is the understanding of the submitter that the process may involve consultation with prospective landowners/developers from mid-June 2017 to report back to Members at the Development Committee of September, 2017, with a view to finalising the preferred list of sites over the course of the next 12 months. It is also the understanding of the submitter that those sites which are in a position to progress more rapidly than others will be facilitated. The submission advises that the landowner is fully committed to the delivery of much needed quality housing stock in the short-to-medium term at Fernhill, and will participate fully in the preparation of a site appraisal and development brief in conjunction with Cork County Council. The submission further elaborated that a full design team has been appointed to prepare a masterplan, and consultation with key stakeholders is underway. The landowner and his agents would therefore welcome the opportunity to engage with Cork County Council as soon as possible to expedite the process of preparing a masterplan to take forward the development of the subject lands in a timely manner	Noted <b>No Change Proposed.</b>
BK.03.04.26	AMD210503 32	Oliver Power	Concerned about the proposed link road between U-04 and U-10, outer relief road. The positioning of the link road U-04 is not good and there are better	The route is indicative and will form part of the review of

Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			alternatives. The indicated route is shown going between two houses. The road is required to take a 90 degree turn onto the Mountain Road which in itself is not a good road. The increased volume of traffic will be a danger to local residents. If a road is to be constructed a public sewer should be provided for the existing and proposed housing along this route.	the Carrigaline Area Transport Study (CATS). <b>No Change Proposed.</b>
No Amendment Reference.	AMD20519773	Patsy O'Mahony	Submitter request that their land be zoned for residential development. The submission cites that - the lands are already serviced. – -have an access road already constructed -represent a conclusion to residential development in this area.	It is considered that the change requested would be a material change to the published amendments. There is currently sufficient zoned land for residential purposes in Carrigaline. <b>No Change Proposed.</b>
BK.03.04.26	AMD20972236	Simon Brewitt	BC.03.04.26 This submission is in relation to the proposed Link Road between CL-U-04 and CL-U-10 ( CL-U-07). The submission suggests that a decision on this proposed link is premature, given that the strategy for the Western Road is likely to be reassessed. Incorporating this level of detail into the plan it is suggested is inappropriate until such time as a final decision and route is made in relation to Western Relief Road. The submission further opines that the objective for providing the outer relief roads viz. to provide an alternative means of accessing the National Road network (Draft LAP 3.4.22) can be achieved more efficiently and in a safer and more cost effective manner by utilising one of several viable alternatives to link the two outer relief roads. The Relief Roads need to connect directly to the main roads serving the town rather than to minor residential roads as proposed by this Amendment. Furthermore the submission suggests that the use of the Mountain Road as proposed, which the submitter describes as a narrow residential cul-de-	The route is indicative and will form part of the review of the Carrigaline Area Transport Study (CATS). <b>No Change Proposed.</b>

Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			sac, as the primary link between the two outer relief roads is inappropriate and will create a significant traffic safety hazard. It will also have a very significant impact on the amenity of existing residents on the road. Alternatives are available which would avoid the negative impacts and provide a higher quality Relief Road. The submitter has provided a map setting out alternatives which include one alternative of providing a link road through CL-R-10 and a second alternative utilising the Forest Road, both of which would be utilised to connect with the R611 and in turn the N28.	
<b>Key Villages: Ballinspittle</b>				
BK.04.03.01	AMD210070 09	Courcey's Intergrated Rural Dev. Assoc.	With ref. to BK 04.03.01 (DB-04) requests that additional text be included as follows: "to support provision to enhance pedestrian links to village core, village parking, village estates and school and also to complete footpath (on R600) connecting Ballinspittle village to Garretstown Blue Flag beach".	This is considered to be a material change and therefore cannot be considered at this stage. DB-03 will address some of these issues. <b>No Change Proposed.</b>
<b>Crosshaven &amp; Bays</b>				
BK.04.05.05	AMD209924 28	Doyle Shipping Group	Supports the text change proposed under BK.04.05.05 relating to T-01 in Crosshaven and Bays. It is important that the retail provision referred to in the T-01 objective, not be solely connected or restricted to 'leisure/tourism' use only, so as to allow all retail uses, as is the norm for all town centre/ neighbourhood centre zoning's.	Noted. <b>No Change Proposed.</b>
BK.04.05.02	AMD210063 67	Michael Kidney	Highlights that the amended walkway is still going through a site which has the benefit of full planning permission for a dwelling. Requests that proposal is revisited as it is unworkable in its current location. The submission	The indicative line of this proposed walkway is located where it will have the

Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			reaffirms his generosity in the past as regards the facilitation of walkways in Crosshaven and accordingly requests that the Council revisits the proposal.	least impact on residential amenities. It is the intention of the Council to work with landowners as part of any future delivery of this route. <b>No Change Proposed.</b>
BK.04.05.02	AMD209446 60	R. & J. Fishbourne	Concerned that the re-routing of the walkway has not been illustrated in adequate detail in the published amendments map. The issue of public safety along the laneway remains an issue as previously cited in decisions from the Appeals Board. There has been amenity routes already developed linking Church Bay, via Templebreedy to Fennel's Bay and so the need for this route is questionable.	The indicative line of this proposed walkway is proposed where it will have the least impact on residential amenities. It is the intention of the Council to work with landowners as part of any future delivery of this route. <b>No Change Proposed.</b>
<b>Villages:</b> <b>Kilbrittain</b>				
BK.05.01.03, BK.05.01.04, BK.05.01.10	AMD209820 52	Mrs. Patricia Northridge	Additional objectives relating to the management of surface water and flood risk within the settlement are welcomed but concerns remain that the language is not strong enough to prevent flooding of properties. Concern remains about the changing of the O-02 Open Space zoning. Housing at this location would severely impact the amenities of existing residences by virtue of overlooking and is served by a poor access route which would present a traffic hazard. Welcomes the zoning of additional land for community uses but highlights the area is disconnected from existing sports facilities in the area. Urges the Council to revert to the Open Space zoning as per 2011 Bandon Electoral Area LAP.	The change requested is considered material and was not the subject of a proposed amendment and therefore cannot be considered at this stage. Issues regarding road safety and residential amenities will form part of

Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
				any future planning application assessment.  <b>No Change Proposed.</b>
BK.05.01.01, BK.05.01.02, BK.05.01.03, BK.05.01.04, BK.05.01.10, BK.05.01.12, BK.05.01.13	AMD210045 44	Prof. Geoffrey Roberts & Ms. Celia Weston	The submission highlights that Amendment BK.05.01.03 needs to be reassessed in the SEA process - in light of possible cumulative impacts introduced by new Amendments. Welcomes Amendments BK.05.01.04, BK.05.01.10 & BK.05.01.12. Requests that the community field be re-zoned as a "Community Use" in light of poor access. Questions whether the re-zoning of the "Open Space" has been assessed in SEA process.	Noted. These issues will be considered as part of the final SEA Statement.  The change requested to the Community Field is considered material and was not the subject of a proposed amendment and therefore cannot be considered at this stage.  <b>No Change Proposed.</b>
BK.05.01.01, BK.05.01.02, BK.05.01.03, BK.05.01.04, BK.05.01.10, BK.05.01.12, BK.05.01.13.	AMD210053 07	Castleview and Meadowview Residents Association	Welcomes Amendments BK.05.01.04, BK.05.01.10 and BK.05.01.12. Concern is expressed, however, on the re-classification of part of the O-02 zoned land as built-up area as potential housing at this location would be problematic in terms of access and traffic conflicts given its relationship with the community field. Would welcome the zoning of this land for community use to safeguard the village's rural character, green infrastructure and natural amenities and also it would help realise its EPO objectives " <i>to protect and enhance human health and manage hazards and nuisances arising from traffic and incompatible land uses</i> ".	The change requested is considered material and was not the subject of a proposed amendment and therefore cannot be considered at this stage.  Issues regarding road safety will form part of any future planning application assessment.  <b>No Change Proposed.</b>

Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
BK.05.01.01, BK.05.01.03, BK.05.01.10	AMD210049 84	Simon & Pam Skinner	Submission states BK.05.01.10 does not mention upgrading the existing Waste water treatment plant which regularly has operational issues. Does not support the change from open space to built up area under BK.05.01.03 because of possible surface water run-off issues on foot of development for housing. Questions feasibility of boundary treatment proposed along southern boundary under BK.05.01.10 and is concerned that access to the school extension plot will result in road safety conflicts between school goers and increased traffic associated with future housing on adjacent lands (formerly part of O-02).	The change requested is considered material and was not the subject of a proposed amendment and therefore cannot be considered at this stage.  Issues regarding road safety will form part of any future planning application assessment.  <b>No Change Proposed.</b>



### Appendix B List of Amendments Recommended by the Chief Executive

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment																														
	<b>Section One: Introduction</b>																																	
<b>BK.01.01.01</b>																																		
<b>Volume 1, Section 1.1</b> <b>Delete Table 1.1 Municipal Districts in County Cork and replace with new Table 1.1 which includes list of Town Council Development Plans.</b>			No	No change proposed.																														
<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><b>Bandon-Kinsale</b></td> <td><b>42,454</b></td> <td>Bandon, Kinsale (<b>Kinsale Town Development Plan, 2009</b>)</td> <td><b>34</b></td> </tr> <tr> <td>3</td> <td>Blarney-Macroon</td> <td>43,398</td> <td>Blarney, Macroon (<b>Macroon Town Development Plan, 2009</b>)</td> <td>54</td> </tr> <tr> <td>4</td> <td>Cobh</td> <td>53,544</td> <td>Carrigtwohill, Cobh (<b>Cobh Town</b></td> <td>24</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	<b>Bandon-Kinsale</b>	<b>42,454</b>	Bandon, Kinsale ( <b>Kinsale Town Development Plan, 2009</b> )	<b>34</b>	3	Blarney-Macroon	43,398	Blarney, Macroon ( <b>Macroon Town Development Plan, 2009</b> )	54	4	Cobh	53,544	Carrigtwohill, Cobh ( <b>Cobh Town</b>	24
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Amendment Reference No.	Proposed Amendment				Draft Plan Page No.	Submission Received	Comment
			Development Plan 2013) , Glanmire, Little Island, Cork City North Environs. (Monard is proposed new town and a designated Strategic Development Zone)				
5	East Cork	42,399	Midleton ( <b>Midleton Town Development Plan 2013</b> ), Youghal ( <b>Youghal Town Development Plan, 2009</b> )	30			
6	Fermoy	42,226	Charleville, Fermoy ( <b>Fermoy Town Development Plan, 2009</b> ), Mitchelstown	29			
7	Kanturk-Mallow	47,305	Buttevant, Kanturk, Mallow ( <b>Mallow Town Development Plan, 2009</b> ) Millstreet, Newmarket	46			
8	West Cork	56,530	Bantry, Castletownbere, Clonakilty ( <b>Clonakilty Town Development Plan, 2009</b> ), Dunmanway, Schull, Skibbereen ( <b>Skibbereen Town Development Plan, 2009</b> )	67 & 7 Inhabit ed Islands			
<b>This is a text change only.</b>							

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
BK.01.07.01	<p><b>Volume 1, Section 1.7 Approach to Town Council Development Plans</b> Delete Paragraph 1.7.5 and replace with new text as follows;</p> <p>1.7.6—Given that many of the Town Development Plans date from 2009 and are now quite out of date, the Council has decided to proceed on the basis of preparing new Local Areas Plans which plan for the development of each town, and its environs, as one integrated unit. It is proposed to Vary the Town Development Plans, such that the zoning provisions and associated policy objectives of the Town Development Plans are updated and incorporated into the new Local Area Plans. The Town Plans will remain in force but the relevant zonings provisions will be those of the new Local Area Plan. In the event of a conflict between the provisions of a Town Development Plan, and the provisions of the County Development Plan 2014, or the new Local Area Plan 2017, then the County Development Plan / Local Area Plans 2017, take precedence.</p> <p><b>Therefore, it is proposed to proceed on the basis that the Municipal District Local Area Plans will deal only with the environs of these towns, ie the area between the boundary of the administrative area of the former Town Council and the Development Boundary of the Town as delineated in maps included in this LAP. For clarity, the text of the plans will be revised to omit text, policy / objectives on issues covered by the Town Development Plan and the LAP Maps will ‘grey out’ the area to which the Town Development Plan applies. The current Town Council Development Plans will remain in force until the review of the Cork County Development Plan, 2014 is completed in 2020 and these Town Development Plans are the reference point for guidance in relation to issues of proper planning and sustainable development for land located within the administrative area of the former Town Council.</b></p>	13	<p>AMD21004041 (Dept. of Housing, Planning, Community &amp; Local Government);</p> <p>AMD20997929 (Transition Town Kinsale)</p>	<b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p><b>This is a text change only.</b></p>			
<p><b>BK.01.07.02</b></p>	<p><b>Volume 1, Section 1.7 Flood Risk Assessment and Management</b></p> <p>Insert new text after Objective IN-01 as follows;</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 <del>to</del> adverse <b>effects</b> on the standard of defence provided.</p> <p><b>This is a text change only.</b></p>	<p>18</p>	<p>AMD20981713 (EPA)</p>	<p><b>No change proposed.</b></p>
<p><b>BK.01.07.03</b></p>	<p><b>Volume 1, Section 1.7 Housing Density</b></p> <p>Insert new Heading “Housing Density” and text after “Green Infrastructure” as follows;</p>	<p>19</p>	<p>No.</p>	<p><b>No change proposed.</b></p>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<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 and Medium B, along with an accompanying guide to the densities in Table 3.1 Settlement Density Guide.</p> <p>This is a text change only.</p>			
BK.01.07.04	<p><b>Volume 1, Section 1.7 Traffic and Transport</b> Insert new paragraphs under Section 1, paragraph 1.7.32 as follows:</p> <p><b><u>The Council, in consultation with the Transport Infrastructure Ireland, will protect proposed national road route corridors where the route selection process has been completed/approved and where preferred route corridors have been identified. The line of these Route Protection Corridors are shown in Volume 3 LAP Map Browser which is accessible through <a href="http://www.corkcoco.ie">www.corkcoco.ie</a>.</u></b></p> <p><b>Transport Strategy for Metropolitan Cork</b> 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 prioritization. This will provide an analytical basis for the integration of land use and transport planning through the use of social, economic and environmental indicators. The strategy will contribute to the formation of future land use policy formulation.</p>	18	AMD20997929 (Transition Town Kinsale); AMD20993186 (TII), AMD20981713 (EPA)	Includes text to address issues raised by TII relating to route protection corridors.  <b>Minor Modification Proposed</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<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 this 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. In this Municipal District the relevant route for Carrigaline South is U-11 in the Cork Cycle Network Plan.</p> <p>This is a text change only.</p>			
BK.01.07.05	<p><b>Volume 1, Section 1.7 Regeneration Areas</b></p> <p>Insert additional text after Paragraph 1.7.26 as follows;</p> <p><b>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.</b></p> <p><b>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 focused application of the levy, facilitating sustainable urban development and bring such vacant sites and buildings in urban areas into beneficial use.</b></p> <p>This is a text change only.</p>	18	AMD20997929 (Transition Town Kinsale).	<b>No Change Proposed.</b>
BK.01.07.06	<p><b>Volume 1, Section 1.7 Active Land Management</b></p>	13	AMD21006549 (Cork City)	<b>No Change Proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>Insert text 'Active Land Management' in Section 1, after paragraph 1.7.8.</p> <p><b>See Appendix B3 for text.</b></p> <p><b>This is a text change only.</b></p>		<p>Council);</p> <p>MD2100544 (Prof. Geoffrey Roberts &amp; Celia Weston);</p> <p>AMD20993186 (TII);</p> <p>AMD21005431 (Cork Chamber)</p>	
<b>Section Two: Overall Strategy</b>				
<p><b>BK.02.03.01</b></p>	<p><b>Volume 1, Section 2</b></p> <p>Insert new heading: 2.3 The Bandon Kinsale Municipal District above paragraph 2.2.3</p> <p>Delete Table 2.2 and insert revised Table 2.2. <b>See Appendix B4.</b></p> <p><b>This is a text change only.</b></p>	<p>25</p>	<p>No</p>	<p><b>No Change Proposed.</b></p>
<p><b>BK.02.04.01</b></p>	<p><b>Volume 1, Section 2 Growth Strategy</b></p> <p>Revise Table 2.2 to Amend Net Residential Areas and Housing Yield figures for Bandon and Kinsale Towns and delete paragraph 2.3.2, 2.3.3, 2.3.4 and 2.3.7 insert revised text.</p> <p>Delete text:</p> <p><del>The population growth target will require the provision of 3,498 new housing units, with at least 1,699 units allocated to the 2 Main Towns of Bandon and</del></p>	<p>27 &amp; 28</p>	<p>AMD21004041.</p>	<p><b>No Change Proposed.</b></p>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p><del>Kinsale. The population target for Carrigaline is allocated from the Ballincollig Carrigaline Municipal District figure. Housing growth of 1,758 units is also planned for the villages.</del></p> <p>And replace with:</p> <p><b>The population growth target will require the provision of 3,498 new housing units, with at least 1,606 units allocated to the 2 Main Towns of Bandon and Kinsale. The population target for Carrigaline is allocated from the Ballincollig Carrigaline Municipal District figure. Housing growth of 1,642 units is also planned for the villages.</b></p> <p>Delete text:</p> <p><del>The scale of growth for the individual settlements of the Municipal District as provided for in this Local Area Plan is outlined in Table 2.2. For the towns, the ‘Overall Scale of New Development’ figure is the same target figure established by the Core Strategy of the County Development Plan and sufficient residential land has been zoned within the plan to cater for this level of growth and to provide for additional spare capacity in the form of headroom.</del></p> <p><del>Based on estimated current and target population figures for the villages, the County Development Plan (Core Strategy) estimated the number of new houses that that may need to be accommodated within the villages of this Municipal District as 1,642 units. This local area plan has retained the scale of growth figures for the villages at the 2011 figures which is at lower level of development at 1,428 units.</del></p> <p>And replace with:</p> <p><b>During the course of the preparation of the current Draft Local Area Plan the</b></p>			



Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>supply of residentially zoned land and its potential yield was reviewed in light of current circumstances. In Bandon, the requirement for additional school facilities has resulted in a small net reduction in the net available land supply. In Kinsale, the removal of newly identified residential sites in the former Town Council area has resulted in a small adjustment to the potential yield.</p> <p>The core strategy requires the village network to accommodate 1,642 units, the current appropriate scale of development would allow 1,418 1,428 units. However an analysis of water services infrastructure would indicate that only 917 448 units could be accommodated. Therefore the balance will have to be accommodated in the two main towns of the Municipal District.</p> <p>This is a text change only.</p>			
BK.02.06.01	<p><b>Volume 1, Section 2.5 Environment and Heritage</b> Revise heading as follows;</p> <p><b>Environment and Heritage</b></p> <p>and insert new text dealing with Archaeology after paragraph 2.6.12 as follows:</p> <p><b>The Bandon Kinsale Municipal District boasts a rich diversity of built heritage, both architectural and archaeological, across its rural and urban landscapes. These important links to the past give the district its unique sense of place and identity. The area has an interesting and wide range of archaeological heritage, dating from the Stone Age through to the Post-medieval period. Both Bandon and Kinsale are identified in the Urban Archaeological Survey of</b></p>	34 & 35	AMD20997929 (Transition Town Kinsale)	<b>No change Proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>County Cork with a Zone of Archaeological Potential (ZAP). Both are walled towns with upstanding remains in place in Bandon. Much of the archaeology in the ZAP is subsurface or potentially incorporated into later buildings. For reference to all known archaeological monuments in the district see <a href="http://www.archaeology.ie">www.archaeology.ie</a>.</p> <p>This is a text change only.</p>			
BK.02.06.03	<p><b>Volume 1, Section 2, Local Area Plan Objective LAS-01</b></p> <p>Delete LAS-01 (a) and replace with new Objective LAS-01 as follows:</p> <p><del>a) In order to secure sustainable population growth proposed in each Main Town 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.</del></p> <p><b>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.</b></p> <p>Insert additional Objectives in LAS-01 as follows;</p>	36	<p>AMD21003512 (Southern Regional Assembly);</p> <p>AMD20997929 (Transition Town Kinsale)</p>	<b>No Change Proposed</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<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, Volume 1of 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 1of 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, HE 3-2, HE 3-3, HE 3-4, HE 3-5, HE 4-1, HE 4-2, HE 4-3, HE 4-4 and HE 4 -5 as detailed in Chapter 12, Volume One 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>			

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p><b>This is a text change only.</b></p>			
<p><b>BK.02.05.03.</b></p>	<p><b>Volume 1, Section 2.</b> Insert new Objective LAS-02: Coastal Walkway. Investigate provision of <del>coastal amenity walk</del> <b>tourism route</b> linking Kinsale Town and Camden Fort Meagher</p> <p><b>This is a text change only.</b></p>	<p>36</p>	<p>AMD20997929 (Transition Town Kinsale)</p>	<p><b>No Change Proposed</b></p>
<p><b>BK.02.02.01</b></p>	<p><b>Volume 1, Section 2</b> Insert following text after Section 2.2</p> <p><b>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.</b></p>	<p>26</p>	<p>AMD21003512 (Southern Regional Assembly);</p> <p>AMD21004041 (Dept of Housing, Planning, Community and Local Government)</p>	<p><b>No Change Proposed.</b></p>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	This is a text change only.			
	<b>Section Three: Main Towns</b>			
<b>BK.03.01.01</b>	<b>Volume 1, Section 3. Introduction</b> Delete text and include new Text including revised Table 3.1 as per Appendix B1.  This is a text change only.	38 & 39	AMD21003512 (Southern Regional Assembly);	<b>No Change Proposed</b>
	<b>Bandon</b>			
<b>BK.03.02.01.</b>	Remove BD-B-08 from land use zoning map in Bandon.  This is a Map Change only.	63	AMD20993186 (TII)	These lands were included in error in the Draft Plan.  <b>No change proposed.</b>
<b>BK.03.02.02</b>	Update text in paragraph 3.2.36 as follows:  “Provision was made in the last plan for a further 3 primary schools (2 on lands zoned BD R 08 & 1 on lands zoned BD R 14). As part of their submission to the Preliminary Consultation Process, the Department of Education has highlighted the need for two new Primary Schools in the town and recommends that these should be provided on a single site in order to share facilities. Cork County Council favours the alignment of new education facilities with residential growth areas so as to optimize opportunities for walking and cycling for short trips and encouraging healthier lifestyles. On this basis lands zoned BD R 08 and lands BD R 18 include provision for residential development and 2 primary schools so as to provide an element of flexibility on the future location of	49 & 50	AMD210038 Submission from the Department of Education and Skills supports our approach in the Amendments.	<b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p><del>schools in the town while promoting the integration of residential growth areas and education to the north-west and north-east of the town. The requirement for a school on BD-R-14 has now been discontinued.</del></p> <p>And replace with:</p> <p><b>“As part of their submission to the public consultation process on the Draft Plan, the Department of Education and Skills has highlighted the need for one new Primary School and one Secondary School in the town and recommends that these should be provided on a single site in order to share facilities. Cork County Council favours the alignment of new education facilities with residential growth areas so as to optimize opportunities for walking and cycling for short trips and encouraging healthier lifestyles. On this basis lands zoned BD-R-08 and lands BD-R-17 include provision for residential development and 1 primary and 1 post primary schools so as to provide an element of flexibility on the future location of schools in the town while promoting the integration of residential growth areas and education to the north-west and north-east of the town. The requirement for one primary school on lands zoned BD-R-14 has been reinstated on request of the Department of Education and Skills”.</b></p> <p><b>This is a text change only.</b></p>			
BK.03.02.03	<p>Text change on lands zoned BD-R-14 as follows:</p> <p>Medium B Residential Development <b>including provision for a primary school (1.14 ha)</b>. Proposals shall include a comprehensive landscaping plan which</p>	20	AMD21003834. Submission from the Department of Education and	<b>No change proposed.</b>



Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>space is proposed to the north-east of the town adjoining the proposed northern relief road, new residentially zoned land and the river. The function of these lands is to protect the attractive river valley and visual setting of the town at this location.</p> <p>and replace with:</p> <p>“The attractive river valley setting of the town together with Castlebernard Estate, which is rich in historical and cultural heritage, offers many opportunities for the development of new recreational and cultural amenities for the town which can connect into existing/planned walking networks. <b>Such opportunities would need to be pursued in partnership with owners of the Castlebernard Estate in order to ensure their safety and with a view to enhancing</b> the overall quality of life for residents. A new segment of open space is proposed to the north-east of the town adjoining the proposed northern relief road, new residentially zoned land and the river. The function of these lands is to protect the attractive river valley and visual setting of the town at this location”.</p> <p><b>This is a text change only.</b></p>			
BK.03.02.05	<p>Amend the text on Objective BD-O-07 as follows:</p> <p><del>“Open Space. Lands to remain open to protect the setting of the town”.</del></p> <p>And replace with:</p> <p>“Open Space. Lands to remain <b>predominantly</b> open to protect the setting of the town”.</p>	61	No.	No change proposed.



Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<b>This is a text change only.</b>			
BK.03.02.06	<p>Text change on lands zoned BD-R-08 as follows:</p> <p><del>“Medium B Residential Development to include provision for two primary schools (2.32 hectares) with screen planting”.</del></p> <p>And replace with:</p> <p>Medium B Residential Development including provision for <b>a primary school and secondary school (6.7 ha). (6.1ha)</b>. Proposals shall include a comprehensive landscaping plan which incorporates a high quality boundary treatment.</p> <p><b>This is a text change only.</b></p>	57	AMD21003834. Submission from the Department of Education and Skills supports our approach in the Amendments.	<b>No change proposed.</b>
BK.03.02.07	<p>Text change on lands zoned BD-R-17 as follows:</p> <p><del>“Medium B Residential Development including the provision of 2 no. primary schools (2.32 hectares).</del></p> <p><del>The development of the site will require access off the proposed Northern Relief Road and provision for a link road to the BD-R-06 site to the west.</del></p> <p><del>Development of this site should also make provision for pedestrian and cycleway links with existing residential areas and proposed development sites BD-R-06.</del></p> <p><del>Proposals for this development are to include provision for an overall landscaping plan to assimilate the scheme into the hillside and should include</del></p>	58	AMD21003834. Submission from the Department of Education and Skills supports our approach in the Amendments.	<b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p><del>retention of mature trees and boundaries”.</del></p> <p>And replace with</p> <p>“Medium B Residential Development including the provision of <b>1 no. primary and 1 no. Secondary schools (6.7 hectares) (6.1 hectares).</b></p> <p>The development of the site will require access off the proposed Northern Relief Road and provision for a link road to the BD-R-06 site to the west.</p> <p>Development of this site should also make provision for pedestrian and cycleway links with existing residential areas and proposed development sites BD-R-06.</p> <p>Proposals for this development are to include provision for an overall landscaping plan to assimilate the scheme into the hillside and should include retention of mature trees and boundaries”.</p> <p><b>This is a text change only.</b></p>			
BK.03.02.08	<p>Update text relating to X-01 as follows in paragraph 3.2.25: Insert coma after residential development</p> <p>The site will also be suitable for some residential development, and mixed-use development including limited retail at the southern end of the site. The layout of development on the site should allow for the creation of a continuous, stepped, streetscape along the roadside, eastern boundary (Cork Road). Given</p>	48	No.	No change proposed.

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	its location close to the town centre the Council will encourage the provision of some 2-bed units on site as starter homes/ age-friendly units.  <b>This is a text change only.</b>			
	<b>Kinsale</b>			
<b>BK.03.03.01</b>	Remove lands within former town council area from land-use zoning map.  <b>This is a Map Change only.</b>	Map	AMD20995971 (Cirona); AMD20997929 (Transition Town Kinsale)	<b>No change proposed.</b>
<b>BK.03.03.02</b>	Update text in Section 3.3 omitting reference to lands within the former jurisdiction of Kinsale Town Council as follows.  See <b>Appendix B2.</b>  <b>This is a text change only</b>	64	AMD20995971 (Cirona); AMD20997929 (Transition Town Kinsale)	<b>Minor Modification proposed. See Appendix B2, page 91.</b>
<b>BK.03.03.03</b>	Adjust line of development boundary  <b>This is a Map Change only.</b>	Map	No.	<b>No change proposed.</b>
<b>BK.03.03.04</b>	Update text in Paragraphs 3.3.33 and 3.3.34as follows:  <del>“The town is served by a secondary school (Kinsale Community School) and three primary schools. A new school has recently been provided which has added to the capacity of primary school spaces in the town. Education facilities are distributed north and south of the town close to established residential areas. The County Development Plan 2014 does not identify a need for further facilities in the town. Gaelscoil Chionn tSáile is currently operating in a prefabricated building and is in need of a purpose built unit. The site at</del>	70	AMD21003834. (Department of Education and Skills).	<b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p><del>Cappagh is zoned for educational use and allows for expansion at this facility.</del></p> <p><del>Summercove National School is significantly constrained on its current site and accessed by a very narrow road network without adequate footpath connections. The Council will liaise with the Department of Education in order to find the best solution for Summercove National School. The option to provide a school in the Rocket House (O-04) close to Charles Fort has now been discontinued".</del></p> <p>And replace with:</p> <p>"The town is served by a secondary school (Kinsale Community School) and three primary schools. A new school has recently been provided which has added to the capacity of primary school spaces in the town. Education facilities are distributed north and south of the town close to established residential areas. <b>The Department of Education and Skills has identified the need for two primary schools and 1 secondary school in the town. One of the primary schools is to facilitate the target population growth in the town, the other is to facilitate permanent accommodation for Summercove National School.</b></p> <p>Gaelscoil Chionn tSáile is currently operating in a prefabricated building and is in need of a purpose-built unit. The site at Cappagh is zoned for educational use and allows for expansion at this facility."</p> <p>"Summercove National School is significantly constrained on its current site and accessed by a very narrow road network without adequate footpath connections. <b>Summercove is in an area of designated High Value Landscape, with a poor road network where the Council has consistently stated that further residential development is not to be encouraged. However, the</b></p>			

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>Department of Education and Skills have identified the need to provide an alternative school site. Therefore having regard to the elevated and scenic nature of surrounding area, the Council has zoned a site for a single storey primary school <del>opposite the existing school</del> to address this matter. <del>This site is the least prominent, forms a natural extension to the existing development boundary and should not impact on the setting of St. Catherine’s Church and graveyard, a protected structure and National Monument.</del> The option to provide a school in the Rocket House (O-04) close to Charles Fort has now been discontinued. <b>Also in Summercove, the Council supports the sympathetic re-use of St. Catherine’s Church for community/cultural activities.”</b></p> <p><b>This is a text change only</b></p>			
BK.03.03.05	<p>Include additional text in Paragraph 3.3.32as follows:</p> <p>Community facilities are located throughout the town including a garda station, fire station, a library and new playground. A new multi-purpose community facility has been constructed in the town. <b>The Council supports the provision of additional community facilities in the town which could cater for a diversity of users such as The Men’s Shed, Youth Café and local arts groups.</b> Kinsale Community Hospital is 40-bed nursing home located at the northern periphery of the town within a mature site. There are further nursing home facilities and retirement accommodation at Haven Bay Care Centre.</p> <p><b>This is a text change only</b></p>	69	AMD20997929 (Transition Town Kinsale).	<b>No Change Proposed.</b>
BK.03.03.06	<p>Include additional text in Paragraph 3.3.19 as follows:</p> <p>The town’s location along the Wild Atlantic Way aims to further expand its attractiveness to both the overseas and domestic holiday-market. <b>The Town is</b></p>	66	No.	<b>No Change Proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>well served by a number of high quality hotels and niche guest accommodation including Actons Hotel, The Trident Hotel, MacDonal’d’s Hotel and Spa and Perryville House. The Plan supports the further expansion of hotel facilities where they contribute positively to the historic environment and respect the sensitive coastal setting in which they are located. In order to ensure Kinsale continues to optimize its niche tourism market, investment in key pieces of infrastructure is required. The Marine Leisure Infrastructure Strategy (2010 – 2020) identified facilities that need to be provided/ improved to increase the quality of the town’s maritime environment and these form part of the plan’s future development framework. Key items highlighted in the document include issues around access to slipways due to conflicts between traffic and parking trailers; marina capacity issues evident and inadequate space along the quaysides.</p> <p><b>This is a text change only</b></p>			
BK.03.03.07	<p>Include new Objective KS-GO-10.</p> <p><b>“Support the expansion of primary and post primary education facilities in the town”.</b></p> <p><b>This is a text change only.</b></p>	76	AMD21003834. S (Department of Education and Skills).	<b>No Change Proposed.</b>
BK.03.03.08	<p>Include new Objective KS-CO-04 and map change.</p> <p><b>“Single storey primary school (1.14ha) including provision of comprehensive landscaping scheme to integrate the educational complex into the scenic, coastal landscape”.</b></p> <p><b>This is a map and text change.</b></p>	79	AMD21003834 Dept of Education and Skills;  AMD20591006 M Hellstern	Issues regarding parking, set down areas etc. are a matter for the

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
				development management process.  <b>No Change Proposed.</b>
BK.03.03.09	<p><b>Coastal Flood Zone Mapping Amendment: Kinsale</b></p> <p>It is proposed to delete the Coastal Flood Zone Map and replace with a map as shown in Appendix D.</p> <p><b>This is a Map change only.</b></p>	Map Change	No.	<b>No Change Proposed.</b>
BK.03.03.10	<p>The Plan will include additional text at the end of paragraph 3.3.42 as follows: <b>The Council will investigate the feasibility of providing the Western Relief Road within the Environs of Kinsale to aid traffic circulation within the town.</b></p> <p><b>This is a text change only.</b></p>	71	AMD21037462 Unknown.	<b>No change proposed.</b>
BK.03.03.11	<p>Include additional lands within the Development boundary and zone as existing built up area at Haven’s Hill, Summercove.</p> <p><b>This is a Map change only.</b></p>	79	AMD20980145 Robert Nash	This is a matter for the development management process.  <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<b>Carrigaline South</b>			
BK.03.04.01	<p>New text in paragraph 3.4.9 and 3.4.10 and delete text</p> <p>The County Development <b>Plan</b> 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 2,422 dwelling units in the period up to 2022. Data indicates that between 2010 and 2015, <b>130</b> dwelling units were constructed or are under construction on zoned land in Carrigaline. <del>There are planning permissions for a further xx dwelling units outstanding on zoned lands in Carrigaline.</del></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> <p><b>This is a text change only.</b></p>	83	No.	<b>No Change Proposed.</b>
BK.03.04.02	<p>Delete text in paragraph 3.4.22</p> <p>The Carrigaline Area Transportation Plan identified the need for an Outer Western Relief Road. This will provide an alternative means of accessing the national road network from Carrigaline. It will also bring significant traffic relief where it is needed i.e. along the Main Street, Ballea road and Church road in</p>	86	No.	<b>No Change Proposed.</b>



Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>the town centre area, and also along the R611 Cork Road. <del>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.</del></p> <p>And insert new text as follows:</p> <p><b>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.</b></p> <p><b>This is a text change only.</b></p>			
BK.03.04.03	<p>Delete existing paragraph 3.4.37</p> <p><del>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.</del></p> <p>and replace with the following:</p> <p><b>The town contains a number of archaeological monuments which reflect the historic significance of the area. These are awarded protection under national</b></p>	88	No.	No Change Proposed.

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>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> <p><b>This is a text change only.</b></p>			
<p><b>BK.03.04.04</b></p>	<p>Delete paragraph 3.4.25 as follows:</p> <p><del>This Plan recognises the future potential of linking existing cycle and walking routes 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.</del></p> <p>And replace with:</p> <p><b>This Plan recognises the future potential of linking existing shared-use walking and cycle routes or greenways which exist in Passage West’.</b></p> <p><b>This is a text change only.</b></p>	<p>87</p>	<p>No.</p>	<p><b>No Change Proposed.</b></p>
<p><b>BK.03.04.05</b></p>	<p>Delete paragraph 3.4.30:</p> <p><del>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</del></p>	<p>87</p>	<p>No.</p>	<p><b>No Change Proposed.</b></p>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p><del>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.</del></p> <p>And replace with:</p> <p><b>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).</b></p> <p><b>This is a text change only.</b></p>			
BK.03.04.06	<p>General Objective CL-GO-10 Amend objective:</p> <p><i>Delete text:</i> <del>Establish a 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.</del></p> <p>And replace with:</p>	98	No.	No Change Proposed.

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>Further expand the network of designated walking and cycling routes to provide safe, convenient and pleasant routes between the town's main residential areas, schools and the town centre</p> <p><b>This is a text change only.</b></p>			
BK.03.04.08	<p>General Objectives Amend Code of CE-GO-08 to CL-GO-08</p> <p><b>This is a text change only.</b></p>	98	No.	No Change Proposed.
BK.03.04.09	<p>General Objectives Amend Code of CE-GO-09 to CL-GO-09</p> <p><b>This is a text change only.</b></p>	98	No.	No Change Proposed.
BK.03.04.10	<p>Amend Land Area in objective CL –R-07 to 1.62 hectares and delete <del>1.5.</del></p> <p><b>This is a text change only.</b></p>	99	No.	No Change Proposed.
BK.03.04.11	<p>Amend Land Area in objective CL –R-10 to 12.27 hectares and delete <del>10.0.</del></p> <p><b>This is a text change only.</b></p>	99	No.	No Change Proposed.
BK.03.04.12	<p>Amend Land Area in objective CL –R-11 to 6.63 hectares and delete <del>6.3.</del></p> <p><b>This is a text change only.</b></p>	100	No.	No Change Proposed.
BK.03.04.13	<p>Amend Land Area in objective CL –R-14 to 7.9 hectares and delete <del>8.56</del></p> <p><b>This is a text change only.</b></p>	101	No.	No Change Proposed.
BK.03.04.14	Volume 1, Section 3. Main Towns	101	No.	No Change

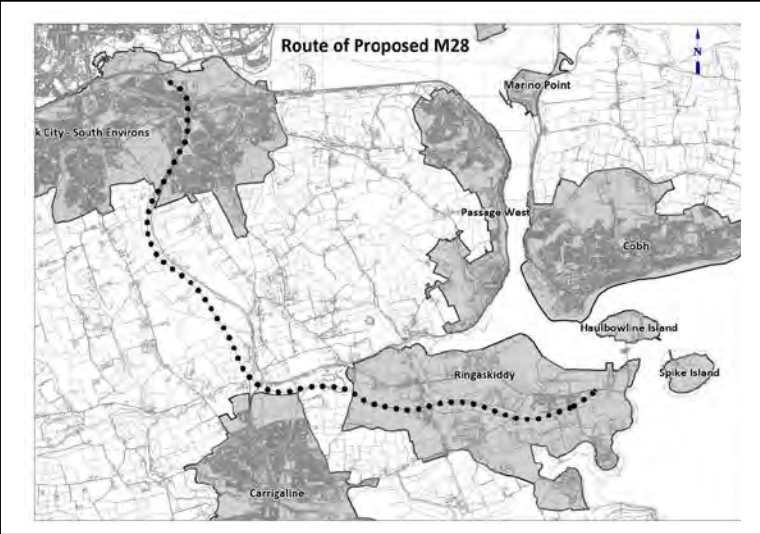
Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>Amend Land Area in objective CL –R-15 to 5.99 hectares and delete <del>6.2.</del></p> <p><b>This is a text change only.</b></p>			<b>Proposed.</b>
<b>BK.03.04.15</b>	<p>Specific Development Objective Amend Code CE-R-16 to CL-R-16 Amend Land Area in objective CL –R-16 to 4.21 hectares and delete <del>3.8.</del></p> <p><b>This is a text change only.</b></p>	101	No.	<b>No Change Proposed.</b>
<b>BK.03.04.16</b>	<p>Amend Land Area in objective CL-R 17 to 5.09 hectares and delete <del>4.7</del></p> <p><b>This is a text change only.</b></p>	102	No.	<b>No Change Proposed.</b>
<b>BK.03.04.17</b>	<p>Expand CL-T-01 zoning Amend Area size and Map change</p> <p><b>This is a Map Change only.</b></p>	102 & 103	AMD20918486 (Clayton Love)	<p>Noted. It is considered that the some of the changes requested would be a material change to the published amendment.</p> <p><b>No Change Proposed.</b></p>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
BK.03.04.18	<p><b>Volume 1, Section 3. Main Towns</b></p> <p>Insert additional text to objective CL-T-01, as follows:</p> <p>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.</p> <p>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 <b>only</b> pedestrian access to the main street. Vehicular access to such developments will not be provided directly 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"> <li>1. The site of the existing car park adjoining the Main Street and River;</li> <li>2. Within the town centre expansion area west of the Main Street;</li> </ol> <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 <b>will may</b> give priority to pedestrians and cyclists and shall provide permeability to the rest of the town including the open space</p>	102 & 103	AMD20918486 (Clayton Love).	<b>Minor Modification proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>area directly adjacent to the site (O-02). *</p> <p><b>the southern part of the site backing onto existing residential development on the Kilmoney Road will have a mix of residential development*</b></p> <p><b>This is a text change only.</b></p>			
<p><b>BK.03.04.19</b></p>	<p><b>Volume 1, Section 3. Main Towns</b></p> <p>Amend Objective CL-U-05 Provide <del>pedestrian walkway</del> along old railway line from the river north towards Ballyhemicken.</p> <p>Revised Objective Provide <b>Greenway</b> along old railway line from the river north towards Ballyhemicken, <b>where practicable.</b></p> <p><b>This is a text change only.</b></p>	<p>104</p>	<p>AMD21003512 (Southern Regional Assembly)</p>	<p><b>No Change Proposed.</b></p>
<p><b>BK.03.04.20</b></p>	<p>Amend Objective CL-U-08 as follows;</p> <p>Provide pedestrian amenity walk from Mountain Road East to join <del>existing amenity walk</del> <b>Greenway</b> on the Crosshaven road.</p> <p><b>This is a text change only.</b></p>	<p>104</p>	<p>No.</p>	<p><b>No Change Proposed.</b></p>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
BK.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><b>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.</b></p> <p><b>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</b></p>	106		



Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>area. This planned upgrade represents an important catalyst for the economic development of Cork and the South-West region.</p>  <p>Insert Specific Development Objective RY-U-02 after CL-U-14, as follows: (Text Change)</p> <p><b>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</b></p>			

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>and mitigating impacts on sensitive environmental and heritage resources, as well as impacts on communities.</p> <p>This is a text and Map change only.</p>			
BK.03.04.23	<p><b>Volume 1, Section 3. Main Towns</b></p> <p>Indicate CL-U-13 on map</p> <p><b>This is a text Change only.(to be inserted on final zoning map)</b></p>		No.	
BK.03.04.24	<p>Specific Development Objective CL-R-04 Delete Text with strike through.</p> <p>Medium A density residential development. <del>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</del></p>	99	No.	<b>No Change Proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>on the adjacent SPA. A sea wall will be required along the eastern / southern boundary of the site. 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> <p><b>This is a text change only.</b></p>			
<p><b>BK.03.04.25</b> (See Map Ref <b>BK.03.04.34</b>)</p>	<p>Specific Development Objectives- delete CL-U-07 <i>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.</i></p> <p><b>This is a text change with consequential map change.</b></p>	104	No.	<b>No Change Proposed.</b>
<p><b>BK.03.04.26</b></p>	<p><b>Volume 1, Section 3. Main Towns</b> Insert Specific Development Objective- revised CL-U-07.</p> <p><b>Link road between U-04 and U-10.</b></p> <p><b>This is a text and map change.</b></p>	104	<p>AMD21050332 (Oliver Power);</p> <p>AMD20972236 (Simon Brewitt)</p>	<b>No Change Proposed.</b>
<p><b>BK.03.04.27</b></p>	<p><b>Volume 1, Section 3. Main Towns</b> Amend B-02 to provide new area of open space zoning CL-O-10 as follows:</p> <p><b>Active Open Space</b></p>	105	No.	<b>No Change Proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<b>This is a text and a Map Change.</b>			
BK.03.04.28	<p><b>Volume 1, Section 3. Main Towns</b> Extend CL-RA-01 and include additional text relating to CL-RA-01as follows:</p> <p>CL-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 centre and is <b>also suitable for a large scale stand alone retailer retailers</b>. 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.</p> <p><b>This is a text and Map change.</b></p>	96	AMD20918486 (Clayton Love).	<b>Minor Modification proposed.</b>
BK.03.04.29	<p>Delete General Objective CL-GO—02 as follows;</p> <p><del>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.</del> <del>Carrigaline is situated adjacent to Cork Harbour Special Protection Area and in proximity to the Great Island Channel SAC.</del> <del>This plan will protect the favourable conservation status of these sites, and all new development shall be designed to ensure the protection and enhancement</del></p>	97	No.	<b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>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><b>This is a text change only.</b></p>			
<p><b>BK.03.04.30</b> <b>(BC.03.04.36)</b></p>	<p>Revise General Objective CL-GO-03 as follows;</p> <p>The boundary of Carrigaline overlaps with and is adjacent to 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 <b>and the Birds Directive</b>, and with the protection of these sites. Protection and enhancement of biodiversity resources within the receiving environment of the town will be encouraged.</p> <p><b>This is a text change only.</b></p>	97	No.	<p><b>No change proposed.</b></p>
<p><b>BK.03.04.31</b></p>	<p>Insert New Residential Objective <del>CL-R-19</del> CL-R-18</p> <p><b>Medium A residential development. Any development of this site will require road and pedestrian improvement to be funded by the developer.</b></p> <p><b>This is a map and text change only.</b></p>	102	<p>AMD20978786 (Blake Walsh);</p> <p>AMD21003882 (Cllr. Lombard)</p>	<p><b>No Change Proposed.</b></p>
<p><b>BK.03.04.32</b></p>	<p>Revise Specific Objective CL-B-01 as follows</p> <p>Business development suitable for small to medium sized industrial units, office based industry <b>and provision of Primary Health Care Centre.</b></p>	102	No.	<p><b>No change proposed</b></p>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<b>This is text change only.</b>			
<b>BK.03.04.33</b>  (See Map Reference BK.03.04.02 in Section 3)	<b>Insert revised Land Use Zoning Map identifying Coastal Zone Flooding.</b>  <b>This is a mapping change only</b>	106	No.	<b>No change proposed</b>
<b>BK.03.04.35</b>  (See Reference BC.03.04.21)	<b>Amend text in objective CL-R-06 and delete the following sentence:</b>  Medium A density residential development to include serviced sites and a mix of house types. Provision will also be made for a <del>primary school (requires at least 1.6 ha site)</del> and a neighbourhood centre. Specific arrangements shall be made for the provision and construction of an amenity walk (U-08).	99	No.	<b>No change proposed</b>
<b>BK.03.04.37</b>	Insert new Objective <b>CL-GO-11</b> , as follows:  <b>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.</b>  <b>This is a text change only.</b>	98	AMD21050332 (Oliver Power); AMDAMD209722 36 (Simon Bruit)	<b>No change proposed.</b>
<b>BK.03.04.38</b>	Amend text to paragraph. 3.4.18, as follows:  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	86	No.	<b>No change proposed</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>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. <del>An updated strategy may be required to reassess proposals for the Western Outer Relief Road.</del> <b>Updated CATS will be required as soon as practicable and this should also reassess the proposal for the Western Outer Relief Road.</b></p> <p><b>This is a text change only.</b></p>			
BK.03.04.40	<p>Insert additional text to Objective CL-R-09 as follows:</p> <p><del>Low density residential development individual serviced sites.</del></p> <p><b>Medium B density residential development (low density residential development as individual serviced sites).</b></p> <p><b>This is a text change only.</b></p>	99	No.	<b>No change proposed</b>
BK.03.04.41	<p>Volume 1, Section 3, Main Towns Amend Objective CL-U-13, as follows:</p> <p>Implementation of the Greenway project (disused railway line to Carrigaline), <b>where practicable.</b></p> <p><b>This is a text change only.</b></p>	105	No.	<b>No change proposed</b>
	<b>Section Four: Key Villages</b>			

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<b>Introduction</b>			
BK.04.02.01	<p><b>Volume 1, Section 4. Key Villages</b> Insert following text as a footnote in Table 4.1 Appropriate Scale of Development in Key Villages.</p> <p><b>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.</b></p> <p><b>This is a text change only.</b></p>	109	No.	<b>No change proposed.</b>
	<b>Ballinspittle</b>			
BK.04.03.01	<p>Include new Objective DB-04;</p> <p><b>“Supports plans for footpath and road realignment from Ballinspittle Village to Kilmore Woods.”</b></p> <p><b>This is a text change only.</b></p>	115	AMD21007009	<b>No change proposed.</b>
BK.04.03.02	<p>Revise Paragraph 4.3.11 as follows;</p> <p>This plan seeks to retain the scale of growth envisaged in the 2011 Plan. Therefore, a further 100 units can be developed in the village over the lifetime of this Plan, taking the housing stock to approximately 220 units by 2023. <del>Given the scale and development pattern of the village it is considered that any individual scheme for new housing development should not normally be larger</del></p>	113	No.	<b>No change proposed.</b>



Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>than 25 dwellings.</p> <p><b>This is a text change only.</b></p>			
	<b>Belgooly</b>			
<b>BK.04.04.01</b>	<p>Include new Objective DB-03;</p> <p><b>“Supports the provision of enhanced pedestrian links which connect residential areas to the village core and school”.</b></p> <p><b>This is a text change only.</b></p>	119	No.	<b>No change proposed.</b>
<b>BK.04.04.03</b>	<p>Revise Paragraph 4.4.8 as follows;</p> <p>This Plan has retained the scale of future growth within the village to 150 new units, taking the housing stock up to approximately 400 units by 2023. The development boundary for Belgooly has not been altered from that defined in the 2011 Local Area Plan as there is adequate land available to realize the target growth. The development boundary for Belgooly is largely determined by infrastructural and topographical constraints. <del>Given the scale and development pattern of the village it is considered that any individual scheme for new housing development should not normally be larger than 25 dwellings.</del></p> <p>Development to the south-east and east of the village is restricted due to the elevated and exposed nature of these lands.</p> <p><b>This is a text change only.</b></p>	118	No.	<b>No change proposed.</b>
	<b>Crosshaven and Bays</b>			
<b>BK.04.05.01</b>	<p>Include new <b>Objective O-10:</b></p>	131 & 132	No.	<b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p><b>Open Space to protect the Special Protection Area designation.</b></p> <p><b>This is a text and map change only.</b></p>			
BK.04.05.02	<p>Revised indicative line of walkway U-08.</p> <p><b>This a Map Change Only.</b></p>	132	AMD21006367 (Michael Kidney); AMD20944660 (R. & j. Fishbourne)	<b>No change proposed.</b>
BK.04.05.03	<p>Insert new Objective</p> <p><b>DB-06: The Council will work in co-operation with landowners to deliver the proposed amenity routes. .</b></p> <p><b>This is a text change only.</b></p>	129	No.)	<b>No change proposed.</b>
BK.04.05.04	<p>Include additional text under paragraph 4.5.21:</p> <p><b>“These issues will be prioritised by the Council over the lifetime of the Plan and will be addressed where resources allow”.</b></p> <p><b>This is a text change only.</b></p>	125	No.	<b>No change proposed.</b>
BK.04.05.05	<p>Update Objective T-01 to allow for a broader range of retail uses on site as follows;</p> <p><del>T-01: “Mixed uses including: commercial, services, civic, residential and retail-related to leisure/ tourism use to facilitate village centre expansion.</del></p> <p>And replace with:</p>	129	AMD20992428 (Doyle Shipping Group).	<b>No change proposed</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>T-01: <b>“Mixed uses including: retail, offices, community, residential and marine/tourism uses to facilitate village centre expansion”</b>.</p> <p><b>This is a text change only.</b></p>			
<p><b>BK.04.05.06</b></p>	<p>Update text in , Paragraph 4.5.35 as follows:</p> <p>Crosshaven village is a well established settlement, with important community facilities including two churches, one co-educational secondary school, Colaiste Mhuire and three primary schools; Scoil Bhríde, Scoil Náisiúnta Cros tSeain and Templebreedy national School. The village has a large number of sporting clubs including GAA, soccer, rugby, sailing, tennis and rowing to name a few. The local community has developed additional facilities based around historic Crosshaven House including a playground and pitch and putt club. <del>The village is lacking a community hall, however, and the Plan supports identifying a suitable site/ building which could act as a focal point for community uses throughout the year.</del> <b>The Plan supports the provision of improved access to the village community hall.</b></p> <p><b>This is a text change only.</b></p>	<p>126 &amp; 127</p>	<p>No.</p>	<p><b>No change proposed.</b></p>
<p><b>BK.04.05.07</b></p>	<p>Update text in Paragraph 4.5.23: as follows:</p> <p>Delete</p> <p><del>While significant levels of residential development have taken place in the village, there is a need for the proportionate provision of services and facilities for the enlarged population including improved community facilities.</del></p>	<p>125</p>	<p>No.</p>	<p><b>No change proposed.</b></p>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>And replace with:</p> <p>While significant levels of residential development have taken place in the village, there is a need for the proportionate provision of services and facilities for the enlarged population including improved community facilities. <b>The Council also supports interventions which can improve walkability within the settlement, especially linking residential areas and the village core.</b></p> <p><b>This is a text change only.</b></p>			
BK.04.05.08	<p><b>Coastal Flood Zone Mapping</b></p> <p>Delete the Coastal Flood Zone Map and replace with a map as shown in Appendix D.</p> <p><b>This a Map Change Only.</b></p>	132	No.	No change proposed.
BK.04.05.09	<p>Insert new Objective DB-07 as follows:</p> <p><b>Support the delivery of a flood relief scheme at Graball Bay.</b></p> <p><b>This is a text change only.</b></p>	129	No.	No change proposed.
BK.04.05.10	<p>Extension to the development boundary.</p> <p><b>This is a map change only.</b></p>	86	No.	No change proposed.
BK.04.05.11	<p>Revise Paragraph 4.5.26. as follows;</p> <p>The planning Strategy for Crosshaven and Bays continues to encourage the</p>	125	No.	No change proposed.

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>consolidation of the settlement of Crosshaven and to recognise its important economic, leisure, tourism and marine roles within the Cork Harbour. The housing growth target for the village has been retained having regard to the scale of the settlement, the need to sustain existing services and community facilities and the availability of suitable infrastructure services. <del>Given the scale and development pattern of the village it is considered that any individual scheme for new housing development should not normally be larger than 50 dwellings.</del></p> <p><b>This is a text change only.</b></p>			
	<b>Inishannon</b>			
<b>BK.04.06.01</b>	<p>Extension to the development boundary.</p> <p><b>This is a Map Change only.</b></p>	138	No.	<b>No change proposed.</b>
<b>BK.04.06.02</b>	<p>Extension to the development boundary.</p> <p><b>This is a map change only.</b></p>	138	No.	<b>No change proposed.</b>
<b>BK.04.06.02</b> <b>BK.04.06.03</b>	<p>Revise Paragraph 4.6.8. as follows;</p> <p>Over the lifetime of this Plan, the aim is to retain the scale of new residential development to 150 additional units, taking the housing stock to approximately 460 units by 2023. New development will need to respond positively to the pattern and grain of existing development. <del>Given the scale and development pattern of the village it is considered that any individual scheme for new housing development should normally not be larger than 25 dwellings.</del> The future expansion of the village will proceed on the basis of a number of well integrated sites within the village, supported by the availability of employment</p>	134	No.	<b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	opportunities in the locality and the continued provision of local services. <b>This is a text change only.</b>			
<b>BK.04.06.04</b>	Extension to the development boundary. <b>This is a map change only.</b>	138	No.	No change proposed.
	<b>Riverstick</b>			
<b>BK.04.07.01</b>	Extension to the development boundary. <b>Map Change only</b>	143	No.	No change proposed.
<b>BK.04.07.02</b>	Revise Paragraph 4.7.12. as follows;  This plan seeks to retain the scale of development of 150 additional dwellings in the village up to 2020, taking the housing stock to approximately 400 units by 2023. <del>Given the scale and development pattern of the village it is considered that any individual scheme for new housing development should normally not be larger than 25 dwellings.</del>  <b>This is a text change only.</b>	140	No.	No change proposed.
	<b>Section Five: Villages, Village Nuclei and Other Locations</b>			
	<b>Villages</b>			
	<b>Introduction</b>			
<b>BK.05.01.12</b> <b>BK.05.01.14</b>	Insert following text as a footnote in Table 5.1 Appropriate Scale of Development in Villages as follows;  <b>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</b>	148	No.	No change proposed.

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>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>This is a text change only.</p>			
	<b>Ballinadee</b>			
BK.05.01.11	<p>Extension to development boundary</p> <p>This is a Map change only.</p>	151	No.	No change proposed.
	<b>Ballygarvan</b>			
BK.05.01.08	<p>Insert new objective U-03 as follows:</p> <p>The Plan supports the provision of a new pedestrian bridge within the Village.</p> <p>This is a text and map change</p>	154 & 155	No.	No change proposed.
	<b>Kilbrittain</b>			
BK.05.01.01	<p>Insert new GO Objective for villages to ensure protection of the Courtmacsherry Estuary SAC and Courtmacsherry Bay SPA as follows:</p> <p><b>GO-01 (o): In order to secure sustainable population growth proposed in GO-01 (a), appropriate and sustainable water and wastewater infrastructure that will help secure the objectives of the Water Framework Directive and protect the Courtmacsherry Estuary Special Area of Conservation and Courtmacsherry Bay Special Protection Area Nature 2000 Sites, needs to be provided where not already available, in advance of the commencement of discharges from new development permitted in this settlement.</b></p>	149	No.	No change proposed.

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<b>This is a text change only.</b>			
<b>BK.05.01.02</b>	<p>Provide additional DB objective to ensure protection of the Courtmacsherry Estuary SAC as follows:</p> <p><b>DB-02: New development can only proceed where it is shown it complies with the operation and licensing of the Waste Water Treatment Plant.</b></p> <p><b>This is a text change only.</b></p>	158	No.	<b>No change proposed.</b>
<b>BK.05.01.03</b>	<p>Insert an additional objective and text relating to the disposal of surface water south of the village as follows;</p> <p><b>DB-03: All new development south of the Main Street will need to provide adequate measures for the disposal of surface water on site in order to mitigate against flooding impacts on lands and properties in the vicinity.</b></p> <p><b>This is a text change only.</b></p>	158	AMD21005307 (Castleview & Meadowview Residents Assoc); AMD20982052 (Patricia Northridge); AMD21004544 (Prof Geoffrey Roberts & Celia Weston); AMD210049 (Simon & Pam Skinner)	<b>No change proposed.</b>
<b>BK.05.01.04</b>	<p>Include an additional objective supporting the expansion of school facilities east of C-01 as follows;</p> <p><b>DB-04: Support the expansion of school and community-related development east of C-01.</b></p>	158	AMD21005307 (Castleview & Meadowview Residents Assoc); AMD20982052	<b>No change proposed.</b>



Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>This is a text change only.</p>		<p>(Patricia Northridge); AMD21004544 (Prof Geoffrey Roberts &amp; Celia Weston).</p>	
<p><b>BK.05.01.10</b></p>	<p>Zone site for Community Uses C-02 and include new objective as follows:</p> <p><b>C-02: Community Use including extension to school and provision of community facilities incorporating east-west pedestrian links. Any proposal shall include comprehensive boundary screening.</b></p> <p>This is a text and Map change.</p>	<p>108</p>	<p>AMD21005307 (Castleview &amp; Meadowview Residents Assoc); AMD20982052 (Patricia Northridge); AMD21004544 (Prof Geoffrey Roberts &amp; Celia Weston); AMD210049 (Simon &amp; Pam Skinner)</p>	<p><b>No change proposed.</b></p>
<p><b>BK.05.01.12</b></p>	<p>Insert an additional objective supporting the upgrading and maintenance of walkways south of the village.</p> <p><b>DB-05: Support the upgrading and maintenance of walkways south of the village.</b></p> <p>This is a text change only.</p>	<p>158</p>	<p>AMD21005307 (Castleview &amp; Meadowview Residents Assoc); AMD21004544 (Prof Geoffrey Roberts &amp; Celia Weston);</p>	<p><b>No change proposed.</b></p>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
BK.05.01.13-	<p>The Plan will include additional text in paragraph 5.1.23 supporting the review of the flood extents of Zones A &amp; B within the village as follows:</p> <p><b>A preliminary review of flood extents in Kilbrittain has concluded that the Flood Zone A and Flood Zone B extents should be revised. Therefore, a detailed hydraulic assessment will be undertaken to redefine the Flood Zone A and Flood Zone B extents along the Kilbrittain River.</b></p> <p><b>This is a text change only.</b></p>	158	AMD21005307 (Castlevew & Meadowview Residents Assoc); AMD21004544 (Prof Geoffrey Roberts & Celia Weston);	<b>No change proposed.</b>
	<b>Minane Bridge</b>			
BK.05.01.05	<p>Insert new objective DB-03 as follows:</p> <p><b>The Plan supports the provision of traffic calming measures and improved pedestrian facilities linking residential areas to community buildings within the Village.</b></p> <p><b>This is a text change only.</b></p>	160	No.	<b>No change proposed.</b>
BK.05.01.06	<p>Insert new objective DB-04 as follows:</p> <p><b>The Plan supports proposals to enhance recreation facilities in the village including the provision of a playground.</b></p> <p><b>This is a text change only.</b></p>	160	No.	<b>No change proposed.</b>
	<b>Oldchapel</b>			
BK.05.01.07	<p><b>Volume 1 Section 5.1.</b> Remove B-01 from land-use zoning and re-label B-02 as B-01.</p>	162 & 163	No.	<b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<b>This is a map and text change only.</b>			
	<b>Village Nuclei</b>			
	<b>Introduction</b>			
<b>BK.05.03.05</b>	<p>Insert following text as a footnote in Table 5.2 Appropriate Scale of Development in Village Nuclei as follows;</p> <p><b>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.</b></p> <p><b>This is a text change only.</b></p>	166	No.	<b>No change proposed.</b>
	<b>Aghyohil</b>			
<b>BK.05.02.01</b>	<p>Extension to the development boundary.</p> <p><b>Map change only.</b></p>	169	No.	<b>No change proposed.</b>
	<b>Dunderrow</b>			
<b>BK.05.01.09</b>	<p>Extension to the development boundary.</p> <p><b>Map change only.</b></p>	177	No.	<b>No change proposed.</b>
	<b>Garrettstown/ Garrylucas</b>			
<b>BK.05.02.02</b>	<p>Coastal Flood Zone Mapping:</p> <p>Delete the Coastal Flood Zone Map and replace with a new map.</p>	183	No.	<b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<b>Map Change Only.</b>			
BK.05.02.03	<p>Reword text of X-03 as follows:</p> <p><b>Special Policy Area. Provision of temporary tourist accommodation for campervans and camping facilities. The site is also suitable for a mixture of temporary and permanent caravans for tourist accommodation .Any proposals shall be accompanied by a comprehensive landscaping scheme prepared by a suitably qualified professional, to assimilate the proposal into this sensitive, coastal landscape.</b></p>	182	No.	No change proposed.
BK.05.02.04	<p>Re-word objective X-02 as follows:</p> <p>Special Policy Area. Lands to remain predominantly open in character with generally no linear roadside frontage development <b>potential for some in-depth residential development at the eastern end of the site.</b></p> <p><b>This is a text change only.</b></p>	182	No.	No change proposed.
	<b>Other Locations</b>			
	<b>Kilmacsimon Quay</b>			
BK.05.03.04	<p>Delete DB-03 as follows:</p> <p><del>Development on the elevated lands to the southern side of the access road serving Kilmacsimon Quay should be discouraged, to preserve the visual amenities of the area and protect areas of High Value Landscape.</del></p> <p><b>This is a text change only.</b></p>	197	No.	No change proposed.

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<b>Robert's Cove</b>			
BK.05.03.01	<p>Insert new Objective DB-03:</p> <p><b>Support the provision of a coastal walkway linking Roberts Cove and Rocky Bay.</b></p> <p><b>This is a text change only.</b></p>	199	No.	No change proposed.
	<b>Sandycove</b>			
BK.05.03.02	<p>Update text Objective DB-01:</p> <p><del>Any further development in Sandycove should protect the coastal and rural character of the area, avoid sensitive coastal locations and the provision of large-scale holiday accommodation should be discouraged. Priority will be given to the development of recreation and amenity facilities including walks along the coastline.</del></p> <p>And replace with:</p> <p>Any further development in Sandycove should protect the coastal and rural character of the area, avoid sensitive coastal locations and the provision of large-scale holiday accommodation should be discouraged. <b>Consideration will be given to some infill residential development where it directly improves existing public foul services.</b> Priority will be given to the development of recreation and amenity facilities including walks along the coastline.</p> <p><b>This is a text change only.</b></p>	200	No.	No change proposed.
<del>BK.05.03.02</del>	Insert new Objective DB-02:	200	No.	No change

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
BK.05.03.03	<p>Support the provision of car parking facilities.</p> <p>This is a text change only.</p>			proposed.

## Appendix B1

### Proposed Amendment to Section 3 Main Towns Introduction

Amendment No. BK.03.01.01

#### 1.1 Introduction- Main Towns

Delete Existing Text and Insert New Text as follows:

##### Overall Scale of Development

1.1.1 The overall scale of development for the Main Towns is set out in the Core Strategy of the Cork County Development Plan, 2014 (Volume One, Chapter 2 and Appendix B). Table 3.1 sets out the overall housing requirements and housing supply position for Bandon, Kinsale and Carrigaline South.

1.1.2 Within the Bandon Kinsale Municipal District the County Development Plan 2014 provides for growth in population of 2,972 persons. The number of households is expected to grow by 3,926 leading to a net requirement for 3,707 new houses within the Municipal District. Of this growth, 1,699 is allocated to the Towns (978 for Bandon and 721 for Kinsale).

<i>Table 3.1: Population, Households and Net New Houses for Main Towns</i>							
	<b>Housing Requirement</b>					<b>Housing Supply</b>	
	<b>Census 2011</b>	<b>Population Target</b>	<b>Total New Households</b>	<b>New Units Required</b>	<b>Net Estimated Requirement (Ha)</b>	<b>Net Estimated Residential Area Zoned (Ha)</b>	<b>Estimated Housing Yield</b>
Bandon	6,640	7,765	851	978	45	<del>91.84</del> <b>81.94</b>	<del>1,766</del> <b>1732</b>
Kinsale	4,893	5,722	627	721	36	<del>39.8</del> <b>37.6</b>	<del>856</del> <b>834</b>
Carrigaline (South)	4,858	5,876	703	See Ballincollig Carrigaline Municipal District Plan (Carrigaline North)			
<b>Total</b>	<b>16,391</b>	<b>19,363</b>	<b>2,181</b>	<b>1,606</b>	<b>80</b>	<del>131.64</del> <b>119.54</b>	<del>2,622</del> <b>2566</b>
Estimated Strategic Land Reserve (LAP'S and TCPs) for this Municipal District is <del>51.3ha</del> <b>39.54ha</b>							
<b>*Includes 1.1ha of residentially zoned land from the Kinsale Town Development Plan 2009</b>							

##### Approach to Plan Preparation

1.1.3 In the preparation of new 'zoning' maps for the main towns in this plan, the following issues have been addressed:

Zoned areas in the 2011 Local Area Plans that have been developed are now shown as part of the

‘Urban area’. This approach has been taken in order to allow a more positive and flexible response to proposals for the re-use or re-development of underused or derelict land or buildings particularly in the older parts of the main towns. There are exceptions to this in areas where it is considered necessary to continue to protect / promote a specific land use;

where possible the map base has been updated (although the most recent development may still not be shown for reasons beyond the County Council’s control). **A core retail shopping area has been identified in Bandon.**

**It is the intention of Cork County Council to identify Regeneration Areas following the introduction of new legislation introduced under the Urban Regeneration and Housing Act 2015. Therefore in Bandon a number of Regeneration Area have been identified where there are derelict / vacant sites which detract from the amenity of an area and offer opportunities for redevelopment.** In each town a core retail shopping area has been identified. In both towns Regeneration Areas have been identified where there are derelict / vacant sites which detract from the amenity of an area and offer opportunities for redevelopment;  
~~The existing Town Development Plans use ‘established’ zoning categories to define the appropriate use in existing areas of development e.g. ‘established residential’ to denote existing residential areas. In the Local Area Plans adopted in 2011 the use of ‘established’ zoning categories was discontinued in favour of an ‘Existing Built Up Area’ classification. This approach will be applied to the developed areas within the former town council administrative areas to achieve a uniform approach to land use zoning across all Main Towns.~~

~~The boundaries of Town Centre zonings will be adjusted to reflect the combined boundaries of the “established” and “expansion” areas within existing town plans. Where appropriate extensive existing residential areas will be removed from the town centre zoning. A retail core which defines the main shopping streets in a town will be identified within the town centre zoning of each Main Town.~~

~~It is the intention of Cork County Council as part of the review of the Local Area Plans, including areas formerly covered by the Town Councils, to identify Regeneration Areas following the introduction of new legislation introduced under the Urban Regeneration and Housing Act 2015. The Local Area Plans will include the measures outlined in the Act.~~



## Appendix B2 Proposed Amendments to Kinsale Environs

### Amendment No. BK.03.03.01 (Map Change –See Section 3) and BK.03.03.02

#### Delete Existing Text Section 3, Pages 64 to 81 Insert New Text as follows;

#### 3.1 Kinsale Environs

##### Vision and Context

3.1.1 Kinsale is identified as a Main Settlement within the Bandon Kinsale Municipal District. The settlement is located within the Greater Cork Ring strategic Planning Area and is defined as a “Ring Town” in the Cork County Development Plan 2014.

3.1.2 The strategic aims for Kinsale are to provide for additional residential and employment development which reinforces the town's compact form, is responsive to its scenic coastal setting and continues to support its special heritage, marine and tourism functions. It is also important that the infrastructure projects planned for the town are carried out in a timely manner.

~~1.1.3 Since the last Plan period, Kinsale Town Council has been dissolved and so this Plan set out a single planning strategy for the town and its environs.~~

1.1.4 It is an objective of the County Development Plan 2014 to protect and enhance the natural and built heritage assets of the walled, medieval coastal settlement and to facilitate the development of Kinsale as one of the county's principal tourist attractions. Future development will need to respect the historic town centre and the town's sensitive scenic and coastal setting.

##### Local Context

1.1.5 Kinsale Town is a picturesque town that sits on the attractive estuary of the Bandon River. The town's attractive medieval townscape and building stock is the focus of its international gourmet offer, niche retail including a vibrant art and crafts offer and cultural buildings. The harbour is the focus of a variety of marine based activities including yachting and sea angling. Charles Fort and James Fort are attractive maritime fortifications flanking the mouth of the harbor and are both popular heritage destinations. Scilly and Summercove are small attractive peripheral coastal settlements which are included in the development boundary of the town.

##### Planning Considerations and Proposals

1.1.6 There are some physical constraints which will clearly influence the future direction of growth in the town. These physical constraints are also the natural features that have contributed to its success, and are found within and around its spectacular scenic and historic harbour and dominate the southern and eastern boundaries of the town.

1.1.7 To the east, it is important that the attractive entrance to the town is maintained. Previous plans identified the ‘green fingers’ of land outside of the development boundary separating the historic settlements of Scilly and Summercove from the main town and their importance to the general setting of the town. It is the intention that this policy would be carried forward in this

plan. It is also the intention of this Plan to provide more guidance on the management of built environment within these two satellite nodes to Kinsale.

1.1.8 The development boundary heading from the town in an easterly direction out towards Charles Fort identifies the existing built footprint that has been inherited from previous plans. Some adjustment has been made to the south western boundary to reflect development that has already occurred in the area. There is still a small strip of land outside the development boundary (adjoining O-03) between the estuary and the development boundary. Outside of the development boundary the area is zoned “High Value Landscape” and rural housing control policies apply as set out in the County Development Plan 2014. This includes a very elevated and sensitive coastal hillside strip of land south and west of O-03. The Planning Authority continues to exclude this area from the development boundary in order to give priority to local applicants who wish to reside in the area.

### **Population and Housing**

1.1.9 The 2011 Census recorded a population 4,893 in Kinsale representing growth of 794 persons since Census 2006. Geo-directory figures for the period 2010-2015 illustrate small growth in the housing stock from 2,519 in 2010 to 2,522 in 2015. There is some return to activity in the housing market within the town as a number of developments are currently under construction, although there is some evidence of vacancy within an unfinished estate at Abbeylands on the northern periphery of the town.

1.1.10 Kinsale has been allocated a population target of 5,722 in the County Development Plan 2014 representing growth of just over 800 people on Census 2011 figures. In order to accommodate this level of population growth, an additional 721 housing units will be required. A net housing land requirement of 36ha has been identified to provide this amount of housing.

~~1.1.11 The development strategy for Kinsale is to focus new housing development and population growth close to the existing built footprint of the town to maximize opportunities for walking and cycling within the town and to reinforce its compact urban form. In order to achieve the target growth, the Plan carries forward all residentially zoned land within the existing Town Plan and the Bandon Electoral Area Local Area Plan 2011 save for a 1.1 ha site in Summercove (formerly R-06) where the zoning has been discontinued due to service constraints. Some extra headroom is required to allow flexibility in the land supply and for this reason additional residentially zoned land has been identified. This includes a number of small medium sized plots all within the 10 minute walking zone of the town centre which can contribute to the town’s compact form. Most of these were zoned as “built up area” or “agriculture” in the 2009 Kinsale Town Development Plan.~~

~~1.1.12 The town has a good supply of housing close to the town centre and residential usage is still an integral component of the mixed use character of the town. The proximity of residential uses to the core is an important factor in achieving vitality and viability within town centres and Kinsale is one of a few towns which have retained this historic land use mix. Policies protecting residential use within the town centre and important housing stock adjacent to the core are proposed. These include the following streets:~~

- ~~• Market Square~~
- ~~• Market Lane~~

~~1.1.13 Within these areas the conversion of houses for non residential use which would impact on the residential amenities of the area by reason of noise and traffic and would result in a loss of units for family accommodation will be resisted.~~

1.1.14 The larger sites on the northern periphery of the town (KS-R-01 & KS-R-02) will include some provision for larger detached dwellings/ self build options at lower densities as an alternative to individual houses in the countryside. This is also to provide a softening of the urban edge and aims to minimize the impacts on the landscape setting of the town.

### **Employment and Economic Activity**

1.1.15 The current County Development Plan 2014 states it is an objective for Ring Towns like Kinsale “to fulfill their economic potential as quality urban centres providing employment, shopping, services and public transport for their rural hinterland so they can become the location of choice for most people especially those with an urban environment focus.” Kinsale’s local economy is largely tourism based. The town has an international tourism reputation built around its iconic townscape, heritage, natural harbour and associated water-based recreation, culinary offer and scenic characteristics.

1.1.16 The town centre is the principle location for retail and services and these issues are dealt with separately in the Plan. Within the eastern environs of the town some 24.8ha of land was zoned for business and industry in the last Bandon Electoral Area Local Area Plan (2011). There has been some uptake in these lands including B-03, EE-1, EE-2 and a large part of B-02 which will now revert to “built up area”. Some adjustment has been made to the wording of I-02 to remove a reference to tourist related retail development which is not considered appropriate at this edge of town location. The employment land supply also includes a large light industrial site on the eastern periphery of the town.

1.1.17 In 2011 there were 2,421 persons living in Kinsale in the labour force and of these, 82.6% (2,000 persons) were at work. The unemployment rate within the town was 17.4% compared to 19% nationally. POWSCAR data available for Kinsale is based on slightly different geographical area to that of the CSO town profiles. This analysis highlights that 53.2% of the total employees enumerated reside in the study area and a similar percentage (66.6%) travel to their place of work within Greater Cork Ring DEDs. A total of 67.1% of all journeys to work were made by car. Green modes were very encouraging as walking levels within the study area registered 14.5% and cycling levels were 1.1% of the modal split reflective of the town’s compact form.

### **Tourism**

1.1.18 Kinsale’s historic and attractive townscape and maritime offer is the foundations of the town’s tourism market. The County Development Plan 2014 states it is an objective to “protect and enhance the natural and built heritage assets” of the town to facilitate its development as a Principal Tourist Attraction. The historic and architectural significance of Kinsale’s townscape together with its impressive building stock are currently protected in the Kinsale Development Plan 2009 by a large Architectural Conservation Area which covers the entire jurisdiction of the former Town Council and by the designation of a high number of protected structures, some of which are of National Importance.

1.1.19 The town’s location along the Wild Atlantic Way aims to further expand its attractiveness to both the overseas and domestic holiday-market. In order to ensure Kinsale continues to optimize its niche tourism market, investment in key pieces of infrastructure is required. The Marine Leisure Infrastructure Strategy (2010 – 2020) identified facilities that need to be provided/

improved to increase the quality of the town's maritime environment and **those in the Environs of the Town** these form part of the plan's future development framework. Key items highlighted in the document include issues around access to slipways due to conflicts between traffic and parking trailers; marina capacity issues evident and inadequate space along the quaysides.

- ~~1.1.20 Within the medieval town centre there are clear capacity and road safety issues along the streets due to the narrow pavements and high volumes of pedestrian traffic which forces pedestrians onto the carriageway. The introduction of the Inner Relief Road, traffic restrictions on some street and the delivery of heritage led public realm strategy would create an enhanced visitor experience in the town.~~
- 1.1.21 The Plan has identified the need for improved bus set down and parking facilities within the town. A new bus parking area has been identified at Scilly. Car parking is an issue within the town especially during peak summer months. The Kinsale Transport Study recommended changes to the proposed car parking management and pricing structure to meet the predicted future demand of 1,006 spaces. It is clear that any future additional provision of spaces within the historic town will be constrained by the historic environment. As part of the future parking strategy for the town, Cork County Council will investigate options that will avoid impacts on the historic environment. In this context options will be investigated over the lifetime of the Plan to provide a park and ride facility on a suitable peripheral site during the summer months.
- 1.1.22 Policies to protect and promote the battlefield sites within and around the town are also targeted as a niche heritage and tourism product that can further add to the town's attractiveness as a cultural tourism destination.
- 1.1.23 In recent years, a series of annual events and festivals including the Kinsale Rugby Sevens, Kinsale Point to Point, Kinsale Arts Week, Kinsale Comedy festival, Kinsale Jazz fringe Festival and Kinsale Gourmet Festival have added significant revenue to the local tourist economy.
- 1.1.24 The planning strategy provides protection to key pieces of tourism infrastructure and recognizes additional facilities needed to help Kinsale maximize the tourism experience within the town. Short-term goals **include** ~~are the delivery of the inner relief road,~~ enhanced bus parking and set-down facilities and options to explore delivery of a park and ride facility during peak tourism season.

### **Town Centre and Retail Development Strategy**

- ~~1.1.25 Kinsale is an important service and tourism centre in Bandon Kinsale Municipal District with a strong convenience retail base and a good range of comparison services, especially in the niche independent sector. Within the town centre there is still a good vertical mix of uses. Within a recent County wide survey of town centres, vacancy rates in Kinsale were amongst the lowest. The survey recorded 178 units within the defined retail core. The dominant use recorded was leisure services (53 units), reflecting the pre-dominant tourism function of the town. There was also a strong representation of comparison retail units (47 units) which is largely comprised of independent traders. There is a Farmer's Market held weekly at Market Quay and this adds to the vitality of the town centre shopping experience. Overall vacancy levels were low (10%) although there was evidence that certain units were operating on a seasonal basis, reflecting their reliance on the tourism sector.~~
- 1.1.26 ~~The extent of the retail core has been defined. Currently the main convenience anchor stores are provided by Supervalu, Centra and Lidl which is located at the edge of the town centre, outside the defined retail core. The current Kinsale Town Plan 2009 differentiates between "established town centre" and "town centre expansion". In order to ensure a consistent zoning~~


approach across the towns of the Municipal District, these zonings have been combined into a single “town centre” zone (KS-T-01). Since the last Plan a site zoned TCE-1 in the Town Plan has been developed and includes a large Supervalu store, multi-storey car-park, pharmacy and primary care facility on the upper levels.

1.1.27 The Plan’s objective is to continue to protect the historic fabric of the town centre. It is acknowledged that there are limited opportunities to provide larger modern retail formats within the medieval core due to access and heritage constraints. In response to this some additional land has been included close to the new Supervalu complex under KS-T-02. This site was previously zoned for a primary care facility which has been developed elsewhere and forms a natural “gateway” to the town. Future proposals on this site will need to create active frontages onto the street, deliver a high-quality public realm and provide links to the town centre and adjacent residential areas. Some tightening to the town centre zoning at Long Quay has been undertaken in order to avoid expansion of premises into the steep cliffside which would create scarring.

1.1.28 Evidence suggests that there are low levels of vacancy within the town and so the expansion of the building stock can only be achieved by identifying brownfield/infill opportunity sites that can add to the mixed use character of the town. Locally derived urban design guidance is provided to ensure new development knits successfully into the urban grain. In order to protect and enhance the core retail area, it is essential that future retail development consolidates the core and strengthens the links between the core and town centre expansion area.

**Regeneration Areas**

1.1.29 The town centre strategy focuses on protecting the historic fabric of the town and identifying any regeneration land which can add to the building stock and capacity of the town to facilitate additional mixed-use development. A waterside regeneration site has been identified and is detailed in Table 3.X.

<b>Table 3.4 Regeneration Areas in Kinsale</b>	
<b>Map of Regeneration Areas</b>	<b>Number and Description</b>
	<p><b>KS-RA-01: Pier Road/ Main Street</b> The site is within the area zoned town centre (T-01) and is a high profile infill regeneration site along the Pier Road which can extend the building line of the existing perimeter block and create a high quality frontage overlooking the quayside. The design, form and massing need to reference the sites location in an Architectural Conservation Area where it is the policy to protect the special character. The Plan encourages a mixed-use approach to any future scheme including the provision of commercial ground floor uses. Residential uses on the upper floors should have separate own door access.</p>

**Urban Design Guidance**

1.1.30 The retail environment within the town is distinctive and characterised by a colourful medieval townscape of winding, narrow streets and traditional shopfronts which are an intrinsic part of its character and associated designation as an Architectural Conservation Area. Specific urban design guidance is provided on a street by street basis in Table 3.5 to ensure new development achieves a high standard of design and contributes positively to the historic environment. There is evidence that the quality and design of shopfronts within the historic town centre have deteriorated with some inappropriate use of fussy details and signage. Shopfront design will need to comply with relevant objectives in the County Development Plan 2014.

1.1.31 The waterside nodes of Summercove and Scilly are an intrinsic part of the Kinsale experience and so additional planning guidance is provided in this Plan to protect their unique character. These satellite nodes to Kinsale contain a more refined architectural heritage and some attractive townscape elements which need to be defined to help guide future development, infill proposals or modifications to existing buildings.

**Table 3.5: Planning and Urban Design Guidance**

Zoning	Street Name	Street Guidance
KS-T-01	Lower O'Connell Street	To promote and encourage its renewal in a careful and sensitive manner and to protect the Medieval urban grain through refurbishment of existing buildings, promotion of innovative architecture and resisting large scale, single use development. Roof profiles should be consistent with the 35° to 55°, covered in blue/ grey slates and overhang the eaves. Window openings should follow the historic fenestration proportions, cills should be substantial and large expanses of undivided glass which is alien to the character of Kinsale should be avoided. Infill proposals will need to respect the narrow plot width of 6-10m (maximum) and retain the strong vertical emphasis in the streetscape provided by windows and chimneys. Materials of new buildings shall reflect the historic palette of natural stone and slate.
KS-T-01	Pearse Street/ Long Quay	This Georgian street is characterized by a greater mix of building types including some fine 19 <sup>th</sup> century buildings. Building heights vary from 1-4 stories which enclose a wider street than found in the medieval core. Window openings should follow the historic fenestration proportions, cills should be substantial and large expanses of undivided glass which is alien to the character of Kinsale should be avoided. There has been some deterioration in the public realm of this historic street. New proposals within the street will need to include appropriate materials and detailing in street furniture such as steps, railings etc. to respect the historic character of the street.
Existing Built-up Area	Scilly and Summercove:	These areas are defined by attractive terraced housing with expansive coastal views. Within the fine grained cores of these villages, demolition of historic buildings which are an integral part of the character of the townscape will be resisted.

## Community Facilities

- 1.1.32 Community facilities are located throughout the town including a garda station, fire station, a library and new playground. A new multi-purpose community facility has been constructed in the town. Kinsale Community Hospital is 40-bed nursing home located at the northern periphery of the town within a mature site. There are further nursing home facilities and retirement accommodation at Haven Bay Care Centre.
- 1.1.33 The town is served by a secondary school (Kinsale Community School) and three primary schools. A new school has recently been provided which has added to the capacity of primary school spaces in the town. Education facilities are distributed north and south of the town close to established residential areas. The County Development Plan 2014 does not identify a need for further facilities in the town. Gaelscoil Chionn tSáile is currently operating in a prefabricated building and is in need of a purpose-built unit. The site at Cappagh is zoned for educational use and allows for expansion at this facility.
- 1.1.34 Summercove National School is significantly constrained on its current site and accessed by a very narrow road network without adequate footpath connections. The Council will liaise with the Department of Education in order to find the best solution for Summercove National School. The option to provide a school in the Rocket House (O-04) close to Charles Fort has now been discontinued.
- 1.1.35 The compact form and permeable nature of the town promotes walking and cycling. There are opportunities, however, to further improve links between residential areas and schools and through the implementation of traffic calming measures at key locations. POWSCAR figures illustrate that there are already high walking levels within the town as a “means of travel to work” and the plan wants to build on this positive walking culture and help encourage a greater proportion of green modes for school/ local shopping trips. This can help contribute to easing congestion at peak times and promote a healthier lifestyle for the population.

## Open Space and Recreation Facilities

- ~~1.1.36~~ Public spaces can provide a variety of functions including active and passive recreation, visual amenity (i.e. important landscape views), providing space for nature, flood and stormwater relief, the protection of water quality and meeting important socio-economic needs (such as meeting places). Existing open space in Kinsale is made up of areas serving all of these functions but due to differing administrative responsibility in the past some areas may fail to “link up” or provide a coherent network for the residents or visitors of the town. ~~The aim of this Plan is to provide a fresh “joined up approach” to this policy area.~~
- ~~1.1.37~~ The town has a good supply of active and passive open space, including a large GAA complex, rugby grounds, soccer pitches, golf courses and grass tennis courts. A number of coastal walks have been developed around the harbour. The town has a number of small pocket parks and access to beaches nearby (The Dock) but lacks opportunities in which to sit and enjoy the scenic amenities of the area and interaction with the water. ~~The quaysides are currently dominated by car parking and some consideration needs to be given to providing a pedestrian dedicated boulevard/ boardwalk along the attractive seafront with opportunities to sit and enjoy the scenic views and marine activities.~~
- 1.1.38 The Plan carries forward Open Space objectives in both the Town Plan and the current Local Area Plan. This includes proposals for a new Town Park, which needs to be the subject of a detailed design. There may be more than one location where this can be delivered. Lands which are zoned open space to protect the setting of the Carmelite Church also provide a possible

~~location for a future park close to the town centre. Lands zoned O-04 has now removed the option to provide a primary school at Rocket House. The role of the Plan is to provide a joint strategy making the best use of existing recreation and green space network within the town, protecting the natural heritage assets of the town, improving access between spaces and protecting key recreation assets. Lands zoned "agriculture" is now included in the "open space" zoning regime because of the important visual contribution it makes to the town and its location in an important Battlefield camp zone.~~

- 1.1.39 The town is served by swimming pool facilities within some of the hotel complexes in the town. Kinsale Rural District Community Association Ltd (KRD) was formed in 2000 to create an integrated sports facility in the town at Cappagh opposite Kinsale Community School. The project ~~is now complete and includes a community hall, sports hall, meeting rooms, dance studio, and all weather outdoor pitches, running track and a 25 metre swimming pool to date.~~

## Infrastructure

### Movement and Public Realm

- 1.1.40 Kinsale's tourism function attracts large numbers of visitors on a seasonal basis and this can increase overall volumes by 25% during peak summer months. Access to nearby beaches is also through the town and this combined with the town's narrow medieval streetscape makes access and movement to and through the town difficult. Addressing traffic congestion is a key issue to retain the town's competitive advantage as a tourist destination and as an attractive location for housing and business.

- ~~1.1.41 Many of the pavements within the retail core do not have adequate width to accommodate high volumes of pedestrian traffic and are of substandard width for a wheelchair or buggy. This forces pedestrians onto the road whereby conflicts can occur between road users. The Kinsale Traffic and Transportation Study and Active Town Strategy have both identified opportunities to enhance the town centre pedestrian environment including pedestrianisation of a number of streets, introduction of shared spaces, improving the cyclist environment and implementing traffic calming measures. There are also opportunities to provide a more pedestrian friendly environment along the Pier Road by the reallocation of parking from the waters edge in lieu of a dedicated walkway and cycleway. The Plan supports the preparation of a heritage-led public realm strategy for the town which focuses on delivering an improved public realm within the retail core. Key issues which need to be addressed in the strategy include:~~

- 1.1.42 The Kinsale Transportation Study (2009) has made a series of short and long term recommendations to address movement issues within the town including a series town centre public realm enhancement measures, the provision of northern and western relief roads, traffic calming measures, improving pedestrian and cyclist accessibility, improving public transport facilities and parking. The current Local Area Plan included the northern element of the proposed relief road, however, the line of the western section of the route has yet to be finalized. The Western Relief is considered an important long-term objective and will be included in the future movement strategy for the town.

- 1.1.43 The Kinsale Transportation Plan identified a number of short, medium and long term measures which need to be implemented. **Issues relating to the town centre are beyond the scope of this Plan.** The following are considered to be crucial to the development of Kinsale, particularly the town centre itself and are capable of implementation in the short term;

- Construction of the Waterfront link road,
- Junction measures,



- Town centre traffic management changes,
- Revised parking provision both on street and off street and improved parking management and
- Localised improvement measures outside the town centre.

1.1.44 The implementation of these measures will help to improve the conditions for the operation of buses within the town and will deliver a safer pedestrian/ cyclist environment through targeted public realm upgrades.

1.1.45 The transportation plan also identifies improvements to the alignment to the R605-607 (part). The main proposals for the development of the wider road network providing access to Kinsale are as follows:

- Development of the Kinsale Northern Relief Road: This scheme would require an upgrade of the existing Northern Relief Route with some new construction to connect to the R605 Bandon Road. This road will significantly reduce through traffic in Kinsale Town Centre;
- Supporting junction improvements: A number of new junctions and junction upgrades are required where the proposed infrastructure connects with existing roads and access points; and
- Western Relief Road: This route would provide additional connectivity for the west of Kinsale Town from the R600 and further reduce through traffic issues in Kinsale. The Western Relief Road would be a new road, commencing at the R605 Bandon Road and travelling southwest to intersect with the Cappagh Road and the R606.

1.1.46 It should be noted that a final route option has not yet been identified for the western relief road and this is part of longer-term proposals to improve movement within and around the town. It is also proposed to upgrade the Farm Lane local road, which is also identified on the zoning map. This will require the upgrading of the existing road and the construction of a new section of road which will provide better access to the lands identified as the proposed town park.

1.1.47 Public transport to and from the town is provided by Bus Eireann, with the number 249 from Garrettstown to Cork City providing a service in excess of ten times a day Monday to Saturday, with a further five buses on Sunday. Due to the tight urban grain of Kinsale, bus parking and maneuvering is difficult and there is a need to improve bus facilities for both public and private operators within the town. Currently bus set-down and pick up arrangements on the Long Quay form part of the existing vehicular carriageway and so this interferes with traffic flows in the town. ~~A dedicated bus set-down area is required in the town centre to resolve this issue and options to resolve this include provision within the public car park at the waterfront including a possible link road or along the Long Quay as part of a traffic and public realm scheme.~~ Options to provide dedicated bus parking are limited in the town but there is space at Scilly to provide adequate turning areas and bus parking bays close to the town centre. A policy supporting these measures is included in the Plan.

1.1.48 Kinsale is also one of 6 towns within the county included in an Active Towns Strategy aimed at promoting walking and cycling within the town. As part of this strategy there are plans to develop a 30km "Green Route" between Kinsale and Cork City along the disused railway line and this would greatly add to the attractiveness of the town's tourism resources. Other proposals include improving access to schools for pedestrians and cyclists, improving the network of tourism trails and associated signage. In terms of walking and cycling, the historic streetscape in Kinsale is highly permeable for pedestrian movement creating a safe environment. The Plan carries forward a number of development objectives which seek to enhance the pedestrian and cycling environment of Kinsale for its residents and tourists alike. All future cycling measures

should be implemented in accordance with the National Cycling Policy Framework 2009 and the National Cycle Manual 2009.

- 1.1.49 In relation to car parking within the town centre, the Plan carries forward policy objectives to establish a network of car parks at strategic entry and central points in the town centre and also to encourage the use of underground car parking as part of major developments. The Plan will explore options to improve traffic management and accessibility in the town including the possibility of a park and ride facility to serve the town.

### **Marine Infrastructure**

- 1.1.50 Kinsale Harbour is an integral part of the town's tourism and marine-based economy. The harbour functions as both a commercial port and marine leisure area for multiple water based activities. It is important that this mix of marine-related activity is maintained within the harbour as it contributes to the vitality of the town. The Marine Leisure Infrastructure Strategy (2010-2020) for South Cork identifies a number of opportunities to improve Marine Infrastructure within the Harbour. This includes options to extend or consolidate the existing marina provision within the harbour and to provide a marine park at Duggan's Bridge. The Strategy also highlighted the limited quayside space and poor access to slipways due to conflicts with traffic & parking. The Plan supports the enhancement of marine infrastructure facilities within the harbor for both the commercial fishing and marine leisure sector.

### **Waste Water Infrastructure**

- 1.1.51 Wastewater in Kinsale is conveyed via a largely combined sewer system to the Kinsale Waste Water Treatment Plant (capacity 3800 p.e.). Extensions of some sewers are required in order to accommodate proposed growth in Kinsale. Kinsale WWTP has adequate spare capacity to accommodate proposed development in Kinsale.

### **Water Supply**

- 1.1.52 Kinsale receives its drinking water from the Inishannon WS which is sourced from the Bandon River at Inishannon. At present the Inishannon WS has limited spare capacity and there is an issue concerning the availability of adequate reservoir storage. Upgrading of water supply is required and provision of adequate reservoir storage is required. Within Kinsale extensions of watermains will be required.
- 1.1.53 A new reservoir in Kinsale may be required in order to provide adequate storage and also adequate pressures for high areas. At present there is no Irish Water Scheme to upgrade Inishannon WS Drinking water is supplied from two different sources. Additional reservoir storage and a general upgrading of the scheme are required. Water supply improvements are required to service land that is currently zoned for development.

### **Surface Water**

- 1.1.54 Parts of Kinsale are served by a combined sewer which has been upgraded recently.

### **Flooding**

- 1.1.55 The surface water drainage networks within Kinsale Town generally perform adequately, however some areas in the lower portions of the town have experienced flooding such as The Long Quay and the Glen area due to excessive rainfall coupled with a high tide. Cork County Council recently commenced works on the Kinsale Main Drainage scheme to alleviate flooding problems in vulnerable locations. This drainage network comprises of several separate systems and will discharge at a number of locations including Scilly Dam, Pier Road and Denis' Quay.
- 1.1.56 Areas of the town at risk of coastal flooding are outlined in the zoning maps.

## **Environment and Heritage**

### **Built Heritage and Archaeology**

- 1.1.57 Kinsale town is characterised by a combination of medieval buildings and a number of 19th and 20th century developments including some minor infill developments on the hill side. One of the main characteristics of the built environment of the town is its narrow streetscape of compact and dense development. Its unique heritage and success as a tourist destination has seen it formally recognised by Fáilte Ireland as a Heritage Theme Town. The landscape setting of the town is designated as "High Value Landscape" in the County Development Plan 2014 and a number of the coastal routes are designated for the scenic amenity value (S62 and S61).
- ~~1.1.58 The Register of Protected Structures in Kinsale Town Plan currently comprises 50 no. entries including a number of buildings which are of national importance. Since the completion of the last Town Plan the National Inventory of Architectural Heritage (NIAH) has been compiled for the town and includes 174 entries. The RPS will require updating to include additional buildings and structures deemed of important architectural value. Kinsale Town Council identified an Architectural Conservation Area (ACA) which was designated following research and a full architectural appraisal. This area is partly characterised by its hard landscaping including elements such as stone paving, stone steps, cobbles, tiling, graveled or paved avenues, planting boxes and kerfs kerbs.~~
- ~~1.1.59 Kinsale's historic past has left a legacy of archaeological material within the town and harbour. Kinsale evolved as a walled town during Norman times and is now subject to new legislation relating to Town Defenses. The Policy declaration states "The known and expected circuits of the defenses (both upstanding and buried, whether of stone or embankment construction) and associated features of all town defenses are to be considered a single national monument and treated as a unit for policy and management purposes. There should be a presumption in favour of preservation in-situ of archaeological remains and preservation of their character, setting and amenity". This will inform policy frameworks for future development in Kinsale and will be addressed as part of the plan-making process.~~
- 1.1.60 There is a zone of archaeological potential associated with the Medieval Walled Town and a significant number of Scheduled Monuments (including National Monuments) within the town which is protected under the National Monuments Act. Underwater archaeology is also an important consideration due to the Kinsale's often turbulent history as a port town. The Shipwreck Inventory of Ireland for Cork lists a high volume of shipwrecks for the harbor area and all wrecks over 100 years old are protected under 1987 National Monuments Amendment legislation.

### **The Battlefield Sites**

- 1.1.61 The County Development Plan 2014 has now given recognition to Battlefield sites throughout the County. The Battle of Kinsale was a seminal event in Irish history. It marked the end of the old Gaelic order and the subsequent plantation of Ulster altered the social and political landscape of Ireland to this day. The Plan seeks to protect and promote this important historic asset which can further add to the attractiveness of the town as a tourism destination.
- 1.1.62 Cork County Council commissioned a report on the battlefield site entitled “The Siege and Battle of Kinsale (1601) Archaeology, Conservation and Tourism Potential” completed in 2013. The Battlefield is a unique resource with complex archaeological, artifact and landscape components which are fragile and vulnerable to the impacts of change. The Report recommends the preparation of historic landscape characterization assessment to define the key landscape features of the site and to avoid potential physical impact but also cumulative impacts on the Battlefield site. The Report also identifies a large zone of archaeological potential associated with the Battlefield which reflects the fact that the siege and battles were fluid and complex events. Planning applications within this zone will be referred to the County Archaeologist for assessment. The Plan includes an objective to prepare a Historic Landscape Characterisation Study in order to avoid further deterioration of the siege landscape and to develop this asset as a cultural tourism product within the town.

### **Natural Heritage**

- 1.1.63 Kinsale’s coastline has produced a variety of important areas of biodiversity value. The most significant of these is James Fort which juts into Kinsale Harbour and is designated as a proposed Natural Heritage Area (Site Code pNHA 1060). The designated site includes the diamond-shaped enclosure and the slopes which fall to the sea on the north and east sides of the fortress. The site is floristically rich with a good number of less common plants including a species-rich meadow of ecological interest.

## General Objectives

1.1.64 The following general objectives shall apply to all development within the development boundary of Kinsale.

<b>Local Area Plan Objective General Objectives for Kinsale</b>	
Objective No.	
KS-GO-01	Plan for development to enable Kinsale to achieve its target population of 4,519 persons.
KS-GO-02	Retain the 'green fingers' of land separating the villages of Scilly and Summercove free from development as these are integral to the landscape setting of the town.
KS-GO-03	Implement the recommendations contained in the Kinsale Transportation Study including the Northern Relief Road as a short-medium term measure and the Western Relief Road as a longer term measure to improve movement within and around the town.
KS-GO-04	Water infrastructure upgrades are required to meet the planned population growth.
KS-GO-05	Protect the heritage assets of the town including the Battlefield Sites, maritime heritage and its attractive townscape features including its roofscape, urban morphology, fenestration details, slate-hung facades and street furniture.
KS-GO-06	Support the preparation of a Historic Landscape Characterisation Study of the siege and battlefield zone of archaeological potential associated with the Battle of Kinsale 1601 to avoid further deterioration of the battlefield landscape and to develop the area as a cultural tourism attraction.
KS-GO-07	Support the enhancement of walking and cycling facilities in the town including the delivery of the Cork Kinsale Greenway.
KS-GO-08	<del>Support the preparation of a heritage-led public realm strategy for Kinsale which focuses on creating an enhanced pedestrian environment within the historic core; a new Waterfront Amenity Zone and improved linkages between the town centre and the waterfront.</del>
KS-GO-09	Support the expansion and improvement of marine infrastructure within the town which are compatible with the commercial and leisure functions within the harbour and maintain or enhance public access to the water.

**Specific Objectives**

1.1.65 The following specific objectives shall apply within the development boundary of Kinsale.

<b>Local Area Plan Objective</b>		
<b>Specific Development Objectives for Kinsale</b>		
<b>* Flood Risk Obj. IN-01 applies</b>		<b>^ TIA and RSA Required.</b>
<b>Objective No.</b>		<b>Approx. Area (Ha)</b>
<b>Residential</b>		
KS-R-01	Medium B Residential Development. The development of this site shall be carried out on a phased basis and will include the construction of a section of the Northern Relief Road as proposed in the Kinsale Transportation Stud. Local water storage within the northern most extremity of the site will be a requirement in developing these lands.  Development should include pedestrian and cycleway linkages to the KS-R-02 site to the south.	18.5
KS-R-02	Medium B Residential Development. Development should include pedestrian and cycleway linkages to the KS-R-01 site to the north.	5.5
KS-R-03	Medium B Residential Development.	8.7
KS-R-04	Medium B Residential Development. The proposed layout will need to consider provision of pedestrian and cycleway linkages to the sports development at Cappagh and the Gaelscoil Cionn tSaile.	10.7
KS-R-05	Medium B Residential Development.	0.9
<del>KS-R-06</del>	<del>Medium B Residential Development. Proposals to include a comprehensive landscaping scheme.</del>	<del>1.05</del>
KS-R-07	Medium B Residential Development. Proposals to include a comprehensive landscaping scheme.	0.6
KS-R-08	Medium B Residential Development. Proposals to include a comprehensive landscaping scheme.	1.6
<del>KS-R-09</del>	<del>Medium B Residential Development. Proposals to include a comprehensive landscaping scheme.</del>	<del>0.86</del>
<del>KS-R-10</del>	<del>Medium B Residential Development.</del>	<del>0.20</del>

<b>Local Area Plan Objective</b>		
<b>Specific Development Objectives for Kinsale</b>		
<b>* Flood Risk Obj. IN-01 applies</b>		<b>^ TIA and RSA Required.</b>
<b>Objective No.</b>		<b>Approx. Area (Ha)</b>
<b>Industry</b>		
KS-I-01	Industry. Industrial estate development suitable for general industry including warehousing and distribution. Development of this site should include road improvement works as set out in the Kinsale Transportation Plan.	3.4
KS-I-02	Industry. Maintain the established industrial uses on this site.	2.3
<b>Business</b>		
KS-B-01	Business Development. Office units and / or retail warehousing are considered appropriate. Development of this site should include road improvement works along the western boundary of the site.	6.7
KS-B-02	Business Development. Office units and / or retail warehousing are considered appropriate. Any further development of this site should be compatible with the existing uses and access should be available from the existing entrance or from a new entrance onto an upgraded Farm Lane.	4.6
KS-B-03	Business Development. Proposals may accommodate expansion of existing adjoining use on KS-I-02. Access to this development should be from the upgraded Farm Lane rather than from the Northern Relief Road.	1.3
KS-B-04	Business Development. Access shall not be from the R-600. A detailed landscaping scheme shall be submitted with any proposals for development on the site.	6.5
<b>Town Centre</b>		
KS-T-01	Town Centre.-*	
KS-T-02	Town Centre. Lands to facilitate the expansion of the town centre. Proposals need to relate positively to the street, creating active frontages and avoiding blank facades. Development needs to create a high quality public realm, appropriate landscaping to reflect the “gateway” nature of this site marking the arrival/ departure to/from the town.	

<b>Local Area Plan Objective</b>		
<b>Specific Development Objectives for Kinsale</b>		
<b>* Flood Risk Obj. IN-01 applies</b>		<b>^ TIA and RSA Required.</b>
<b>Objective No.</b>		<b>Approx. Area (Ha)</b>
<b>Community</b>		
KS-C-01	Community Use. Provision for the extension of facilities for Kinsale Community Hospital.	1.2
KS-C-02	Community Use. Provision for extension to existing primary school and provision of a childcare facility.	1.2
KS-C-03	Waste water treatment plant. *	2.4
<b>Utilities</b>		
KS-U-01	Northern Relief Road to include online improvements, junction improvements and the construction of new sections of road from Pewter Hole Cross to Commoge.	
KS-U-02	Farm Lane road improvements. This will require the upgrading of the existing road and the construction of a new section of road to the proposed town park.	
KS-U-03	Pedestrian walkway through residential neighbourhood connecting to the town on the north and the foreshore on the south.	
<b>Open Space, Sports, Recreation and Amenity</b>		
KS-O-01	Open Space. Active open space and amenity area.	5.0
KS-O-02	Open Space. These lands form part of the scenic amenities of the area and are an important marsh which supports wildlife habitats. There is a presumption against development.*	13.1
KS-O-03	Open Space. There is a general presumption against new development in the area as these elevated lands make a significant and significant contribution to the setting of the town and is part of a larger area of high archaeological potential associated with the Battle of Kinsale.	19.1
KS-O-04	Open Space. This prominent site is an important part of the scenic and historical setting of Charles Fort.	1.6



<b>Local Area Plan Objective</b>		
<b>Specific Development Objectives for Kinsale</b>		
<b>* Flood Risk Obj. IN-01 applies</b>		<b>^ TIA and RSA Required.</b>
<b>Objective No.</b>		<b>Approx. Area (Ha)</b>
KS-O-05	Open Space and Amenity Area including protection of the historic Charles Fort and its setting. There is a general presumption against new development in the area as it makes a significant and prominent contribution to the entire setting of the town and its' amenities.	13.6
KS-O-06	Open Space. Passive Open Space. This prominent site makes a significant contribution to the setting of the town.	1.7
<del>KS-O-07</del>	<del>Open Space. Active open space to include the provision of a new landscaped Town Park, car parking. The design shall maximise links to adjacent residential areas and the town centre.</del>	<del>5.7</del>
KS-O-08	<del>Open Space. Passive Open Space. This is an important linear green feature makes a significant contribution to the setting of the town.</del>	<del>0.96</del>
<del>KS-O-09</del>	<del>Open space. Lands to preserve the setting of the Carmelite Church with option to provide public amenity park on site.</del>	
KS-O-10	Open space. This prominent site makes a significant contribution to the setting of the town.	3.7
KS-O-11	Open space. Passive Open Space. This prominent site makes a contribution to the setting of the town.	1.0

## Appendix B3 Active Land Management

Insert text after Section 1, paragraph 1.7.34, page 19:

### 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:

1. 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.
2. 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.
3. 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.

4. 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.

## Appendix B4

### Amendment No. BK.02.03.01

Insert revised Table 2.2 and text as follows as follows;

The population growth target will require the provision of 3,498 new housing units, with at least 1,699 units allocated to the 2 Main Towns of Bandon and Kinsale. The population target for Carrigaline is allocated from the Ballincollig Carrigaline Municipal District figure. Housing growth of ~~1,758~~ **1,418** units is also planned for the villages.

Housing Requirement					Housing Supply	
	Census 2011	Population Target	New Units Required	Net Estimated Requirement (ha)	Estimated Net Residential area zoned (ha)	Estimated Housing Yield
<b>Bandon</b>	6,640	7,765	892	45	<del>91.84</del> <b>81.94</b>	<del>1,766</del> <b>1,732</b>
<b>Kinsale</b>	4,893	5,722	714	36	<del>39.8</del> <b>37.6*</b>	<del>856</del> <b>834</b>
<b>Carrigaline (South)</b>	4,858	5,876	See Carrigaline (North)			
<b>Main Towns</b>	16,391	19,363	1,606	80	<del>131.64</del> <b>119.54</b>	<del>2,622</del> <b>2,566</b>
<b>Villages</b>	8,320	10,846	1,642	--	--	1,428
<b>Rural</b>	17,743	15,795	250	--	--	--
<b>Total Villages and Rural</b>	26,063	26,641	1,892	--	--	1,418
<b>Total Municipal District</b>	<b>42,454</b>	<b>46,004</b>	<b>3,498</b>	<b>80</b>	<del>131.64</del> <b>119.54</b>	<del>4,040</del> <b>3,884</b>

Current Estimated Strategic Land Reserve (LAPs and TCPs) for this Municipal District is ~~51.3Ha~~ **39.54Ha**  
\*Includes 1.1ha of residentially zoned land from the Kinsale Town Development Plan 2009

During the course of the preparation of the current Draft Local Area Plan the supply of residentially zoned land and its potential yield was reviewed in light of current circumstances. In a number of cases issues arose where adjustment to the amount of residentially zoned land was required.

The core strategy requires the village network to accommodate 1,642 units the current appropriate scale of development would allow 1,428 units. However an analysis of water services infrastructure would indicate that only 448 units could be accommodated. Therefore the balance of 1,184 (214 plus 970) additional units will have to be accommodated in the 2 Main Towns of Bandon and Kinsale.

The scale of growth for the individual settlements of the Municipal District as provided for in this

An analysis of water services capacity for this district indicates that without further investment in water services, it may only be possible to deliver ~~927~~ **448** housing units within the villages of this district in the short / medium term. Sufficient headroom is available within the towns of the district to cater for the balance of the growth, should the need arise.

**Note: This change refers to the text only.**

**Appendix C: List of Amendments Not Recommended by the Chief Executive**

<b>Amendment Reference No.</b>	<b>Proposed Amendment</b>	<b>Draft Plan Page No.</b>	<b>Submission Received</b>	<b>Comment</b>
<b>BK.04.04.02</b>	Extension to development boundary in Belgooly.	Page 121	DLAP-16-16-11701558	<p><b>Chief Executive's Recommendation:</b></p> <p><b>To exclude this proposed amendment BK.04.04.02 including proposed map change.</b></p> <p><b>See Section 2.2, Para 2.2.1 page6 for details.</b></p>

**Bandon Kinsale Municipal District Local Area Plan  
Public Consultation Draft**

**Belgooly**



**Amendment Ref: BK.04.04.02**





## Appendix D Proposed Maps for the Bandon Kinsale Municipal District

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Public Consultation Draft

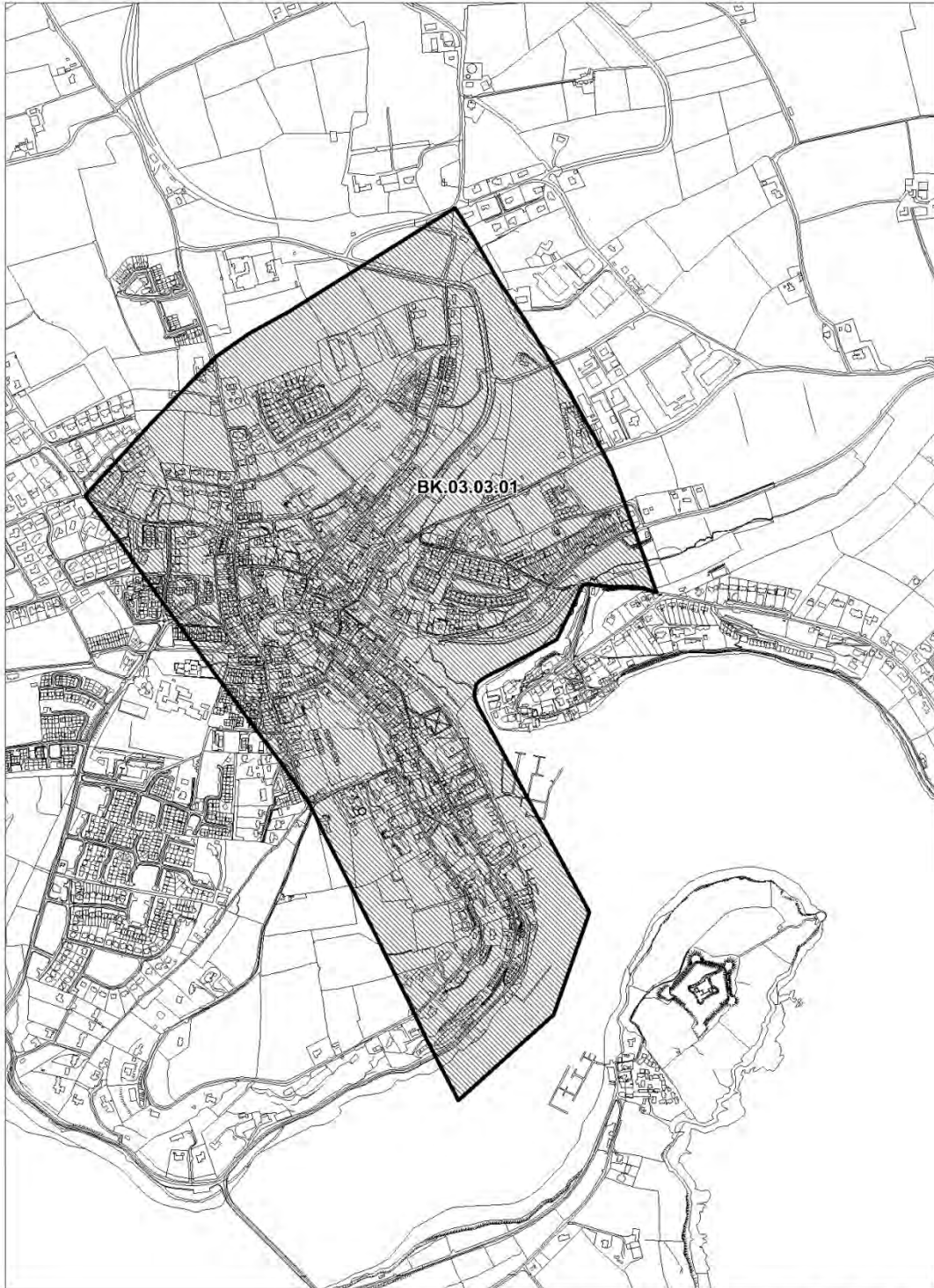
Bandon



Amendment Ref: BK.03.02.01

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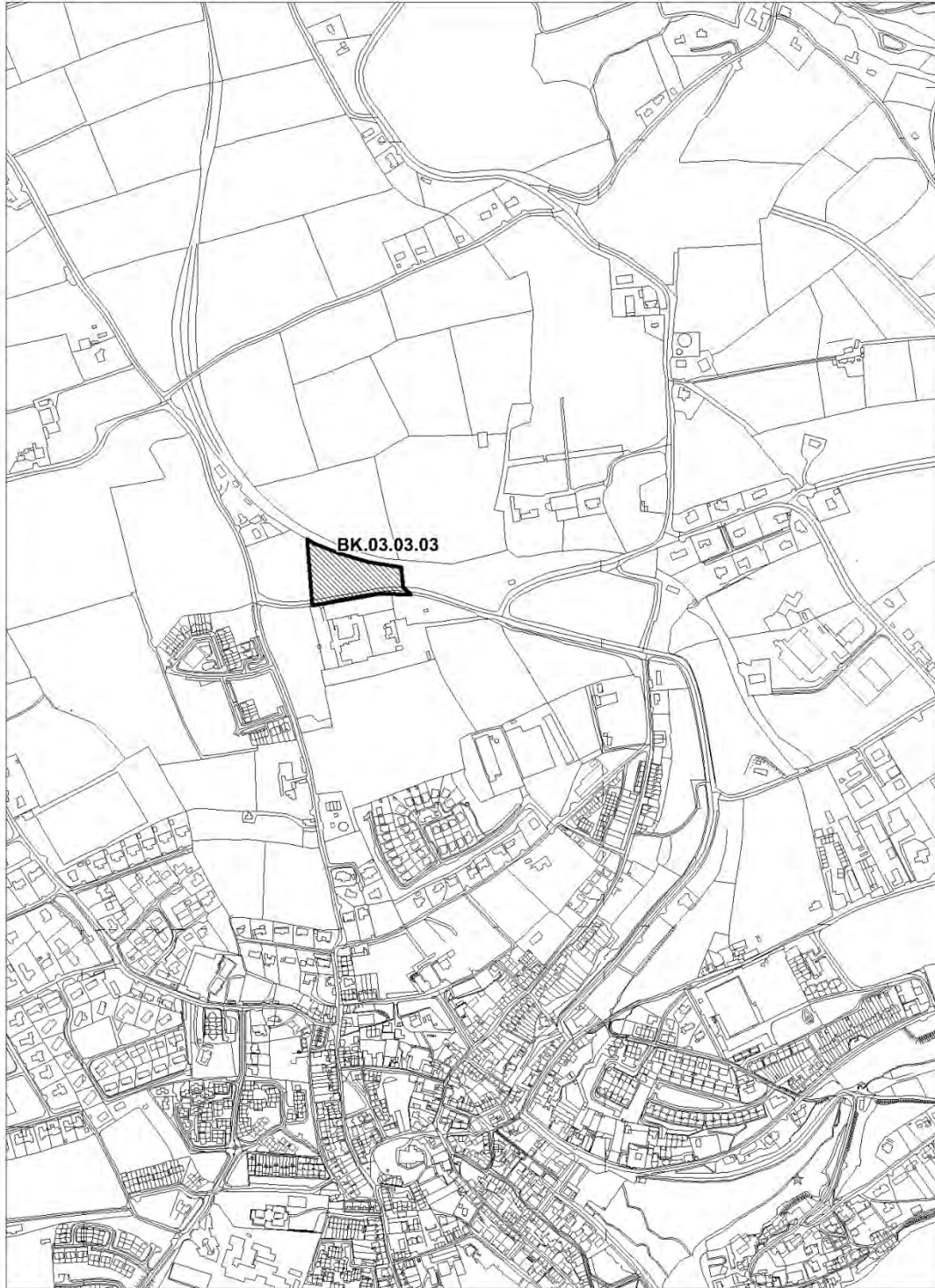
**Kinsale**



**Amendment Ref: BK.03.03.01**

**Bandon Kinsale Municipal District Local Area Plan  
Public Consultation Draft**

**Kinsale**



**Amendment Ref: BK.03.03.03**

**Bandon Kinsale Municipal District Local Area Plan  
Public Consultation Draft**

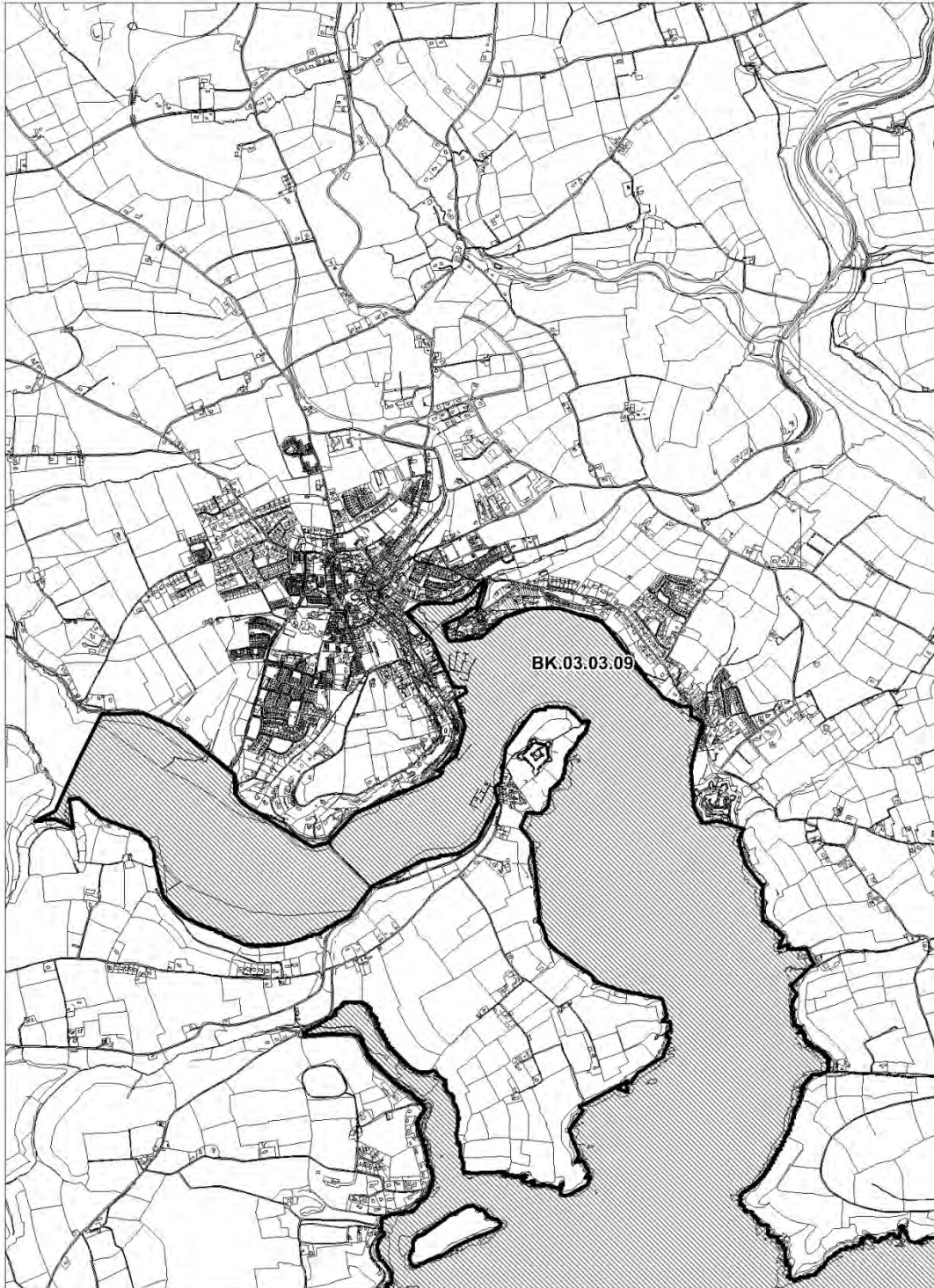
**Kinsale**



**Amendment Ref: BK.03.03.08**

**Bandon Kinsale Municipal District Local Area Plan  
Public Consultation Draft**

**Kinsale**



**Amendment Ref: BK.03.03.09**

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Public Consultation Draft**

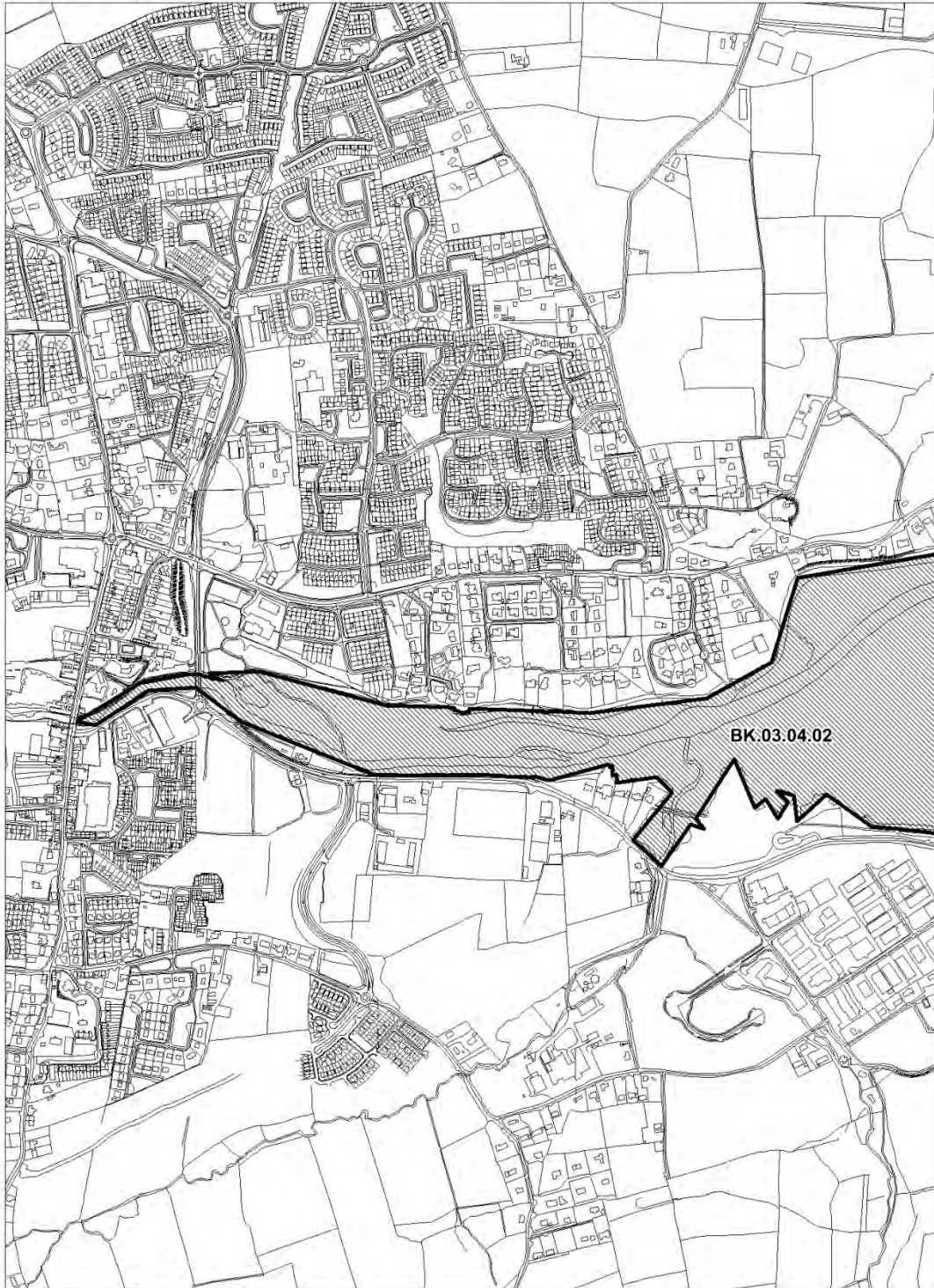
**Kinsale**



**Amendment Ref: BK.03.03.11**

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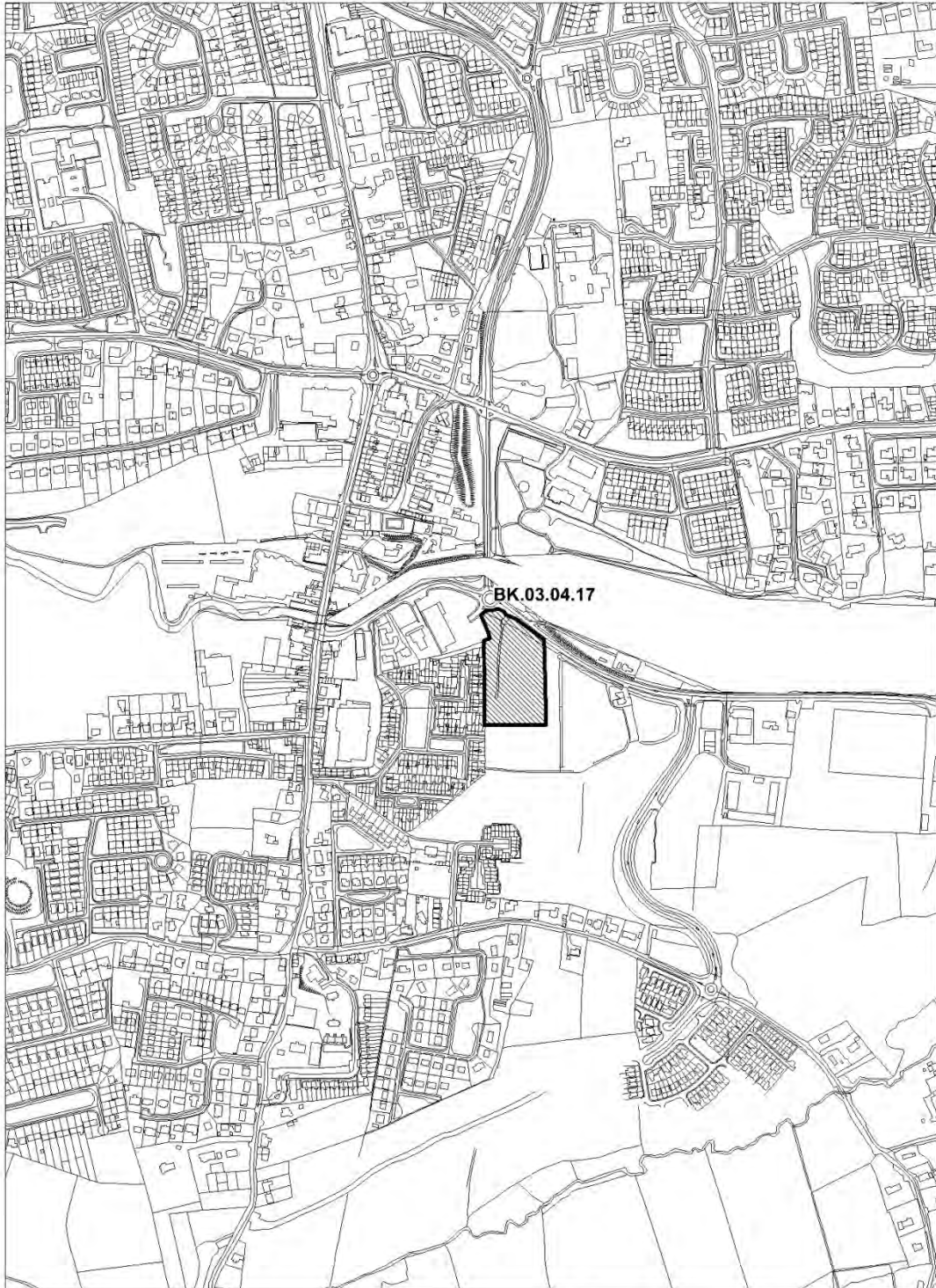
**Carrigaline**



**Amendment Ref: BK.03.04.02**

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**Carrigaline**

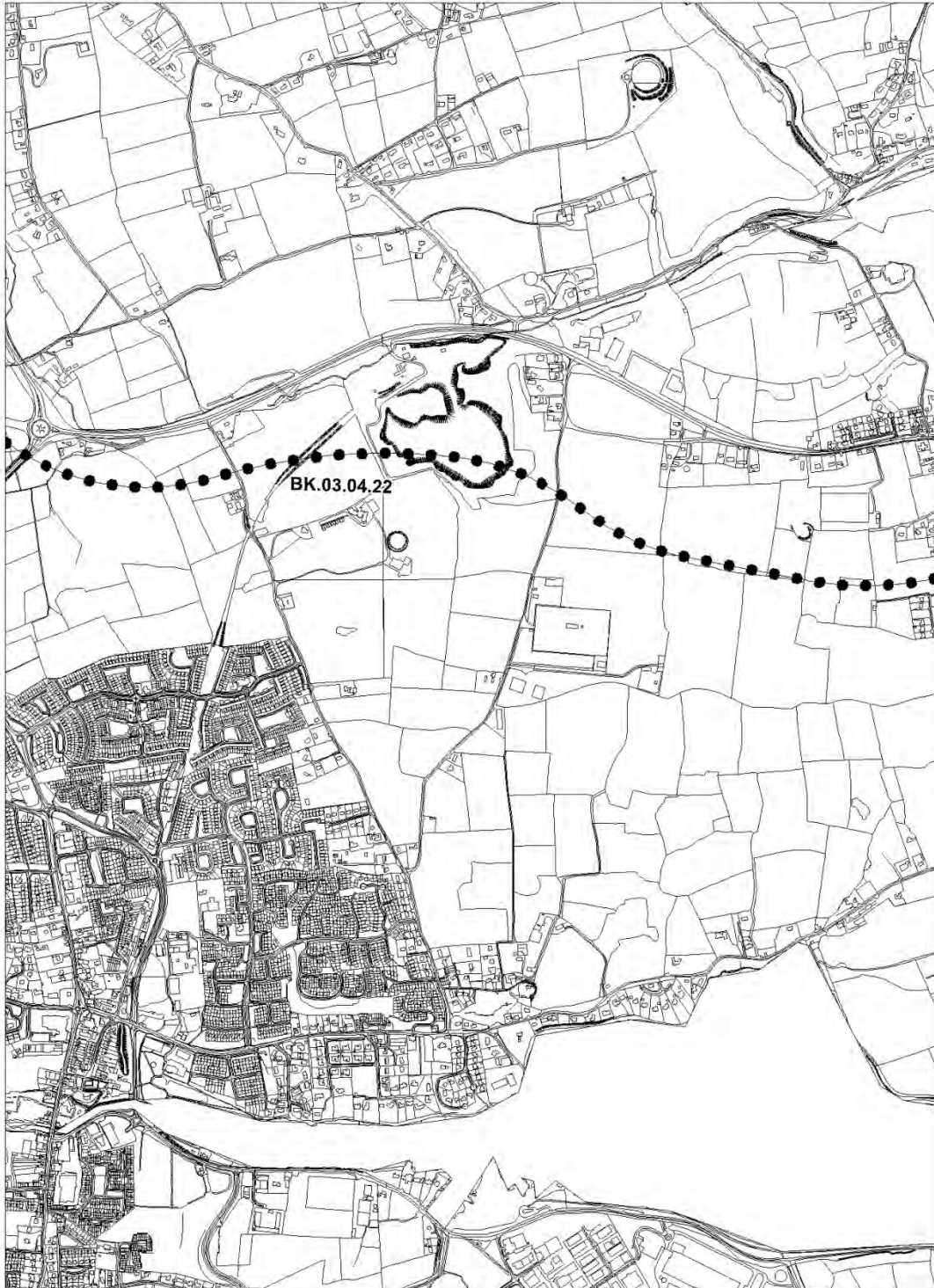


**Amendment Ref: BK.03.04.17**



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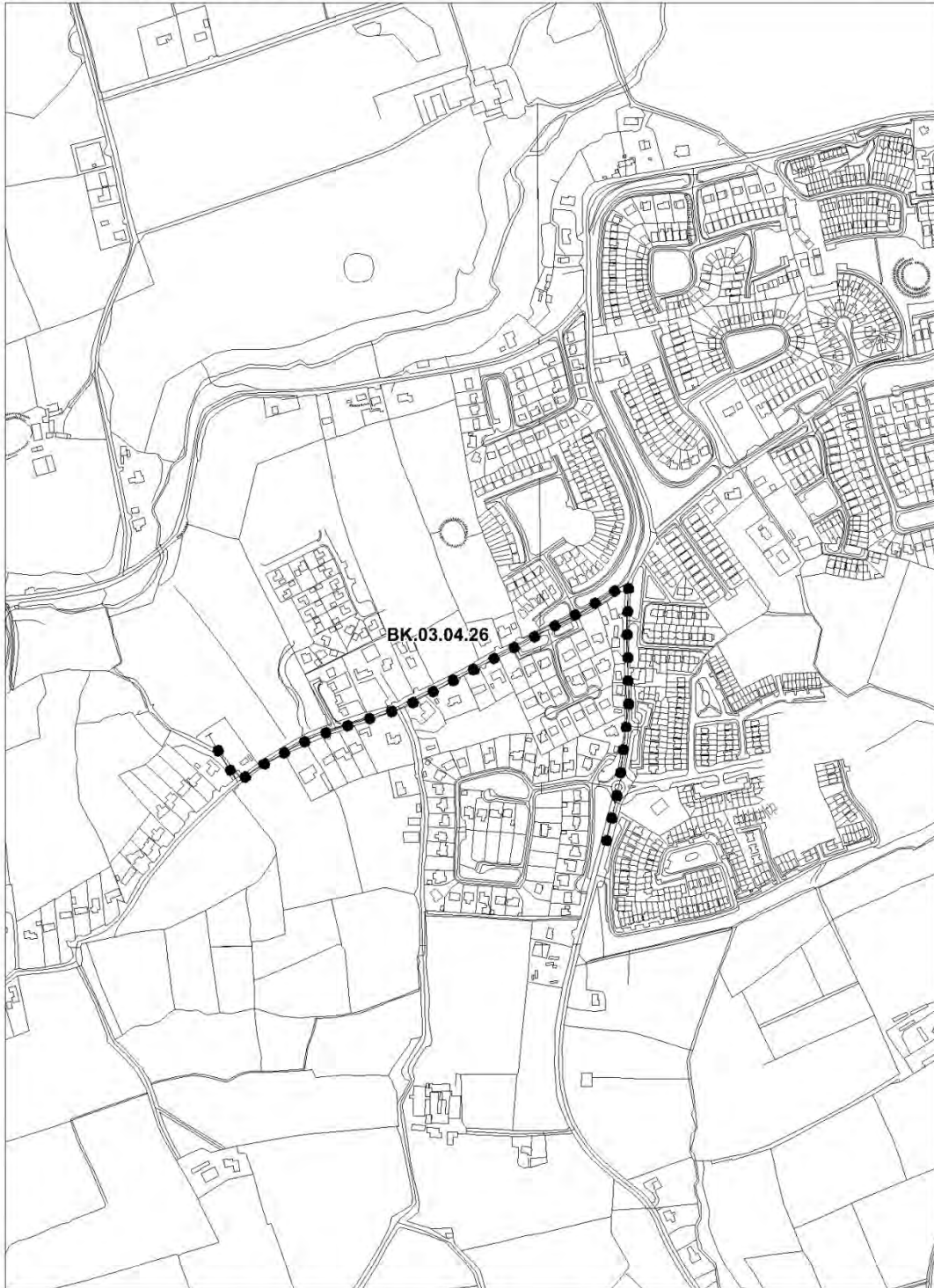
**Carrigaline**



**Amendment Ref: BK.03.04.22**

**Bandon Kinsale Municipal District Local Area Plan  
Public Consultation Draft**

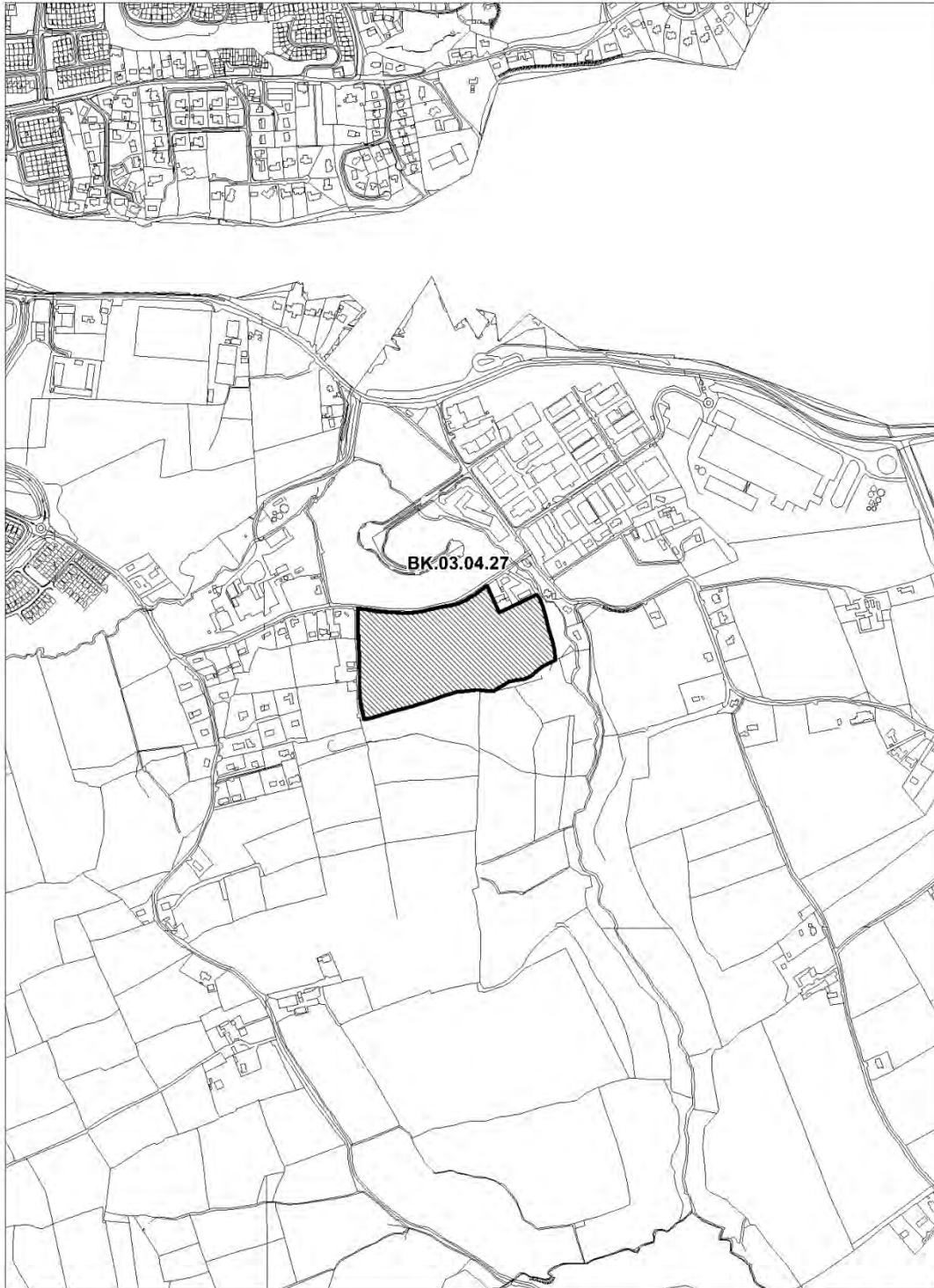
**Carrigaline**



**Amendment Ref: BK.03.04.26**

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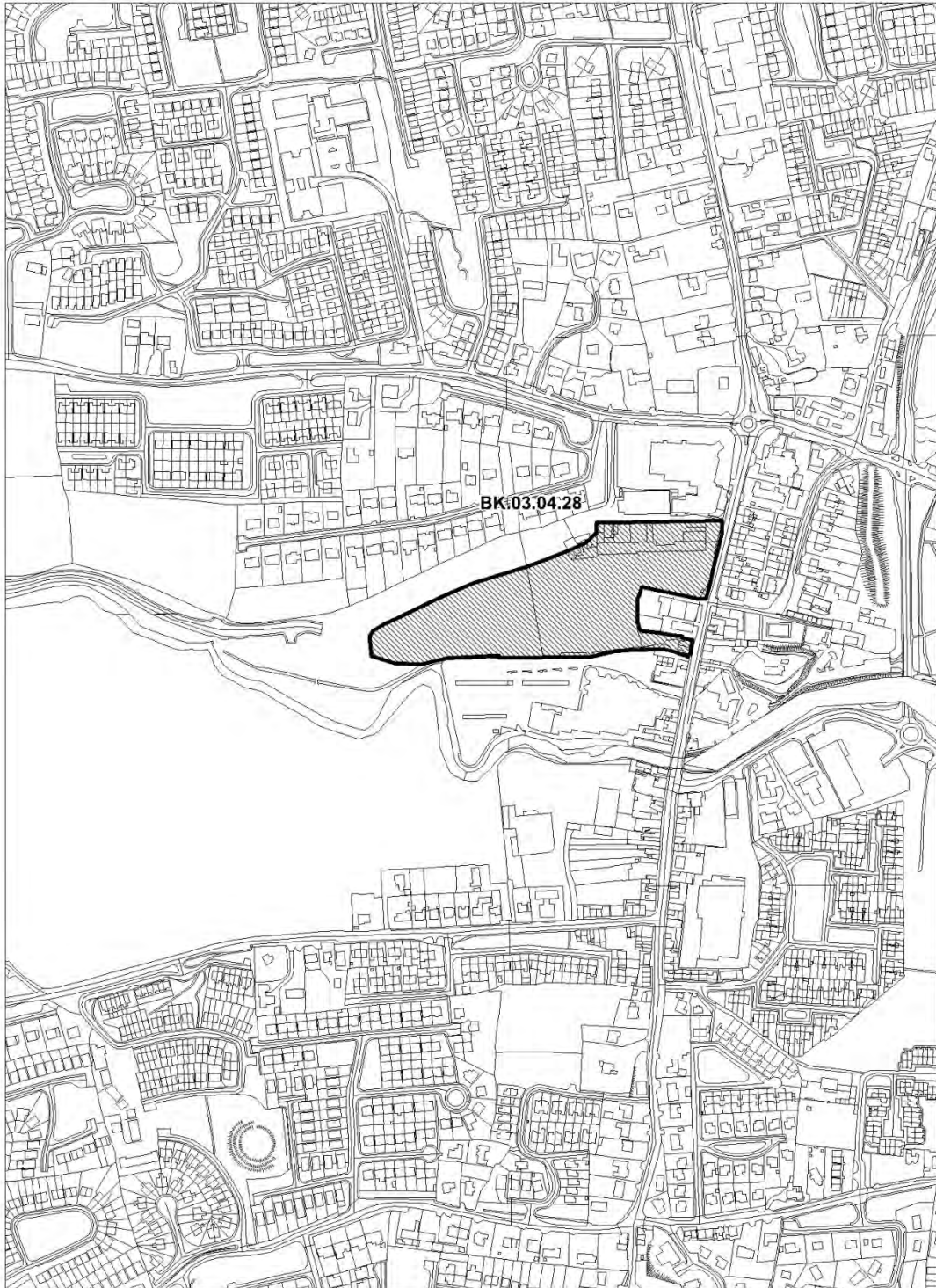
**Carrigaline**



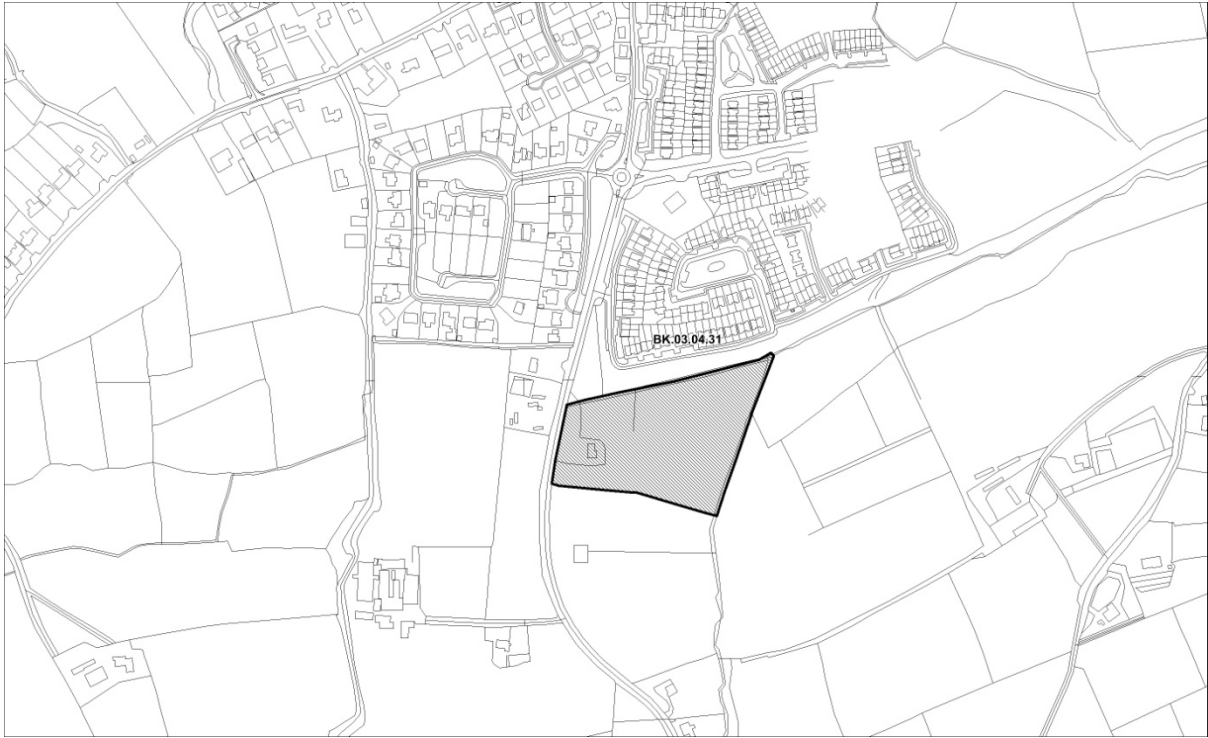
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**Bandon Kinsale Municipal District Local Area Plan  
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**Carrigaline**

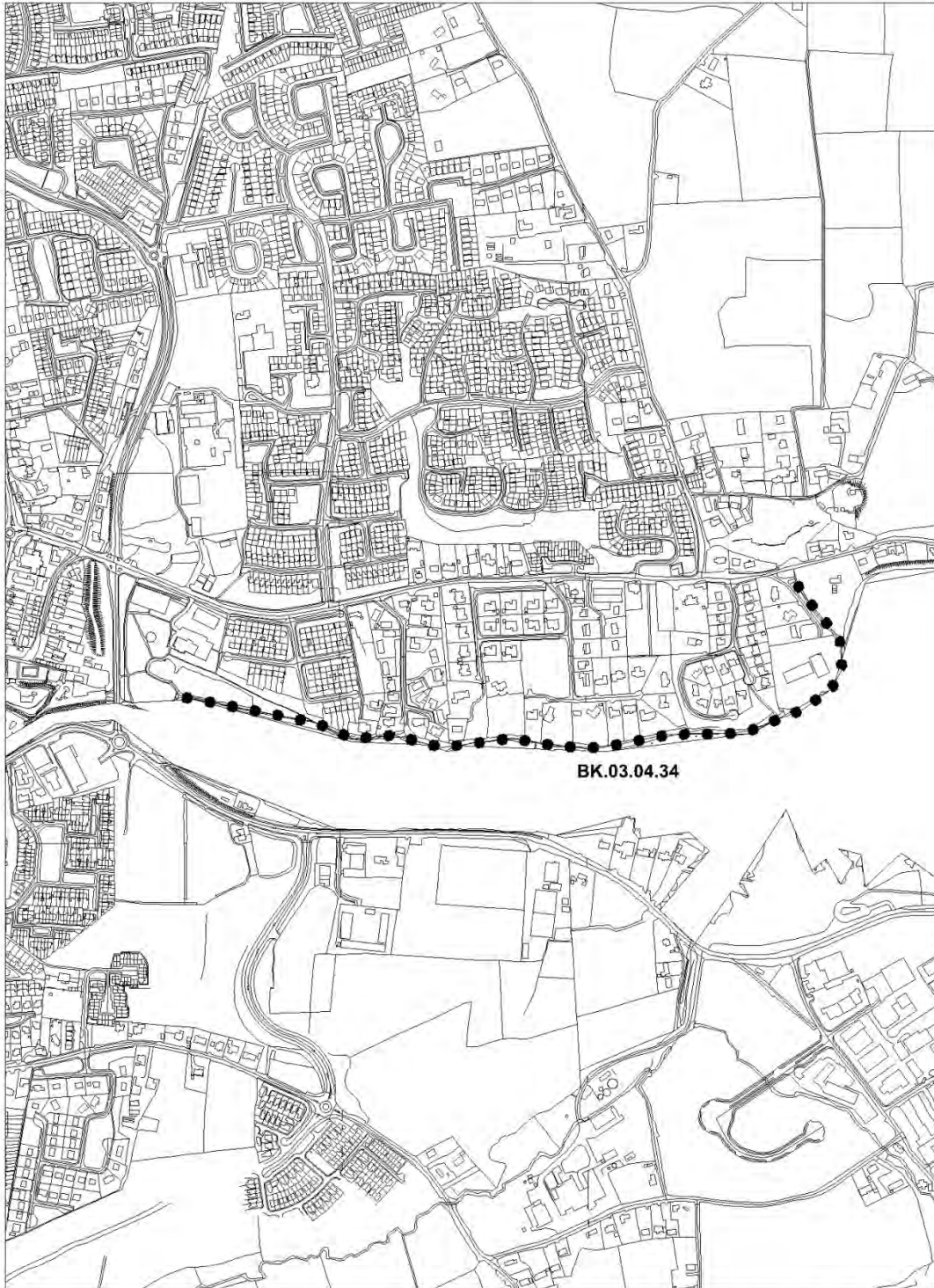


**Amendment Ref: BK.03.04.28**



**Bandon Kinsale Municipal District Local Area Plan  
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**Carrigaline**



**Amendment Ref: BK.03.04.34**

**Bandon Kinsale Municipal District Local Area Plan  
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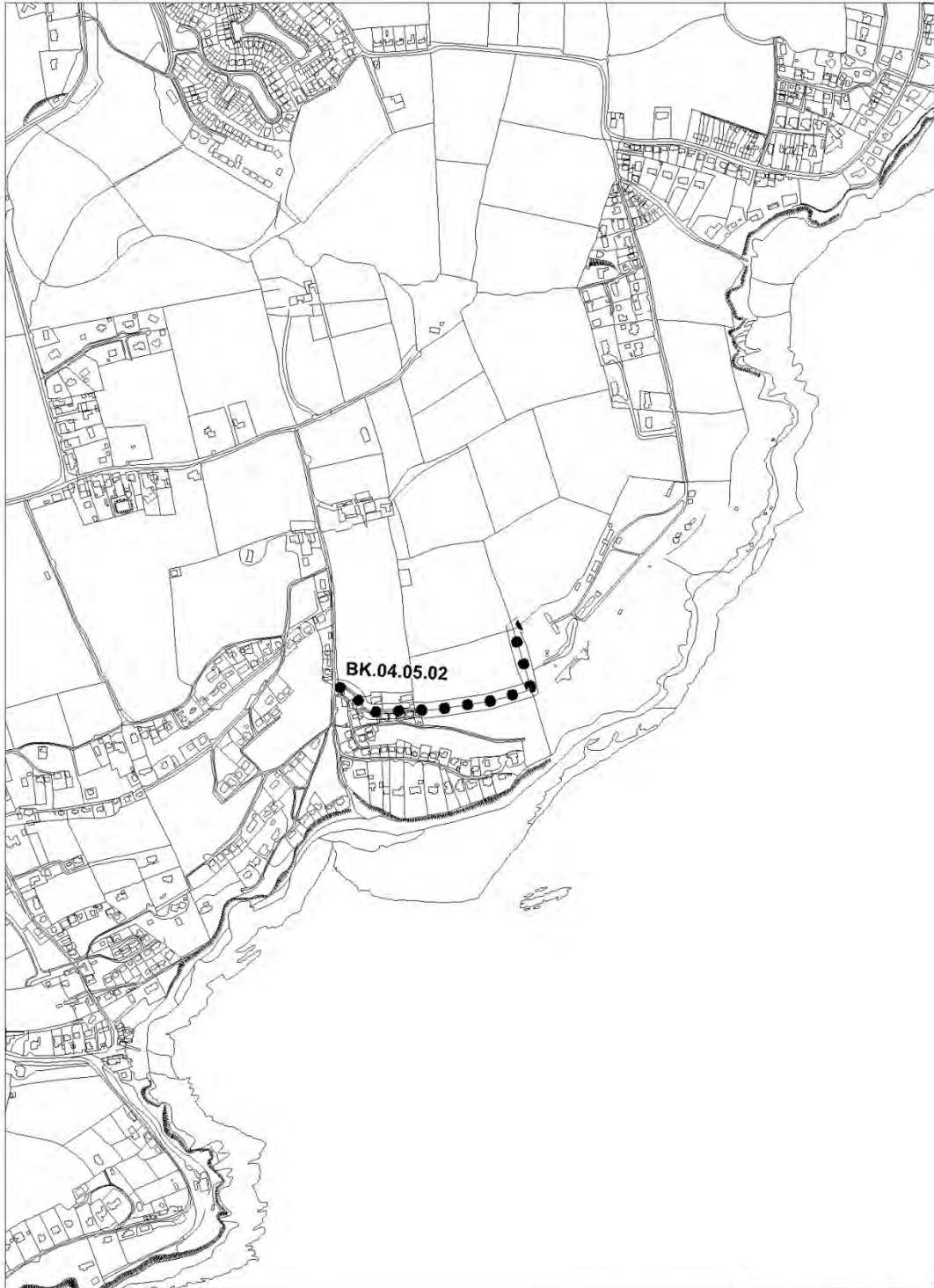
**Crosshaven  
and Bays**



**Amendment Ref: BK.04.05.01**

**Bandon Kinsale Municipal District Local Area Plan  
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**Crosshaven  
and Bays**



**Amendment Ref: BK.04.05.02**



**Bandon Kinsale Municipal District Local Area Plan  
Public Consultation Draft**

**Crosshaven  
and Bays**



**Amendment Ref: BK.04.05.08**

**Bandon Kinsale Municipal District Local Area Plan  
Public Consultation Draft**

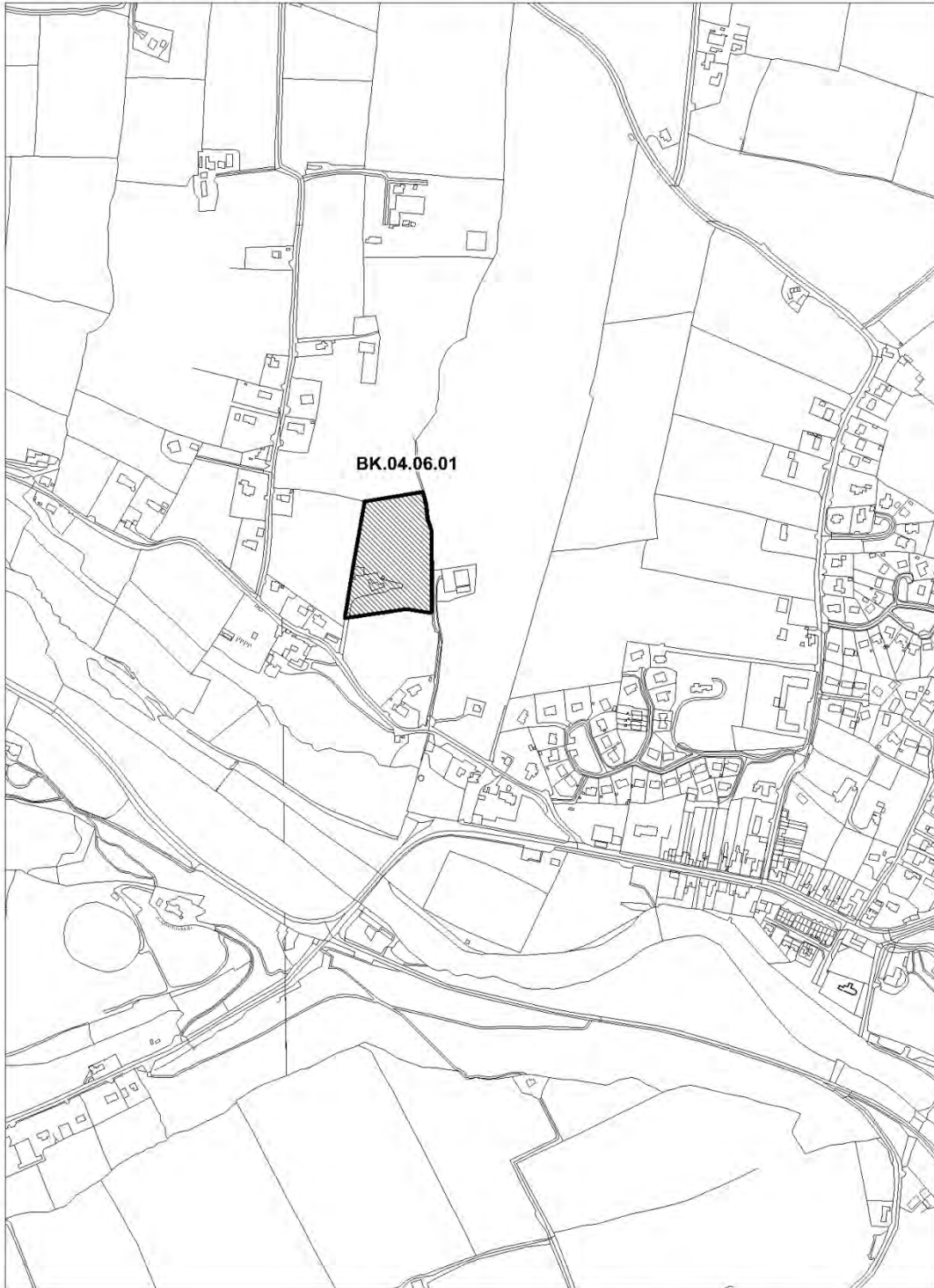
**Crosshaven  
and Bays**



**Amendment Ref: BK.04.05.10**

**Bandon Kinsale Municipal District Local Area Plan  
Public Consultation Draft**

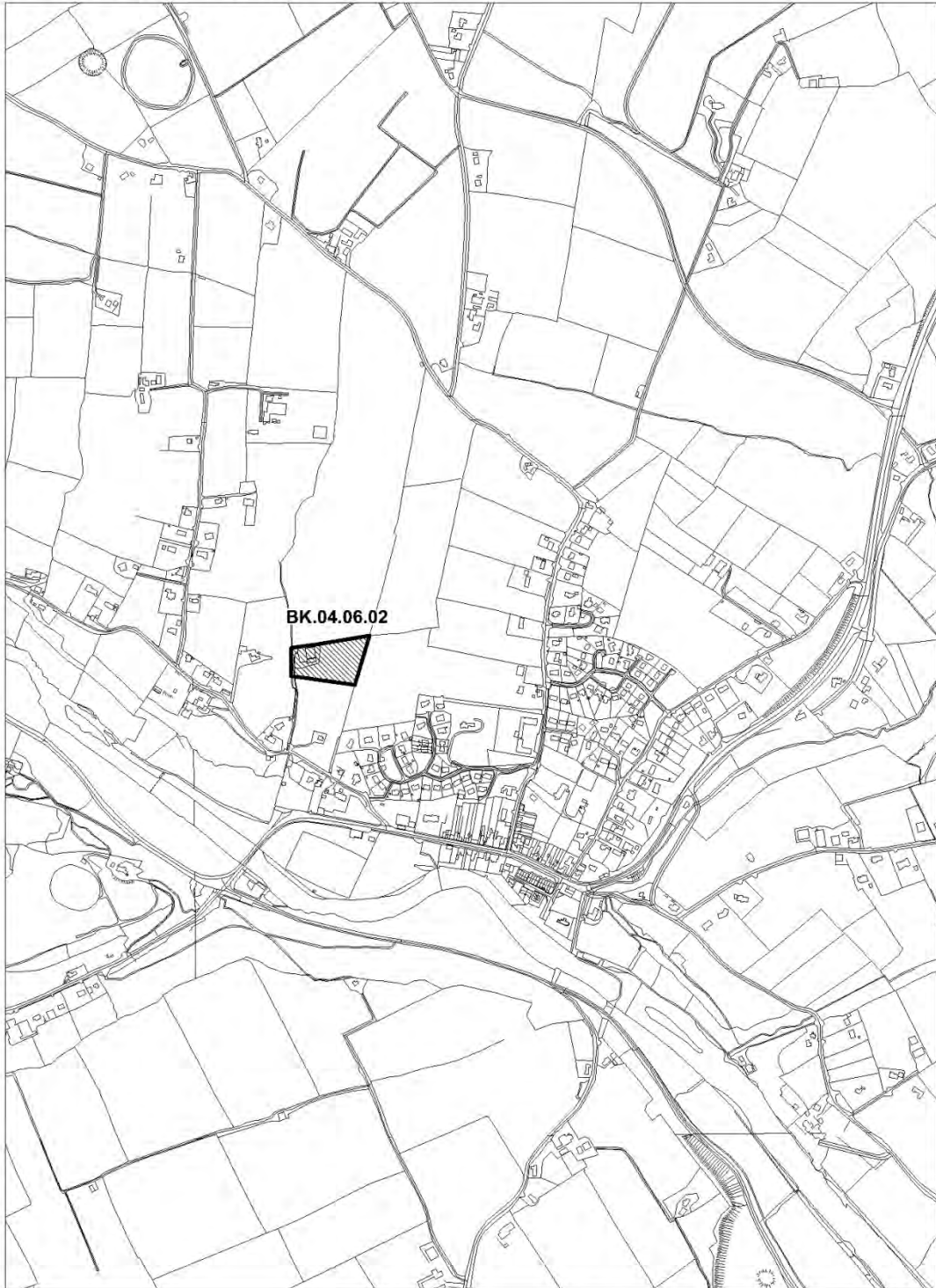
**Inishannon**



**Amendment Ref: BK.04.06.01**

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Public Consultation Draft**

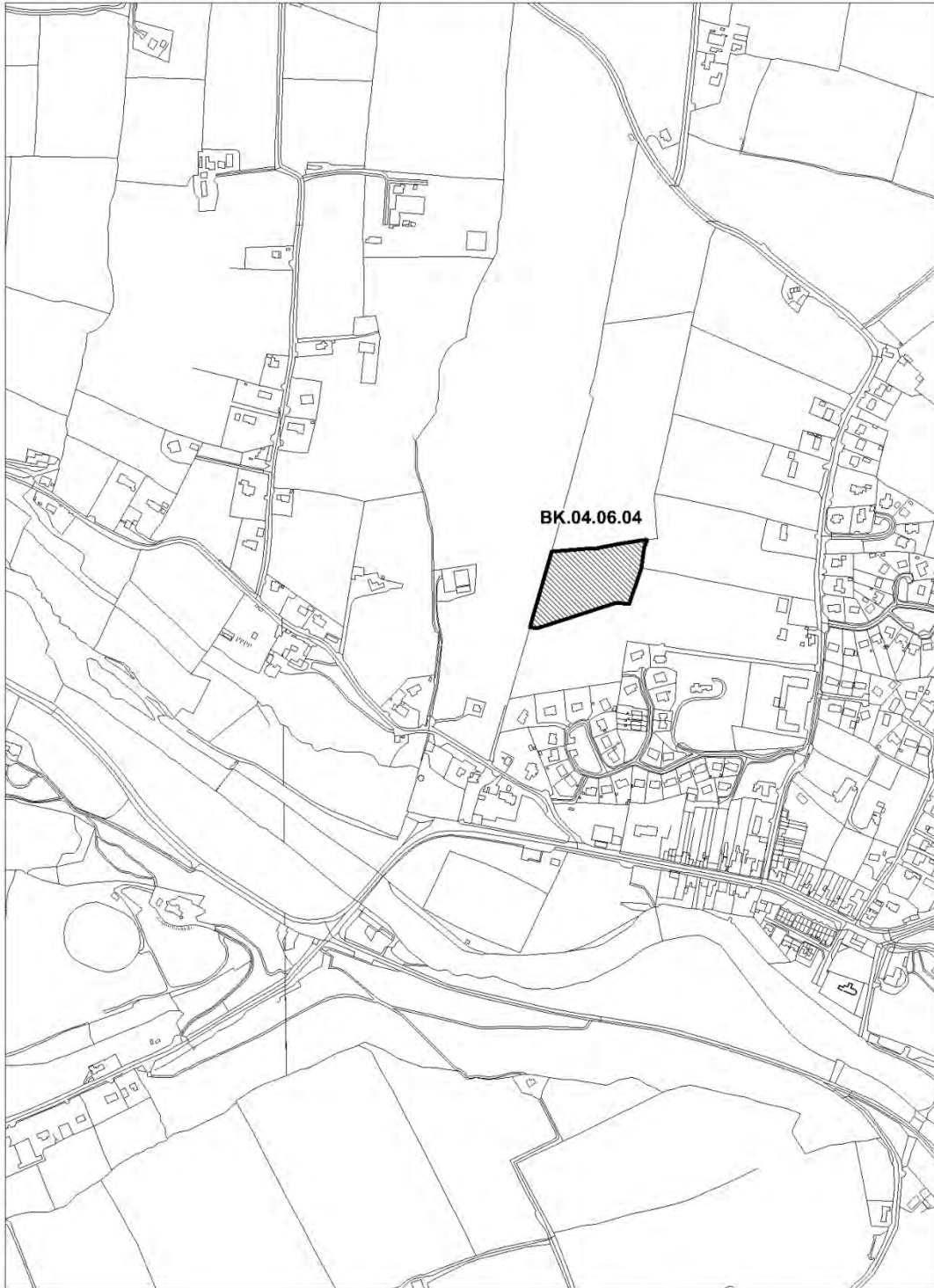
**Inishannon**



**Amendment Ref: BK.06.04.02**

**Bandon Kinsale Municipal District Local Area Plan  
Public Consultation Draft**

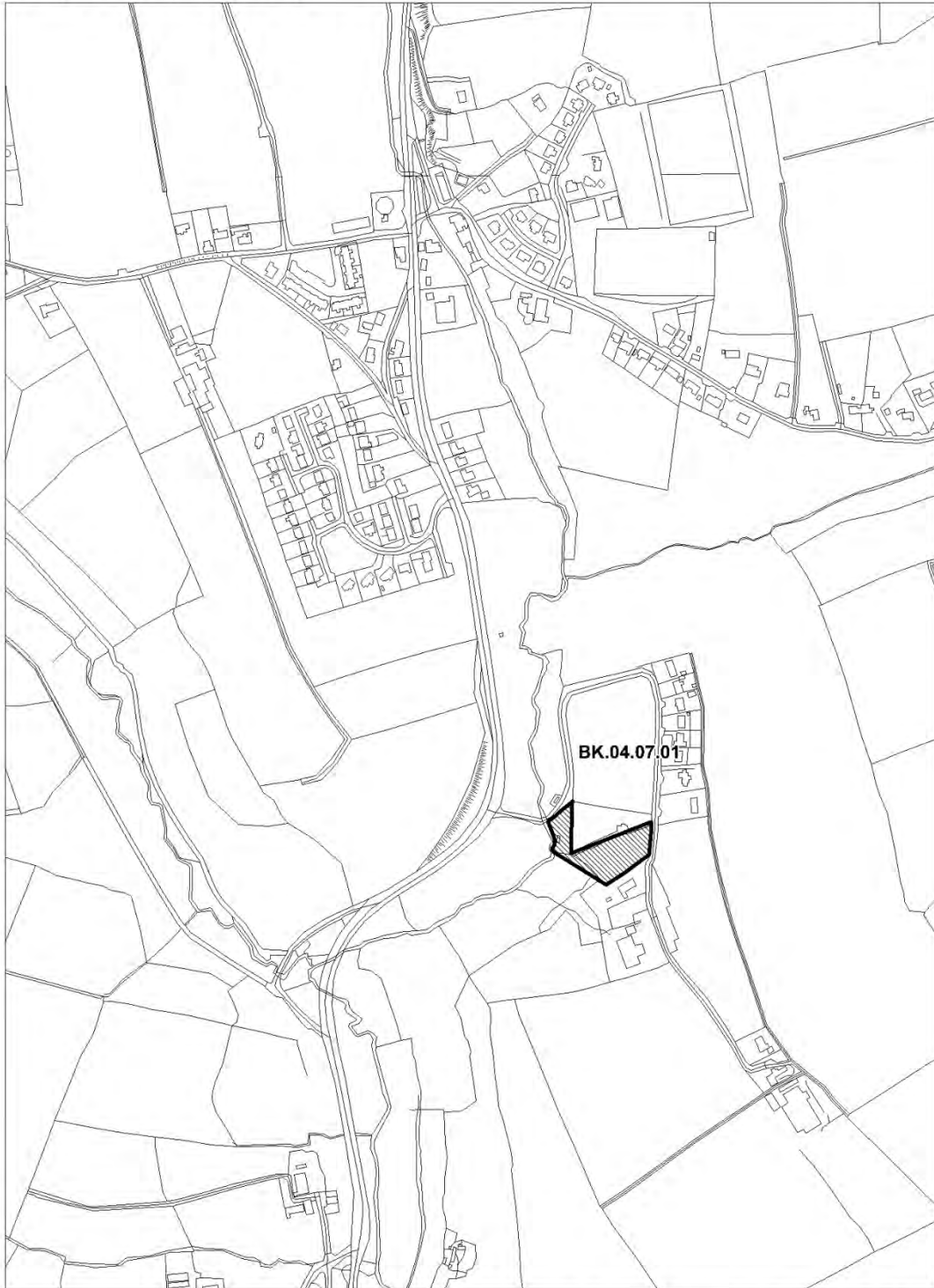
**Inishannon**



**Amendment Ref: BK.04.06.04**

**Bandon Kinsale Municipal District Local Area Plan  
Public Consultation Draft**

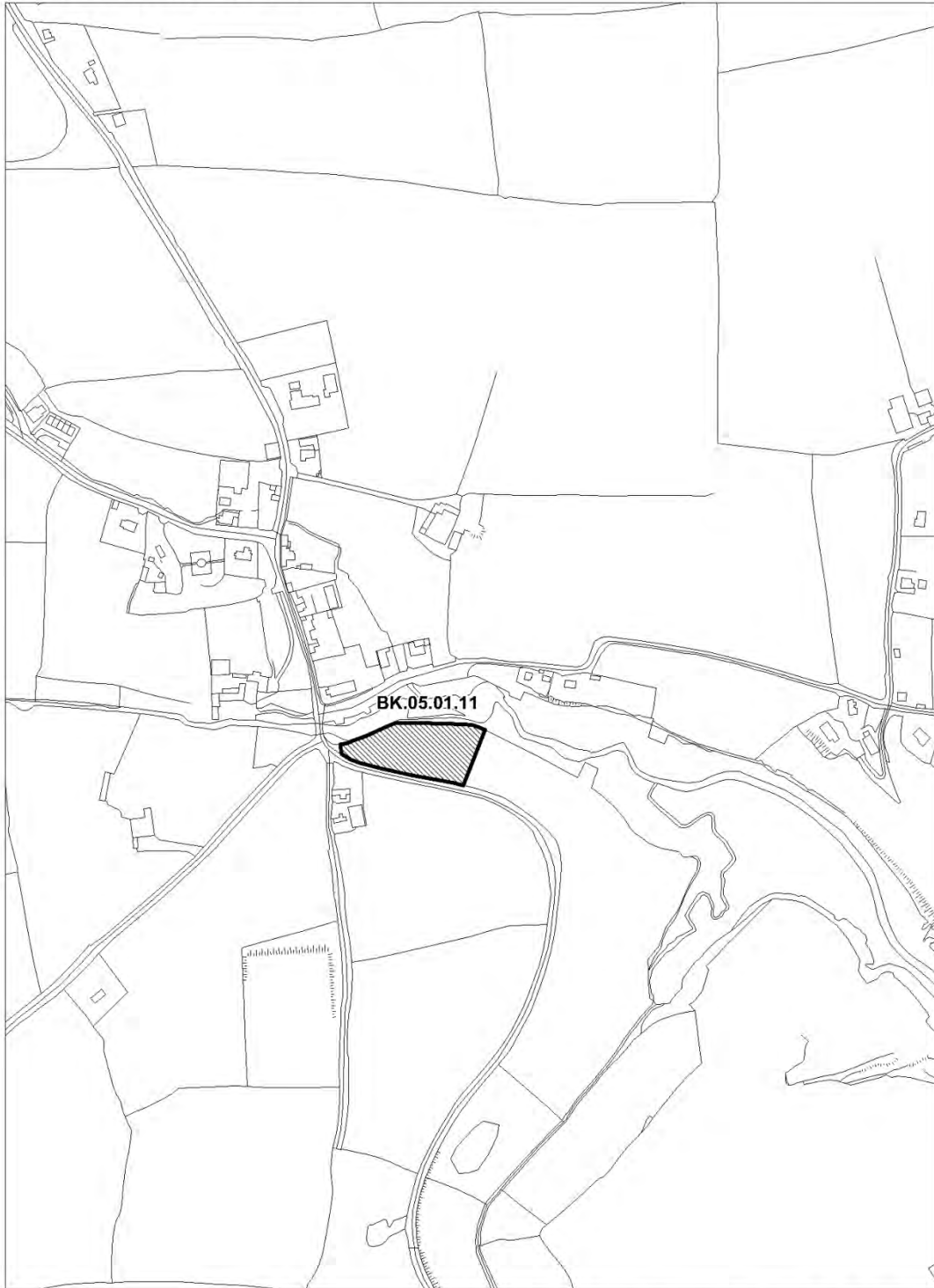
**Riverstick**



**Amendment Ref: BK.04.07.01**

**Bandon Kinsale Municipal District Local Area Plan  
Public Consultation Draft**

**Ballinadee**



**Amendment Ref: BK.05.01.11**

**Bandon Kinsale Municipal District Local Area Plan  
Public Consultation Draft**

**Ballygarvan**



**Amendment Ref: BK.05.01.08**



**Bandon Kinsale Municipal District Local Area Plan  
Public Consultation Draft**

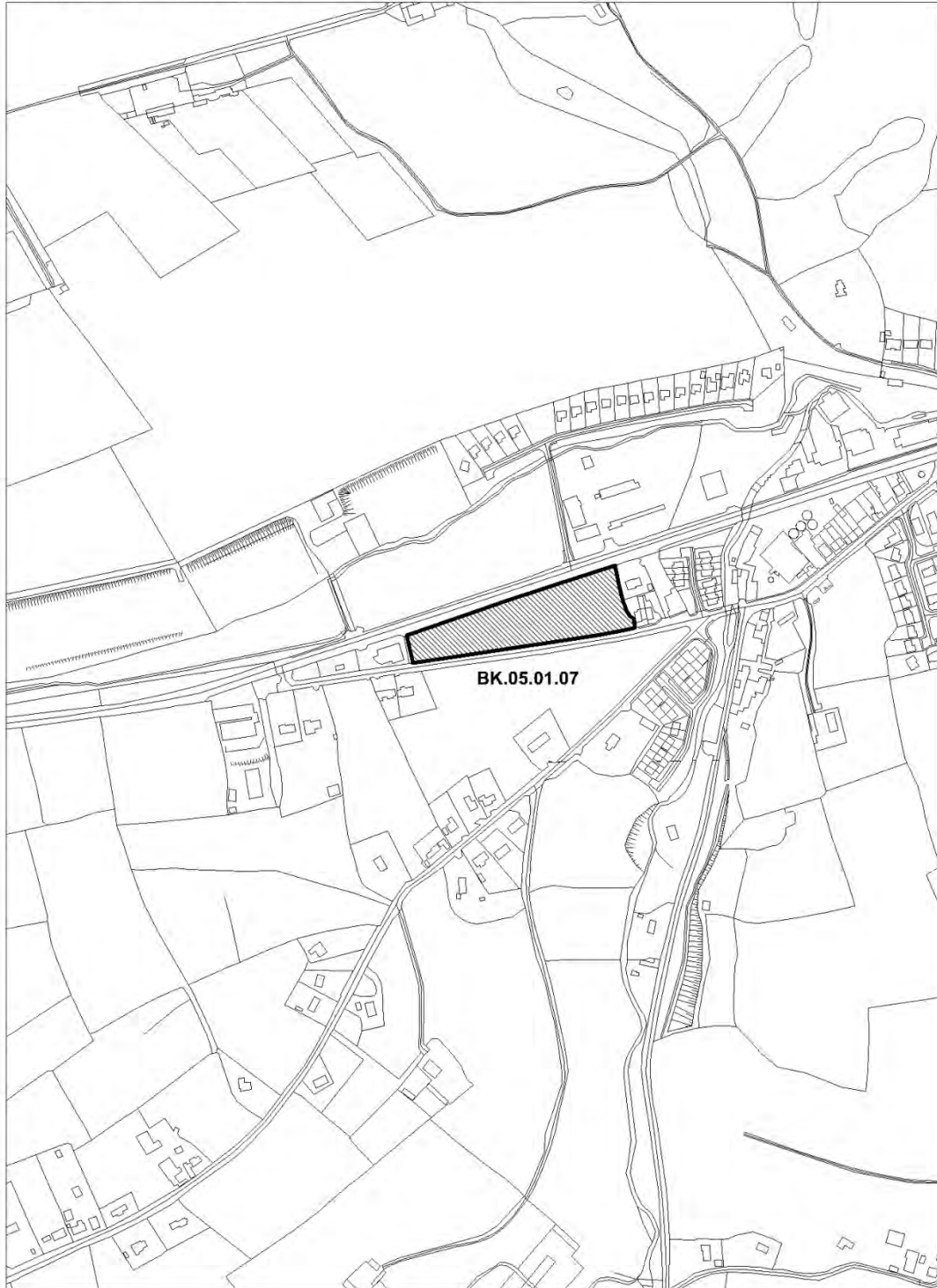
**Kilbrittain**



**Amendment Ref: BK.05.01.10**

**Bandon Kinsale Municipal District Local Area Plan  
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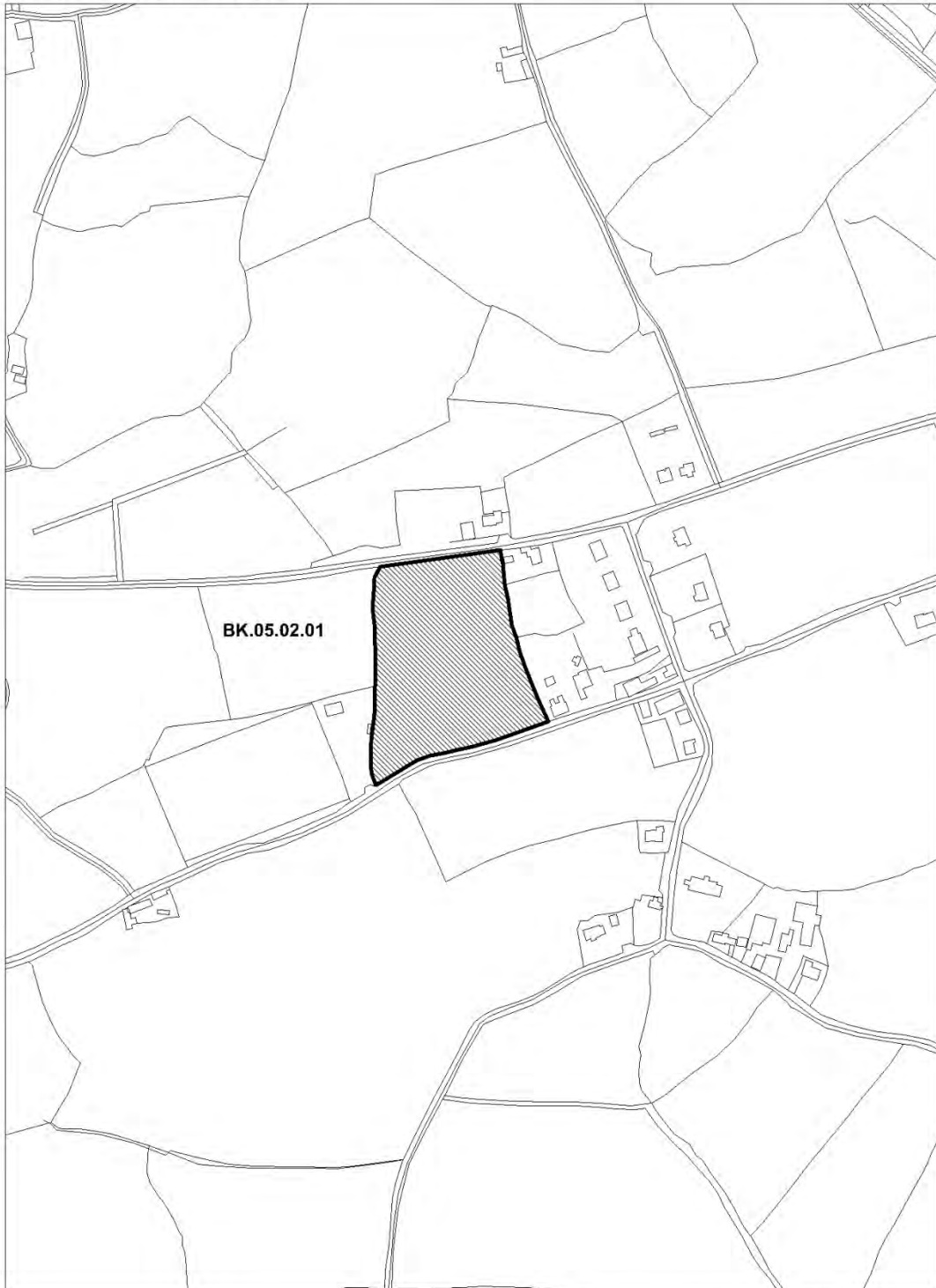
**Old Chapel**



**Amendment Ref: BK.05.01.07**

**Bandon Kinsale Municipal District Local Area Plan  
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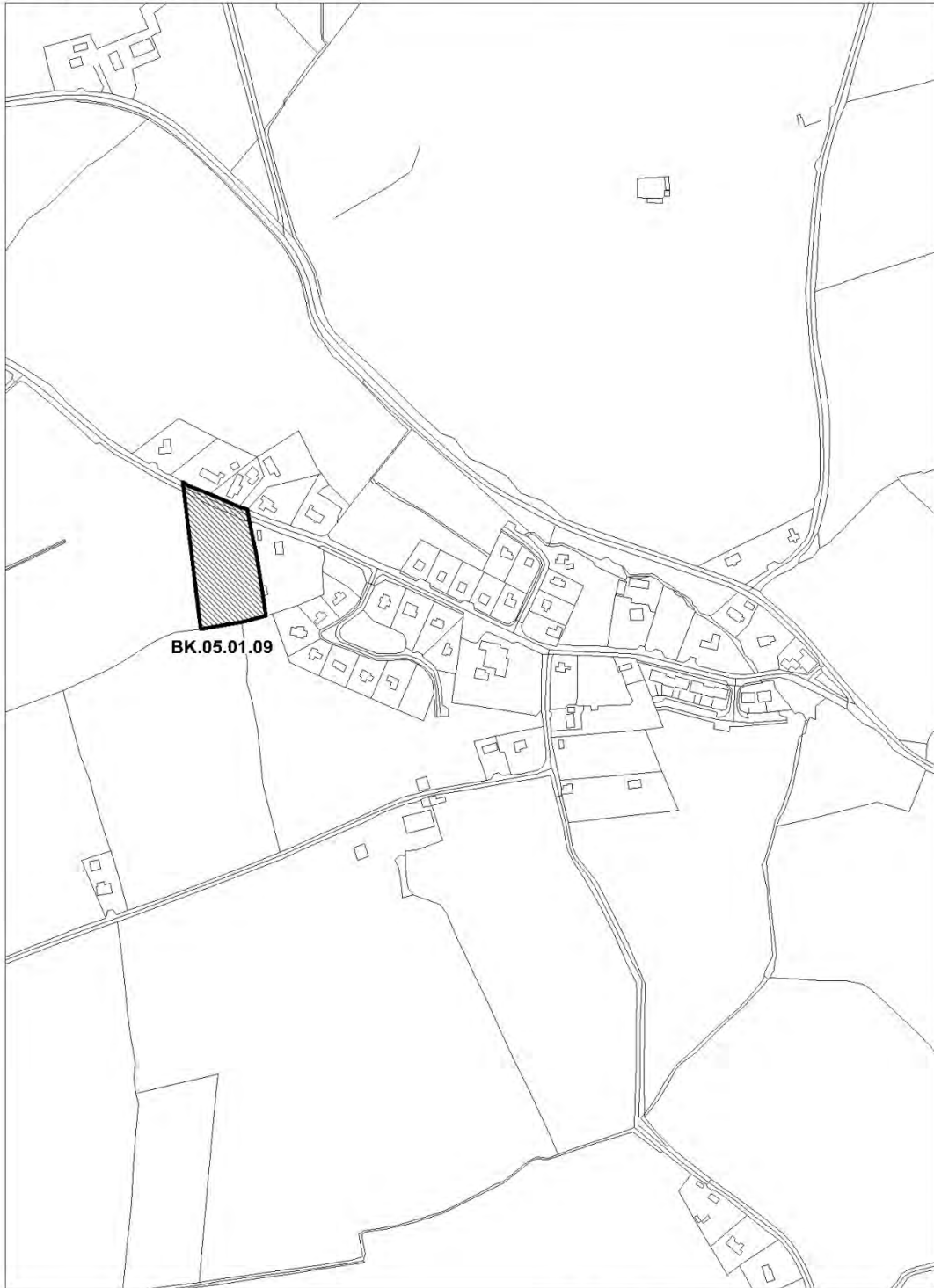
**Aghyohil**



**Amendment Ref: BK.05.02.01**

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Public Consultation Draft**

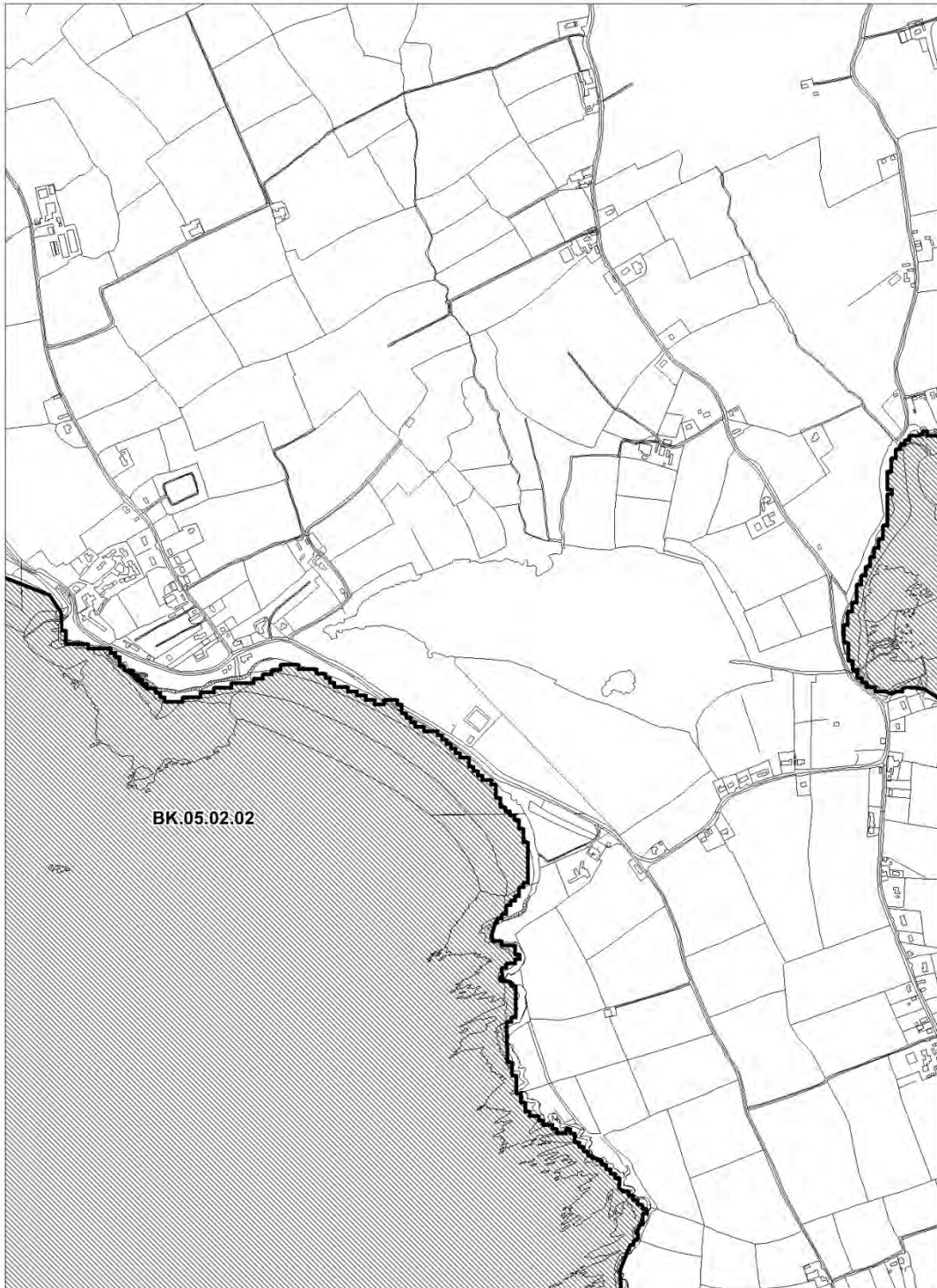
**Dunderrow**



**Amendment Ref: BK.05.01.09**

**Bandon Kinsale Municipal District Local Area Plan  
Public Consultation Draft**

**Garrettstown  
Garrylucas**



**Amendment Ref: BK.05.02.02**

## **Appendix E List of Submitters**

<b>Name of Interested Party</b>	<b>Unique Ref. No.</b>	<b>Settlement Name</b>
Blake Walsh	AMD20978786	<b>Carrigaline</b>
Castlevew and Meadowview Residents Association	AMD21005307	<b>Kilbrittain</b>
Cirona Ltd.	AMD20995971	<b>Kinsale</b>
Clayton Love (Ship ton Group)	AMD20918486	<b>Carrigaline</b>
Cllr Aidan Lombard	AMD21003882	<b>Carrigaline</b>
Course's Integrated Rural Dev. Assoc.	AMD21007009	<b>Ballinspittle</b>
Cork Chamber	AMD21005431	<b>Countywide</b>
Cork City Council	AMD21006549	<b>Countywide</b>
Department of Education & Skills	AMD21003834	<b>Countywide Bandon Kinsale</b>
Department of Housing, Planning, Community & Local Government	AMD21004041	<b>Countywide</b>
Doyle Shipping Group	AMD20992428	<b>Crosshaven and Bays</b>
EPA	AMD20981713	<b>Countywide</b>
M Hellstern	AMD20591006	<b>Kinsale</b>
Michael Brawley & others	AMD21037462	<b>Kinsale</b>
Michael Kidney	AMD21006367	<b>Crosshaven and Bays</b>
National Transport Authority	AMD21007893	<b>Countywide.</b>
Oliver Power	AMD21050332	<b>Carrigaline</b>
Patricia Northridge	AMD20982052	<b>Kilbrittain</b>
Prof. Geoffrey Roberts MRIA & Ms. Celia Weston	AMD21004544	<b>Kilbrittain</b>
R. Fishbourne & J. Fishbourne	AMD20944660	<b>Crosshaven and Bays</b>
Robert Nash,	AMD20980145	<b>Kinsale</b>

Southern Regional Assembly	AMD21003512	<b>Countywide</b>
Transition Town Kinsale	AMD20997929	<b>Kinsale</b>
Transport Infrastructure Ireland (TII)	AMD20993186	<b>Countywide</b>
Simon & Pam Skinner	AMD21004984	<b>Kilbrittain</b>