

# **Report to Members**

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

## **Ballincollig Carrigaline 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

<b>Job Title:</b>						
<p><b>Document Title:</b>  <b>Report to Members</b>                  Under S.20(3)(k) of the Planning and Development Acts</p> <p><b>Ballincollig Carrigaline Municipal District Local Area Plan</b></p> <p>Chief Executive's Opinion and Recommendations on the Issues Raised by Submissions on the Proposed Amendments</p> <p>16<sup>th</sup> June 2017</p>						
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		<b>Description:</b> This report sets out the Chief Executive's Opinion on the issues raised in Submissions to the Proposed Amendments to the Ballincollig Carrigaline Municipal District LAP				
			<b>Prepared by</b>	<b>Drawn by</b>	<b>Checked by</b>	<b>Approved by</b>
		<i>Name</i>				
<b>1.0</b>			MR/RMcK	AF	PC	ML

**This report focuses on the submissions and observations received from the public following publication of the proposed amendments to the Draft Ballincollig Carrigaline 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 Ballincollig Carrigaline 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

**1.1.1** This report focuses on the submissions and observations received from the public following publication of the proposed amendments to the Draft Ballincollig Carrigaline 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 Ballincollig Carrigaline 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. Two hundred and twenty nine (229) submissions were received during the public consultation period on the Draft Ballincollig Carrigaline Municipal District Area Local Area Plan.

**1.2.2** In accordance with Section 20 of the Planning and Development Acts, 2000, as amended, a Chief Executive's Report was prepared to list the persons and bodies who made submissions or observations, summarising the issues raised and providing the opinion of the Chief Executive on the issues raised and his recommendations in relation to the proposed Local Area Plan. The Chief Executives Report was issued to Members of Council for their consideration on the 6th March 2017.

**1.2.3** 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.

**1.2.4** In total, 160 amendments are proposed to the Draft Ballincollig Carrigaline 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.

**1.2.5** 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.

**1.2.6** 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 49 submissions received during the public consultation period on the proposed amendments to the Draft Ballincollig Carrigaline Municipal District Local Area Plan 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 reflecting issues raised in submissions or the arising from the SEA and HDA process. This list is set out by settlement and includes 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.** Appendix 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 amendment BC.03.07.04 – proposed amendment to Zoning Objective RY-I-15:**

**2.2.1.** A number of submissions were received with regard to this amendment, as follows:

- Submission ref. no. 21001494 – Cllr. D’Alton
- Submission ref. no. 21998448– Indaver Ireland
- Submission ref. no. 21002480 – Hammond Lane
- Submission ref. no. 21008448 – IDA
- Submission ref. no. 21005450– Rinagaskiddy Rights of Way commission
- Submission ref. no. 21003654 – Green Party
- Submission ref. no. 20864070 – Jordan
- Submission ref. no. 20997944 – Prout
- Submission ref. no. 20997944 – Bowen
- Submission ref. no. 20992606– Fleming

**2.2.2.** The points raised in the above submissions relating to Proposed Amendment BC.03.07.04 are noted and summarised in Appendix A.

**2.2.3.** In drafting the Proposed Amendment, the Council sought to fully reflect the Motion adopted by Council. Specifically, the use of the word ‘integrity’ is considered not to apply solely to the ‘line of sight’, but also to the physical and functional integrity of the Martello Tower. The text of the Proposed Amendment was issued to all Members for comment after the Council Meeting of March 27th 2017 and before issuing for public consultation. No comment was received.

**2.2.4.** The Martello Tower is listed for protection under the Record of Protected Structures (0575), it is a Recorded Archaeological Monument (CO087/053), and, it is also on the National Inventory of Architectural Heritage (20987047). Therefore, existing statutory protection is in place to safeguard the Martello Tower and its setting. This is reinforced by a number of CDP Objectives, including, HE3-1, HE3-3, HE3-4 and HE4-1.

**2.2.5.** The Zoning Objective RY-I-15 identifies this site as being suitable for ‘large stand alone industry’ and the Draft LAP identifies Ringaskiddy as a key employment location, recognising the current CDP which identifies Ringaskiddy as a Strategic Employment Area. Having regard to the Zoning Objective for this site, Ringaskiddy’s strategic employment role, and, the existing statutory protection provided to the Martello Tower and its setting, it is the CE opinion that the statutory protections, in conjunction with the protective CDP Objectives, provides adequate and appropriate protection for the Martello Tower and its setting. It is further advised by the CE that site specific issues regarding future development at this location are most appropriately and effectively addressed via the Development Management process.

**2.2.6.** As set out in the minutes of the Council Meeting of March 27th 2017, the CE stated to Council that the adoption of the Proposed Amendment would in effect be sterilising a very large site for industry, and that it should be a development management issue to ensure that the visual connection is taken account of. Furthermore, the Senior Planner stated that the level of protection sought is significant and the implications are extensive.

**2.2.7.** With regard to access to the Martello Tower, the Proposed Amendment wording requires the 'protection' and 'provision of open space buffer' to the 'existing accesses.' It is the Council's understanding that the original access to the Martello Tower is no longer in place and may also have been excavated in parts. As per the case set out above regarding the Tower itself, it is the CE advice that this is a matter that can be adequately addressed at the Development Management stage of the planning process.

**2.2.8.** See also Note 1 as set out below the following Chief Executive's recommendation.

**2.2.9. Chief Executive's Recommendation: To EXCLUDE this proposed amendment, including the exclusion of the proposed map change.**

Note 1: If the Council wishes to adopt the Proposed Amendment, it is considered that to clarify the use of the word 'integrity' within the Proposed Amendment would not constitute a material change. The following modification would apply: (this modification is also set out in Appendix C)

*Suitable for large stand alone industry with suitable provision for appropriate landscaping and protection of the access points and provision for open space buffer to the Martello Tower and its associated pedestrian accesses. Any development proposals shall protect the **special function and integrity of the setting of the Martello Tower** and maintain the existing line of sight from the Martello Tower to the other four fortifications in the Harbour (Fort Camden Meagher, Carlisle Davis, Westmorland and the Martello Tower on Haulbowline Island).*

*This area may be used as a feeding ground by bird species for which Cork Harbour SPA is designated.—#—*

### **2.3 Proposed amendment BC.03.07.23 – proposed amendment to Zoning Objective RY-I-15:**

**2.3.1.** A number of submissions were received with regard to this amendment, as follows:

- Submission ref. no. 21001494 – Cllr. D'Alton
- Submission ref. no. 21998448 – Indaver Ireland
- Submission ref. no. 21002480 – Hammond Lane
- Submission ref. no. 20864070 – Jordan
- Submission ref. no. 20997944 – Prout
- Submission ref. no. 21005338 – Port of Cork

**2.3.2.** The points raised in these submissions relating to Proposed Amendment BC.03.07.23 are noted and summarised in Appendix A.

**2.3.3.** The Proposed Amendment was drafted on the basis of the Motion of Council that requested "The North-Eastern Quadrant of RY-I-15 to be amended to the same objective as RY-I-19, i.e. rezoned from Industrial to Educational use." Hence, the existing wording of Zoning Objective RY-I-19 was repeated into a new Zoning Objective (ref. RY-I-20) identified for the north-eastern quadrant of RY-I-15. The reference to 'established operators in Ringaskiddy to provide ancillary office accommodation ...' is contained within the text of Zoning Objective RY-I-19.

**2.3.4.** The text of the Proposed Amendment was issued to all Members for comment after the Council Meeting of March 27<sup>th</sup> 2017 and before issuing for public consultation. No comment was received.

**2.3.5.** As set out in the minutes of the Council Meeting of March 27th 2017, the CE stated to Council that no submission from either Educational Provider in the area was received and that the Council has zoned enough land to meet their [Educational Providers] future needs in Ringaskiddy.

**2.3.6. Chief Executive's Recommendation: To EXCLUDE these proposed amendments, including the exclusion of the proposed map change.**



## Appendix A List of Submissions

Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
<b>Ballincollig</b>				
BC.03.03.27	AMD-20890964	Noreen Barry & Michael Waugh	<p>Submission relates to the Maglin Urban Expansion Area. Submitter highlights the fact that they already are impacted upon by noise from the Ballincollig Bypass, and, that their home will be surrounded by roads in the future. Submission cites a number of concerns listed as follows:</p> <ul style="list-style-type: none"> <li>• Over concentration of Development on Maglin Road</li> <li>• Proposed East-West link road running adjacent to submitter northern boundary.</li> <li>• The Maglin Bypass</li> <li>• Proposed road junction on Maglin Road</li> <li>• Secondary School on Maglin Road.</li> <li>• Traffic congestion.</li> <li>• Air and noise pollution</li> <li>• High population density</li> <li>• Reduction and possible elimination of Green belts</li> <li>• Negative impact on the peace and rural beauty of Maglin</li> <li>• Infringement on privacy</li> <li>• Devaluation of property.</li> </ul> <p>The submission states that the concerns as outlined will</p>	<p>The concerns of the submission are acknowledged and there will be consultation with land owners during the implementation of the project.</p> <p>No change proposed.</p>

Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			seriously impact upon both themselves and the other residents of Maglin Road.	
BC.03.03.27	AMD-20914724	Sean Barry Murphy	Submission requests that lands which adjoin the Maglin Expansion Area be zoned for residential development. The submission further requests that the access to public amenities from his land be agreed before the finalisation of the Local Area Plan, as the proposed new road adjoins the submitter's boundary.	Regarding access and related issue consultation will be made with landowners over the course of implementation of the project No change proposed.
BC.03.03.27	AMD-20996547	Vincent & Geraldine Lynch	<p>Submission with regard to the proposed development in Maglin, Ballincollig.</p> <p>Submitter is a property owner in the area in excess of 30 years. It is the submitters' understanding that the proposed "Eastern Spine Link Road A" is to be constructed within meters of their property. Serious concerns are expressed about the impact this will have on their property and referencing serious disruption during the construction of the Ballincollig by-pass they had to experience and the noise from same is quite intrusive as it is.</p> <p>The main concerns are;</p> <ul style="list-style-type: none"> <li>(a) Proximity of this road to the property. In particular, separation distances, noise abatement measures, relative levels of road carriageway to existing ground level at their property.</li> <li>(b) Possible damage to foundations.</li> <li>(c) Significant increase in road traffic and consequent excessive noise levels.</li> <li>(d) Devaluation of our property.</li> <li>(e) Loss of enjoyment of the amenity of our property.</li> </ul>	<p>Consultation with the landowners in Maglin will take place in line with the implementation of the project.</p> <p>The request to be consulted is acknowledged.</p> <p>No change proposed.</p>

Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			The submitter understands that consultation with landowners is taking place currently and would like to have their inclusion in the consultation process confirmed.	
<b>Carrigaline</b>				
	AMD-20519773	MRS. 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.	To include additional lands not included as part of the plan are excluded from consideration at this stage of the process. No change proposed.
BK 03.04.17	AMD-20916512 & 20918486	Clayton Love	Submission requests addition of text to a number of amendments proposed in relation to the following: Carrigaline BC.03.04.17 Submission requests that, given its edge of town location / ease of access to eastern Carrigaline relief road / that there is no existing or prospect of any direct or short access, connection to Main Street, an additional caveat be inserted requiring . "Any retail development on the T-01 area east of Lidl be subject to a sequential test justification".  BC.03.04.18 Further clarification and flexibility sought with the insertion of the word 'May' in place of 'Will', and, insertion of 'south western' in place of 'southern' with regard to objective CL-T-01.  BC.03.04.18 Submitter expresses concern with the proposed insertion of the word "only" in front of pedestrian access, opining that it is	It is considered that some of the changes requested would constitute a material change to the published amendment. However a minor change is proposed to Amendment BC.03.04.18 with the insertion of the word "May" in place of "Will".  <b>Minor modification proposed</b>  A minor change is also proposed in amendment BC.03.04.28 with the replacement of "Stand Alone Retailer" with "Stand Alone Retailers."  <b>For Minor Modifications Proposed – see Appendix B.</b>

Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>confusing and will lead to unnecessary conflict and inflexibility and cannot understand the necessity of the inclusion of this word, stating that it is unnecessary as it is effectively dealt with in the original objective contained in the Draft Local Area Plan. It is requested that this proposed change is omitted.</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 is a restriction to just one large scale stand alone retailer, that this statement be reworded as follows, "and is also suitable for large scale stand alone retailers”.</p>	
	AMD-21006020	Cian Heffernan	<p>Submission requests that lands not previously considered for zoning for residential use (previous submission ref no. 16-12602029), be considered again for residential zoning and outlines the rationale for this proposed zoning, including:</p> <ul style="list-style-type: none"> <li>-Adjacent lands being zoned for residential development</li> <li>Access to services via adjacent development</li> <li>-Over 80m of road frontage with 40m clear lines of sight</li> <li>Carrigaline's position as a commuter town</li> <li>-The housing crisis</li> <li>-Sites location within the 50km/hr speed limit of Carrigaline.</li> </ul>	<p>To include additional lands not included as part of the plan are excluded from consideration at this stage of the process. No change proposed.</p>
BC.03.04.26	AMD-20972236	Simon Brewitt.	<p>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</p>	<p>The line of the proposed link road as indicated in the Draft Local Area Plans is indicative and will be assessed as part of a review of transportation in Carrigaline.</p>

Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>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.</p> <p>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.</p> <p>Furthermore the submission suggests that the use of the Mountain Road as proposed, which the submitter describes as a narrow residential cul-de-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.</p>	No change proposed.
BC.03.04.31	AMD-20978786	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	Noted. No change proposed.

Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			specifically Proposed Amendment Ref. BC.03.04.31. The submission welcomes this proposed amendment to the plan as it will enable the provision of affordable homes for the current and future population of Carrigaline, subject to the relevant planning considerations.	
BK.03.04.31	AMD-21003882	Cllr Aidan Lombard	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 place. The policy of adding housing estate after housing estate without a proper overall plan has served the village quiet poorly.	Noted. No Change Proposed.
BK.03.04.26	AMD-21050332	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 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	The line of the proposed link road as indicated in the Draft Local Area Plans is indicative and will be assessed as part of a review of transportation in Carrigaline. No change proposed.

Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			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.	
<b>Cork City South Environs</b>				
	AMD-20920456	(Shipton Group)	<p>Submission opines that the sequential order for development in Douglas as outlined in DLUTS is being challenged and undermined by a planning application for a large scale retail development on SE-T-03, well ahead of the sequential order clearly set out in DLUTS.</p> <p>The submission requests that a caveat be inserted in the plan stating the following, 'Any development in area T-01,T-02,T-03,T-04 and T-05 shall follow the order set out in DLUTS.'</p>	This submission raised matters that are not part of the proposed amendments to the plan and are therefore excluded from consideration at this stage in the process. No Change Proposed.
BC 03.05.38	AMD-21000409	Denis O'Flynn	The submitter welcomes the proposed amendment and urges that the proposed amendment be supported by the Members of Cork County Council. It is stated that these lands are serviced and can be delivered for development in the short term.	Noted. No change proposed.
BC.03.05.31	AMD-21005949	Soltaz Limited	<p>This submission relates to proposed Amendment BC.03.05.31. Soltaz Ltd. welcome Cork County Councils decision to review the overall approach to the CSAIP and consider that the suggested non-material changes within this submission would provide clear and unambiguous policy support to deliver a mixed use and sustainable gateway to the CSAIP.</p> <p>The submission considers that the proposed amendments to Specific Development Objective SE-X-01 could be less complex, clearer and unambiguous to ensure that it is not open to interpretation or give rise to unintended</p>	The proposed changes to the amendment are considered to constitute material changes. No change proposed.

Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>consequences.</p> <p>The submission does not consider the changes proposed to Specific Development Objective SE-X-01 to be material but are recommended as necessary so the zoning objective can be interpreted and implemented in the short term. In addition, it is stated that the requirement that the hotel be delivered later in the phasing will frustrate its development and that a hotel, as a standalone entity, is an important and critical asset, to assist the branding of the Science Park location (a letter prepared by Cushman &amp; Wakefield is attached, supporting this position).</p> <p>The submission also states that the proposed changes are required to accurately reflect the resolution which was passed by the Members.</p> <p>With a clear zoning objective Soltaz Limited are confident investment can be brought forward with consequential the following economic impact:</p> <ul style="list-style-type: none"> <li>- Office scheme with a gross development value (GDV) of 46 Million, which will create 600 jobs in construction and will house 1,200 permanent jobs.</li> <li>- The hotel with a GDV of 26 million, creating 300 construction jobs and 300 permanent jobs.</li> <li>- The residential development with a GDV of 25 million, creating 300 construction jobs and providing accommodation for 200 people.</li> <li>- In addition, the rates to the County would be in excess of 1 million a year.</li> </ul>	



Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			The submitter's recommended text changes to Proposed Amendment are set out in the submission.	
<b>Passage West</b>				
BC.03.07.04 BC.03.07.07 BC.03.07.23 BC.03.06.18 BC.03.06.19	AMD-21001494	Cllr. Marcia D'Alton	See Countywide section for submission summary	See Countywide section for submission responses.
BC 03.06.08 and BC 03.06.09	AMD-20992043	Doyle Shipping Group	Submission made in respect of the Dockyard Site and whilst welcoming the inclusion of this site within the Town Centre zoning PW-T-01, requests that the contents of proposed changes Ref's BC 03.06.08 and BC 03.06.09, which seek pedestrian/cycle permeability, to be modified or omitted. The modification suggested requests the replacement of the word 'facilitate' with the word 'consider.'	The proposed changes to the amendment are considered to constitute material changes. No change proposed.
BC03.06.03	AMD-21004395	George Maloney	This submission is with regard to Proposed Amendment BC.03.06.03.  Submission requests that the Ballinacollig Carrigaline Municipal District LAP excludes the requirement for a "medical centre " and "nursing/retirement home" as part of the objective PW-R-02, in line with the pre-draft consultation document and the recommendations by the Chief Executive. Submission therefore requests that the specific development objective for the PW-R-02 land in the LAP to be modified as follows: "Medium A density residential development to include serviced sites and a mix of house types", omitting the requirement for a medical centre/nursing home. In considering this submission it is requested that the Planning	The proposed changes to the amendment are considered to constitute material changes. No change proposed.

Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>Policy Unit to note Section 20(3q) of the Planning and Development Act 2000 (as amended), which outlines the parameters for making further modifications to the plan, and allows for non material or minor changes to amendments.</p>	
<p>BC03.06.18 &amp; BC03.06.19</p>	<p>AMD-21004189</p>	<p>George Maloney</p>	<p>Submission regarding Amendment Refs BC.03.06.18 and BC.03.06.19.</p> <p>“Whilst the submitter welcomes the policy objective of Medium B residential development with appropriate access”, pertaining to both sites, the inclusion of “the provision of a relief road linking Maulbaun to Lackroe” is of a serious concern.</p> <p>-Submission considers that provision of this relief road, will essentially provide a short cut from Maulbaum to Lackroe, and will encourage both long distance and local traffic seeking a shorter journey to cut through any future residential development. The submitter therefore considers that the provision of this relief road will be counterproductive in terms of ensuring appropriate access to future residential development.</p> <p>-Previous submissions by the interested party have highlighted, the issue of access and the suitability of the roads infrastructure in the area to accommodate the traffic that will be generated by the development of the R-06 and R-07 lands has been dealt with at length in previous planning applications and full details of the road improvements and public footpath provision were proposed and accepted by both Cork County Council and by An Bord Pleanla for substantial housing</p>	<p>Arising from submission reference number AMD21001494 a non material change to the text of amendment reference numbers BC03.06.18 &amp; BC03.06.19 is recommended, omitting the word “relief” from the proposed zoning objective, see appendix B.</p> <p><b>Minor modification proposed</b></p>

Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>schemes.</p> <p>-Road improvements proposals included (amongst other things) the removal of the "pinch point" on the public road serving the site, which can be removed as part of the development of the R-06/R-07 lands, and resultant increase in the carriageway of the public road and provision of a 1.5 metre public footpath. These road improvements were accepted by the Council in their previous decisions and by the Council's Senior Executive Engineer.</p> <p>-Submission opines that appropriate access can be achieved without the need for a relief road.</p> <p>-In summary whilst the submission welcomes the continuation of the zoning of our clients lands as "Medium B residential development with appropriate access", the inclusion of the provision of a relief road linking Maulbaun to Lackroe is of concern. It is considered by the submitters that the provision of a relief road at this location will exacerbate the traffic in the area, and will be counterproductive in terms of providing appropriate access to the lands. In conclusion this submission seeks to delete the provision of a relief road linking Maulbaun to Lackroe and omission of Proposed Amendment Ref's BC.03.06.18 and BC.03.06.19.</p>	
<b>Ringaskiddy</b>				
BC.03.07.04 BC.03.07.07 BC.03.07.23 BC.03.06.18 BC.03.06.19	AMD- 21001494	Cllr. Marcia D'Alton	See Countywide section for submission summary	See Countywide section for submission responses.

Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
BC.03.07.03	AMD-21003684	Alice Cross	<p>This submission is subsequent to recent submissions to the Draft LAP process.</p> <p>The submission states that Amendment Ref No. BC. 03.07.03 will result in the link between RY-I-02 and the provision of the specific objectives of O-01 and O-02 being severed. It is stated that in the absence of an industrial promoter/developer there are no prospect, demand or viable active open space use for RY-O-01 and it is considered that amendment of the text of RY-I-02 requires a subsequent change to the text of O-01 to make provision for passive open space use would be more accurate and appropriate.</p> <p>The landowner requests that any change to the text of RY-O-01 would not prevent the construction of a house to meet a genuine rural generated housing need, solely on the basis that the farm is located within the development boundary of Ringaskiddy. The submission considers that it would be unjust if the landowner would qualify to construct a house if the land was outside the development boundary and prevented from doing so due to the wording of an open space objective within the development boundary.</p> <p>The submission states the following:                      - As the site is located within the development boundary of Ringaskiddy, Rural Housing Control Policies do not apply but Cork County Council in their assessment of 15/05063 considered it unjust that someone who would qualify for a house outside the development boundary would not be permitted a dwelling within the development boundary on policy grounds alone.</p>	<p>The proposed changes to the amendment are considered to constitute material changes.</p> <p>No change proposed.</p>

Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>- Cork County Council assessed the application and considered that Alice Cross was a qualifying applicant.</p> <p>- An Bord Pleanala did not accept this approach and in his Report (Section 9.1.5) the Inspector noted that 'Whilst I would acknowledge this approach as adopted by the Planning Authority in its assessment of the subject application, I would advise the Board that there is no clear basis for same within the applicable Development Plan or Local Area Plan and thus I would have reservation as regards the legitimacy of such a position.'</p> <p>- In terms of the assessment of Ms. Cross bona fides the Inspector at Section 9.1.13 indicated it is my opinion that further details are required in order to establish whether or not the applicant has a genuine rural generated housing need either by way of her engagement in farming activities conducted from within the wider landholding or if she can be held to form an intrinsic part of the rural community pursuant to the provisions of the Sustainable Rural Housing, Guidelines for Planning Authorities.</p> <p>- An Bord Pleanala decided to refuse the proposed development as it would materially contravene an objective indicated in the local area plan for the area.</p> <p>-The submitter argues that given the change in land ownership and the fact that the delivery of active open space uses is no longer linked to the development of RY-I-02, the proposed RY-O-01 open space objective is not viable and needs to be altered at this stage.</p>	

Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>-The Open Space objective, it is submitted, should be altered to ensure that a person who would be considered to be a qualifying applicant outside the development boundary is not penalised due to owning a landholding within it.</p> <p>Submission concludes that any revised objective should allow the landowner to address the Boards previous refusal reasons and to present the details which demonstrate that she has a genuine rural-generated housing need by way of her engagement in farming activities conducted from within the wider landholding.</p> <p>In order to address these issues, the submission requests the following amendment (considered by the submission to be non-material) to the text of RY-O-01 so it reads as follows: 'Predominantly open space to provide a long term, structural landscape setting for the adjoining industrial zoning including the provision of farmland the provision and maintenance of tree planted buffers to the southern and northern boundaries of the site. Individual dwelling appropriately located to the north of the zoning objective will be considered for landowner and/or immediate family members who demonstrate a genuine rural-generated housing need by way of engagement in farming activities conducted from within the wider landholding. This area may be used as a feeding ground by bird species for which Cork Harbour SPA is designated.'</p>	
<p>BC.03.07.09 BC.03.07.12 BC.03.07.11</p>	<p>AMD- 21006267</p>	<p>BirdWatch Ireland</p>	<p>This submission expresses that it is seriously concerned with the proposal to rezone land in the following amendments of the Ballincollig Local Area Plan: BC.03.07.09, BC.03.07.12</p>	<p>The purpose of amendment BC.03.07.09 is to provide clarification as to the issues which will be likely to be considered as</p>

Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>BC.03.07.11</p> <p>The submission asserts that areas R-1-16 and R-1-08 are very important as grazing areas for several species of water bird including, importantly, the Black Tailed Godwit which is a conservation interest of the Cork Harbour SPA. BirdWatch Ireland IWEBS data shows that the overall peak population presence(n:450) in the Lough Beg area exceeding the 1% figure of national population(n:190). The submission objects to the proposed rezoning of land which would be likely have a significant effect on the Black Tailed Godwit, a species of interest of the SPA in particular, and potentially other species of conservation interest as well and it expresses the opinion that if the land is rezoned, it will result in loss of feeding habitat for this species. Black Tailed Godwit is amber-listed in Ireland as the majority of Black-tailed Godwits winter at less than ten sites. The submission further states that the European population is considered to be Vulnerable, due to past and present declines in key populations, such across Europe.</p>	<p>part of the Habitats Directive Assessment of proposals for new development in industrial zones in Ringaskiddy. The amendment identifies that Habitats Directive Assessment of proposals in these zones will focus on the following:</p> <ul style="list-style-type: none"> <li>• impacts of emissions generated by the new industrial development on the SPA and its qualifying species;</li> <li>• potential for new industrial development to result in loss of availability of field feeding habitat for wintering birds;</li> <li>• potential for new industrial development to result in disturbance impacts on birds.</li> </ul> <p>The amendment also identifies and acknowledges that some greenfield and wetland areas around Lough Beg, which are zoned for industrial development, provide important feeding and roosting habitat for some of the bird species for which the Cork Harbour SPA is designated. The amendment clarifies that it will be necessary to retain some of this land in an undeveloped state to maintain the favourable conservation status of populations of these wintering birds.</p>

Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
				<p>BC03.07.11 relates to RY-I-08. This land has been zoned for industrial development for many years. The purpose of the amendment is to acknowledge that the zone is important for field feeding species of bird for which the Cork Harbour SPA is designated and to clarify that it will be necessary to retain a portion of this land in an undeveloped state to avoid negative impacts on the SPA. The amendment identifies that the southern portion of this zone is known to be of particular importance for wintering birds.</p> <p>BC.03.07.12 relates to RY-I-16. This land has also been zoned for industrial development for many years. The purpose of the amendment is to acknowledge that the zone is important for field feeding species of bird for which the Cork Harbour SPA is designated and to clarify that it may be suitable for a limited extension only to the adjacent development. The amendment clarifies that the zone supports supports wetland habitat which is known to be of importance for wintering birds, including species for which the SPA is designated. It will be likely to be necessary to retain a significant portion of this land in an undeveloped state to avoid negative impacts on the SPA.</p>



Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
				These proposed amendments respond to Submission DLAP16-16-11861105 to the draft plan and to issues identified in the Habitats Directive Screening Report the draft plan.

Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
<p>BC.03.07.01 BC.03.07.04 BC.03.07.07 BC.03.07.08 BC.03.07.13 BC.03.07.19 BC.03.07.23</p>	<p>AMD-20864070</p>	<p>Gary Jordan</p>	<p>This submission relates to a number of amendments proposed for Ringaskiddy.</p> <p>The submitter expresses dissatisfaction with the amendments proposed and is of the opinion that his previous submission to the Draft Local Area Plan has been ignored. Specifically the submitter makes reference to amendments BC.03.07.01, BC.03.07.04, BC.03.07.07, BC.03.07.08, BC.03.07.13, BC.03.07.19, BC.03.07.23</p> <p>These can be summarised as follows,</p> <p>BC.03.07.01</p> <p>- This amendment consists of additional text to be provided in the plan which safeguard and improve public access to the water and ancillary facilities for residents, visitors and local boat and leisure craft owners. The submitter opines that this amendment is largely irrelevant following the grant of permission to the Port of Cork Company to redevelop and extend its facilities, however the submitter does welcome protection being afforded to the remaining access in the Ringaskiddy area.</p> <p>BC.03.07.04</p> <p>- This amendment relates to protections being afforded to the Martello tower and surrounding pedestrian access routes, whilst welcoming this amendment, the submitter opines that this does not go far enough towards the protection of the tower and that a minimum 100 metre buffer should have formed part of the amendment, the submission further cites protections afforded to Ballincollig Castle and states that</p>	<p>Submission raises a number of points in relation to a number of proposed amendments.</p> <p>BC.03.07.01-Submission noted It is envisaged that the proposed amendment will facilitate current and future access to the water at Ringaskiddy for all relevant stakeholders. No change proposed.</p> <p>BC.03.07.04 Noted. See Section 2.2 appendix C.</p>

Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>100m should be the standard distance applicable across the MD in relation to historic monuments.</p> <p>BC.03.07.07</p> <p>- this amendment provides for the provision of a Primary School, the submitter objects to this proposed zoning by reason of location (proximity to the proposed M28 and extended Port of Cork Facility). The submitter cites a number of reasons why the site in his opinion is not suitable, largely quoting sections for the Dept of Education Technical Guidance Document on site suitability issues including Archaeology, Surface water and Waste Water, Noise and Road Access.</p>	<p>BC.03.07.07- As part of the current LAP process, the Council has sought to identify a suitable site for a future primary school to serve the Ringaskiddy / Shanbally area. A number of criteria were used to inform this site selection process, including; appropriate separation distances from Seveso listed sites, proximity to lands identified for Open Space and Town Centre uses, current vehicular and pedestrian access, potential for future enhanced pedestrian access, locations between Ringaskiddy and Shanbally as well as north of the proposed M28 route. The proposed site is considered to be capable of achieving all of the above; being located outside of Seveso consultation areas, adjoining Open Space zoned lands and Town Centre zoned lands, adjacent to existing access to adjoining graveyard, and, located between Ringaskiddy and Shanbally, north of the proposed M28 route.</p> <p>Having regard to the location of the site adjoining the proposed M28 route corridor, it is considered that noise mitigation measures will be implemented as part of that scheme with regard to all noise sensitive locations. With reference to</p>

Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
				<p>the pylon line crossing the site, this line is located at the southern boundary of the site.</p> <p>As with many prospective school locations in this area, there is a mix of nearby land uses – including for industrial use. However, having regard to the specific location of the site - between an existing community use (graveyard) and lands identified for Open Space and Town Centre use, with an existing access adjoining the site – it is considered that suitable mitigation can be implemented at the design stage to offset any potential impacts from nearby industrial uses.</p> <p>With regard to consultations with the Department of Education and Skills, as is the practice, the Council has identified a suitable site location for a school and the Department of Education and Skills has made a formal submission as part of this consultation phase. The Department of Education and Skills has welcomed the Proposed Amendment. The Council will continue to liaise with the Department of Education and Skills to bring forward facilities for identified educational needs in a timely manner.</p> <p>Noted, no change proposed.</p> <p>BC.03.07.08</p>

Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>BC.03.07.08 (Mapping Change) - This amendment related to a mapping change which will facilitate the extension of the T-02 ( town centre) zoning in Ringaskiddy, the submitter opines that this should have taken place in previous plans to prevent or impede Port of Cork redevelopment navigating the planning process. The submitter does however would welcome the extension of the zoning northward if it is to facilitate the Streetscape enhancements proposed by the Architects Department of Cork County Council.</p>	Noted. No change proposed.
			<p>BC.03.07.13 - This amendment relates to the M28 motorway scheme and a textual amendment which states that regard will be had in the design of the route to avoiding and mitigating impacts on sensitive environmental and heritage resources, as well as impacts on communities. The submission opines that the M28 Scheme has no regard for the impacts on the local community, stating that it will dissect the village and will eliminate a previously purchased school site and result in loss of the green belt. The submitter concludes that this amendment is a false amendment.</p>	BC.03.07.13 Noted. No change proposed.
			<p>BC.03.07.19 -This amendment relates to additional text in the plan that relates to areas of open space and seek to apply an appropriate degree of protection to these areas that contribute to the setting of Ringaskiddy and a commitment and a further commitment to identify new areas of open</p>	BC03.07.19 Noted. No change proposed.

Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>space as close as possible to the Town Centre ,to compensate for the loss of Open Space which may occur as a result of the construction of the M28, the submitter opines that the LAP has previously failed in its duty of protecting such open spaces and that there is no way possible for the Planning Authority to identify open space close to the town centre and that the M28 should revert to its original route.</p> <p>BC.03.07.23 - The submission welcomes this amendment which relates to the new zoning objective RY-I-20 however states that this can only succeed as a zoning change if the incinerator application currently before An Bord Pleanala is refused.</p>	<p>BC.03.07.23 Noted. See section 2.2 &amp; Appendix C.</p>
<p>BC.03.07.19 BC.03.07.07</p>	<p>AMD- 20997578</p>	<p>Paddy O'Mahony</p>	<p>This submission relates to two amendments in Ringaskiddy, BC.03.07.19 and BC.03.07.07.</p> <p>The submission questions the new school site provided for in BC.03.07.07 , the site suitability of same, potential access difficulties with same, meeting of guidelines from Dept. of Education, prevention of future expansion of graveyard, and, considering its location within a Seveso zone whether consultation with the HSA has taken place.</p>	<p>BC.03.07.07 As part of the current LAP process, the Council has sought to identify a suitable site for a future primary school to serve the Ringaskiddy / Shanbally area. A number of criteria were used to inform this site selection process, including; appropriate separation distances from Seveso listed sites, proximity to lands identified for Open Space and Town Centre uses, current vehicular and pedestrian access, potential for future enhanced pedestrian access, locations between Ringaskiddy and Shanbally as well as north</p>

Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
				<p>of the proposed M28 route. The proposed site is considered to be capable of achieving all of the above; being located outside of Seveso consultation areas, adjoining Open Space zoned lands and Town Centre zoned lands, adjacent to existing access to adjoining graveyard, and, located between Ringaskiddy and Shanbally, north of the proposed M28 route.</p> <p>Having regard to the location of the site adjoining the proposed M28 route corridor, it is considered that noise mitigation measures will be implemented as part of that scheme with regard to all noise sensitive locations. With reference to the pylon line crossing the site, this line is located at the southern boundary of the site.</p> <p>As with many prospective school locations in this area, there is a mix of nearby land uses – including for industrial use. However, having regard to the specific location of the site - between an existing community use (graveyard) and lands identified for Open Space and Town Centre use, with an existing access adjoining the site – it is considered that suitable mitigation can be implemented at the design stage to offset any potential impacts from nearby industrial uses.</p>

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			<p>The submitter dismisses the inclusion of additional text in paragraph 3.7.33 of the DLAP (BC.03.07.19), which commits to identifying new areas of open space in Ringaskiddy to compensate for the loss of Open Space resulting from the construction of the proposed M28 Motorway, and that such Open Space is best located as close as possible to the town centre. The submitter opines that this contradicts the planning policy for the area in that RY-O-06 and RY-O-07 are well established Open Space buffers and that the Planning Authorities commitment to identifying new areas of Open Space is completely erroneous considering there is no space available in the town centre.</p>	<p>With regard to consultations with the Department of Education and Skills, as is the practice, the Council has identified a suitable site location for a school and the Department of Education and Skills has made a formal submission as part of this consultation phase. The Department of Education and Skills has welcomed the Proposed Amendment. The Council will continue to liaise with the Department of Education and Skills to bring forward facilities for identified educational needs in a timely manner. No change proposed.</p> <p>BC.03.07.19 Noted. No change proposed.</p>
<p>BC.03.07.04 BC.03.07.23</p>	<p>AMD- 21008448</p>	<p>Indaver Ireland</p>	<p>This submission relates to Proposed Amendments, BC.03.07.04 and BC.03.07.23.</p>	<p>Noted. See Section 2.2 &amp; Appendix C.</p>



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			<p>The submitter states that the Proposed Amendment BC.03.07.23 is contrary to Section 10 (2)(b) (iii) of the Planning and Development Act, 2000, as amended, as it is contrary to policy objective ZU 3- 7 of the Cork County Development Plan 2014.</p> <p>It is also submitted that the Proposed Amendment is contrary to Section 18(4)(b) of Chapter II of the Planning and Development Act, 2000, as it conflicts with the provisions of the Cork County Development Plan 2014, as amended by Ministerial Direction of 4th March, 2015.</p> <p>It is further submitted that the Proposed Amendment is contrary to Section 19(2) of Chapter II of the Planning and Development Act, 2000, as it is not consistent with the Core Strategy of the Cork County Development Plan 2014, as amended by Ministerial Direction of 4th March, 2015. Furthermore it is contended that the Proposed Amendment is inconsistent with the National Planning Policy Statement 2015, as there is no evidence base to justify the proposed rezoning of part of the I-15 site to I-20.</p> <p>The submitter argues that as Objective CS 4-1(h) of the Core Strategy of the Cork County Development Plan 2014-2020 seeks to support the existing strategic employment locations as important economic assets. Section 2.5.10 of the Core Strategy of the Plan further notes that, in order to implement the Councils employment strategy, a hierarchy of employment centres has been identified to ensure a sustainable pattern of economic development as per Table 6.1 of the County Development Plan. Ringaskiddy is identified as one of five</p>	

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			<p>existing Strategic Employment Areas in the Cork Gateway at the top of the employment hierarchy suitable for large scale development.</p> <p>Ringaskiddy, the submitter asserts, is also an Industrial Area and this site which is currently subject to a Strategic Infrastructural Development application before An Bord Pleanala is zoned RY-I-15 in the current Local Area Plan 2015 suitable for large scale industry, including large scale waste treatment facilities. The submission states that the overall Council planning policy objective for Ringaskiddy is to reaffirm its focus on industrial and port related roles, reflecting its status as a Strategic Employment Area.</p> <p>The submission states that Ringaskiddy is one of the most significant employment areas in the Country, and a significant centre of pharmaceutical manufacturing. The wider policy objectives for Ringaskiddy envisage a significant growth in industrial employment, particularly in large scale industrial developments.</p> <p>The submission asserts that the SID application currently before An Bord Pleanla is, therefore, for a plan-led development, consistent with national, regional and local waste and planning policy.</p> <p>It is stated that the Indaver site has been zoned for large-scale industrial use since the 1996 Cork County Development Plan. At no time in the intervening period has a need or requirement been identified to reduce the extent of lands available for large-scale industrial development. To do so, the</p>	

Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>submitter opines would run contrary to the overall objectives for Ringaskiddy as set out in the statutory Development Plan. The submission states that there is a requirement for additional industrial land in Ringaskiddy and that the reduction in lands zoned for industrial use proposed by this Amendment runs contrary to this requirement. The submission highlights that the I-15 site has been in Indavers ownership since 1990, yet there has been no move to dezone or rezone the I-15 site until now, despite two previous planning applications by Indaver for a waste to energy facility at the site.</p> <p>The submission contends that it is wholly inappropriate to rezone lands in private ownership and on which an application for permission is pending determination, in order to facilitate a perceived need for this particular land by a Third Party for which there is no evidence.</p> <p>It is the opinion of the submitter that the Proposed Amendment is contrary to Section 10 (2)(b) (iii) of the Planning and Development Act, 2000, as amended, as it is contrary to policy objective ZU 3-7 of the Cork County Development Plan 2014 in respect of appropriate uses in industrial areas, as amended by Ministerial Direction of 4th March, 2015, which it is contended supports in principle the provision of strategic large scale waste treatment facilities including waste to energy recovery facilities will be considered in Industrial Areas designated as Strategic Employment Areas such as Ringaskiddy.</p> <p>The submission contends that the Proposed Amendment</p>	

Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>seeks to circumvent and frustrate the Ministerial Direction in respect of policy objective ZU 3-7 of the Cork County Development Plan 2014. The submitter highlights that the current SID application was made in reliance on the amended zoning set out in the ZU 3-7 policy objective for industrial areas such as Ringaskiddy required by the Minister Direction. Furthermore, it is their contention that there is no evidence base to justify the current proposal to rezone part of the I-15 lands to RY-I-20 for an extension to the Third Level Educational campus and as part of this contention the submitter refers to the Chief Executives report of 6th March, 2017 which determined that the identification of RY-I-19 provides for the continued expansion of the IMERC facility and help on this successful cluster and also provides for complimentary business activity. Accordingly, no change to the I-15 zoning objective was recommended.</p> <p>The submission asserts that is the correct and evidence-based response to the issue and not the resolution by Members which gave effect to the Proposed Amendment. The submission states that the recommendation of the Chief Executive is consistent with the IMERC Strategy 2011-2016.</p> <p>The submission also draws attention to the fact that, no submission was received in response to the draft LAP from either CIT, UCC, the Navy or NMCI/IMERC seeking an expansion of the maritime research function in Ringaskiddy. The submission contends that there is more than adequate capacity to facilitate an expansion to the NMCI/IMERC hub, were it needed. If further lands are needed to accommodate future activity, the submission highlights that the obvious location would be to the west of the NMCI facility, along the waterfront, to ensure the benefits of clustering of</p>	

Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>naval/marine activity, and not to a site on the opposite side of the road, with no direct waterfront and adjoining a metal fragmentation operation, with which there is no synergy. It is therefore, argued that there is no basis to rezone part of the I-15 site to I-20 and it is requested that Cork County Council revert to the I-15 zoning objective for the entire landholding, in the final LAP.</p> <p>A further issue is highlighted in respect of the Proposed Amendment which affords protection to the access to the Martello Tower. The amendment states that any existing access to the nearby Martello tower which crosses this site shall be protected and provision for open space buffer to any existing access shall be provided. It is the submitter's opinion that it has not been demonstrated that there is an historical path from the Martello Tower to Gobby Beach via the Indaver site. It further states that Cork County Council cannot confirm if such an access exists and has recommended pre-development archaeological testing. If such an access is identified then it will either be preserved in-situ or recorded prior to excavation in the normal way. The proposed development provides for an amenity path linking Gobby Beach to Martello Tower and beyond. It is stated that there is no technical or scientific rationale for the protection of such a walkway if it did exist nor the need for an open space buffer. The submission suggest that the lack of an evidence base warrants the removal of this Proposed Amendment. In conclusion, it is submitted that there is no justification or evidence base for the Proposed Amendment to rezone part of the I-15 zoned site to RY-I-20.</p>	

Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>The submitter highlights regarding the proposed amendment:</p> <ul style="list-style-type: none"> <li>-It is in breach of and or an attempt to frustrate the ministerial direction.</li> <li>-No reason provided as to why members chose to ignore the CE recommendation or to otherwise specify the need or the basis for the proposed amendment.</li> <li>-The proposed amendment amounts to an abuse of process being an abuse of the Council's discretionary powers, conflicts with landowners property rights and advises the Council to revert to the current I-15 zoning objective.</li> <li>-The Planning Authority will be contrary to statutory requirements to be consistent with the CDP, but will also be ineffective pursuant to Section 18 Planning and Development Act 2000 as amended.</li> </ul>	
BC.03.07.04	AMD-20992563	Mary T.Bowen	<p>This submission welcomes the amendment BC.03.07.04 which amends objective RY-I-15 to provide additional protections to the Martello Tower and the historic pathways leading to it from Gobby Beach.</p>	Noted. see Section 2.2 Appendix C.
BC.03.07.04	AMD-21003654	Green Party	<p>Submission welcomes the recognition of the original access paths between the Martello Tower in Ringaskiddy and Gobby Beach in amendment BC.03.07.04.</p> <p>Also welcomes that any development proposals for RY-I-15 would have to maintain both the existing line of sight from the Martello Tower to the other four historic fortifications in Cork Harbour. Submission expresses a strong objection that the proposed amendment would remove the requirement for "a buffer zone to be maintained around the curtilage of the tower and access paths". It is stated that this was agreed by resolution of Cork County Council in committee on 27<sup>th</sup> of March. It is expressed that not protecting the integrity of the</p>	Noted. see Section 2.2 Appendix C.

Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>immediate surrounding environment of the Martello Tower, by removing the requirement for development proposals for RY-I-15 to respect the integrity of the curtilage of the Martello Tower, would show a very shallow respect for preserving its cultural integrity. It is stated that protecting the integrity of the tower's setting - in particular its curtilage - is equal in preserving its cultural value as preserving the line of sight, access and the integrity of the tower itself.</p> <p>The submission contends that this alteration be rejected by the Cork County Council and that the original requirement, as agreed on 27th March be retained.</p>	
BC.03.07.04	AMD-20992606	Justin Fleming	<p>Submission welcomes the recognition of the original path between the Martello Tower and Gobby Beach in amendment BC.03.07.04.and that this amendment requires any development proposals for RY-I-15 to maintain both the existing line of sight from the Martello Tower to the other four fortifications and a buffer zone to both the tower and the two access paths.</p> <p>The submitter strongly regrets that the proposed amendment does not include a requirement for development proposals for RY-I-15 to respect the integrity of the setting of the Martello Tower as stated to be agreed by resolution by Council on 27 March.</p> <p>The submitter opines that not protecting the integrity of the surrounding environment of the tower would show a very shallow respect for the cultural integrity of the Martello Tower and its place within cultural context of the other four fortifications in the Harbour.</p>	Noted. see Section 2.2 Appendix C.

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			<p>Submission concludes that, protecting the setting of the tower, including access and the surrounding prominence, and not merely the line of sight or the integrity of the tower itself, is integral to preserving its cultural value.</p>	
<p>BC 03.07.04 &amp; BC 03.07.23</p>	<p>21002480</p>	<p>Hammond Lane Metal Company Ltd.</p>	<p>Submitter is requesting that the proposed amendments (BC.03.07.04 &amp; BC.03.07.23) to zoning objective RY-I-15 be abandoned and that the proposed zoning in the Draft LAP be maintained in order to protect the viability of the existing waste metals recovery facility on our clients lands.</p> <p>Reasoning:</p> <ul style="list-style-type: none"> <li>-The current use (waste metal recovery facilities) on this site is existing (for over 25 years). The current site location is ideal for this use, close to port facilities and national road infrastructure.</li> <li>- In granting planning permissions, Cork County Council has supported the existing use on this site.</li> <li>- In considering these amendments, the submitter requests that the Council has regard to the existing use on this site.</li> </ul> <p>Waste management facilities are not considered to be a compatible use adjacent to residential or other business development. While educational uses are not specifically mentioned in the Regional Waste Management Plan .- Draft Waste Facility Siting Guidelines, the submitter considers that they are equivalent to business or residential as a receptor of potential impacts from a waste recovery facility.</p> <ul style="list-style-type: none"> <li>- Further to this, while the Draft Guidelines suggest buffer distances for various types of waste recovery activity, they also state that the proximity of waste management sites to</li> </ul>	<p>Noted see Section 2.2 Appendix C.</p>



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			<p>sensitive receptors is a contentious issue and there are many site specific aspects to be considered.</p> <p>- Given the intensity of waste storage operations, as well as the predominant pattern of industrial development in the area, the submitter does not consider that the lands in question to the east of their site are appropriate for the development of a third level institution, and that any such development will have a negative effect on the viability of their business. In reviewing the Local Area Plan our clients request that the Council have full regard to the intensity of waste operations at this location and protect the future viability of this business from potential future conflicts. In this regard the compatibility of the proposed educational use should be reassessed in accordance with the Draft Waste Facility Siting Guidelines.</p>	
<p>BC.03.07.01 BC.03.07.04 BC.03.07.07 BC.03.07.08 BC.03.07.13 BC.03.07.19 BC.03.07.23</p>	<p>AMD- 20997944</p>	<p>Vivian Prout</p>	<p>This submission relates to a number of amendments proposed for Ringaskiddy.</p> <p>The submitters feel particularly disheartened and ignored and consider that their original submission was not considered, as a number of points raised were not acknowledged; namely the identification of a green belt buffer south of the main town centre of Ringaskiddy. The submission however does welcome number of amendments, which would it opines would be positively accepted by the residents of Ringaskiddy and Cork Harbour residents as a whole.</p> <p>The submission is positive in its assertion that the Local Authority is acknowledging the beauty and potential of Cork Harbour and surrounding areas, in terms of its heritage and</p>	<p>Submission raises a number of points in relation to a number of proposed amendments.</p>

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			<p>tourism potential, in line with the promotion of maritime education and research facilities.</p> <p>It appears that, finally, the resident's quality of life is being recognised, however, the protection of the community must be recognised more and acted upon. The submission further includes observations on the proposed amendments, including in a number of previous submission points of ours that it is claimed have been disregarded.</p> <p>These are as follows Specifically the submitter makes reference to amendments BC.03.07.01, BC.03.07.04,BC.03.07.07, BC.03.07.08, BC.03.07.13, BC.03.07.19., BC.03.07.23.</p> <p>These can be summarised as follows,</p> <p>BC.03.07.01 This amendment consists of additional text to be provided in the plan which safeguard and improve public access to the water and ancillary facilities for residents, visitors and local boat and leisure craft owners. The submitter opines that this amendment is largely irrelevant following the grant of permission to the Port of Cork Company to redevelop and extend its facilities; however the submitter does welcome protection being afforded to the remaining access in the Ringaskiddy area.</p> <p>BC.03.07.04 This amendment relates to protections being afforded to the Martello tower and surrounding pedestrian access routes, whilst welcoming this amendment, the submitter opines that this does not go far enough towards the protection of the</p>	<p>BC.03.07.01-Submission noted It is envisaged that the proposed amendment will facilitate current and future access to the water at Ringaskiddy for all relevant stakeholders. No change proposed.</p> <p>BC.03.07.04 Noted. See Section 2.2 appendix C.</p>

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			<p>tower and that a minimum 100 metre buffer should have formed part of the amendment, the submission further cites protections afforded to Ballincollig Castle and states that 100m should be the standard distance applicable across the MD in relation to historic monuments.</p> <p>BC.03.07.07 this amendment provides for the provision of a Primary School, the submitter highlights that no consultation took place with the community or Board of Management in relation to this and objects to this proposed zoning by reason of location ( proximity to the proposed M28 and extended Port of Cork Facility). The submitter cites a number of reasons why the site in his opinion is not suitable, largely quoting sections for the Dept of Education Technical Guidance Document on site suitability issues including Archaeology, Surface Water and Waste Water, Noise and Road Access.</p>	<p>BC.03.07.07- As part of the current LAP process, the Council has sought to identify a suitable site for a future primary school to serve the Ringaskiddy / Shanbally area. A number of criteria were used to inform this site selection process, including; appropriate separation distances from Seveso listed sites, proximity to lands identified for Open Space and Town Centre uses, current vehicular and pedestrian access, potential for future enhanced pedestrian access, locations between Ringaskiddy and Shanbally as well as north of the proposed M28 route. The proposed site is considered to be capable of achieving all of the above; being located outside of Seveso consultation areas, adjoining Open Space zoned lands and Town Centre zoned lands, adjacent to existing access to adjoining graveyard, and, located between Ringaskiddy and Shanbally, north of the proposed M28 route.</p> <p>Having regard to the location of the site adjoining the proposed M28 route</p>

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				<p>corridor, it is considered that noise mitigation measures will be implemented as part of that scheme with regard to all noise sensitive locations. With reference to the pylon line crossing the site, this line is located at the southern boundary of the site.</p> <p>As with many prospective school locations in this area, there is a mix of nearby land uses – including for industrial use. However, having regard to the specific location of the site - between an existing community use (graveyard) and lands identified for Open Space and Town Centre use, with an existing access adjoining the site – it is considered that suitable mitigation can be implemented at the design stage to offset any potential impacts from nearby industrial uses.</p> <p>With regard to consultations with the Department of Education and Skills, as is the practice, the Council has identified a suitable site location for a school and the Department of Education and Skills has made a formal submission as part of this consultation phase. The Department of Education and Skills has welcomed the Proposed Amendment. The Council will continue to liaise with the Department of Education and Skills to bring forward facilities for identified educational needs in</p>

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			<p>BC.03.07.08 ( Mapping Change)- this amendment related to a mapping change which will facilitate the extension of the T-02 ( town centre) zoning in Ringaskiddy, the submitter opines that this should have taken place in previous plans to prevent or impede Port of Cork redevelopment navigating the planning process. The submitter does however welcome the extension of the zoning northward if it is to facilitate the Streetscape enhancements proposed by the Architects Department of Cork County Council.</p>	<p>a timely manner. Noted, no change proposed.</p>
			<p>BC.03.07.13 This amendment relates to the M28 motorway scheme and a textual amendment which states that regard will be had in the design of the route to avoiding and mitigating impacts on sensitive environmental and heritage resources, as well as impacts on communities. The submission opines that the M28 Scheme has no regard for the impacts on the local community, stating that it will dissect the village and will eliminate a previously purchased school site and result in loss of the green belt. The submitter concludes that this amendment is a false amendment.</p>	<p>BC.03.07.08-No change proposed.</p>
			<p>BC.03.07.19 This amendment relates to additional text in the plan that relates to areas of open space and seek to apply an appropriate degree of protection to these areas that contribute to the setting of Ringaskiddy and a commitment to identify new areas of open space as close as possible to the</p>	<p>BC.03.07.13- Noted, No change proposed.</p>
				<p>BC03.07.19- Noted. No change proposed.</p>

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			<p>Town Centre, to compensate for the loss of Open Space which may occur as a result of the construction of the M28. The submitter opines that the LAP has previously failed in its duty of protecting such open spaces and that there is no solution possible for the Planning Authority to identify open space close to the town centre and that the M28 should revert to its original route.</p> <p>BC.03.07.23 The submission welcomes this amendment which relates to the new zoning objective RY-I-20 however states that this can only succeed as a zoning change if the incinerator application currently before An Bord Pleanala is refused.</p>	<p>BC.03.07.23- Noted see section 2.2 &amp; Appendix C.</p>
<p>BC.03.07.07 BC.03.07.23</p>	<p>AMD-21005338</p>	<p>Port of Cork</p>	<p>Submission relates to amendments BC.03.07.07 and BC.03.07.23.</p> <p>It is submitted that BC.03.07.07 should be rejected and replaced with: "During the lifetime of the Local Area Plan the Planning Authority will identify a suitable location for a primary school to serve Ringaskiddy and Shanbally, in consultation with the Department of Education, the community, local school providers, local industry, employers and other key stakeholders."</p> <p>BC.03.07.07 The submitter is opposed to rezoning of a portion of RY-I-10 (Industry) as C-01 (Development of Primary School). The submission opines that : -The site selection has been rushed and without adequate</p>	<p>BC.03.07.07 - As part of the current LAP process, the Council has sought to identify a suitable site for a future primary school to serve the Ringaskiddy / Shanbally area. A number of criteria were used to inform this site selection process, including; appropriate separation distances from Seveso listed sites, proximity to lands identified for Open Space and Town Centre uses, current vehicular and pedestrian access, potential for future enhanced pedestrian access, locations between Ringaskiddy and Shanbally as well as north of the proposed M28 route. The proposed</p>

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			<p>consultation, contrary to the Department of Education's Code of Practice, The Provision of Schools and the Planning System; July 2008.</p> <p>-The site conflicts with the Department of Education Technical Guidance Document TGD-025, Identification and Suitability Assessment of Sites for Primary Schools, January 2012; The site conflicts with the function of Ringaskiddy as a Strategic Employment Centre.</p> <p>-The submission recognises that there is a need for new school to serve the local communities in this area, however it opines the DLAP did not identify the need for a school as a policy objective and made no reference to a school site on RY-I-10 or any other lands within the settlement, and furthermore, there has been no opportunity for the local community, local school providers, existing industry or Port of Cork to have any meaningful consultation on the most appropriate location for a new school site.</p> <p>Additionally the provision of a new school will impact on the local community and strategic economic development of Ringaskiddy for generations and it is entirely inappropriate that a site specific proposal be brought forward at amendment stage, the submitter opines.</p> <p>It is also stated that the site is not appropriate due to potential impacts from noise from the R613 and the future M28 (which it adjoins). Furthermore, it is stated that this site was identified without undertaking ecological assessment having regard to its potential as a feeding ground for birds.</p> <p>This submission also states that the larger lands of which the</p>	<p>site is considered to be capable of achieving all of the above; being located outside of Seveso consultation areas, adjoining Open Space zoned lands and Town Centre zoned lands, adjacent to existing access to adjoining graveyard, and, located between Ringaskiddy and Shanbally, north of the proposed M28 route.</p> <p>Having regard to the location of the site adjoining the proposed M28 route corridor, it is considered that noise mitigation measures will be implemented as part of that scheme with regard to all noise sensitive locations. With reference to the pylon line crossing the site, this line is located at the southern boundary of the site.</p> <p>As with many prospective school locations in this area, there is a mix of nearby land uses – including for industrial use. However, having regard to the specific location of the site - between an existing community use (graveyard) and lands identified for Open Space and Town Centre use, with an existing access adjoining the site – it is considered that suitable mitigation can be implemented at the design stage to offset any potential impacts from nearby industrial uses. With regard to consultations with the</p>

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			<p>subject site is part has potential to provide for port related facilities and the provision of a school at this location creates a potential conflict in uses, compromising the strategic objective to promote Ringaskiddy as a Strategic Employment Area.</p> <p>It is contended that the LAP process has had no regard to the request by the Port of Cork for additional lands to support its strategic role as a Tier 1 port.</p> <p>BC.03.07.23 It is submitted that BC.03.07.23 should be rejected because: 'Industry and Tier 1 Port facilities are critical to the economic success of the South West Region. Sufficient lands are available in Ringaskiddy to provide for any likely expansion of the Third Level Educational Campus and the change of zoning from Industry conflicts with the aim to promote Ringaskiddy as a strategic employment location.'</p> <p>The submitter is opposed to new zoning RY-I-20 which rezones a portion of RY-I-15 for extension to the Third Level campus located opposite the site and requests the lands revert to RY-I-15 Industry or Port Related Industry.</p> <p>The submitter asserts that Industry and Tier 1 Port facilities are critical to the economic success of the South West Region, that sufficient lands are already available in Ringaskiddy to provide for any likely expansion of the Third Level Educational</p>	<p>Department of Education and Skills, as is the practice, the Council has identified a suitable site location for a school and the Department of Education and Skills has made a formal submission as part of this consultation phase. The Department of Education and Skills has welcomed the Proposed Amendment. The Council will continue to liaise with the Department of Education and Skills to bring forward facilities for identified educational needs in a timely manner.</p> <p>BC.03.07.23-Noted see Section 2.2 Appendix C.</p>



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			Campus and the change of zoning from Industry conflicts with the aim to promote Ringaskiddy as a strategic employment location.	
BC.03.07.04 BC.03.07.07	AMD-21006301	IDA	<p>Submission acknowledges the large body of work that the Council has undertaken in the preparation of the eight draft municipal local area plans and makes this submission on the proposed amendments to the Draft Ballincollig Carrigaline Municipal Plan concerning their landbank in Ringaskiddy Co. Cork. Specifically, the lands identified in submission no. BC.03.07.07 and New Specific Development Objective RY-C-01 which proposes to zone 1.2 hectares of land for a school. This submission also references the Proposed Amendment to the text of Objective RY-I-15.</p> <p>The submission asserts that the overall land bank in this area was identified in the Draft Plan as being zoned as Industry. Amending the zoning to incorporate 1.2ha of lands for a school is a significant departure from the proposed used. It is stated that IDA Ireland has not before now been consulted on this matter by either Cork County Council or the Department of Education and feel that adequate consultation is required with significant land owners prior to proposing such amendments to Local Area Plans, particularly if same could have a significant impact on the promotion of employment and industry in the area, which is a mandate of IDA Ireland.</p> <p>The submission is concerned with the impact of such a zoning on their strategic land reserve in the area and the orderly development of same, the site is located at a prime location fronting onto the proposed N28.</p>	<p>BC.03.07.07- As part of the current LAP process, the Council has sought to identify a suitable site for a future primary school to serve the Ringaskiddy / Shanbally area. A number of criteria were used to inform this site selection process, including; appropriate separation distances from Seveso listed sites, proximity to lands identified for Open Space and Town Centre uses, current vehicular and pedestrian access, potential for future enhanced pedestrian access, locations between Ringaskiddy and Shanbally as well as north of the proposed M28 route. The proposed site is considered to be capable of achieving all of the above; being located outside of Seveso consultation areas, adjoining Open Space zoned lands and Town Centre zoned lands, adjacent to existing access to adjoining graveyard, and, located between Ringaskiddy and Shanbally, north of the proposed M28 route.</p> <p>Having regard to the location of the site adjoining the proposed M28 route corridor, it is considered that noise mitigation measures will be implemented</p>

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			<p>The submission opines that the zoning of the lands for educational purposes has the potential to create an incompatible land-use in the context of the overall development of this prime industrial landbank. Therefore, creating 'bad neighbourhood' effect and being contrary to the proper planning and sustainable development of the area.</p> <p>Educational facilities such as schools should be located, the submission asserts, within or adjacent to the urban or village cores so to promote sustainable forms of transport and encourage modal shift. In this instance it is considered however that the school is located fronting onto the N28 with poor permeability.</p> <p>Furthermore the proposed Material Amendments fail to provide a justification for the school vis vis the potential loss of future employment and the impact on the economic importance of Ringaskiddy to metropolitan Cork as an economic generator.</p>	<p>as part of that scheme with regard to all noise sensitive locations. With reference to the pylon line crossing the site, this line is located at the southern boundary of the site.</p> <p>As with many prospective school locations in this area, there is a mix of nearby land uses – including for industrial use. However, having regard to the specific location of the site - between an existing community use (graveyard) and lands identified for Open Space and Town Centre use, with an existing access adjoining the site – it is considered that suitable mitigation can be implemented at the design stage to offset any potential impacts from nearby industrial uses.</p> <p>With regard to consultations with the Department of Education and Skills, as is the practice, the Council has identified a suitable site location for a school and the Department of Education and Skills has made a formal submission as part of this consultation phase. The Department of Education and Skills has welcomed the Proposed Amendment. The Council will continue to liaise with the Department of Education and Skills to bring forward facilities for identified educational needs in a timely manner.</p>

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			<p>With regard to RY-I-15, the objective to protect line of sight from the Martello Tower is recognised and the submission recognises the importance of cultural heritage features in the landscape. However IDA Ireland acknowledges that this objective be removed from the zoning objective and that the following be included in its place. "Any development proposals shall protect the integrity of the Martello Tower and be subjected to a LVIA assessment to determine impacts on line of sight from the Martello Tower to other cultural heritage features in the landscape".</p>	<p>BC.03.07.04- Noted see Section 2.2 Appendix C.</p>
BC.03.07.04	AMD-21005450	Ringaskiddy Rights of Way Commission	<p>Submission strongly support proposed Amendment BC.03.07.04, subject to the following also:</p> <p>Requests the correction of the route of the pathway - mapped routed included in submission. The submission expresses regret that the specific mention of the 'original path' in the amendment as passed by Councillors did not find its way into the second draft of the plan.</p> <p>The submission further states that the Councillors amendment passed on 27th March specified that any development will protect the special function and integrity of the setting of the Martello Tower. Amendment BC.03.07.04 refers only to the line of sight to the other fortifications with which the Tower communicated. The submission highlights that whilst the line of sight was also included in the Councillors amendment, it is pointed out that there is more to the setting than the line of sight in four specific directions.</p>	<p>Noted See Section 2.2 &amp; Appendix C.</p>

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<b>Other locations</b>				
BC 03.05.39	AMD-21003198	Munster Agricultural Society	<p>This submission welcomes the formal recognition in the Proposed Amendment of the Showgrounds and the support it provides for their future development and expansion.</p> <p>The submission however considers that the proposed new paragraph, notwithstanding the existing planning framework provided by the County Development Plan, could be clearer and unambiguous in terms of its language and support for the future expansion of the Showgrounds and that this is required to reduce planning risk.</p> <p>The submission asserts that the proposed paragraph is a re-statement of the County Development Plan objective and does not deliver on the commitment given by the Planning Authority during the previous County Development Plan process that specific policy support for the Showgrounds would be provided in the 2017 LAP.</p> <p>Whilst the interested party now accept that a specific zoning objective may not be required, they do consider that clear policy support is required in the proposed new paragraph.</p> <p>It is therefore requested the amendments be modified as follows: (Proposed Wording in Amendment) 'The Munster Agricultural Society has established a Showgrounds and ancillary facilities at Curraheen. This use is supported under Chapter 4 of the current County Development Plan (CDP). The current CDP under Objectives RCI 5-6 and RCI 5-7, subject to normal planning considerations, recognise the requirements of long</p>	<p>The proposed changes to the amendment are considered to constitute material changes. No change proposed.</p>

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			<p>established commercial or institutional uses located entirely within the Metropolitan Greenbelt, as well as the needs of uses that are strategic and exceptional in nature that may not be suitably located within zoned lands. Requirements of such established uses can include operational matters and structures / ancillary facilities.'</p> <p>To be replaced as follows: (Requested Wording)</p> <p>“The Munster Agricultural Society has established a Showgrounds and ancillary facilities at Curraheen. This use is supported under Chapter 4 of the current County Development Plan (CDP). The Showgrounds are considered strategic and exceptional in nature and their continued development and expansion, including the development of structures and ancillary facilities will be supported, subject to normal planning considerations.”</p>	
<b>Countywide</b>				
BC.01.02.01 BC.02.02.01 BC.01.01.04 BC.01.01.05 BC.01.01.07 BC.02.06.03 BC.03.03.23 BC.03.03.24 BC.03.05.30 BC.03.04.19	AMD-21002964	Southern Regional Assembly	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 RPGs 2010-2022 for periodic studies of zoned land availability for residential development. Welcome opportunity to engage with the Council on these issues. 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 RPGs 2010-2022. The active land management of housing supply lands, the need for periodic studies and	Noted, no change proposed.

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<p>BC.03.07.23 BC.03.08.01 BC.03.03.27</p>			<p>provision for headroom is supported under Sections 4.2.12 and 4.2.13 of the SW RPGs 2010-2022. The initiative of the Council to ensure housing is delivered, with a focus on main towns and the Gateway/Metropolitan Area is welcomed. 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>BC.01.02.01 BC.01.01.01 BC.02.05.03 BC.02.05.04</p>	<p>AMD-21007468</p>	<p>National Transport Authority</p>	<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>Urban Expansion Areas: 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>Preparation of the Cork Metropolitan Area Transport Strategy has just commenced. Relevant future outputs from the Strategy will inform future plans. No change proposed.</p> <p>Noted. The Council is statutorily required to finalise the Local Area Plan process by July 2017. No change proposed.</p>

Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>City Gateway Initiative : submission seeks clarity on what is meant by the term. "integrated land use and development framework".</p> <p>Large Scale Retail Warehousing: 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>Outlet centres: Given the promotion of a sequential and town centre focused approach to retail warehousing in the Guidelines, there is a similar need for a 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>Strategic land Reserve Sites: 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, 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,</p>	<p>This initiative will initially focus on aesthetic and environmental improvements. The nature of the future framework will emerge over time in consultation with relevant stakeholders. No change proposed.</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. No change proposed.</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. No change proposed.</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</p>

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			<p>clarification is sought on what type of "high level appraisal" was undertaken,</p> <p>Strategic Employment Growth areas: 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 won't undermine the CASP objective of achieving a greater consolidation of trip-intensive development within the most central locations/ public transport corridors, that they won't 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>New Cork Hospital within the Cork Science and Innovation Park : Submission notes that this 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 such as the NTA and TII.</p> <p>Cork Airport : NTA recommends that the primary</p>	<p>outcomes of which will involve an amendment to the respective local area plans. No change proposed.</p> <p>Preparation of the Cork Metropolitan Area Transport Strategy has just commenced. Relevant future outputs from the Strategy will inform future plans. No change proposed.</p> <p>Noted. Further assessments will be undertaken in consultation with all relevant stakeholders.</p>



Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>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>Noted.</p>
BC.03.05.29 BC.03.03.20 BC.03.07.07	AMD-21004824	Department of Education & 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</p>	Noted. No change proposed.

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			<p>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>In their previous submission of 16/1/2017, the Department requested based on the housing units projected as per the Draft Municipal Ballincollig Carrigaline Local Area Plan, for Ballincollig, a request for 4 primary school sites (3 based on projected housing and 1 for the new primary school to open in September 2017 which the Department has already made the Council aware of) and 2 Post Primary sites.</p> <p>Submission notes that a listing of the school projects planned for 2016-2021 is available on the Department's website, in addition to technical guidance documents used by the Department to calculated 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> <p>Issues relating to the Education Provision in the Ballincollig-Carrigaline MD Local Area Plan 2016:</p>	

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			<p>The Department of Education and Skills acknowledges the assistance of Cork County Council in making provision for school accommodation requirements in the Draft Local Area Plan. In particular, the Department wishes to comment as follows:</p> <p>The Department welcomes Proposed Amendment BC.03.05.29 to the Draft Ballincollig/Carrigaline Municipal District Local Area Plan which provides for the potential development of a school under Specific Development Objective SE-0-15. Department officials will work closely with the planning authority in order to address the specific issues raised.</p> <p>The Department welcomes Proposed Amendment BC.03.03.20 to the Draft Ballincollig/Carrigaline Municipal District Local Area Plan which includes provision for a school on land zoned BG-R-01, makes a mapping change and proposes an additional text objective for BG-C-05.</p> <p>The Department welcomes Proposed Amendment BC.03.07.07, New Specific Development Objective as follows, RY-C-01- Provision of Primary School (1.2 ha)  In their previous submission of 16/1/2017, the Department requested based on the housing units projected as per the Draft Municipal Ballincollig Carrigaline Local Area Plan, for Ballincollig, a request for 4 primary school sites (3 based on projected housing and 1 for the new primary school to open in September 2017 which the Department has already made the Council aware of) and 2 Post Primary sites.</p>	

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			<p>Submission notes that a listing of the school projects planned for 2016-2021 is available on the Department's website, in addition to technical guidance documents used by the Department to calculated 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>	
	AMD-20981713	Environmental Protection Agency	<p>Note position with regard to the need for Strategic Environmental Assessment (SEA) of the Amendments.</p> <p><b>Flood Risk Management</b> In providing for the additional zoning/re-zoning of lands, the Amendments should fully take into account and implement the requirements of the Planning System and Flood Risk Management Guidelines (DEHLG, 2009), as relevant and appropriate.</p> <p><b>Core-Strategy Approach to Development</b> Should seek to ensure that the zoning, re-zoning and development of lands remain consistent with the County Core Strategy and the Regional Planning Guidelines.</p> <p><b>Infrastructure Led Development</b> Amendments relating to the need to align development with the necessary infrastructure to support it should assist in ensuring an integrated sustainable approach is implemented.</p>	Noted. No change proposed.

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			<p><b>Transport Planning</b> Note proposal to prepare a Cork Metropolitan Area Transport Strategy (CATS) during 2017. This Strategy should support the transport-related objectives of the Draft National Mitigation Plan (DCCA, 2017) and the Draft National Policy Framework on Alternative Fuels Infrastructure (DCCA, 2016) in particular. The requirements of the SEA Directive and associated Regulations (S.I. No. 435 of 2004, as amended) should also be taken into account in regard to the preparation of the proposed transport strategy.</p> <p><b>Protection of Water Quality Status</b> Need to ensure that development and any related land use zoning/rezoning, take account of the relevant recommendations of the Draft River Basin Management Plan for Ireland 2018-2021 (DHPCLG, 2017).</p> <p><b>Future Amendments to the Draft Plans</b> Determine whether or not the implementation of future proposed Amendments would be likely to have significant effects on the environment.</p>	
BC.01.01.04 BC.01.02.01 BC.02.05.03 BC.02.05.04 BC.03.03.22 BC.03.03.27 BC.03.03.06 BC.03.03.24 BC.03.04.22	AMD 20993186	Transport Infrastructu re Ireland	<p>(1) <b>National Road Projects :</b> With respect to all plans the submission is concerned that all national roads <u>projects</u> 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</p>	Noted. It is proposed to insert some additional non material 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.

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BC.03.04.38 BC.03.07.13 BC.03.08.08 BK.03.04.22 BK.03.04.38			<p>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 Carrigwohill 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</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</p>

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			<p>interchanges/ junctions in catering for the safe and efficient movement of major inter-urban and interregional traffic. Therefore, TII acknowledges the following amendments and makes the following observations:</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) 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</p>	<p>TM 3-1 National Road Network which sets out a clear policy on the protection of National Routes.</p> <p>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>.</p> <p>Noted. The NTA are the lead organisation on this protect.</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</p>

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			<p>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 impacts 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 and Spatial Planning and</p>	<p>amendment to the respective local area plans. No change proposed.</p> <p>Noted. No change proposed.</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 National Road Infrastructure will be appropriately safeguarded. No change proposed.</p>



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			<p>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 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.</p> <p>TII aims to protect the significant Exchequer investment in the national road net work 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 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>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. No change proposed.</p>

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			<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 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><b>BALLINGCOLLIG- CARRAIGALINE MD LOCAL AREA PLAN BALLINCOLLIG</b></p> <p>a) N40 Northern Ring Road The N40 Northern Ring Road although suspended is identified by CASP as a critical future enabler for the Cork Region. Therefore, the scheme should not be compromised by development proposals. TII notes that numerous proposals have been included in the Ballincollig area and is concerned with regard to the level of non-consultation detailed in this</p>	<p>Noted.</p> <p>Cork Council intends to issue a draft Development Contribution Schemes for public consultation later this year.</p> <p>a) Noted. The Council will continue to work with the key stakeholders and infrastructure providers.</p>

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			<p>section.</p> <p>In addition, TII is concerned with regard to the absence of the N40 Northern Ring Road included in the MDLAP mapping for areas which could be impacted by the scheme either in the documentation or on t he online Map browser. This issue will require remedy prior to the adoption of the MDLAP in order to provide an effective means of communication for the public/evaluators.</p> <p>b) Maglin TII notes Proposed Amendments BC.03.03 .22 and BC.03.03.27 and inclusions in Section 3 for the Maglin Urban Expansion Area. No consultation with TII has been undertaken with regard to a transpor t plan referred to under amendment BC.03.03.27 despite this area being acknowledged as potentially having an impact throughout the Metropolitan area.</p> <p>TII advises that this development area, along with potential SLR 7 and CSIP amendments, has the potential t o impact on the existing N22, N40 and also potentially the future N40 Northern Ring Road. The latter scheme is identified by CASP as a critical future enabler for the Cork Region and, therefore, should not be compromised by development proposals. TII, therefore, requests appropriate and meaningful consultation for this area prior to the completion of the transport study and the final adoption of the MDLAP' s.</p> <p>c) BC.03.03.06 As the planning authority is aware the N40 Cork Northern Ring Road has been suspended. While TII observes the</p>	<p>b) Noted The Council will continue to work with the key stakeholders and infrastructure providers.</p> <p>c) Noted. This amendment seeks to provide clarity to the zoning objective. No change proposed</p>

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			<p>inclusion of Proposed Amendment BC.03.03.06, it is considered that the Proposed Amendment is premature and the Council is requested to confirm that the proposal is aligned with the previous agreements made by the Council at this location prior to the adoption of the amendment.</p> <p>The site BG-R-06 in question is located in close proximity to an existing national road and any proposal within this site should include appropriate mitigation measures to be provided at the developer's expense. In addition, TII advises that this issue is further compounded by the lack of reference in the MDLAP text and plans and associated online map browser to the N40 Cork Northern Ring Road as already outlined.</p> <p>d) BC.03.03.24 TII notes the inclusion of the need for a traffic and transportation plan to be carried out during the lifetime of this Plan. TII request that we are acknowledged as a key stakeholder during the preparation of this plan and look forward to close cooperation and consultation to ensure compliance with the DoECLG Spatial Planning and National Roads Guidelines.</p> <p><b>CARRIGALINE</b> a) BC.03 .04.22 The M28 scheme which has been submitted to An Bord Pleanala is part of the Trans-European Transport Network (TEN-T) Core network to connect to the Port of Cork which is an EU designated Trans European Network Core Port and a nationally designated Tier 1 port. The scheme is not being</p>	<p>d) Noted. No change proposed.</p> <p>a) Noted. No change proposed.</p>

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			<p>primarily designed to facilitate commuting traffic from Carrigaline and/or improvements to the regional road network. This is a fundamental principle which needs to be addressed and understood in the implementation of the local area plan especially with regard to the inclusion of SLR 12. The Authority welcomes the inclusion of the proposed N28 corridor under BC.03.04.22 in the text and on the zoning map(s).</p> <p>The Authority seeks the protection of the national road network with respect to strategic traffic on the N28 as part of the core TEN-T network. It is critical that emphasis in the local area plan needs to be based on an accelerated modal shift to sustainable transport within Carrigaline and the N28 Corridor as proposed by the N28 Sustainable Transport Strategy.</p> <p>b) BC.03.04.38 TII notes the inclusion of the need for revised CATS under amendment BC.03 .04.38. TII request that we are acknowledged as a key stakeholder during the preparation of this plan and look forward to close cooperation and consultation to ensure compliance with the DoECLG Spatial Planning and National Roads Guidelines.</p> <p><b>CORK CITY ENVIRONS</b> a) M28 Scheme The M28 scheme which has been submitted to An Bord Pleanala is part of the Trans-European Transport Network (TEN-T) Core network to connect to the Port of Cork which is an EU designated Trans European Network Core Port and a nationally designated Tier 1 port. The scheme is not being primarily designed to facilitate commuting traffic from</p>	<p>b) Noted no change proposed.</p> <p>a) Noted no change proposed.</p>

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			<p>Carrigaline and/or improvements to the regional road network. This is a fundamental principle which needs to be addressed and understood in the implementation of the local area plan especially with regard to the inclusion of SLR 12.</p> <p>The Authority welcomes the inclusion of the proposed N28 corridor under BC.03.05.25 in the text and on the zoning map(s). The Authority seeks the protection of the national road network with respect to strategic traffic on the N28 as part of the core TEN-T network. Therefore, it is critical that emphasis in the local area plan needs to be based on an accelerated modal shift to sustainable transport within Carrigaline and the N28 Corridor as proposed by the N28 Sustainable Transport Strategy.</p> <p>b) Cork Science and Innovation Park TII considers that the issues raised by TII are not addressed in the amendments. The National Roads Authority/TII collaborated very closely with Cork County Council during the preparation of The Cork Science &amp; Innovation Park Masterplan. The Cork Science and Innovation Park Masterplan recognises that the Curraheen N40 Interchange is already operating near capacity with limited capacity for additional traffic flows.</p> <p>From review of the documentation associated with these amendments including the CEO report, it is apparent a review of the masterplan has been undertaken without consultation with TII.</p> <p>TII advises that it is not aware that any revised transport</p>	<p>b) Noted, further assessments as required will be undertaken in consultation with all relevant stakeholders.</p>

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			<p>assessment for the masterplan area has been undertaken for uses such as the provision of a hospital/healthcare, a hotel and unquantifiable residential within these lands.</p> <p>Healthcare facilities and health/medical campus (including hospital, dental school and associated research) land uses, have a very different character with respect to transport requirements and trip generation, which were not examined nor considered during the preparation of the original Masterplan. TII considers it essential that a revised transport assessment is required for the entire masterplan area (and not just for individual development management proposals) which can demonstrate how these uses are to be accommodated without adverse impact on the national road network and with supporting identified mitigation measures necessary.</p> <p>In addition, TII notes with concern that the form of phasing and delivery appears to be left to the development management process. It is our opinion that this approach advocates an adversarial approach to development in this area.</p> <p>TII advises strongly that if uses such as Healthcare facilities/ health/medical campus, residential and hotel as proposed by the Draft local Area Plan remain to be incorporated, TII will be unable to support the CSIP without the preparation of a new statutory Masterplan with revised assessment and agreed mitigation measures.</p> <p>TII advises that actions and governance with regard to mobility management and transport mitigation measures will</p>	





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			<p>the national road network.</p> <p>There is a clear requirement to avoid consequences of unsustainable commuting patterns and promote smarter solutions whereby local traffic generated by development is catered for primarily within the framework of the local (i.e. non-national) road network and transport solutions rather than overload national roads with such local traffic, thereby compromising their strategic role and function.</p> <p>Measures should go beyond those indicated in objective CA-E-01 and include for demand management measures, smarter workforce travel planning, area travel planning and management revised traffic management arrangements, and potential modifications of the local roads network especially with regard to the traffic generated from the existing businesses uses in the vicinity of the Airport area.</p> <p>Therefore, TII advises that although Proposed Amendment BC.03.08.08 includes mitigation measures for the zoning, the Authority remains of the opinion that zoning CA- E-01 and SE- I 01 are highly inappropriate and should be omitted.</p>	
	AMD-21005431	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>Noted. No Change Proposed.</p> <p>Noted. No Change Proposed.</p>

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			<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 LAPs with regard to zoning for residential development aimed at meeting future demand and facilitating future headroom.</p>	Noted. No Change Proposed.
			<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>	Noted. No Change Proposed.
			<p>For example, believe that Little Island should continue to be focused as a much needed area for industrial employment and development.</p>	Noted. No Change Proposed.
			<p>Welcomes the emphasis on urban regeneration and retail via the Town Centre Improvement Scheme.</p>	Noted. No Change Proposed.
			<p>Highlights the importance of ensuring that the Development Contribution Scheme does not place an onerous budget requirement on planned developments.</p>	Noted. No Change Proposed.
			<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 functioning flood protection structures and be kept updated as protection structures come into operation.</p>	Noted. No Change Proposed.
				Noted. No Change Proposed.

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			<p>Welcomes the decision to retain the original 12 SLR sites and acknowledge the identification of the 6 SLRs (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>Noted. No Change Proposed.</p> <p>Noted. No Change Proposed.</p>
	AMD-21004041	Department of Housing, Planning, Community and Local Government	<p>Welcomes the amendments made in response to issues raised in their previous submission dated 16<sup>th</sup> 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,</p>	<p>Noted. No Change Proposed.</p>

Amendment Ref.No	Sub No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>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> 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>Noted. No Change Proposed.</p> <p>Noted. No Change Proposed.</p> <p>Noted. No Change Proposed</p> <p>Noted. No Change Proposed</p>

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			<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></p>	<p>Noted. No Change Proposed</p> <p>Noted. No Change Proposed</p> <p>Noted. No Change Proposed</p> <p>Noted. No Change Proposed</p>

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			<ol style="list-style-type: none"> <li>1. 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.</li>   <li>2. 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</li> </ol>	<p>Noted. No Change Proposed</p> <p>Noted. No Change Proposed</p>
BC.03.03.27 BC.01.01.01	AMD-21006549	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. These can be summarised as follows</p> <p><b>Strategic Land Reserve</b> Notes that the 12 no. proposed Strategic Land Reserves (SLRs) have been retained as potential options to provide capacity</p>	<p>Noted. No Change Proposed.</p>

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			<p>headroom, subject to further detailed assessments including environmental assessments. 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><b>Housing Densities</b> 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 support sustainable transport in Metropolitan Cork and would encourage modal shift. 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. 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. Asserts that increased</p>	<p>Noted. No Change Proposed.</p>

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			<p>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 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.</p>	<p>Noted. No Change Proposed.</p> <p>The provision of the QBC route will be determined by the results of the Transport Assessment being done for the Metropolitan Urban Expansion Areas and the Metropolitan Transport Strategy. Once approved these proposals will be inserted into the Local Area Plans.</p>



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<p>BC.03.07.04 BC.03.07.07 BC.03.07.23 BC.03.06.18 BC.03.06.19</p>	<p>AMD-21001494</p>	<p>Cllr. Marcia D'Alton</p>	<p>BC.03.07.04 This submission states that this was an amendment proposed by Cllr D'Alton, supported by many submissions from the interested public and agreed by resolution in the (Council Chamber, 27th of March, 2017).</p> <p>"That the original path to the Martello Tower be identified on a map in the LAP, that a buffer zone be maintained around the curtilage of the tower and access paths, that any development will protect the line of sight between the Martello Tower and the other 4 fortifications which it was built to work in association with, that any development will protect the special function and integrity of the setting of the Martello Tower."</p> <p>It is stated in the submissions that unfortunately the wording that was included in the amendments to this draft of the Local Area Plan are not those which were agreed by Council resolution . The submission states that while the amendment does include the line of the original path to the Martello Tower from Spike Island/Gobby Beach, and, reference to a buffer zone around this path, and, includes the importance of maintaining the line of sight between the Martello Tower and the other four fortifications with which it was designed to function, it does not require potential development on RY-I-15 to protect the special function and integrity of the setting of the Martello Tower . The submitter states that, as outlined in the motion / amendment justification (included as part of this submission) provided to the County Council on 13th April, setting is indivisible from the function of the tower and consequently is essential for the protection of the Recorded</p>	<p>BC.03.07.04- noted see section 2.2 &amp; Appendix C.</p>

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			<p>Monument.</p> <p>The submitter also states that it is equally unfortunately, that the incorrect interpretation of the amendment agreed by Council resolution was circulated by email on 13th April and, in part because the covering letter accompanying the circulation did not appear to be consultative, the submitter missed it.</p> <p>The submission highlights that, in the amendment agreed by Council resolution, the word "integrity" related to the setting of the Martello Tower. In the amendment sent out for consultation, the submission states that, the word "integrity" seems to refer to the line of sight between the tower and the fortifications. The submission asks, would a non-material amendment to clarify this resolve the conflict?</p> <p>The submission reinforces the importance of the changes adopted in BC.03.07.04 but wishes to register extreme disappointment at the omission of a key element of the amendment as adopted by resolution of full Council pertaining to the protection of the setting of the Tower.</p> <p><b>BC.03.07.07</b> This submission states that this amendment pertains to a proposed new site for a primary school and that the school site identified by the community and school board after many years of searching is proposed to be subsumed into the route of the M 28.</p> <p>It is stated that this new site is smaller than the original site</p>	<p><b>BC.03.07.07</b> As part of the current LAP process, the Council has sought to identify a suitable site for a future primary school to serve the Ringaskiddy / Shanbally area. A number of criteria were used to inform this site selection process, including; appropriate separation distances from Seveso listed</p>

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			<p>and inferior to the original in many respects. It is stated to be under a line of pylons; close to the Port of Cork's bulk loading facilities; immediately adjacent to a graveyard and, should the development of the M28 proceed, it will be very proximate to heavy traffic.</p> <p>The submission states that the local search for a suitable school site has been a long and protracted one, and, states that because so much land sits idle waiting for industrial development, there is very little land available for community purposes in Ringaskiddy. This submission further states that, in the event that no better site is identified, the local community has asked that amendment BC.03.07.07 would be accepted for adoption in the final Plan. Hence, this submission supports this request. However, it is requested that the inferiority of this site identified by Amendment is noted. This submission also requests that details and dates of all consultations with the Department of Education on the appropriateness of this site for a school would be provided in advance of these Amendments being discussed by Council.</p>	<p>sites, proximity to lands identified for Open Space and Town Centre uses, current vehicular and pedestrian access, potential for future enhanced pedestrian access, locations between Ringaskiddy and Shanbally as well as north of the proposed M28 route. The proposed site is considered to be capable of achieving all of the above; being located outside of Seveso consultation areas, adjoining Open Space zoned lands and Town Centre zoned lands, adjacent to existing access to adjoining graveyard, and, located between Ringaskiddy and Shanbally, north of the proposed M28 route.</p> <p>Having regard to the location of the site adjoining the proposed M28 route corridor, it is considered that noise mitigation measures will be implemented as part of that scheme with regard to all noise sensitive locations. With reference to the pylon line crossing the site, this line is located at the southern boundary of the site.</p> <p>As with many prospective school locations in this area, there is a mix of nearby land uses – including for industrial use. However, having regard to the specific location of the site - between an existing community use (graveyard) and lands identified for Open Space and Town Centre</p>

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			<p>BC.03.07.23 The submission welcomes the addition of the new Specific Development Objective, RY-I-20. However, the submission states that what was agreed by resolution of full Council at meeting of 27th March was: "The North-Eastern Quadrant of RY-I-15 to be amended to the same objective as RY-I-19, i.e. rezoned from Industrial to Educational use". The submitter fully supported this proposal but is concerned by the wording which has been included in the Amendments</p>	<p>use, with an existing access adjoining the site – it is considered that suitable mitigation can be implemented at the design stage to offset any potential impacts from nearby industrial uses. With regard to consultations with the Department of Education and Skills, as is the practice, the Council has identified a suitable site location for a school and the Department of Education and Skills has made a formal submission as part of this consultation phase. The Department of Education and Skills has welcomed the Proposed Amendment. The Council will continue to liaise with the Department of Education and Skills to bring forward facilities for identified educational needs in a timely manner.</p> <p>BC.03.07.23 Noted see Section 2.2 &amp; Appendix C</p>

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			<p>for consultation and which, it is considered, is not that which was agreed by resolution. It includes a reference to the site being considered for "established operators in Ringaskiddy to provide ancillary office accommodation ... "</p> <p>Greater clarity is requested around the definition of "established operators" and "ancillary office development" so that this Specific Development Objective accurately reflects what was agreed by resolution of full Council.</p> <p>BC.03.06.18 and BC.03.06.19 This submission states that this Amendment extends the proposed relief road included in the first draft [of the Local Area Plan] through PW-R-08 and PW R-09 into PW-R-06 and PW-R-07.</p> <p>The submitter has spoken to the receiver in whose trust the development of these two sites has been placed and considers it reasonable to request removal of the proposed amendment and its replacement with a text change in both paragraphs requiring that development within these two sites would be designed such that they can link directly to the proposed relief road when it is ultimately constructed. The submission does not think that this is a change of sufficient magnitude that would preclude it from being included in the final Plan, as it relates directly to the advertised amendments.</p> <p>The submission is also dissatisfied with use of the word "relief" in this case, as it implies a road of significant size and the reality is that when constructed, this relief road would exit at Maulbaun adjacent to a residential estate and Star of the Sea primary school. It is stated that whilst there is scope</p>	<p>BC.03.06.18 and BC.03.06.19 Note. A non material change to the text of amendments BC.03.06.18 and BC.03.06.19 is recommended, omitting the word relief from the proposed zoning objective.</p> <p><b>Minor Modification Proposed</b></p>

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			<p>to expand the receiving road by removing some of the footpath on the school side, Maulbaun is not capable of accepting significant traffic. If it is possible, it is requested that the word "relief" would removed from the text of paragraphs relating to PW-R-06 and PW-R- 07 PW-R-08 and PW-R-09.</p> <p>Table 3.11, Point 6, SEA Environmental Report This is a response to the concern expressed by the EPA that habitat mapping was used to inform the plans and particularly the identification of key ecological corridors. The response includes the phrase: "It has not been possible to complete habitat mapping for the other main towns of the county in time to inform the LAP process, but the projects outputs will be able to inform the Councils wider planning functions." The submission requests clarification regarding this statement.</p> <p>The submitter's understanding of the EPA's concern is that there are no key ecological corridors identified anywhere in the draft Ballincollig-Carrigaline Municipal District Local Area Plan and particularly in an area such as this where development is rapid and ongoing. The submission states it is essential that key ecological corridors would be considered, studied and mapped at reasonable scale with accuracy.</p>	<p>Table 3.11, Point 6, SEA Environmental Report: The points raised in this submission relating to Table 3.1, Point 6, SEA Environmental Report are noted.</p> <p>This submission requests clarification regarding Table 3.1, Point 6, SEA Environmental Report, which states; 'Habitat mapping for parts of the Blarney, Carrigaline and Midleton Electoral Areas was completed some years ago and has informed the preparation of the plans. It has not been possible to complete habitat mapping for the other main towns of the county in time to inform the LAP process, but the projects outputs will be able to inform the Councils wider planning functions.'</p> <p>This statement references the work that the Council has previously undertaken regarding habitat mapping. In 2016 the Council commissioned additional habitat</p>

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			<p>Paragraph 4.2.9, Strategic Land Reserve, SEA Environmental Report . The submission states that this paragraph infers that 17 land parcels are under consideration as potential SLR sites. However, Table 1.3 of BC.01.02.01 lists only 12 sites for consideration. Clarification is requested.</p> <p>Table 4.1, SEA Environmental Report, Appendix A This submission states that EP01 requires all large scale housing development to be accompanied by a Design Statement. What defines "large scale" is asked and it is stated</p>	<p>mapping for additional larger towns (Bandon, Kinsale, Macroom, Youghal, Fermoy, Mitchelstown, Charleville, Buttevant, Kanturk, Millstreet, Newmarket, Bantry, Castletownbere, Clonakilty, Dunmanway, Schull and Skibbereen). The habitat maps developed – and being developed - by the Council will be used to inform the Council's forward planning, policy development and development management activities. This work is ongoing.</p> <p>Paragraph 4.2.9, Strategic Land Reserve, SEA Environmental Report: This paragraph states that 17 no. sites (the 12 no. sites identified in the Draft LAP and 5 no. additional sites identified by submissions) were included in the high level appraisal undertaken as part of this LAP process. The subsequent paragraph 4.2.10 directs the reader to Proposed Amendment BC.01.02.01, which states that the 12 no. sites identified in the Draft LAP will be retained for further detailed assessment.</p> <p>Table 4.1, SEA Environmental Report, Appendix A: The points raised in this submission relating to Table 4.1, SEA Environmental</p>

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			<p>that this needs to be included for clarity to landowners/developers. Furthermore, it is stated that EP01 needs to also require large scale housing developments to include a Green Infrastructure Plan. This is an aim of Objective GI 3.2 of the Cork County Development Plan 2014.</p> <p>The submission states that EP06 is for the protection and improvement of air quality and that the target to achieving this objective is to monitor trends in air quality data. The submission states that without air quality monitors in the county area, this target is an irrelevance because it cannot be delivered on. The submission further states that neither the EPA nor Cork County Council currently has any real time air monitoring units in the County area at all, and, if there is opportunity at this stage to commit to real time air monitoring in Cork County, whether independently as a local authority or in conjunction with the EPA, that would be very welcome and well overdue.</p> <p>The submission states that neither the draft Plan nor the amendments contain any EPO relating to noise. This is considered a significant omission as it impacts greatly on the health and wellbeing of both people and natural ecosystems. It is considered essential that this is included, and, the submission further states that this issue was raised this issue at first draft stage also.</p> <p>The submission states that the inadequacy of EP07 was also raised at the first draft stage of the Plan. The proposed indicators of EPO 7 - considered a critical environmental objective pertaining to climate change - are stated as being</p>	<p>Report, Appendix A are noted.</p> <p>EPO1: EPO1 is set out as follows: <i>To ensure the sustainable development of area so people have the opportunity to live in communities with high quality residential, working and recreational environments with sustainable travel patterns.</i> One of the Targets identified for this EPO is the accompanying of design statements with large scale housing developments. At pre-planning and formal application stages, design principles are used and discussed to inform final design proposals. These principles (for example, as set out in the Dept's Urban Design Manual – a best practice guide) are used to assess formal applications, in order to ensure that best practice guidance set out by the DoHPCLG is adhered to.</p> <p>EPO6: EPO6 is set out as follows: <i>Protect and improve air quality.</i> The Environmental Protection Agency (EPA) manages the national ambient air quality monitoring network in Ireland. There are a total of 31 monitoring stations throughout the country that monitor a range of air quality parameters under the CAFE Directive</p>



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			<p>only the number of wind turbines and the number of developments built in flood zones. This is considered a critically inadequate selection of factors which affect the climate change issue.</p> <p>On this topic, the submitter cannot see that the Environmental Report contains any assessment of the climate change implications of the objectives of this Local Area Plan. The submission states that it may be argued that the climate change implications analysis has been done at County Development Plan stage and that this Local Area Plan is merely actioning at local level the objectives of the County Development Plan, but the climate change adaptation requirements of the National Climate Change Adaptation Framework are considered quite explicit and the submitter cannot see that these are considered in the County Development Plan either, as follows:</p> <ul style="list-style-type: none"> <li>-An assessment of how climate trends and weather events have impacted on our county and the implications of this for service delivery.</li> <li>-An audit of policies and measures currently being enacted</li> <li>-Assessing the risk of how climate change may impact our county both now and into the future and the impact of this risk on our objectives and targets.</li> <li>-Changes to existing measures and the introduction of new measures to climate-proof our objectives and targets.</li> </ul>	<p>including sulphur dioxide (SO<sub>2</sub>), nitrogen dioxide (NO<sub>2</sub>) and particulate matter (PM). There are 2 ambient air quality monitoring sites in Cork city and while there are currently no monitoring sites in the county area, 2 such stations are proposed under a planned expansion of the national network. Air quality data and annual air quality reports can be accessed on the EPA website.</p> <p>Noise: Regarding noise, EPO 2 seeks to <i>protect and enhance human health and manage hazards or nuisances arising from traffic &amp; incompatible land uses</i>. This is considered an appropriate EPO that includes potential impacts from noise, as noise is a function of land uses. In considering land use policies under this LAP process, regard was had to compatibility of land uses. In drafting land use plans and assessing the potential impacts of policies, regard is also had to the full range of EPOs set out in the associated Environment Report. For example, EPO10 seeks to <i>make best use of the material assets of the area and promote the sustainable development of new infrastructure to provide for the current and future needs of the population</i>. Therefore, assessment of the potential</p>

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			<p>This submission considers that the Local Area Plan now being prepared for this Municipal District - to be in force for the coming six years - has had no real climate change assessment carried out on it.</p> <p>The submission asks, what happens when a clear objective of the Local Area Plan is in direct contravention of an Environmental Objective and offers the example that several of the industrial zonings in Ringaskiddy are for large industry. However, the Lower Harbour is regarded by the draft Landscape Strategy as being a highly sensitive landscape of national importance. This anomaly, it is contended, clearly contravenes EP09. The submission states that it is 'an easy out' development management will control the acceptability of the way those zonings are developed. It is stated that one is starting from a place of contravention with an Environmental Objective and working backwards to a place of perceived acceptability. The submission states that it is difficult to envisage this working backwards approach facilitating any real effectiveness on the part of the Environmental Objectives.</p>	<p>impacts of various policies has regard to all EPOs.</p> <p>Cork County Council has prepared two Noise Action Plans for the Cork area, prepared in accordance with EU directive 2002/49/EC and S.I. 140 of 2006. The purpose of these Action Plans is to act as a means of managing environmental noise, and to meet the aim of the directive of preventing, and reducing where necessary, environmental noise through the adoption of the action plan. This document provides a basis for actions for the Noise Action Planning Authorities over a five year period from 2013, with the intention to reduce and protect the existing and future noise environment.</p> <p>Within its Development Management function, the Local Authority assesses all planning applications for potential noise impacts, as appropriate, and this assessment informs its decision to grant or refuse permission. For larger scale developments where Environmental Impacts Assessments apply, noise is also assessed as part of that statutory process.</p> <p>EPO7 and Climate Change: EPO 7 is set out as follows: <i>Contribute to mitigation of, and adaptation to, climate</i></p>

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				<p><i>change.</i> The indicators used under this EPO are; number of wind turbines permitted, and, number of developments permitted within areas at risk of flooding. As the primary cause of human induced climate change is the use of fossil fuels as an energy source and the primary land use impacts arising relate to sea level rise and flooding, it is considered that these indicators are appropriate. These indicators seek to measure the generation of an alternative, sustainable energy source, as well as ensuring that future development is protected against the flooding impacts of climate change. In addition, while there are two indicators set out under EPO-07 relating to no. of wind turbines and developments permitted in flood zones, other EPO Indicators will also have an important role to play. Therefore, many of the other indicators under other EPO's are also very relevant to the climate change issues e.g. EPO-01: <i>Significant increase in the population of the main towns. Distance and mode of transport to work/ school</i>, EP-02: <i>Amount of (Km) new cycleways provided</i>, EP-03: <i>Reduction in the quantum of greenfield land in the county as measured by the increase in the amount of brownfield land associated with each settlement and the</i></p>

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				<p><i>no. of one off houses being built in the countryside. Number of actions achieved in Biodiversity Action Plan. Progress on Green Infrastructure strategy, and, EP-06: Trends in Air Quality monitoring data. Percentage of population travelling to work by public transport, walking or cycling. The combination of different policies and their effect on addressing climate change is important.</i></p> <p>With regard to Climate Change, the CDP provides the correct context within which the LAPs must operate. While a Climate Change Adaptation Strategy was not available when the CDP was been prepared, the requirements of the Planning and Development (Amendment) Act 2010, in relation to climate change required the following issues to be addressed;</p> <p>“ the promotion of sustainable settlement and transportation strategies in urban and rural areas, including the promotion of measures to;</p> <ul style="list-style-type: none"> <li>(i) reduce energy demand in response to the likelihood of increases in energy and other costs due to long term decline in non-renewable resources,</li> <li>(ii) reduce anthropogenic greenhouse gas emissions, and</li> <li>(iii) address the necessity for</li> </ul>

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				<p>adaptation to climate change, in particular, having regard to location, layout and design of new development”</p> <p>Therefore climate change adaptation was integrated into all aspects of the CDP. In addition, the Council's Environment Directorate has commenced the process of drafting a Climate Change Adaption Strategy and this Strategy will inform the Council's future land use and related activities.</p> <p>The following areas of the CDP contributed towards building climate change resilience;</p> <p>Chapter 1 Introduction</p> <p>One of the key principles on which the plan is based is “Climate Change” setting out the need to move to a low carbon, climate resilient, and environmentally sustainable economy. This overall principle permeates through the entire plan.</p> <p>Chapter 2 Vision/Main Aims and Core Strategy</p> <p>The core strategy sets out how the plan promotes sustainable settlement and transportation strategies in urban and rural areas which addresses the issues outlined in the mandatory objective above.</p> <p>Chapters 3 to 15 outline the policies and objectives that needed to be implemented</p>

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				<p>to achieve the targets set down in the Core Strategy including the essential transition towards a competitive, climate resilient future.</p> <p>Chapter 3 Housing and Chapter 4 Social and Community The location of housing and the provision of social and community facilities plays an important role in the development of sustainable communities which should reduce the carbon footprint.</p> <p>Chapter 5 Rural, Coastal and Islands The new approach to managing rural housing more effectively will have positive impacts on energy costs and green house gas emissions and the location of rural housing. This chapter also sets out guidance on the location, siting and design of rural housing.</p> <p>Chapter 6 Economy and Employment/ Chapter 8 Tourism All economic areas play a role with particular emphasis on reuse of brown field lands, agriculture/forestry and sustainable tourism to make best use of our green assets.</p> <p>Chapter 7 Town Centres and Retail The location of future retail developments plays a key role in reducing greenhouse gas emissions and encouraging modal shift to more sustainable means of transport.</p>

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				<p>Chapter 9 Energy and Digital Economy This chapter sets out clear policies to encourage wise use of non-renewable energy and promote and facilitate the use and provision of a range of renewable energy developments. The chapter promotes the building of more energy efficient buildings and the use of more energy efficient modes of transport.</p> <p>Chapter 10 Transport and Chapter 11 Water Services The provision of an effective road network and encouragement of modal shift will have a significant effect on green house gas emissions of which road transport is a major contributor. The Councils policy on applying the Flood Guidelines are also set out in this chapter. The whole area of Waste Management and Recycling is also addressed here. Water conservation and water use efficiency are key issues. Sustainable Urban Drainage Systems (SUDs ) play a key role in flood control and pollution management.</p> <p>Chapter 12 Heritage The County's natural heritage especially wetlands play a key role in carbon capture (especially Peatlands) and flood management and these roles are recognised and protected.</p> <p>Chapter 13 Green Infrastructure and</p>

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				<p><b>Environment</b> One of the main impacts of climate change on Cork will be flooding and green infrastructure will play a key role in managing and controlling flooding. The implementation of the WFD, protecting surface and groundwater quality are also addressed.</p> <p><b>Chapter 14 Zoning and Land Use</b> The location and amount of zoned land will play a critical role in promoting sustainable settlement and transportation patterns helping to reduce green house gas emissions.</p> <p><b>Chapter 15 Monitoring and Review</b> This chapter sets out the key criteria by which the success of the plan will be measured. The effectiveness of the plan to address various climate change issues including the move to a low carbon economy need to be monitored to ensure that progress is been made and targets achieved.</p> <p>Therefore the Local Area Plans were prepared within the context of a strong and robust set of policies in the CDP that set out how the Council are addressing Climate Change Adaptation across the County in line with National Policy.</p>



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<b>Strategic Land Reserve</b>				
BC.01.02.01	AMD-20980497	Michael Bowes	<p>This submission relates to BC.01.02.01 and primarily SLR2 Fernill, Carrigaline.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The submission advises that the landowner is fully committed</p>	Noted- no change proposed.

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			<p>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.</p> <p>The submission further elaborated that a full design team has been appointed to prepare a masterplan, and consultation with key stakeholders is underway.</p> <p>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</p>	
BC.01.02.01	AMD-20982381	Martin Moloney	<p>This submission relates to BC.01.02.01 and primarily SLR7 Ballincollig East</p> <p>The submission cites that the proposed amendment runs contrary the Chief Executives Report upon which it is based. The report stated that the High-Level Appraisal conducted by the Planning Authority had resulted in the selection of what were considered the 5 most appropriate SLR sites (including SLR 7). Yet the Proposed Amendment refers to the Appraisal identifying 6 sites (with the additional inclusion of SLR3 Castletreasure) and the submission opines that this is a significant inconsistency as, presumably, the high-level appraisal had been carried out prior to the Chief Executives Report.</p> <p>Furthermore the submission states, that more significantly,</p>	Noted- no change proposed.

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			<p>the Proposed Amendment has dropped the Report's recommendations in relation to the designation of the most appropriate SLR sites and the approach to bringing them forward. These next steps provided a strong degree of clarity and certainty over the SLR process. Next Steps after the High-Level Appraisal Process:</p> <ol style="list-style-type: none"> <li>1. The sites selected after the High-Level Appraisal are those considered potentially most suitable for zoning</li> <li>2. The selected sites will be designated as Housing Development Zones in the current LAP process</li> <li>3. Cork County Council will seek to collaborate with key stakeholders including State Agencies and land owners/developers to agree delivery-focused Framework Plans to inform the appropriate development of the lands identified over the next 12 months</li> <li>4. Where delivery-focused Framework Plans have been agreed, Cork County Council will seek to bring the relevant Housing Development Zone lands forward for formal zoning by variation to the CDP and relevant Municipal District Plans. Instead it is opined, the proposed amendment states an intention to retain all 12 original SLR sites and carry out further detailed assessment of each before any decision is made and site appraisals and development briefs are prepared for consideration by the Councils Development Committee.</li> </ol> <p>It is submitted that the proposed amendment represents a significant backward step, detrimental to the strategic objective to identify and designate sufficient lands to provide a Strategic Land Reserve in County Metropolitan Cork in accordance with the provision of the Ministerial Development</p>	

Amendment Ref. No.	Sub. No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>Plan Guidelines 2007, the Southwest Regional Planning Guidelines, 2010 and the Cork County Development Plan, 2014.</p> <p>Furthermore the submitter opines that the proposed amendment has the potential to undermine the timely delivery of housing units to the market over the lifetime of the Plan.</p> <p>To address this, it is submitted that the LAP needs to clearly articulate how the SLR process will be brought forward in a timely manner. On this basis, it is submitted that the recommendations of the Chief Executives Report in relation to the Strategic Land Reserves, identifying the 5 most suitable SLR sites (including SLR 7) and setting out a clear pathway to bring them forward, be carried forward into the final Municipal District Local Area Plan.</p> <p>The submission also notes the Proposed Amendments acknowledgement that SLR 7 Ballincollig East - Carrigrohane represents the most suitable site for designation as a Strategic Land Reserve and sets out a number of reasons why the submitter believes this to be the case, these can be summarised as follows,</p> <ul style="list-style-type: none"> <li>• Under existing planning policies, Ballincollig is designated for major levels of growth. The Cork Public Transport Feasibility Study indicates that Ballincollig represents the most appropriate and feasible option to be linked to Cork City via a new</li> </ul>	

Amendment Ref. No.	Sub. No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>rapid transport system. This route is to pass to the south of the subject lands on the eastern side of Ballincollig. Having regard to public transport linkages this is an area of strategic importance, as development at this location, will support the critical mass of development needed to justify the route. In this sense, SL7 differs from the majority of other SLR sites by having an important role to play in the delivery of a significant element of the Metropolitan Cork areas future public transport infrastructure.</p> <ul style="list-style-type: none"> <li>• Proposals to create a Science and Technology Park in the immediate area of SLR7 have identified further positive attributes of the location. The lands are close to major national roads, Cork Airport, Cork Institute of Technology, hospitals, schools, established public amenity areas and large employers such as EMC. Sequentially therefore, the subject lands represent a coherent and practical expansion of the existing built up urban area of Cork City.</li> <li>• The lands have an immediate infrastructural capability to provide new housing to the market. They have access to road infrastructure. They have access to existing services, including water, wastewater and broadband.</li> </ul>	

Amendment Ref. No.	Sub. No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<ul style="list-style-type: none"> <li>Discussions with neighbouring landowners indicate that all landowners in the area have committed to work together in the preparation of a framework plan in the short term to facilitate planning applications and, ultimately, early construction of housing development. As per all the foregoing reasons, both strategic and site specific, the subject lands represent a strong case for development for residential uses and designation as a Strategic Land Reserve.</li> </ul>	
BC.01.02.01	AMD-20992361	Montip Horizon Ltd.	<p>This submission highlights that in a previous submission to the Draft LAP the interested party highlighted their support for the inclusion of the lands within the SLR7 designation and highlighted the sites potential to facilitate infrastructural improvements in the future.</p> <p>The submission also highlighted that the SLR 7 lands are the best option among the various strategic land reserve sites listed for consideration in the Draft LAP, stating that the lands are strategically placed to capitalise on current and planned future infrastructure and they represent a unique opportunity to meet a significant proportion of future housing need in Metropolitan Cork.</p> <p>The submission cites Sections 1.5.42 and 1.5.43 of the Draft LAP which it is asserted by the submitter, clearly outlined that there was a requirement to zone land for approximately 5,000 and this land would be identified and rationalised from 12 SLR sites to fewer during the Amendments stage.</p> <p>The submission further references a public briefing from the Council on the function and process for dealing with the</p>	Noted- no change proposed.

Amendment Ref. No.	Sub. No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>Strategic Land Reserves in January 2017 which it is stated gave the clear impression that the strategy, mechanism and timing for lands moving from being designated as an SLR to being zoned would be clearly dealt with at Amendment stage.</p> <p>Submission states, that unfortunately, the Proposed Amendments to the Draft LAP has not provided any further clarity and further reference is made to a submission from the Department of Housing, Planning, Community and Local Government indicating that it is their understanding that there is no intention to specifically zone the 12 sites identified as SLRs within the lifetime of the LAPs.</p> <p>The submitters consider that the Amendments to the Draft LAPs need to clarify the function of the SLRs and the strategy, mechanism and timing of when the SLRs may be zoned and available for development, this they consider to be an urgent requirement to allow landowners, developers and the wider construction industry to appropriately plan and allocate resources over the lifetime of the local area plans.</p> <p>It is suggested that the Planning Authority to date appears to have viewed the shortage of land in Metropolitan Cork as a theoretical shortage. The estimated land supply of 27,059 contains a number of areas with large estimated housing supplies such estimates as Stoneview, Carrigtwohill North and the Ballyvolane urban expansion zone, but which are subject to significant infrastructural constraints in terms of their potential to deliver housing.</p> <p>As a result of the factors outlined, the submission postulates that there is a considerable threat to the realisation of the</p>	

Amendment Ref. No.	Sub. No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>projected housing requirements in Metropolitan Cork over the lifetime of the LAPs.</p> <p>The submission goes on to express the sentiment, that on the other hand the SLR 7 lands are ideally placed to deliver residential development in the short to medium term. The justification for this supposition is as follows</p> <ul style="list-style-type: none"> <li>• The lands are bounded by 2 major roads (N40 and N22) and will benefit from ready access to the planned future Northern Ring Road.</li> <li>• The CSAIP Infrastructure Project which was permitted in December 2014 will provide for access, services and public transport connectivity from the south, with proposed CATS 2010 transit link traversing the lands. The SLR 7 lands are at the intersection of these planned and permitted developments which make them the most accessible and sustainable of all the SLR locations.</li> <li>• They are located between several major employment centres in Ballincollig and the western city suburbs and will benefit from additional local employment with the planned delivery of the Cork Science and Innovation Park (CSAIP) on adjacent lands to the east.</li> <li>• The CSAIP will add to the existing ample local provision in terms of education with numerous schools located nearby in Ballincollig and the CIT campus adjacent to the east. We consider that these lands have the potential to provide a high quality urban environment for future residents.</li> </ul>	



Amendment Ref. No.	Sub. No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<ul style="list-style-type: none"> <li>• The area will be traversed by a number of cycle ways and green routes. In addition, the lands to the south east of the site near Curraheen, which are subject to flood risk, are suitable for potential open space provision.</li> <li>• These lands in turn have the potential to link into a wider network of recreational and open space including the CIT sports campus to east and the planned new Cork Showgrounds and relocated UCC sports facilities to the south of the N40.</li> </ul> <p>In conclusion the submitter advocates that the SLR 7 lands appear to have less constraint and offer more sustainable housing solutions than other SLRs and even some of the existing zoned urban expansion areas.</p> <p>On this basis the submission considers that there is an urgent requirement to provide a clear indication in the LAPs of the mechanism and timing for the delivery of these lands.</p>	
BC.01.02.01	AMD 21003392	The Corkery Family	<p>This submission highlights that in a previous submission to the Draft LAP the interested party highlighted their support for the inclusion of the lands within the SLR7 designation and highlighted the sites potential to facilitate infrastructural improvements in the future.</p> <p>The submission also highlighted that the SLR 7 lands are the best option among the various strategic land reserve sites listed for consideration in the Draft LAP, stating that the lands are strategically placed to capitalise on current and planned future infrastructure and they represent a unique opportunity</p>	Noted- no change proposed.

Amendment Ref. No.	Sub. No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>to meet a significant proportion of future housing need in Metropolitan Cork.</p> <p>The submission cites Sections 1.5.42 and 1.5.43 of the Draft LAP which it is asserted by the submitter, clearly outlined that there was a requirement to zone land for approximately 5,000 and this land would be identified and rationalised from 12 SLR sites to fewer during the Amendments stage.</p> <p>The submission further references a public briefing from the Council on the function and process for dealing with the Strategic Land Reserves in January 2017 which it is stated gave the clear impression that the strategy, mechanism and timing for lands moving from being designated as an SLR to being zoned would be clearly dealt with at Amendment stage.</p> <p>Submission states that the Proposed Amendments to the Draft LAP has not provided any further clarity and further reference is made to a submission from the Department of Housing, Planning, Community and Local Government indicating that it is their understanding that there is no intention to specifically zone the 12 sites identified as SLRs within the lifetime of the LAPs.</p> <p>The submitters consider that the Amendments to the Draft LAPs needs to clarify the function of the SLRs and the strategy, mechanism and timing of when the SLRs may be zoned and available for development, this they consider to be an urgent requirement to allow landowners, developers and the wider construction industry to appropriately plan and allocate resources over the lifetime of the local area plans.</p> <p>It is suggested that the Planning Authority to date appears to have viewed the shortage of land in Metropolitan Cork as a theoretical shortage. The estimated land supply of 27,059 contains a number of areas with large estimated housing</p>	

Amendment Ref. No.	Sub. No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>supplies such estimates as Stoneview, Carrigtwohill North and the Ballyvolane urban expansion zone, but which are subject to significant infrastructural constraints in terms of their potential to deliver housing.</p> <p>As a result of the factors outlined, the submission postulates that there is a considerable threat to the realisation of the projected housing requirements in Metropolitan Cork over the lifetime of the LAPs.</p> <p>The submission goes on to express the sentiment, that on the other hand the SLR 7 lands are ideally placed to deliver residential development in the short to medium term. The justification for this supposition is as follows</p> <ul style="list-style-type: none"> <li>• The lands are bounded by 2 major roads (N40 and N22) and will benefit from ready access to the planned future Northern Ring Road.</li> <li>• The CSAIP Infrastructure Project which was permitted in December 2014 will provide for access, services and public transport connectivity from the south, with proposed CATS 2010 transit link traversing the lands.</li> <li>• The SLR 7 lands are at the intersection of these planned and permitted developments which make them the most accessible and sustainable of all the SLR locations.</li> <li>• They are located between several major employment centres in Ballincollig and the western city suburbs and will benefit from additional local employment with the planned delivery of the Cork</li> </ul>	

Amendment Ref. No.	Sub. No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>Science and Innovation Park (CSAIP) on adjacent lands to the east.</p> <ul style="list-style-type: none"> <li>• The CSAIP will add to the existing ample local provision in terms of education with numerous schools located nearby in Ballincollig and the CIT campus adjacent to the east. We consider that these lands have the potential to provide a high quality urban environment for future residents.</li> <li>• The area will be traversed by a number of cycle ways and green routes. In addition, the lands to the south east of the site near Curraheen, which are subject to flood risk, are suitable for potential open space provision.</li> <li>• These lands in turn have the potential to link into a wider network of recreational and open space including the CIT sports campus to east and the planned new Cork Showgrounds and relocated UCC sports facilities to the south of the N40.</li> </ul> <p>In conclusion the submitter advocates that the SLR 7 lands appear to have fewer constraints and offer more sustainable housing solutions than other SLRs and even some of the existing zoned urban expansion areas. On this basis the submission considers that there is an urgent requirement to provide a clear indication in the LAPs of the mechanism and timing for the delivery of these lands.</p> <p>The submission also highlights that although the interested party are landowners they are not developers and that since the publication of the Draft LAP, they have been in</p>	

Amendment Ref. No.	Sub. No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>discussions with adjacent landowners regarding a collaborative approach to the development of the lands. In addition, they have appointed a professional team and have the desire and capacity to engage with the Council to ensure the timely delivery of development on the lands.</p>	
BC.01.02.01	AMD-20918429	Kathleen O'Mahony	<p>This submission relates amendment BC.01.02.01 ( Strategic Land Reserve).</p> <p>The submission cites the proposed amendment runs contrary the Chief Executives Report upon which it is based., the report stated that the High-Level Appraisal conducted by the Planning Authority had resulted in the selection of what were considered the 5 most appropriate SLR sites (including SLR 6)., Yet the Proposed Amendment refers to the Appraisal identifying 6 sites (with the additional inclusion of SLR3 Castletreasure) and the submission opines that this is significant inconsistency as, presumably, the high-level appraisal had been carried out prior to the Chief Executives Report.</p> <p>Furthermore the submission states, that more significantly, the Proposed Amendment has dropped the Report's recommendations in relation to the designation of the most appropriate SLR sites and the approach to bringing them forward.</p> <p>These next steps provided a strong degree of clarity and certainty over the SLR process. Next Steps after the High-Level Appraisal Process:</p> <ol style="list-style-type: none"> <li>1. The sites selected after the High-Level Appraisal are those considered potentially most suitable for zoning</li> <li>2. The selected sites will be designated as Housing Development Zones in the current LAP process</li> <li>3. Cork County Council will seek to collaborate with key</li> </ol>	Noted- no change proposed.

Amendment Ref. No.	Sub. No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>stakeholders including State Agencies and land owners/developers to agree delivery-focused Framework Plans to inform the appropriate development of the lands identified over the next 12 months</p> <p>4. Where delivery-focused Framework Plans have been agreed, Cork County Council will seek to bring the relevant Housing Development Zone lands forward for formal zoning by Variation to the CDP and relevant Municipal District LAP. Instead, the proposed amendment states an intention to retain all 12 original SLR sites and carry out further detailed assessment of each before any decision is made and site appraisals and development briefs are prepared for consideration by the Councils Development Committee.</p> <p>It is submitted that the proposed amendment represents a significant backward step, detrimental to the strategic objective to identify and designate sufficient lands to provide a Strategic Land Reserve in County Metropolitan Cork in accordance with the provision of the Ministerial Development Plan Guidelines 2007, the Southwest Regional Planning Guidelines, 2010 and the Cork County Development Plan, 2014.</p> <p>Furthermore the submitter opines that the proposed amendment has the potential to undermine the timely delivery of housing units to the market over the lifetime of the Plan.</p> <p>To address this, it is submitted that the LAP needs to clearly articulate how the SLR process will be brought forward in a timely manner.</p> <p>On this basis, it is submitted that the recommendations of the Chief Executives Report in relation to the Strategic Land Reserves, identifying the 5 most suitable SLR sites (including</p>	

Amendment Ref. No.	Sub. No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			SLR 6) and setting out a clear pathway to bring them forward, be carried forward into the final Municipal District Local Area Plan.	
BC.01.02.01	AMD-21001937	Mr John O'Keeffe and Mr Joe O'Loughlin	<p>This submission relates to the suitability of the SLR12 Oldcourt as the preferred SLR for the delivery of residential units.</p> <p>The Cork City South Environs has a requirement for an additional 1,284 units, as set out in the Proposed Amendments, to achieve population targets by 2022; therefore the Oldcourt SLR provides suitability located lands for the delivery of housing units.</p> <p>Oldcourt provides development land in a suitable location given its proximity to the City Centre, service centres and employment zones.</p> <p>Submission is also concerned that there is no specific timeframe associated with the delivery of development within the SLR. It is understood that the focus in the immediate sense will be on the delivery of housing on residentially zoned lands [and not the SLRs] and that the development of these will be carefully monitored as it is acknowledged that not all residential zoned land delivers housing. There are several residentially zoned sites within the Cork City South Environs which have remained undeveloped for a long time.</p> <p>SLR 12 is the most preferred options for the following reasons:</p> <ul style="list-style-type: none"> <li>• <b>Location</b> The subject site is strategically located within the south eastern periphery of Metropolitan Cork, adjoining the eastern boundary of the existing</li> </ul>	Noted- no change proposed.

Amendment Ref. No.	Sub. No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>South Environs settlement boundary, and is adjoining a cluster of well established residential development [see Appendix Figure 03]. –</p> <ul style="list-style-type: none"> <li>• <b>Delivery</b> There are two sites owners governing 120 acres of land which makes the delivery of residential development on the Oldcourt lands a much more simple process as opposed to some of the X- 01 areas whereby there are multiple land owners. Both landowners see this land as the most appropriate location to implement residential schemes. The site owners want to facilitate the development of the land for residential purposes. –</li> <li>• <b>Suitability &amp; Sustainability</b> The population target for the Ballincollig Carrigaline Municipal District is 80,446 persons by 2022, which requires the delivery of an additional 9,144 residential units. One of the reasons that growth is being targeted to this Municipal District is that it provides a sustainable location for accommodating residential and employment uses. Therefore given the location of the Oldcourt lands, within close proximity of the existing settlement boundary and its key infrastructure connects it is the most appropriate location to accommodate additional growth.</li> <li>• <b>Infrastructure</b> The site benefits from its position in strategic terms, and is well connected to the key employment centres of Cork City, Cork Airport Business Park, Ringaskiddy and Little Island. It benefits from high quality infrastructural links as it is</li> </ul>	



Amendment Ref. No.	Sub. No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>in close proximity to the South Link road which provides connectivity to the M8 Dublin to Cork Motorway as well as the Jack Lynch Tunnel. The area is also served by a bus route to the city centre. By virtue of the Oldcourt lands proximity and strong functional links with the existing settlement it is suitable to accommodate development.</p> <p>To Conclude the following is requested</p> <ol style="list-style-type: none"> <li>1. A clear indication of timescales for development of the SLRs;</li> <li>2. That the final plan should outline that if within a specific period of time [i.e. 12 months] there is no progress in delivering housing on residentially zoned land that attention will be turned to delivery of units within the SLRs;</li> <li>3. Detailed assessment on each of the SLRS</li> <li>4. Meaningful engagement with owners of SLR lands;</li> <li>5. Consideration for SLR12 Oldcourt to be given high priority.</li> </ol>	
BC01.02.01 & BC03.05.31	AMD-21006232	O'Flynn Construction	<p>This submission is on behalf of O'Flynn Construction in respect of the proposed Amendments to the Draft Municipal District Local Area Plan (MD LAP) and specifically Proposed Amendments relating to Strategic Land Reserve (SLR) in the MD LAPs. This submission relates to the proposed SLR amendment in each relevant MD LAP, but for ease of reference refers to Amendment Ref. No. BC.01.02.01, of the Ballincollig Carrigaline Municipal District LAP (BCMD LAP). This submission also refers to Amendment Ref. No. BC.03.05.31, which proposes changes to the objectives for the Cork Science and Innovation Park.</p>	Noted- no change proposed.

Amendment Ref. No.	Sub. No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>It is stated that O Flynn Constructions submission to the Strategic Land Review policy contained in the draft LAPs noted that the current land supply shortfall is detrimental to both the housing market and the wider economy. It was submitted that there is an urgent need to address this shortfall by zoning additional lands and that:</p> <p>-A substantial amount of additional zoned land was required to ensure that there is sufficient headroom to avoid any shortage in supply arising during the lifetime of the forthcoming LAPs.</p> <p>-In determining the amount of land required, Cork County Council, it is recommended, should reappraise the assessment of the potential housing yield from the Urban Expansion Areas by 2022.</p> <p>-The identification of lands as a back-up option would be counterproductive in addressing the crisis in the housing market. Lands identified within the SLRs identified as being the most advantageous for development should be zoned on an equal footing to other zoned lands within the LAPs.</p> <p>-In identification of the most advantageous sites within the SLRs, the following criteria should be included in the assessment:</p> <ul style="list-style-type: none"> <li>• Market demand;</li> <li>• Topography;</li> <li>• Prospect of development commencing.</li> </ul> <p>-Lands within SLRs 6, 7 and 8 have good potential to deliver housing output in the near term. Sufficient lands to facilitate</p>	

Amendment Ref. No.	Sub. No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>large scale housing development in the near future should be zoned within these areas.</p> <p>It is stated in the submission that the proposed Amendments to the MD LAPs do not achieve the objective of zoning additional lands on an equal footing with other zoned lands within the LAP and have made limited practical progress in the availability of development land to meet the current supply shortfall. It is further stated that the proposed amendments give no further clarification of the criteria to be used in assessing the suitability of sites for zoning. It is stated as critical, therefore, that the adopted LAPs provide a clear and timely process to the delivery of sufficient zoned lands to meet the identified requirements of the Core Strategy.</p> <p>The submission states that O'Flynn Construction outlined a summary of the potential of SLR 6, SLR 7 and SLR 8 to deliver housing output in the near term, assuming sufficient land was zoned to facilitate large scale housing development soon. A separate submission was made in relation to each of these SLRs detailing their potential, based on key development criteria, such as access to infrastructure; services; lack of environmental constraints; market demand and capacity of deliver substantial housing units in the short term. It is submitted that the SLR text should be amended to clarify that the assessment of sites will prioritise lands with the prospect of development commencing soon.</p> <p>In respect of SLR 7 Ballincollig East / Carrigrohane, it was also submitted that a portion of O'Flynn Constructions lands at Rock Farm, currently zoned within the Cork Science and</p>	

Amendment Ref. No.	Sub. No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>Innovation Park (CSIP) would be appropriate for inclusion in the SLR, as the proposed distributor road acts as a natural divider between the residential and employment uses. The submission reiterates this position and submits that the proposed site appraisals and development briefs should include assessment of lands proximate to the SLR boundaries indicated in the draft MD LAPs, and consider their suitability to deliver the required scale of housing development to meet the requirements of the Councils Core Strategy.</p> <p>Amendment BC.03.05.31, the submission states, proposes to allow for further flexibility in primary and supporting uses in the Cork Science &amp; Innovation Park. The development objective for Cork Science and Innovation Park is to develop a science and innovation park that accords with the highest European standards. The submission welcomes the proposed amendments that provide some further flexibility on primary uses within the park, which will help to achieve this aim.</p> <p>It is submitted that Proposed Amendment BC.03.05.31 should be revised further to clarify that the provision of additional residential development will be considered in the context of SLR site appraisals, as follows:</p> <p>“Such developments, or mix thereof, will be required to be planned, phased and developed within each individual Precinct so as to ensure that the overall objective of the Park delivering accommodation to support the employment uses, is achieved, recognizing the Parks Status as a Strategic Employment Area.”</p>	

Amendment Ref. No.	Sub. No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>The phasing and delivery of such supports to be agreed with the Planning Authority.</p> <p>(Following text to be added) The provision of lands for additional residential development will be assessed in the context of site appraisals of Strategic Land Reserve area 7 - Ballincollig East / Carrigrohane.</p> <p>Hence, it is submitted that additional text should be added to BC.03.05.31 stating the following the provision of additional lands for residential development to support employment uses will be assessed in the context of a site appraisal of Strategic Land Reserve area 7 - Ballincollig East / Carrigrohane.</p> <p>It is also submitted that the following additional text is included within the last paragraph of the proposed amendment BC.01.02.01 and other relevant MD LAPs:</p> <p>'having regard to leveraging maximum value from infrastructure investments, such as that provided under the Local Infrastructure Housing Activation Fund; and prioritising lands with the prospect of development commencing in the short term.'</p> <p>and also,</p> <p>'It is the intention that the most suitable lands will be zoned for residential development within 12 months of adoption of this LAP. Sufficient lands will be zoned to be consistent with the requirement set out in the Core Strategy of the CDP 2014.</p>	

Amendment Ref. No.	Sub. No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			Current SLR mapping is indicative of the boundary of suitable lands. Additional lands proximate to the indicative boundaries may be included if deemed suitable in the context of further detailed assessment.'	

## **Appendix B Chief Executive’s Recommended Amendments to the Draft Ballincollig Carrigaline Municipal District Local Area Plan**

### **Proposed Amendments to the Draft Plan**

#### **2.1 Overview**

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

**Appendix B List of Amendments recommended by the Chief Executive**

Ref.	Amendment	Draft LAP Page No.	Submissions Received																															
	<b>Section 1: Introduction</b>																																	
BC.01.01.00	<p>Volume 1, Section 1. Introduction</p> <p>Delete Table 1.1 Municipal Districts in County Cork and replace with new Table 1.1 which includes list of Town Council Development Plans.</p> <table border="1"> <thead> <tr> <th colspan="5">Table 1.1: Municipal Districts in County Cork</th> </tr> <tr> <th colspan="2">Municipal District</th> <th>Population 2011</th> <th>Main Towns</th> <th>No of villages</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Ballincollig-Carrigaline</td> <td>71,946</td> <td>Ballincollig, Carrigaline, Passage West/ Monkstown/ Glenbrook, Cork City South Environs, Ringaskiddy</td> <td>5</td> </tr> <tr> <td>2</td> <td>Bandon-Kinsale</td> <td>42,454</td> <td>Bandon, Kinsale (<b>Kinsale Town Development Plan, 2009</b>)</td> <td>34</td> </tr> <tr> <td>3</td> <td><b>Blarney-Macroom</b></td> <td><b>43,398</b></td> <td>Blarney, Macroom (<b>Macroom Town Development Plan, 2009</b>)</td> <td><b>54</b></td> </tr> <tr> <td>4</td> <td>Cobh</td> <td>53,544</td> <td>Carrigtwohill, Cobh (<b>Cobh Town Development Plan 2013</b>) , Glanmire, Little Island,</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	Bandon-Kinsale	42,454	Bandon, Kinsale ( <b>Kinsale Town Development Plan, 2009</b> )	34	3	<b>Blarney-Macroom</b>	<b>43,398</b>	Blarney, Macroom ( <b>Macroom Town Development Plan, 2009</b> )	<b>54</b>	4	Cobh	53,544	Carrigtwohill, Cobh ( <b>Cobh Town Development Plan 2013</b> ) , Glanmire, Little Island,	24	6 Text Change Only		No change proposed.
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																														
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4	Cobh	53,544	Carrigtwohill, Cobh ( <b>Cobh Town Development Plan 2013</b> ) , Glanmire, Little Island,	24																														



Ref.	Amendment					Draft LAP Page No.	Submissions Received	
				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 Inhabited Islands			
BC.01.01.01	Volume 1, Section 1. Introduction  City Gateway's Initiative insert the following paragraph after paragraph 1.5.30  <b>Initially this initiative will focus on aesthetic and environmental improvements in these</b>					18 Text Change Only	AMD21006549 AMD21007468 AMD20993186	No change proposed.

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	<b>areas in advance of an integrated land use and development framework to be conducted in collaboration with the relevant stakeholders including, relevant landowners, Cork City Council, the National Transport Authority and Transport Infrastructure Ireland.</b>			
BC.01.01.02	<p>Volume 1, Section 1. Introduction</p> <p>Insert additional paragraph after the Regeneration Areas paragraph 1.5.23</p> <p><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.</b></p> <p><b>This will be achieved through a focussed application of the levy, facilitating sustainable urban development and bring such vacant sites and buildings in urban areas into beneficial use.</b></p>	17 Text Change Only		No change proposed.
BC.01.01.03	<p>Volume 1, Section 1. Introduction</p> <p>Section 1.5.57: Add text, as follows:</p> <p><b>During the lifetime of this plan, the Council will undertake to review and update the recreational and amenity analysis previously undertaken by the Forward Planning section of the Council.</b></p>	28 Text Change Only		No change proposed.
BC.01.01.04	<p>Volume 1, Section 1. Introduction</p> <p><b>Section 1.5.56 Add text, as follows:</b></p>	28 Text Change		<b>Minor modification proposed.</b>

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	<p><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 lines 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></p> <p>A Transport Strategy for Cork Metropolitan Area will be prepared during 2017 and its objective is to provide a long-term strategic planning framework for integrated development of transport infrastructure in Metropolitan Cork. It will be used to inform transport investment levels and prioritisation and will provide an analytical basis for integration of land use and transport planning – social, economic and environmental indicators. The Strategy will be able to inform sustainable land use policy formulation. Cork County Council and Cork City Council have prepared a cycling network plan for the Cork Metropolitan area and surrounding towns. The objective of the project is to provide a clear plan for the future development of the cycling network within the Metropolitan Area to encourage greater use of cycling for trips to work, school, recreation and leisure. The relevant routes are mapped for each of the settlements of Ballincollig, Carrigaline, the South Environs, Ringaskiddy and Passage West and can be found in the Cork Cycle Network Plan.</p>	Only		
BC.01.01.05	<p>Volume 1, Section 1. Introduction</p> <p>Insert new Heading “Housing Density” and additional text after “Green Infrastructure” as follows:</p> <p><b>The approach to housing density used in this Plan is explained in Section 3.4 Housing Density, Chapter 3 Housing, Volume One of the Cork County Development Plan 2014. Objective HOU 4-1, Housing Density on Zoned Land in Section 3.4 sets out the housing density standards applicable to each category, High, Medium A, Medium B, along with an accompanying guide to densities in Table 3.1 Settlement Density Guide.</b></p>	28 Text Change Only		No change proposed.
BC.01.01.06	Volume 1, Section 1. Introduction	29		No change

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	<p>Insert the following text in Section 1.5 of LAP as follows (insert after objective table IN-01)</p> <p><b>Managing Downstream Flood Impacts.</b>  <b>When planning a development upstream of an area at risk of flooding, intending developers need to be mindful of the need to consider the potential downstream flood impacts of a development, even when the development itself is not in an area of flood risk. This relates in particular to the management of surface water and to the wider issues of pluvial flood risk, which may have downstream impacts. Detailed assessment of the potential downstream impacts is particularly important in areas where flood defences have already been provided or are planned downstream of a development, in order to ensure that there are no adverse effects on the standard of defence provided.</b></p>	Text Change Only		proposed.
BC.01.01.07	<p>Volume 1, Section 1. Introduction</p> <p>Insert additional text as new paragraph after 1.5.56, with contextual map, as follows: (Text and Contextual Map Change)</p> <p><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</b></p>	28  Text Changes (with contextual map).	AMD20993186	

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	<p>of land zoned for Industry at this location.</p> <p>The new motorway will have a greater capacity particularly for freight vehicles making journeys to and from the port. The development of this road scheme is being promoted by Cork County Council and is funded by Transport Infrastructure Ireland (TII) it is critical that the M28 project be finalised as quickly as possible in order to bring certainty and assurance of commitment to existing and future investment in the Ringaskiddy area. This planned upgrade represents an important catalyst for the economic development of Cork and the South-West region.</p> <div data-bbox="394 695 1232 1294" data-label="Image"> </div>			

Ref.	Amendment	Draft LAP Page No.	Submissions Received			
	<p>Insert Specific Development Objective RY-U-02 as Local Area Plan Objective IN-02, inserting after new paragraph, 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 and mitigating impacts on sensitive environmental and heritage resources, as well as impacts on communities.</b></p>					
BC.01.02.01	<p>Volume 1, Section 1. Introduction</p> <p>Delete paragraphs 1.5.31 – 1.5.44 and insert additional text relating to Strategic Land Reserve and Active Land Management as set out below.</p> <p><b>See immediately below for text changes.</b></p>	18 - 26 Text Change Only	AMD21003392 AMD20982381 AMD20992361 AMD20980497 AMD20918429 AMD21001937 AMD21006491 AMD21006232	No change proposed.		
<table border="1" style="width: 100%;"> <tr> <td style="width: 60%; padding: 5px;"> <p>Amendment no. BC.01.02.01.</p> <p>Delete text paragraph 1.5.31 – 1.5.44 and insert following text:</p> <p>Text Change Only (with embedded map).</p> </td> <td style="width: 40%;"></td> </tr> </table>					<p>Amendment no. BC.01.02.01.</p> <p>Delete text paragraph 1.5.31 – 1.5.44 and insert following text:</p> <p>Text Change Only (with embedded map).</p>	
<p>Amendment no. BC.01.02.01.</p> <p>Delete text paragraph 1.5.31 – 1.5.44 and insert following text:</p> <p>Text Change Only (with embedded map).</p>						

#### 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.

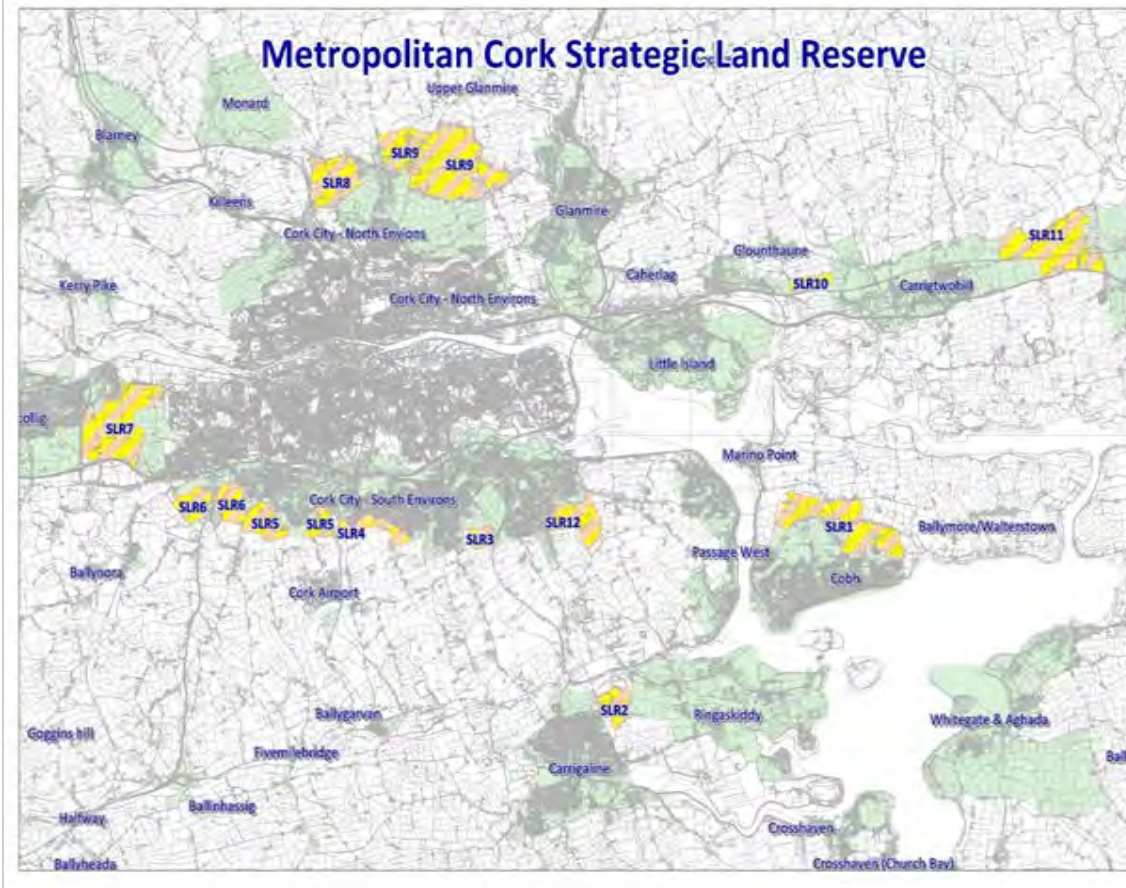
#### Strategic Land Reserve

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

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

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

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



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

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

2. **Infrastructural Investment:** Where sites offer opportunities to leverage maximum returns from infrastructural development but which would not prejudice the delivery of, or necessitate upfront investment which may be considered, regional or national in scale
  
3. **Multi-modal Transport Opportunities:** Located so as to offer potential multi-modal opportunities for accessing local trip generating services, existing/proposed public transport services and strategic employment areas

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

Ref.	Amendment	Draft LAP Page No.	Submissions Received																																				
	<b>Section 2: Local Area Plan Strategy</b>																																						
BC.02.02.01	<p>Volume 1, Section 2 Local Area Plan Strategy Revise Table 2.2 to Amend Net Residential Areas and Housing Yield figures for Ballincollig ,Carrigaline, Cork City South Environs, Passage West.</p> <table border="1"> <caption>Table 2.2 Ballincollig Carrigaline Municipal District Housing Requirements and Supply</caption> <thead> <tr> <th></th> <th colspan="4">Housing Requirement</th> <th colspan="2">Housing Supply</th> </tr> <tr> <th></th> <th>Census 2011</th> <th>Population Target</th> <th>New Units Required</th> <th>Net Estimated Requirement (ha)</th> <th>Est. Net Residential area zoned (ha)</th> <th>Estimated Housing Yield</th> </tr> </thead> <tbody> <tr> <td>Ballincollig</td> <td>17,368</td> <td>23,805</td> <td>4,033</td> <td>161</td> <td>182.77</td> <td><del>4,872</del> <b>4,569</b></td> </tr> <tr> <td>Carrigaline (North)</td> <td>9,917</td> <td>11,994</td> <td>2,422</td> <td>97</td> <td>52.8* <b>(45 additional in South Carrigaline)</b></td> <td><del>2,423</del> <b>2,228</b></td> </tr> <tr> <td>Cork City</td> <td>32,635</td> <td>31,308</td> <td>1,284</td> <td>37</td> <td>72.59</td> <td><del>1,285</del> <b>1,831^</b></td> </tr> </tbody> </table>		Housing Requirement				Housing Supply			Census 2011	Population Target	New Units Required	Net Estimated Requirement (ha)	Est. Net Residential area zoned (ha)	Estimated Housing Yield	Ballincollig	17,368	23,805	4,033	161	182.77	<del>4,872</del> <b>4,569</b>	Carrigaline (North)	9,917	11,994	2,422	97	52.8* <b>(45 additional in South Carrigaline)</b>	<del>2,423</del> <b>2,228</b>	Cork City	32,635	31,308	1,284	37	72.59	<del>1,285</del> <b>1,831^</b>	36 Text Change Only		No change proposed.
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Ref.	Amendment							Draft LAP Page No.	Submissions Received	
	South Environ s									
	Passage West	5,790	6,965	925	51	38.5	929 <b>889</b>			
	Main Towns	65,710	74,072	8,663	347	346.66	9,509 <b>8,414</b> <b>9,447*</b>			
	Villages	278	355	55	-	-	37			
	Rural	5,958	6,019	425	-	-	-			
	Total Villages and Rural	6,236	6,374	480	-	-	37			
	Total Municip al District	71,946	80,446	9,144	347	346.66 391.66 *	9,546 <b>8,451</b> <b>9,484*</b>			
	Current Estimated Strategic Land Reserve (LAPs and TCPs) for this Municipal District is <del>41.4 Ha</del> <b>0 Ha (45 Ha if Carrigaline South incl)</b>									
	<b>*including Carrigaline South</b>									
	<b>^including max yield for Douglas Woollen Mills (SE-T-01)</b>									
	<b>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.</b>									

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	<p>The net estimated requirement to meet the needs of the Municipal District is 347Ha – leaving no headroom, or, including South Carrigaline a headroom of 45Ha or 13%.</p> <p><b>Note: During the lifetime of this plan, the council will initiate an Active Land Management process to help address the fact that not all residential zoned lands delivers housing. The above table should be considered within the context of this Active Land Management process / Strategic Land Reserve narrative as set out in amendment BD.01.02.01 of this report.</b></p>			
BC.02.02.02	<p>Volume 1, Section 2 Local Area Plan Strategy Add text to paragraph 2.6.9, as follows:</p> <p><b>In addition other areas identified as being of been of local ecological and biodiversity importance will be protected.</b></p>	41 Text Change Only		No change proposed.
BC.02.05.03	<p>Volume 1, Section 2 Local Area Plan Strategy Large Scale Retail Warehousing Delete Paragraph 2.5.7 and replace with revised text as follows;</p> <p><del>2.5.7 The Regional Planning Guidelines for the South West (2010-2022) and the Joint-City and County Retail Strategy (2013), which was later incorporated into the County Development Plan (2014), recognized that “there may also be scope for the development of an innovative type of large scale retail warehouse in Cork. As detailed in the RPG’s the scale of such outlets requires a regional, if not national, population catchment. In this regard a proposal for such a retail warehouse development in excess of 6,000 sq. metres may be appropriate in Cork Gateway. Specific criteria regarding such developments are set out in the RPG’s and in particular such developments must accommodate a range of bulky goods together with a range of customer facilities which require a national population</del></p>	39 Text Change Only	AMD21007468 AMD20993186	No change proposed.

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	<p>catchment. Furthermore such developments must not adversely affect the efficiency of the national road network and it be demonstrated that traffic volumes can be accommodated within the design assumptions for such roads taking account of the opportunities for encouraging a modal split towards more sustainable travel modes. Such development should also be served by existing or planned public transport services. The potential impact of a retail warehouse in excess of 6,000 sq. metres will need to be carefully examined in the context of this guidance.”</p> <p><b>The Regional Planning Guidelines for the South West (2010-2022) and the Joint City and County Retail Strategy (2013), which was later incorporated into the County Development Plan (2014), recognized that “there may also be scope for the development of an innovative type of large scale retail warehouse in Cork.” Specific criteria regarding such developments are set out in the Retail Planning Guidelines as follows;</b></p> <ul style="list-style-type: none"> <li><b>a) Will accommodate a range of predominantly bulky goods under one roof, together with a range of customer facilities (e. restaurant, crèche), on a scale which requires a regional, if not national, population catchment;</b></li> <li><b>b) Is in accordance with the Planning Guidelines on Spatial Planning and National Roads in that proposals can demonstrate the development will not adversely affect the efficiency of the national road network and key junctions and interchanges and that it can be demonstrated that traffic volumes can be accommodated within the design assumptions for such roads, taking account of the opportunities for encouraging a modal shift towards more sustainable travel modes;</b></li> <li><b>c) Will be served by existing or planned public transport services;</b></li> <li><b>d) Will make adequate provision for those opting for home delivery of goods other than by private car;</b></li> <li><b>e) Will be accompanied by a traffic impact assessment, demonstrating compliance</b></li> </ul>			



Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	<p>with the above criteria; and</p> <p>f) Will take account of the vitality/viability criteria in respect of city/town centre's set in the Retail Planning Guidelines and avoid the incorporation of uses and activities, as part of the development, which are more appropriate to city and town centre locations.</p> <p>Any proposed sites designated for this use would in particular need to satisfy the locational criteria at (b) and (c) above.</p> <p>The potential impact of a retail warehouse in excess of 6,000 sq. m. Will need to be carefully examined in the context of this guidance.</p>			
BC.02.05.04	<p>Volume 1, Section 2 Local Area Plan Strategy</p> <p>Section 2.5 Insert New Heading and Paragraphs, as follows:</p> <p><b>Outlet Centres</b></p> <p>Section 4.11.4 of the Retail Planning Guidelines for Planning Authorities (2012) describes outlet centres as 'groups of stores retailing end-of-season or discontinued items at discounted prices and are typically located in out-of-centre locations.' Furthermore, the Retail Planning Guidelines highlight the following characteristics of outlet centres:</p> <p>'The success of these outlet centres depends on attracting customers from a wide catchment area, and from the tourism sector. When they are located out-of-town on Greenfield sites, they can divert a significant amount of expenditure on comparison shopping goods away from established city/town centres and tourist centres even some distance away. Nonetheless, outlet centres within or immediately adjacent to a city or town centre can generate commercial synergies with the established retail outlets, thereby raising the profile of the centre and enhancing aggregate turnover on retail</p>	39-40 Text Change Only	AMD21007468 AMD20993186	No change proposed.

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	<p>goods and leisure activities.’</p> <p>‘It should be recognised, however, that outlet centres are unlikely to succeed commercially in close proximity to the main urban centres in Ireland because retailers do not normally choose to trade at a large discount in direct competition with their high street outlets. However, experience shows that this constraint is unlikely to arise with smaller or secondary town centres, especially those in areas which attract large numbers of tourists.’</p> <p><i>Retail Planning Guidelines for Planning Authorities (2012)</i></p> <p>Hence, having regard to the specific niche market that outlet centres operate within, applicants need to demonstrate that the products sold will not be in competition with those currently on sale in typical city/town centre locations. In addition, applicants can benefit from proposing a location that attracts large numbers of tourists.</p> <p>Furthermore, potential locations of outlet centres should be such that they complement existing retail offerings / established tourist areas, and having regard to the foregoing, locations within Metropolitan Cork emerge as the most appropriate location to create those economic synergies.</p> <p>Any proposal for an outlet centre must demonstrate that the proposal meets the following criteria:</p> <ul style="list-style-type: none"> <li>• will accommodate predominantly the retailing of end-of-season or discontinued items;</li> <li>• demonstrate that the products sold will not be in competition with those currently on sale in typical city/town centre locations;</li> <li>• demonstrate ability to reinforce existing tourism sector;</li> <li>• the provisions of the Cork County Development Plan and Metropolitan Cork</li> </ul>			

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	<p><b>Joint Retail Strategy;</b></p> <ul style="list-style-type: none"> <li>• the sequential test set out in chapter 4 of the Retail Planning Guidelines for Planning Authorities;</li> <li>• is in accordance with the Planning Guidelines on Spatial Planning and National Roads in that the proposal can demonstrate that the development will not adversely affect the efficiency of the national road network and key junctions and interchanges and that it can be demonstrated that traffic volumes can be accommodated within the design assumptions for such roads, taking account of the opportunities for encouraging a modal shift towards more sustainable travel modes;</li> <li>• will be served by existing or planned public transport services;</li> <li>• will make adequate provision for private car use;</li> <li>• will be accompanied by a traffic impact assessment, demonstrating compliance with the above criteria; and,</li> <li>• will take account of the vitality/viability criteria in respect of city/town centres set out in the Retail Planning Guidelines for Planning Authorities (2012) and avoid the incorporation of uses and activities, as part of the development, which are more appropriate to city and town centre location.</li> </ul>			
BC.02.06.02	<p>Volume 1, Section 2 Local Area Plan Strategy</p> <p>Delete LAS-01(a) and replace with new Objective LAS-01, as follows:</p> <p><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>	42 Text Change Only		No change proposed.

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	<p>Include additional objectives in LAS-01 as follows:</p> <ul style="list-style-type: none"> <li><b>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.</b></li> <li><b>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.</b></li> <li><b>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.</b></li> <li><b>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.</b></li> <li><b>k) Preserve and protect the archaeological and architectural heritage which contributes to the character of an area and is intrinsic to its identity and sense of place in accordance with the Heritage objectives (HE 3-1 to HE 3-5 &amp; HE 4-1 to HE 4-5) of the County Development Plan 2014. This includes formal vernacular, industrial, civic, ecclesiastical, maritime and underwater heritage and features such as historic boundaries, gate piers, street furniture, and landscapes.</b></li> <li><b>l) The Council is committed to the preparation and implementation of a Wastewater Management Strategy for the Cork Harbour Area as per the 2014 County Development Plan.</b></li> </ul>			

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
BC.02.06.03	<p>Volume 1, Section 2 Local Area Plan Strategy</p> <p>Insert additional text heading and paragraph after Section 2.2, as follows:</p> <p><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>	33 Text Change Only		No change proposed.
<b>Section 3: Main Towns and Key Assets</b>				
BC.03.01.01	<p>Volume 1, Section 3, Main Towns</p> <p>Delete text in paragraph 3.2.5, as follows:</p> <p><del>Where a town had a former Town Development Plan for the Town Council these have been included in this plan to form a coherent planning policy framework for the town as a whole.</del></p>	44 Text Change Only		No change proposed.
BC.03.01.02	<p>Coastal Flood Zone Mapping Amendment: Carrigaline, Ringaskiddy and Passage West</p> <p>It is proposed to delete the Coastal Flood Zone Mapping and replace with the mapping as shown in Section 5.</p> <p><i>See Amendment Ref No.s BC.03.04.33, BC.03.06.17, and, BC.03.07.15 for each individual map amendment.</i></p>	90,132,146 Mapping Change Only		No change proposed.

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	<b>Ballincollig</b>			
BC.03.03.01	Volume 1, Section 3. Main Towns  Add text to paragraph 3.3.41, as follows:  <b>A Primary Health Care centre will be required in Ballincollig.</b>	49 Text Change Only		No change proposed.
BC.03.03.02	Volume 1, Section 3. Main Towns  Add text to paragraph 3.3.48, as follows:  <b>A traffic and transportation plan will be carried out during the lifetime of the plan.</b>	50 Text Change Only		No change proposed.
BC.03.03.03	Volume 1, Section 3. Main Towns  Insert additional objective BG-GO-08  <b>“To preserve and protect the archaeological and architectural heritage which contributes to the character of an area and is intrinsic to its identity and sense of place in accordance with the Heritage objectives (HE 3 -1-5 &amp; HE 4 1-5) of the County Development Plan 2014. This includes formal vernacular, industrial, civic, ecclesiastical, maritime and underwater heritage and features such as historic boundaries, gate piers, street furniture, and landscapes”.</b>	62 Text Change Only		No change proposed.
BC.03.03.04	Volume 1, Section 3. Main Towns  Objective BG-R-03, insert land area <b>3.66</b> .	63 Text Change Only		No change proposed.
BC.03.03.05	Volume 1, Section 3. Main Towns	63 Text		No change proposed.

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	Objective BG-R-05, insert land area <b>3.2</b> .	Change Only		
BC.03.03.06	Volume 1, Section 3. Main Towns  Insert the following text in objective BG-R-06  <b>As part of the Cork Northern Ring Road Scheme (Western Section) there will be a requirement for a buffer zone to accommodate road widening at this location. Noise attenuation measures should be provided along the boundary with the N22</b>	63 Text Change Only		No change proposed.
BC.03.03.07	Volume 1, Section 3. Main Towns  Objective BG-R-08, insert land area <b>12.25</b> .	63 Text Change Only		No change proposed.
BC.03.03.08	Volume 1, Section 3. Main Towns  Objective BG-R-09, insert land area <b>26.2</b> .	63 Text Change Only		No change proposed.
BC.03.03.09	Volume 1, Section 3. Main Towns  Objective BG-R-10, insert land area <b>24.9</b> .	63 Text Change Only		No change proposed.
BC.03.03.10	Volume 1, Section 3. Main Towns  Objective BG-R-11, insert land area <b>13.62</b> .	63 Text Change Only		No change proposed.
BC.03.03.11	Volume 1, Section 3. Main Towns  Objective BG-R-11 mapping change and consequential reduction in site area.	63 and 66  Text (site		No change proposed.

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	<i>A consequential change will arise, as mapped area to be removed from BG-R-11 will be included as 'Existing Built Up Area.'</i>	area text) and Map Change		
BC.03.03.12	Volume 1, Section 3. Main Towns  Objective BG-R-12, insert land area <b>12.8</b> .	64 Text Change Only		No change proposed.
BC.03.03.13	Volume 1, Section 3. Main Towns  Objective BG-R-13, insert land area <b>19.8</b> .	64 Text Change Only		No change proposed.
BC.03.03.14	Volume 1, Section 3. Main Towns  Objective BG-R-14, insert land area <b>10.9</b> .	64 Text Change Only		No change proposed.
BC.03.03.15	Volume 1, Section 3. Main Towns  Objective BG-R-15, insert land area <b>13.8</b> .	64 Text Change Only		No change proposed.
BC.03.03.16	Volume 1, Section 3. Main Towns  Delete Objective BG-R-16  <del>BG-R-16 Medium A Density Residential Development. 13.8</del>	64 Text Change Only		No change proposed.
BC.03.03.18	Volume 1, Section 3. Main Towns  Amend BG-T-01 (Town Centre Uses) to BG-R-16	64 Text and Mapping Change		No change proposed.



Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	<b>Medium A Density Residential Development 0.6 h</b>			
BC.03.03.19	Volume 1, Section 3. Main Towns  Ballincollig - Land Use Zoning Map  <b>Insert route and labels for U-03,U-04 and U-08</b>	66 Mapping Change Only		No change proposed.
BC.03.03.20	Volume 1, Section 3. Main Towns  BG-R-01, include provision of a school and label BG-C-05  <i>A consequential additional text objective for BG-C-05 will also arise.</i>	66 Mapping Change (and consequent ial additional text)		No change proposed.
BC.03.03.21	Volume 1, Section 3. Main Towns  BG-T-03, insert additional text, as follows:  Completion of the Ballincollig Town Centre (former Murphy Barracks) site for town centre uses. <b>The redevelopment of vacant properties for office based activities including incubator units and start ups will be considered in this area.</b>	64 Text Change Only		No change proposed.
BC.03.03.22	Volume 1, Section 3. Main Towns  Amend text of paragraph 3.3.11, as follows: insert word (Maglin) and delete has been identified as a Special Policy Area.  The land to the south of the town ( <b>Maglin</b> ) represents a major strategic housing and	46 Text Change Only		No change proposed.

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	<p>employment development opportunity for Metropolitan Cork. This plan will facilitate the delivery of these lands for development and enhance Ballincollig's important residential and employment function in Cork. The majority of Ballincollig's growth will therefore be catered for on a significant portion of this land to the south of the town. <del>which has been identified as a Special Policy Area.</del></p>			
BC.03.03.23	<p>Volume 1, Section 3. Main Towns</p> <p>Paragraph 3.3.46 insert additional text outlined in bold.</p> <p>A new model for public transportation within Metropolitan Cork which includes Ballincollig is currently being developed by the National Transport Authority (NTA) and it is anticipated that this model will become operational during the lifetime of this plan. <b>If improved public transport is to be delivered, then the new development planned for the town will need to deliver housing at appropriate densities in the areas close to the nodal points on the new transportation network.</b></p>	50 Text Change Only		No change proposed.
BC.03.03.24	<p>Volume 1, Section 3. Main Towns</p> <p>Paragraph 3.3.48 insert new text , as follows:</p> <p>The town also has a relatively good internal road network; it is however acknowledged that as the town grows it is important that other roads are improved in order to cope with the additional traffic volumes particularly from new development areas to the south. Improvements to pedestrian facilities are also required. <b>During the lifetime of the plan, growth in background traffic levels, new development in the area and the need to provide additional capacity for future growth are likely to necessitate the following road network improvements:</b></p>	50 Text Change Only		No change proposed.

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	<ol style="list-style-type: none"> <li>1. Poulavone Roundabout;</li> <li>2. Angler's Rest junction N22/R618 and</li> <li>3. Killumney Road extension to CIT/CSIP</li> </ol> <p>A traffic and transportation plan will be carried out during the lifetime of this plan.</p>			
BC.03.03.25	<p>Volume 1, Section 3. Main Towns</p> <p>Paragraph 3.3.50 insert additional text, as follows:</p> <p><b>The town and its surrounding are relatively flat creating the opportunity to encourage walking and cycling for many local journeys where adequate infrastructure is provided.</b> Consideration will need to be given to providing suitable pedestrian/cycle/vehicular access from the town centre and local schools to the Maglin Urban Expansion area to the south.</p>	50 Text Change Only		No change proposed.
BC.03.03.26	<p>Volume 1, Section 3. Main Towns</p> <p>Paragraph 3.3.54 insert additional text outlined:</p> <p>There is a requirement to provide storm water sewers/<b>surface water management systems</b> to serve most of the development sites in the town. All new development should include attenuation measures in accordance with Sustainable Urban Drainage systems.</p>	50 Text Change Only		No change Proposed.
BC.03.03.27	<p>Volume 1, Section 3. Main Towns</p> <p><b>Text Amendments to Maglin – Major Urban Expansion Areas:</b></p>		AMD21003392 AMD20982381 AMD20992361	No Change Proposed.

Ref.	Amendment	Draft LAP Page No.	Submissions Received					
	See immediately below for Text.		AMD20980497 AMD20918429 AMD21006232 AMD21002964 AMD20993186					
<p><b>Maglin Urban Expansion Area</b></p>								
<table border="1"> <thead> <tr> <th data-bbox="159 774 331 836"></th> <th data-bbox="331 774 1388 836">Maglin Urban Expansion Area</th> </tr> </thead> <tbody> <tr> <td data-bbox="159 836 331 1337">BC.03.03.27</td> <td data-bbox="331 836 1388 1337"> <p>Page 52- <del>Special Policy Area</del>- Major Urban Expansion Areas.                      Insert: <b>Maglin</b>-Major Urban Expansion Area                      Paragraph 3.3.70 insert additional text outlined:                      The key principles in considering sustainable development on the site are as follows:</p> <ul style="list-style-type: none"> <li>• Ensure that the proposed development provides effective connectivity (walking and cycling) to the town centre, educational and employment centres for the future residents.</li> <li>• Support the achievement of high levels of modal shift by collaborating with other agencies to improve public transport services and influence patterns of employment development to support use of sustainable modes and travel by public transport.</li> <li>• Ensure the provision of an appropriate housing mix, considering the changing demographic (needs of older people) and the housing market requirements for Metropolitan Cork and the requirement of the Social Housing as per the County Development Plan 2015.</li> </ul> </td> </tr> </tbody> </table>						Maglin Urban Expansion Area	BC.03.03.27	<p>Page 52- <del>Special Policy Area</del>- Major Urban Expansion Areas.                      Insert: <b>Maglin</b>-Major Urban Expansion Area                      Paragraph 3.3.70 insert additional text outlined:                      The key principles in considering sustainable development on the site are as follows:</p> <ul style="list-style-type: none"> <li>• Ensure that the proposed development provides effective connectivity (walking and cycling) to the town centre, educational and employment centres for the future residents.</li> <li>• Support the achievement of high levels of modal shift by collaborating with other agencies to improve public transport services and influence patterns of employment development to support use of sustainable modes and travel by public transport.</li> <li>• Ensure the provision of an appropriate housing mix, considering the changing demographic (needs of older people) and the housing market requirements for Metropolitan Cork and the requirement of the Social Housing as per the County Development Plan 2015.</li> </ul>
	Maglin Urban Expansion Area							
BC.03.03.27	<p>Page 52- <del>Special Policy Area</del>- Major Urban Expansion Areas.                      Insert: <b>Maglin</b>-Major Urban Expansion Area                      Paragraph 3.3.70 insert additional text outlined:                      The key principles in considering sustainable development on the site are as follows:</p> <ul style="list-style-type: none"> <li>• Ensure that the proposed development provides effective connectivity (walking and cycling) to the town centre, educational and employment centres for the future residents.</li> <li>• Support the achievement of high levels of modal shift by collaborating with other agencies to improve public transport services and influence patterns of employment development to support use of sustainable modes and travel by public transport.</li> <li>• Ensure the provision of an appropriate housing mix, considering the changing demographic (needs of older people) and the housing market requirements for Metropolitan Cork and the requirement of the Social Housing as per the County Development Plan 2015.</li> </ul>							

	<ul style="list-style-type: none"> <li>• Make provision for housing density that encourages more efficient land use and infrastructure investment patterns and particularly creates conditions more favourable to the increased use of public transport.</li> <li>• To achieve development areas with a distinctive character that ensures a unique, innovative and distinctive design of houses with high quality finishes and materials. They should include positive characteristics such as reference to topographical and historical features and the inclusion of individual focal points and a priority for the provision of high quality public realm.</li> <li>• <b>Make provision for major new office employment development within or near the site. The preferred option is to lands north of Killumney Road previously zoned for residential development, where there is good visibility from the road and proposed public transport networks and the potential for good links to the exiting town centre. Where business incubator and start-up facilities are not being brought forward within the town centre or within enterprise zoned lands, consideration for locating same within the site will given. Where possible, any such facilities should be located in close proximity to the proposed high frequency public transport corridor.</b></li> <li>• Provide for at least two primary schools and one secondary school. These schools will be in central accessible locations along the main distributor road (for vehicular and public transport traffic) and along an off road pedestrian/cycleway integrated into the open space.</li> <li>• Where possible provide a community centre and playgrounds with good links to the existing urban area.</li> <li>• Protect and facilitate the enjoyment of Ballincollig Castle by providing a 100m buffer zone surrounding the castle. There is also a need for development to be sympathetic to the visual amenity of the castle, in particular from the N22 and surrounding residential areas.</li> <li>• Provide substantial areas of open space, where possible using land not well suited to other forms of development. Where large areas of open space are provided in this way, maximise the potential for the delivery of new housing by allowing some reduction in the area of open space provided within housing developments.</li> </ul> <p>Insert new section after 3.3.72: Transportation  <b>In order to provide for the integration of the delivery of key transportation infrastructure at the design stage of this development, the County Council (jointly with the NTA) has commissioned</b></p>	
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	<p>consultants to assess the transportation issues likely to arise in relation to the development of this site taking account of wider development proposals throughout Metropolitan. The study is nearing completion but a number of important principles have emerged:</p> <ul style="list-style-type: none"> <li>• Given the proximity of the Maglin site to the existing town of Ballincollig, if walking and cycling infrastructure are provided, both on and off-site, there is the potential to reduce the extent of reliance on the private car, especially for local journeys.</li> <li>• The role of bus or other public transport services (e.g. light rail) will primarily focus on medium length journeys such as those to the City or Mahon rather than local journeys or longer distance journeys (e.g. to Little Island or Midleton)</li> <li>• The benefits of public transport can be maximised by providing a new QBC route through the site, linking key nodal points (where schools or some higher housing density could be located in addition to areas of medium density nearby).</li> <li>• High quality QBC bus services will require the delivery of integrated bus priority measures along the entire route</li> <li>• In the medium/longer term it will be necessary to provide a road/public transport link to CSIP</li> </ul> <p>Paragraph 3.3.75 amend text as indicated:          There are limitations to the capacity of the waste water treatment plant <b>and existing waste water sewer network</b> in Ballincollig and any waste water from future development on this site will require pumping to <b>its' connection to that network.</b> <del>the treatment works, which will need expansion.</del>          Similarly, the capacity to provide adequate drinking water to the site is limited and an additional water reservoir will need to be constructed <del>as part of the development.</del></p> <p>Page 54 Land Use Proposals, amend title to <b>Development Land Use Proposals</b> and amend text in paragraph 3.3.78: The <del>land use</del> <b>development</b> proposals for this site have utilised the planning and design principles identified and focuses on the provision of a mixed use neighbourhood incorporating residential, employment, community, open space and recreation, retail, traffic and transport, water services and other infrastructure. The proposals are contained in a zoning map with land use categories, land areas and specific objectives.</p> <p>Insert new revised paragraphs 3.3.78-3.3.84 and include new tables:</p> <p><b>To facilitate the delivery of housing across the area as a whole, significant transport, water and surface water infrastructure is required both on and off the site, with significant elements required</b></p>	
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	<p>at or close to the commencement of development. Ownership of the Maglin suite is fragmented amongst 13 principal landowners, and, in the absence of a single or controlling landowner it is considered unlikely that any individual landowner or developer will be able to fund and deliver the infrastructure required.</p> <p>To overcome this difficulty, and facilitate the accelerated delivery of new housing where it is needed, the County Council is proposing to fund and construct (in two main phases) the necessary on and off-site infrastructure to facilitate the commencement of development largely within individual land ownerships. Two main infrastructure bundles are proposed. The County Council's intention is to commence with the delivery of Bundle 'A' in order to secure road, water, and waste water connections. The County Council's infrastructure proposals include the construction of on-site spine roads (including the provision of water, waste water and surface water infrastructure), off-site road and transportation infrastructure and pumping stations and connecting sewers to link the site to the appropriate Irish Water or other external infrastructure. The County Council has recourse to its statutory powers to assist in the process of land acquisition, if necessary. The County Council will recoup this investment from individual developers through the provisions of section 47, 48 and 49 of the Planning &amp; Development Acts 2000 as the overall development progresses.</p> <p>Once Infrastructure Bundle 'A' is completed, the County Council will consider the options for the delivery of Bundle 'B' which could include delivery either by the County Council or private sector developers</p> <p>The County Council's Housing Infrastructure Implementation Team is already in discussion with landowners and developers. Funding sources have been identified and the design process in relation to specific infrastructure projects has commenced and the aim is to achieve a start on site in 2018</p> <p>Where a development objective requires a developer to provide particular infrastructure or amenities in addition to the items referred to in Table 3.1 below, then an appropriate off-set will be considered in relation to the contributions payable</p> <p>The core on-site infrastructure, necessary for housing development to commence, for the site will be delivered in three phased bundles as follows;</p> <div data-bbox="383 1182 1373 1315" style="border: 1px solid black; padding: 10px; text-align: center;"> <p><b>Table 3.1 : Ballincollig (Maglin) Major Urban Extension Proposed On-Site Infrastructure Programme Delivery Agency: Developer/Cork County Council</b></p> </div>	
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On-Site Infrastructure Bundle	Key projects	Notes	Delivery Programme
<b>A</b>	Eastern Spine Link Road A* (Killumney Road (E) to Maglin Road)	To include water and waste water networks and surface water disposal network	<p>Proposed initial infrastructure bundle</p> <p>Delivery of Bundle 'A' will facilitate development on the following zones:</p> <p>BG-R-04 BG-R-09 BG-R-10 BG-R-08 BG-C-04 BG-O-06, BG-O-07.</p>
	Waste Water pumping station and rising main to existing Irish Water Infrastructure		
	Drinking water connection to IW infrastructure		
	Delivery of phase 1 of surface water management system		
<b>B</b>	Western Spine Link Road B* (Maglin Road to Killumney Road (W))	To include water and waste water networks and surface water disposal network	<p>Delivery of this infrastructure bundle is not proposed to commence until after the delivery of Bundle 'A'</p> <p>Delivery of Bundle 'B' will facilitate</p>
	Maglin Road re-alignment		
	Delivery of phase 2 of surface water		



		management system	Development of Open Space Areas (East & West)		development on the following zones**:  BG-R-11 BG-R-12 BG-R-13 BG-R-14 BG-R-15  BG-C-02 BG-C-03							
<p><b>*Access to serve individual dwellings will not be permitted. New access will be to estate roads only</b></p> <p><b>**Development of zones linked to Infrastructure Bundles 'B' may commence in parallel with the delivery of infrastructure bundle 'A' if the following can be secured:</b></p> <ul style="list-style-type: none"> <li>• <b>Appropriate connections to water services infrastructure and surface management systems; and</b></li> <li>• <b>Relevant on/off site road infrastructure.</b></li> </ul>												
<p>In order to promote the accelerated delivery of housing through the development of the Maglin site, the phasing arrangements proposed are flexible, depending only on the delivery of the relevant supporting infrastructure. The County Council's On-Site Infrastructure Programme (described above) will regulate the timing of the commencement of development on particular parcels of zoned land. In addition there is also a need to regulate the overall delivery of housing on the site to the delivery of particular off-site infrastructure and this is proposed as follows</p>												
<table border="1" style="width: 100%; text-align: center;"> <tr> <td colspan="3"><b>Table 3.2 : Ballincollig (Maglin) Major Urban Extension Proposed Off-Site Infrastructure Programme Delivery Agency: Cork County Council</b></td> </tr> <tr> <td style="width: 30%;"><b>Development Phase</b></td> <td style="width: 20%;"><b>No of Housing Units</b></td> <td style="width: 50%;"><b>Off-Site Infrastructure Project</b></td> </tr> </table>							<b>Table 3.2 : Ballincollig (Maglin) Major Urban Extension Proposed Off-Site Infrastructure Programme Delivery Agency: Cork County Council</b>			<b>Development Phase</b>	<b>No of Housing Units</b>	<b>Off-Site Infrastructure Project</b>
<b>Table 3.2 : Ballincollig (Maglin) Major Urban Extension Proposed Off-Site Infrastructure Programme Delivery Agency: Cork County Council</b>												
<b>Development Phase</b>	<b>No of Housing Units</b>	<b>Off-Site Infrastructure Project</b>										

	Phase 1	Up to 1,500	Killumney Road Upgrade – Phase 1 (East)	
			Walking/Cycling Network (Phase 1) <ul style="list-style-type: none"> <li>• Ballincollig Link Road</li> <li>• Station Road</li> </ul>	
	Phase 2	1,500 – 3,600	Killumney Road Upgrade – Phase 2 (West)	
			Maglin Road Roundabout*	
			Maglin Road re-alignment	
			Walking/Cycling network (Phase 2) <ul style="list-style-type: none"> <li>• Muskerry Estate</li> <li>• Flynn’s Road</li> </ul>	
*To be completed prior to the occupation of housing on zone BG-R-11				
<p>Paragraphs 3.3.79-3.3.105 Delete as follows: <del>The Ballincollig urban extension will be divided into phases and within each phase there will be a logical sequence of residential zonings. The boundary of phase 1 of the development will run from the N22 to the Maglin Road and Phase 2 will be from the Maglin road to the Woodberry Interchange. The existing R 04 zoning in Ballincollig will be incorporated into Phase 1.</del></p> <p><del>As part of this objective there was a requirement for a Primary School, this has been built and there is a pending planning application on the site.</del></p> <p><del>It is the intention of the urban expansion to deliver sustainable residential communities and while the overall quality of the housing environment is critical, sustainability must extend beyond the physical environment to embrace the concept of stable integrated communities and issues such as the timely provision of community infrastructure and less tangible issues such as people’s perception of what constitutes an attractive and secure environment.</del></p> <p><del>It is the intention of the urban expansion to deliver sustainable residential communities and while the overall quality of the housing environment is critical sustainability must extend beyond the physical environment to embrace the concept of stable integrated communities and issues such as the timely provision of community infrastructure and less tangible issues such as people’s perception of what constitutes an attractive and secure environment.</del></p>				

	<p>In planning for future development through the Local Area Plan process and in assessing future development proposals the Council will seek to implement and promote the series of aims, outlined in the Guidelines which seek to create high quality spaces.</p> <p>As part of this planning application a distributor road is to be constructed and this will run through the whole site crossing the Maglin road. Ballincollig expansion is a large scale residential development and it is important to achieve a sense of place and individualism in building design therefore particular care should be taken with the materials or finishes and the external design and appearance of housing throughout the scheme in order to avoid monotony.</p> <p><b>Employment</b></p> <p>The 2011 Local Area Plan identified the requirement to provide 4,000 jobs on the site. The zoning objective had an employment zone identified within the site. However, following a review of the zoning objective it is considered more appropriate that the majority of these jobs be accommodated on lands north of Killumney Road previously zoned for residential development.</p> <p>A high quality employment use at this location on 14.3 hectares may facilitate the development of 4 large office blocks of approximately 20,000m<sup>2</sup> in landscaped gardens and support existing public transport proposals and future network improvements along the Killumney Road. In addition, the development of an office park in Ballincollig at this location will complement the existing Link Road employment area.</p> <p>This site also offers opportunities for connectivity and synergy between developments on this site and proposed new office developments at the western end of Ballincollig's main street which is in close proximity.</p> <p>There is an opportunity for pedestrian and cycling access to this site from the R608 and from the existing housing estate to the east where there are two gaps in the building line along Beech Road. Vehicular access to the site can be either from The Killumney Road or from Flynn's Road to the west. As the site is bounded by dwellings to the north and east the layout height of any new buildings should not reduce the existing residential amenity enjoyed by residents.</p> <p><b>Community Uses</b></p> <p>Based on the anticipated number of houses, there will be a requirement in the new development for at least two primary schools and one secondary school. These schools will be in central accessible locations along the main distributor road (for vehicular and public transport traffic) and along an off</p>	
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	<p><del>road pedestrian/cycleway integrated into the open space. Currently Ballincollig lacks community facilities such as a community centre and playgrounds in the centre of the town and these may be accommodated in the new development, either as part of the school campus or as part of the open space areas.</del></p> <p><b>Recreation and Amenity</b></p> <p><del>Ballincollig Castle, although privately owned, is accessible to the public and needs to be protected against unwarranted development and decay. A buffer zone comprising an Open Space area of 100 metres by 100 metres surrounding the castle is required. There is also a need for development to be sympathetic to the visual amenity of the castle, in particular from the N22 and surrounding residential areas.</del></p> <p><del>As the land south of the castle is prone to flood risk and will be retained as open space and recreation in this plan. The land can sustain both playing fields and passive recreation (walking and cycling) and can act as an amenity walk through the site from west to east. There is another open space provided in the south east of the site where the land is low lying and prone to flood risk.</del></p> <p><b>Neighbourhood Centre</b></p> <p><del>The population to be generated by the new neighbourhood will require some access to daily convenience retail services and it is proposed to locate a neighbourhood centre in a central location near the intersection of the Maglin Road and future east-west spine road. Typical land uses in the centre may be convenience retailing, hairdresser, banking, florist, a restaurant and off licence.</del></p> <p><b>Road Network</b></p> <p><del>In order to make the best use of existing and planned public investment in transport infrastructure, it is the aim of this development to maximise pedestrian, cycling and public transport related movement. However, even accounting for significant non-private car use, there will remain a need from existing and future residents in this area to use private cars.</del></p> <p><del>This additional population and the natural background growth in road traffic will together require significant road infrastructure improvements.</del></p> <p><del>The NTA has a Regional Transport Model, which is being used to identify key transport requirements as result of this development. The outputs of this model, when available will direct investment in additional transport routes.</del></p> <p><del>The major road infrastructure proposed is along Killumney Road, where an upgrade will include a</del></p>	
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	<p>Quality Bus Corridor (QBC). There will be a need for a new spine road off the Killumney Road that will allow for distribution of traffic from the residential areas out of the site. The internal road network will allow ease of access to all facilities located within the site. However, designs to facilitate motor vehicles should not dominate the urban fabric, with pedestrian priority zones, pedestrian streets and shared parking facilities integrated into future designs.</p> <p><b>Pedestrians and Cyclists</b></p> <p>The Government's sustainable development strategy, "<del><i>Sustainable Development – A Strategy for Ireland</i></del>", identifies the increased provision of safer facilities for pedestrians and cyclists, including the provision of dedicated cycle lanes as a key priority.</p> <p>In addition, "<del><i>Smarter Travel: A Sustainable Transport Future 2009 – 2020</i></del>", sets out as some of its key goals that future population and employment growth will predominantly take place in sustainable compact forms, that the future extent of the total share of car commuting will drop from 65% to 45% and that alternatives such as walking, cycling and public transport will be supported and provided to the extent that these will rise to 55% of total commuter journeys to work.</p> <p>The Cork Area Transit System (CATs) study prepared by Cork County Council in 2008 showed the importance of an east west rapid transport corridor from the city Docklands, city centre and out to Ballincollig.</p> <p>Given that the urban extension of Ballincollig is to the south of the town it is important that any new high quality public transport takes in the new settlement expansion and the existing settlement. Ideally this route should follow along the link Road to Woodberry and back in the R608 and at the Poulavone roundabout either continues on the R608 or travel the Carrigrohane Straight. Both routes through the city have their merits.</p> <p>The new high quality public transport link on Killumney Road should connect with the rapid transit network through the Cork Science and Innovation Park, Cork Institute of Technology, Bishopstown and into the city.</p> <p>An analysis of the existing bus network show the 220x running from the city centre taking in Ballincollig town centre and on to EMC in Ovens. This bus runs every hour from the city centre however it does not have priority and must mix with other road users.</p> <p>BCU-03 is one of two main primary routes proposed and will run in an east west direction. BCU-03 will be a long term objective that can be progressed in conjunction with the development of the site to the south where road widening will facilitate the implementation of cycle lanes in both directions.</p>	
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	<p><del>BCU 02 to the south of the town will pass through the site area and will provide an important recreation route.</del></p> <p><b>Bus Services</b></p> <p><del>Bus Eireann provide four scheduled bus routes to Ballincollig from the city; 220 Express from Owen to Fountainstown via Carrigaline; 220 regular from Ovens to Carrigaline, 223 from Cork to Macroom and 208 from Lotabeg to Curraheen/Bishopstown.</del></p> <p><del>Bus Eireann needs to examine what proposals should be implemented to promote, encourage and sustain an efficient Quality Bus Corridor within Ballincollig and the new settlement extension to the city centre, airport and the east.</del></p> <p><del>In addition, with the completion of the urban expansion alternative routes and timetable scheduling may be considered in consultation with Bus Eireann and the National Transport Authority. Although there is no town bus service at present, the road network in this development must be designed to accommodate such a service and other bus services as future demand requires.</del></p> <p><b>Environmental Considerations</b></p> <p><del>Habitat mapping was conducted for the County Heritage Plan. The results of the mapping identified the primary habitats as semi-natural grasslands, scrub woodland and swamp areas. These features should be incorporated into future layouts.</del></p> <p><b>Surface Water</b></p> <p><del>The preferred approach to addressing the issue of stormwater collection and disposal is a comprehensive Sustainable Urban Drainage System (SuDS) solution designed and put in place that caters for the entire site.</del></p> <p><del>Each development phase identified herein is of a scale that allows for a phase-specific solution to surface/storm water. Stormwater runoff infrastructure should be designed to ensure that all potential contaminants including fuel oils, litter and trash are contained and prevented from discharging to the estuary, and that care will be taken to identify a suitable outfall location to ensure that impacts on intertidal habitats and on wintering birds are minimised.</del></p> <p><del>Before the development of land takes place, a SuDS Study has to be undertaken to identify the</del></p>	
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	<p>specific requirements of attenuation areas, preferably within the open space reservations in the centre of the site. The development envisages the use of permeable pavement techniques including the use of porous tarmac or solid block pavers with gaps to provide through flow of water along with attenuation measures. However, given the geology of the site there may be limitations to the extent that SuDS infiltration solutions can be utilised. Attenuation areas should be designed in such a way as to have high amenity value. For the developed site, it is required that any flows in excess of those from the original greenfield site must be attenuated to the 1 in 100 year critical storm event. The SuDS Plans should include provision for performance monitoring and maintenance.</p> <p><b>Phasing and Implementation</b></p> <p>This section sets out the phasing, implementation and funding strategy for the development site. The zoning plan does not seek to set out the detailed design of the site at this stage in the process, rather it identifies the key design elements (such as the linear park location, access routes, neighbourhood centre location, school site location etc.), provides qualitative / quantitative criteria for future detailed design, sets out the infrastructure required to serve future development and identifies an implementation strategy for the project – including ‘trigger points’ for future infrastructure provision which will enable the development of each phase of the development. This will ensure that the development of the site will proceed in an orderly and timely manner.</p> <p>It is an objective of the plan to set out logical and sequential phasing that allows for an orderly development pattern and maximises the development quantum related to investment in infrastructure. The timing of each phase of development is directly linked to infrastructure availability. It is envisaged that development phases may commence in a sequential order once appropriate and necessary infrastructure is available to serve the proposed development.</p> <p>A total of two development phases (1 and 2) are identified within the development site. This specifies for each phase, the number of residential units, commercial uses, educational facilities, social facilities, amenities, physical infrastructure and access strategy required, thereby setting out the enabling works that are required to allow development to commence.</p> <p><b>Phase 1</b></p> <p>This phase of the development covers a developable area of approximately 106 ha and will provide approximately 1,800 residential units which will consist of a mix of medium A and high density development. The lands are located to the south of Killumney Road and east of Maglin Road and west of the Poulavane Road. Approximately four pocket of residential development would be provided around a central spine distribution road through the site. The following table sets out the infrastructure and service</p>	
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requirements for Phase 1, set within the overall carrying capacity of the lands:									
<table border="1"> <tr> <td colspan="2">Table 3.1 : Phase 1: Development Programme: Ballincollig</td> </tr> <tr> <td>Phasing of Development</td> <td><b>Strategic Infrastructure and Service Requirements*</b></td> </tr> <tr> <td>➤ <del>Prior to Commencement of development</del></td> <td> <ul style="list-style-type: none"> <li>• Complete transport assessment of the site</li> <li>• Undertake SUDS Study for the site</li> </ul> </td> </tr> <tr> <td>➤ <del>0 – 1800* Dwelling Units</del></td> <td> <p><u>Open Space</u></p> <ul style="list-style-type: none"> <li>• Completion of Planning and Design for the public open space</li> </ul> <p><u>Water Services</u></p> <ul style="list-style-type: none"> <li>• Provision of Water Supply Reservoir at Ballynora</li> <li>• Provision of capacity for Waste Water Treatment and collection (as required)</li> <li>• Implementation of SUDS Study Recommendations</li> </ul> <p><u>Transport</u></p> <ul style="list-style-type: none"> <li>• Construction of eastern Link Street (BC-U 0?)</li> <li>• Implementation of Cork Area Transit System (CATS)</li> <li>• Planning and Design for Eastern Kilmuney Road Upgrade and QBC</li> <li>• Maglin Road Roundabout</li> <li>• Maglin Road eastern by-pass</li> <li>• Implementation of Ballincollig Cycling and Walking Network</li> </ul> <p><u>Education</u></p> <ul style="list-style-type: none"> <li>• <u>Provision of a site for a primary school</u></li> </ul> </td> </tr> </table>		Table 3.1 : Phase 1: Development Programme: Ballincollig		Phasing of Development	<b>Strategic Infrastructure and Service Requirements*</b>	➤ <del>Prior to Commencement of development</del>	<ul style="list-style-type: none"> <li>• Complete transport assessment of the site</li> <li>• Undertake SUDS Study for the site</li> </ul>	➤ <del>0 – 1800* Dwelling Units</del>	<p><u>Open Space</u></p> <ul style="list-style-type: none"> <li>• Completion of Planning and Design for the public open space</li> </ul> <p><u>Water Services</u></p> <ul style="list-style-type: none"> <li>• Provision of Water Supply Reservoir at Ballynora</li> <li>• Provision of capacity for Waste Water Treatment and collection (as required)</li> <li>• Implementation of SUDS Study Recommendations</li> </ul> <p><u>Transport</u></p> <ul style="list-style-type: none"> <li>• Construction of eastern Link Street (BC-U 0?)</li> <li>• Implementation of Cork Area Transit System (CATS)</li> <li>• Planning and Design for Eastern Kilmuney Road Upgrade and QBC</li> <li>• Maglin Road Roundabout</li> <li>• Maglin Road eastern by-pass</li> <li>• Implementation of Ballincollig Cycling and Walking Network</li> </ul> <p><u>Education</u></p> <ul style="list-style-type: none"> <li>• <u>Provision of a site for a primary school</u></li> </ul>
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Paragraph 3.3.106 Delete Text and insert new text and headings as outlined in bold.									



	<p><b>Water Services</b></p> <p><b>Water Supply</b> - <del>The existing Drinking water supplies are</del> is sourced from Inniscarra Dam and there is sufficient capacity for this development to be supplied using the existing network of pipes along the main distributor road. <del>The Water Services Investment Programme has made provision for an additional A storage reservoir is proposed at Ballynora to serve the town as whole. which will need to be constructed during the implementation of the project.</del></p> <p><b>Wastewater Treatment and Disposal</b> - <del>The servicing of the site will depend on detailed designs but in principle, the land topography of the Maglin site falls to the south eastern corner of the site and it is proposed that most of the outfall on site collector sewers can be will flow by gravity through the spine road system to a pump station in this area. A rising main will then connect to exiting Irish water infrastructure. It will then need to be pumped to the waste water works.</del></p> <p><del>The capacity of waste water treatment plant in Ballincollig will require upgrading during the lifetime of the development. is not available to accommodate all of the zoned land in Ballincollig. Available capacity will be assessed at the time of carrying out development on each parcel of zoned land. The proposed upgrade to the WWT Plant has been included in the Water Services Investment Programme however this is dependent on finance becoming available.</del></p> <p>Paragraphs 3.3.116 -3.3.120 Delete as follows,</p> <p><b>Phase 2</b></p> <p><del>This phase of the development covers an area of approximately 132 ha of which approximately 70ha is considered to be suitable for residential development. This and will provide up to 1,770 residential units which will consist of a mix of Medium A and Medium B density residential development. Phase 2 lands are located to the south of Killumney Road and west of Maglin Road up to the junction with the N22. The lands covers a significant portion of the entire site and prior to the development of Phase 2 there will be a requirement for a transport assessment to identify road and transport infrastructure and required timing for delivery. Phase 2 will also require the provision of a large park in addition to the Ballincollig Protection Zone and the reservation of land for a 16 classroom primary school and a secondary school site.</del></p> <p><del>Phase 2 of the development consists of existing built up areas consisting mainly of residential development along the Maglin Road. At this stage, it is thought that the capacity of the Maglin Road will be insufficient to cater for the increased traffic generated by the proposed development. It is therefore proposed that a by-pass of the Maglin Road be completed on the eastern side of the existing road.</del></p>	
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<p>Potential exist for a neighbourhood centre to be constructed at the junction of the Maglin and Link Roads. The following table sets out the infrastructure and service requirements for Phase 2, set within the overall carrying capacity of the lands:</p>	
<p>Table 3.2 : Phase 2: Development Programme: Ballincollig</p>	
Phasing of Development	<b>Strategic Infrastructure and Service Requirements*</b>
<del>Prior to Granting of Planning Permission for Phase 2</del>	<ul style="list-style-type: none"> <li>Phase 2 Transport Assessment required to identify road and transport infrastructure and required timing for delivery</li> </ul>
➤ <del>1,770* Dwelling Units</del>	<p><u>Open Space</u></p> <ul style="list-style-type: none"> <li>Completion of Phase 2 area of Linear Park and Castle Protection zone</li> </ul> <p><u>Water Services</u></p> <ul style="list-style-type: none"> <li>Provision of capacity for waste water treatment and collection</li> <li>Implementation of SUDs Study Recommendations</li> </ul> <p><u>Transport</u></p> <ul style="list-style-type: none"> <li>Killumney Road Upgrade Phase 1 and 2</li> <li>Construction of Link Road West</li> <li>Construction of Link Road /Killumney Road junction roundabout</li> <li>Implementation of Ballincollig Cycling and Walking Network</li> </ul> <p><u>Education</u></p> <ul style="list-style-type: none"> <li>Provision of a sites for a Primary and Secondary School</li> </ul>
<p><b>Implementation and Funding</b></p> <p>The development of this site should proceed in accordance with the phasing as set out in this section. An implementation programme will therefore be applied to each phase of the development which</p>	

~~will ensure that the development of the site will proceed in an orderly and timely manner with the appropriate infrastructure in place at the right time to allow each phase to be developed.~~

**Funding and Contribution Scheme**

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

~~To overcome these difficulties the County Council is proposing to co ordinate development and infrastructure provision between the various agencies and landowners through the use of agreements under Section 47 of the Planning and Development Acts as described in Section 1.~~

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

Specific Objectives - Residential –amend text as shown:

Local Area Plan Objective		
Specific Development Objectives for Ballincollig		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.	Residential	Approx. Area (Ha)
BG-R-01	Medium A density residential development. Access is to be provided from the R-618. There will also be a requirement to provide a public footpath along the public road. Noise attenuation measures should be provided along the southern boundary with the N22.	11.8
BG-R-02	Medium A density residential development including a detailed landscaping proposal.	4.6
BG-R-03	Medium A Density Residential Development.	3.66
BG-R-04	Medium A density residential development on a phased basis. Access to this site shall be directly onto the Killumney Road.	17.2

		<p>Within the proposed zoning, provision shall be made for a road (to distributor road standards) as part of a possible link road from the Killumney Road to Maglin Road. <b>Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.1 and 3.2</b></p> <p>Noise attenuation measures should be provided along the boundary with the N22.</p>	18.9	
	BG-R-04	<p><del>Medium A density residential development. As part of the Cork Northern Ring Road Scheme (Western Section) there will be a requirement for a buffer zone to accommodate road widening at this location. <b>Development on this site requires provision to be made for the delivery of the infrastructure described in tables XXX and YYY</b></del></p> <p><del>Noise attenuation measures should be provided along the boundary with the N22.</del></p>	<del>3.2</del>	
	BG-R-05	<p>Medium A density residential development. As part of the Cork Northern Ring Road Scheme (Western Section) there will be a requirement for a buffer zone to accommodate road widening at this location.</p> <p>Noise attenuation measures should be provided along the boundary with the N22.</p>	<del>5.8</del> 3.2	
	BG-R-06	<p>Medium A Density Residential Development As part of the Cork Northern Ring Road Scheme (Western Section) there will be a requirement for a buffer zone to accommodate road widening at this location.</p> <p>Noise attenuation measures should be provided along the boundary with the N22</p>	5.8	
	BG-R-07	Medium A Density Residential Development.	0.46	
	BG-R-08	Medium A Density Residential Development.	<del>10.8</del> 12.25	
	BG-R-09	<p>Medium A Density Residential Development. <b>Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.1 and 3.2</b></p>	<del>12.2</del> 26.2	

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

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
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Ref.	Amendment	Draft LAP Page No.	Submissions Received	
BC.03.03.28	Volume 1, Section 3. Main Towns Amend Objective BG-T-04 include additional text:  Enhancement and regeneration of the existing town centre. See BG-RA-01. <b>The redevelopment of vacant properties for office based activities including incubator units and start ups will be considered in this area.</b>	64  Text Change Only		No change proposed.
BC.03.03.33	Volume 1, Section 3. Main Towns Amend Development Boundary include lands as Existing Built Up Area.	66  Mapping Change Only		No change proposed.
BC.03.03.36	Volume 1, Section 3. Main Towns Amend Specific Objective BG-R-04, as follows:  Medium A Density Residential Development on a phased basis. <del>Access to this site shall be directly onto the Killumney Road.</del> <del>Within the proposed zoning, provision shall be made for a road (to distributor road standards) as part of a possible link road from the Killumney Road to Maglin Road.</del> <b>Development on this site requires provision to be made for the delivery of the infrastructure described in Tables 3.1 and 3.2.</b> Noise attenuation measures should be provided along the boundary with the N22. <b>(18.9ha)</b>	63 Text Change Only		No change proposed.
	<b>Carrigaline</b>			
BC.03.04.01	Volume 1, Section 3. Main Towns  Amend text in paragraph 3.4.8 and 3.4.9, as follows:	68  Text		No change proposed.

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	<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 2422 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>	Change Only		
BC.03.04.02	<p>Volume 1, Section 3. Main Towns</p> <p>Replace text in paragraph 3.4.22, as follows:</p> <p><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> <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>	71  Text Change Only		No change proposed.
BC.03.04.03	<p>Delete existing paragraph 3.4.37 and replace as shown:</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</del></p>	73  Text Change Only		No change proposed.

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	<p><del>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><b>The town contains a number of archaeological monuments which reflect the historic significance of the area. These are awarded protection under national legislation and policies contained in the County Development Plan 2014. All known archaeological sites and their setting within the development boundary shall be protected in line with the objectives outlined in the County Development plan 2014.</b></p>			
BC.03.04.04	<p>Volume 1, Section 3. Main Towns</p> <p>Amend Paragraph 3.4.25, as follows:</p> <p>This Plan recognises the future potential of linking existing <del>cycle and shared-use</del> walking <b>and cycle routes or greenways</b> which exist in Carrigaline to those that exist in Passage West. <del>and onto Douglas and Cork City which have been identified in the Cork Metropolitan Cycling Strategy.</del></p>	72 Text Change Only		No change proposed.
BC.03.04.05	<p>Volume 1, Section 3. Main Towns</p> <p>Delete paragraph 3.4.30 and replace with additional text as shown:</p> <p><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 amenity walk has been developed along the southern banks of the Estuary (along the route of the Old Railway line) and there are</del></p>	72 Text and Mapping Change (Map shows route of U- 07 to be omitted)		No change proposed.



Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	<p>objectives to extend this link further along the old railway line to link Carrigaline with Raffeen and Monkstown (U-05). There are objectives in the existing Plan to develop a further amenity walk to the north of the estuary (U-07) which should be retained.</p> <p>And replace with:  <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>			
BC.03.04.06	<p>Volume 1, Section 3. Main Towns</p> <p>Amend General Objective CL-GO-10, as follows:</p> <p><del>Establish a</del> <b>Further Expand the</b> network of designated walking and cycling routes shall be established to provide safe, convenient and pleasant routes between the town’s main residential areas, schools and the town centre.</p>	82 Text Change Only		No change proposed.
BC.03.04.08	<p>Volume 1, Section 3. Main Towns General Objectives</p> <p>Amend Code of <del>CE-GO-08</del> to <b>CL-GO-08</b></p>	82 Text Change Only		No change proposed.
BC.03.04.09	<p>Volume 1, Section 3. Main Towns General Objectives</p>	82 Text		No change proposed.

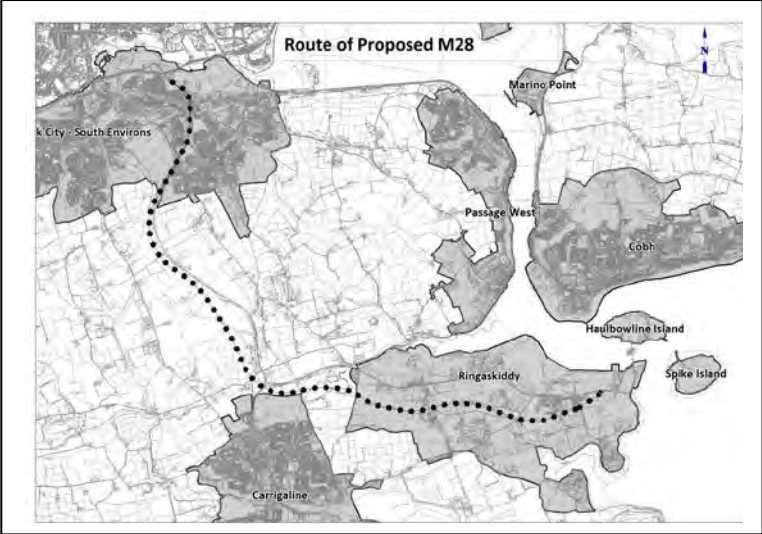
Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	Amend Code of <del>CE-GO-09</del> to <b>CL-GO-09</b>	Change Only		
BC.03.04.10	Volume 1, Section 3. Main Towns  Amend Land Area in objective CL-R-07  Delete <del>1.5</del> , insert <b>1.62</b>	83  Text Change Only		No change proposed.
BC.03.04.11	Volume 1, Section 3. Main Towns  Amend Land Area in objective CL-R-10 <b>12.27</b> hectares and delete <del>10.0</del>	84  Text Change Only		No change proposed.
BC.03.04.12	Volume 1, Section 3. Main Towns  Amend Land Area in objective CL-R-11 <b>6.63</b> hectares and delete <del>6.3</del>	84  Text Change Only		No change proposed.
BC.03.04.13	Volume 1, Section 3. Main Towns  Amend Land Area in objective CL-R-14 <b>7.9</b> hectares and delete <del>8.56</del>	85  Text Change Only		No change proposed.
BC.03.04.14	Volume 1, Section 3. Main Towns  Amend Land Area in objective CL-R-15 <b>5.99</b> hectares and delete <del>6.2</del>	85  Text Change Only		No change proposed.

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
BC.03.04.15	Volume 1, Section 3. Main Towns Specific Development Objective  Amend Code <del>CE-R-16</del> to <b>CL-R-16</b>  Amend Land Area in objective CL-R-16 <b>4.21</b> hectares and delete <del>3-8</del>	85  Text Change Only		No change proposed.
BC.03.04.16	Volume 1, Section 3. Main Towns  Amend Land Area in objective CL-R 17 <b>5.09</b> hectares and delete <del>4-7</del>	85  Text Change Only		No change proposed.
BC.03.04.17	Volume 1, Section 3. Main Towns  Extend CL-T-01 zoning.  <b>Map change and amend site area.</b>	86  Mapping Change (with consequent ial text modificatio n to site area)		No change proposed.
BC.03.04.18	Volume 1, Section 3. Main Towns  Insert additional text to objective CL-T-01, as follows:  This area denotes the built existing footprint of the town centre and any proposals for development within this core area should comply with the overall uses acceptable in town	86  Text Change Only	AMD20918486	A minor change is proposed to Amendment BC.03.4.18 with the insertion of the word "May" in

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	<p>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 <del>will</del> <b>may</b> 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 will give priority to pedestrians and cyclists and shall provide permeability to the rest of the town including the open space area directly adjacent to the site (O-02).</p> <p><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>place of “Will”.</p> <p><b>Minor modification proposed</b></p>
BC 03.04.19	<p>Volume 1, Section 3, Main Towns</p> <p>Amend Objective CL-U-05, as follows:</p>	<p>87</p> <p>Text Change</p>		<p>No change proposed.</p>

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	Provide pedestrian walkway <del>Greenway</del> along old railway line from the river north towards Ballyhemiken <del>where practicable</del> .	Only		
BC.03.04.20	Volume 1, Section 3. Main Towns  Amend Objective CI-U-08, as follows: Provide pedestrian amenity walk from Mountain road east to join existing amenity walk <del>Greenway</del> on the Crosshaven road.	88  Text Change Only		No change proposed.
BC.03.04.21	Volume 1, Section 3. Main Towns  Amend text in objective CL-R-06, as follows:  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 a 1.6ha site) and a</del> neighbourhood centre. Specific arrangements shall be made for the provision and construction an amenity walk (U-08).	83  Text Change Only		No change proposed.
BC.03.04.22	Volume 1, Section 3. Main Towns  Indicate the indicative route of the proposed M28 on Zoning Maps - RY-U-02. (Mapping Change).  Insert additional text as new paragraph after 3.4.22, with contextual map, as follows: (Text and Contextual Map Change)  <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</b>	71(text and contextual map)  87 (text)  90 (mapping)  Text and Mapping Change	AMD20993186	

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	<p>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.</p> <p>The new motorway will have a greater capacity particularly for freight vehicles making journeys to and from the port. The development of this road scheme is being promoted by Cork County Council and is funded by Transport Infrastructure Ireland (TII) it is critical that the M28 project be finalised as quickly as possible in order to bring certainty and assurance of commitment to existing and future investment in the Ringaskiddy area. This planned upgrade represents an important catalyst for the economic development of Cork and the South-West region.</p>			

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	 <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 and mitigating impacts on sensitive environmental and heritage resources, as well as impacts on communities.</b></p>			
BC.03.04.23	<p>Volume 1, Section 3. Main Towns</p> <p>Indicate CL-U-13 on map</p>	<p>90</p> <p>Text Change Only (to be</p>		<p>No change proposed.</p>

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
		inserted on final zoning map).		
BC.03.04.24	<p>Volume 1, Section 3. Main Towns</p> <p>Delete text from Specific Development Objective CL-R-04, as follows:</p> <p><del>Medium A density residential development. Development proposals in this zone will require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive and may only proceed where it can be shown that they will not have significant negative impacts either alone or in combination with other projects on the adjacent SPA. A sea wall will be required along the eastern / southern boundary of the site.</del></p> <p><del>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).</del></p>	83  Text Change Only		No change proposed.
BC.03.04.25	<p>Volume 1, Section 3. Main Towns</p> <p>Specific Development Objectives- delete CL-U-07, as follows:</p> <p><del>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.</del></p> <p><i>This amendment will require a consequential change to the zoning map on p.90.</i></p>	88  Text Change (with consequent ial mapping change)		No change proposed.



Ref.	Amendment	Draft LAP Page No.	Submissions Received	
BC.03.04.26	<p>Volume 1, Section 3. Main Towns</p> <p>Insert Specific Development Objective, as follows: (Ref no. CL-U-07 to be reused)</p> <p><b>Link road between U-04 and U-10</b></p>	<p>88</p> <p>Text and Mapping Change</p>	<p>AMD20972236</p> <p>AMD21050332</p>	No change proposed.
BC03.04.27	<p>Volume 1, Section 3. Main Towns</p> <p>Amend CL-B-02 to provide for Carrigaline Rugby Club:</p> <p>New zoning objective CL-O-10, as follows:</p> <p><b>Active open space</b></p>	<p>89, 90</p> <p>Text and Mapping Change</p>		No change proposed.
BC.03.04.28	<p>Volume 1, Section 3. Main Towns</p> <p>Extend CL-RA-01.</p> <p>Additional text to be included relating to CL-RA-01, as follows:</p> <p>CE-RA-01 Old Pottery Site This site is located within the area zoned T-01, this is the former Carrigaline Pottery site which fronts the main street. This site presents an opportunity for regeneration of the town by strengthening and extending the existing retail core. The site will promote town centre living to support social vitality, promoting a range of residential types as part of a mixed use development within the town centre <b>and is also suitable for a large scale stand alone <del>retailer</del> 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>81</p> <p>Text and Mapping Change</p>	<p>AMD20916512</p>	<p>A minor change is also proposed in amendment BC.03.04.28 with the replacement of “Stand Alone Retailer” with “Stand Alone Retailers”</p> <p><b>Minor modification proposed</b></p>

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
BC.03.04.29	<p>Volume 1, Section 3. Main Towns</p> <p>Delete objective CL-GO-02, as follows: (Replacement Text is set out in LAS -01 under amendment ref no. BC.02.06.02)</p> <p><b>Environmental Designations</b></p> <p><i>In order to secure sustainable population growth proposed in GO-01 (a), appropriate and sustainable water and waste water infrastructure that will help secure the objectives of the relevant River Basin Management Plan, needs to be provided in tandem with the development and where applicable, protect the integrity of Natura 2000 sites.</i></p> <p><i>Carrigaline is situated adjacent to Cork Harbour Special Protection Area and in proximity to the Great Island Channel SAC.</i></p> <p><i>This plan will protect the favourable conservation status of these sites, and all new development shall be designed to ensure the protection and enhancement of biodiversity generally. Development proposals in unzoned parts of the settlement adjacent to the SAC and SPA will be likely to require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive and may only proceed where it can be shown that they will not have significant negative impact on these sites.</i></p> <p><i>This deletion will have a consequential impact on objective numbering in the final plan.</i></p>	<p>81</p> <p>Text Change Only</p>		<p>No change proposed.</p>
BC.03.04.31	<p>Volume 1, Section 3. Main Towns</p> <p>Insert additional Specific Development Objective, as follows:</p> <p>New Residential Objective:</p> <p><b>CL-R-18</b></p>	<p>86 and 90</p> <p>Text and Mapping Change</p>	<p>AMD21003882 AMD20978786</p>	<p>No change proposed.</p>

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	<b>Medium A residential development. Any development of this site will require road and pedestrian improvement to be funded by the developer.</b>			
BC.03.04.32	Volume 1, Section 3. Main Towns  Amend Specific Development Objective CL-B-01, as follows:  Business development suitable for small to medium sized industrial units, office based industry <b>and provision of Primary Health Care Centre</b>	86  Text Change Only		No change proposed.
BC.03.04.33	Volume 1, Section 3. Main Towns  Insert revised Land Use Zoning Map identifying Coastal Zone Flooding	90  Mapping Change Only		No change proposed.
BC.03.04.36	Volume 1, Section 3. Main Towns  Amend General Objective CL-GO-03, as follows:  The boundary of Carrigaline overlaps with and is adjacent to the <del>Cork Harbour Special Area of Conservation</del> and the Cork Harbour Special Protection Area. Development in the town will only be permitted where it is shown that it is compatible with the requirements of the Habitats Directive <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.	82  Text Change Only		No change proposed.
BC.03.04.37	Volume 1, Section 3. Main Towns  Insert additional General Objective, as follows:	82  Text		No change proposed.

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	<p><b>CL-GO-11</b>  <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></p>	Change Only		
BC.03.04.38	<p>Volume 1, Section 3. Main Towns</p> <p>Amend text to paragraph. 3.4.18, as follows:</p> <p>Carrigaline is served by an important network of regional roads and is connected to Cork City via the N28 National Primary Road at Shannonpark Roundabout. Capacity issues on the National Road network together with high levels of commuter-based travel in the town creates queuing at peak times at Shannonpark Roundabout. The movement network is one of the key influences on the future development of the town. The Carrigaline Area Transportation Study was adopted in 2007 and some of its recommendations have been delivered, most notably the eastern relief road. The planned western relief roads have not been delivered to date. The proposed western Inner Relief Road is a key element in the future expansion of the town centre. <del>An updated strategy may be required to reassess proposals for the Western Outer Relief Road.</del> <b>An updated CATS will be required as soon as practicable and this should also reassess the proposal for the Western Outer Relief Road.</b></p>	71 Text Change Only		No change proposed.
BC.03.04.40	<p>Volume 1, Section 3. Main Towns</p> <p>Insert additional text to Objective CL-R-09 as follows:</p> <p><del>Low density residential development individual serviced sites.</del></p> <p><b>Medium B density residential development (low density residential development as</b></p>	84 Text Change Only		No change proposed.

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	<b>individual serviced sites)</b>			
BC 03.04.41	Volume 1, Section 3, Main Towns Amend Objective CL-U-13, as follows:  Implementation of the Greenway project (disused railway line to Carrigaline) <b>where practicable.</b>	88  Text Change Only		No change proposed.
	<b>Cork City South Environs</b>			
BC.03.05.01	Volume 1, Section 3. Main Towns  Amend text of paragraph 3.5.62, as follows:  The area has continued to expand southwards in recent years with a number of new housing estates being constructed along Matthew Hill and Togher Road. <b>During the lifetime of the plan provision shall be made for adequate footpaths and lighting in this area as well as the improvement of Matthew Hill itself.</b>	98  Text Change Only		No change proposed.
BC.03.05.02	Volume 1, Section 3. Main Towns  Regeneration Area SE-RA-01 : Togher Village: Revise text, as follows:  Area around Togher Cross with development centring on the <del>disused</del> Doughcloyne hotel complex. Potential for a mixed use neighbourhood centre and a new Primary Health Care centre to serve the western portion of the City South Environs.”	105  Text Change Only		No change proposed.
BC.03.05.05	Volume 1 Section 3 Main Towns  Specific Development Objective SE-R-06, insert additional text, as follows:	108  Text Change		No change proposed.

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	<p>Development of this site is to include the following;</p> <p>Medium A density residential development to cater for a variety of house types and sizes.</p> <p>3Ha of additional open space over and above what is normally required in housing areas. This Open space should include a fully landscaped and useable public park</p> <p>Retain the existing trees and hedgerows within the overall development of the site And other areas of biological interest.</p> <p>A site for a primary school that could be accessed from the R609 and developed by the Department of Education in the short term.</p> <p>The timing and provision of appropriate drinking water and waste water disposal services for the development including where necessary the upgrading of off-site infrastructure.</p> <p><b>Provision of a cycleway.</b></p> <p>Consideration will need to be given to the provision of a primary school within this site at the detailed planning application stage.</p>	Only		
BC.03.05.06	<p>Volume 1, Section 3. Main Towns</p> <p>Revised Land Area for SE-R-07, previously stated as <del>1.04</del>, correct Land Area <b>9.7</b></p>	108 Text Change Only		No change proposed.
BC.03.05.07	<p>Volume 1, Section 3. Main Towns</p> <p>Extend SE-R-08 zoning to include an additional 8 hectares.</p> <p>Consequential change to site area to <b>16.8ha</b></p>	109  Mapping and Consequent		No change proposed.

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
		ial Text Change Site Area		
BC.03.05.08	Volume 1, Section 3. Main Towns  Extend SE-R-12 boundary to include additional 2.5 ha.	116 Mapping and Consequent ial Text Change to Site Area		No change proposed.
BC.03.05.09	Volume 1, Section 3. Main Towns  Extend Development boundary.	117 Mapping Change Only		No change proposed.
BC.03.05.10	Volume 1, Section 3. Main Towns  Specific Development Objective SE-O-01: Open space, recreation and amenity including playing pitches.  Incorrect land area identified - <del>7.7 ha</del> , new land area <b>4.58ha</b>	112 Text Change Only		No change proposed.
BC.03.05.11	Volume 1, Section 3. Main Towns  Specific Development Objective - SE-O-02: Amend Land Area and Objective Description.  <del>Open space. This prominent slope makes a significant contribution to the setting of the city and the south environs in particular. The lands have certain potential to accommodate a school (primary/post primary) on the northern portion of the site with comprehensive landscaping and strategic planting on the southernmost parts of the site. Development of the site for a school will be dependent on a satisfactory, agreed solution to the surface-water drainage problems in the area and a detailed landscaping proposal to reduce the visual impact of the development and to provide a strategic tree planted buffer to the</del>	112 Text Change Only		No change proposed.

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	<p><del>southern boundary of the site which will act as a definite barrier to further encroachment into the green belt in the future (7.7 ha)</del></p> <p>Replace with:</p> <p><b>Open space for public recreation including the provision of playing pitches. (3.86ha)</b></p>			
BC.03.05.12	<p>Volume 1, Section 3. Main Towns</p> <p>Amend Specific Development Objective-SE-O-03, as follows:</p> <p><del>Open space for public recreation including the provision of playing pitches. (11.3 ha).</del></p> <p><b>Open space. This prominent slope makes a significant contribution to the setting of the city and the south environs in particular. The lands have certain potential to accommodate a school (primary/post primary) on the northern portion of the site with comprehensive landscaping and strategic planting on the southernmost parts of the site. Development of the site for a school will be dependent on a satisfactory, agreed solution to the surface water drainage problems in the area and a detailed landscaping proposal to reduce the visual impact of the development and to provide a strategic tree planted buffer to the southern boundary of the site which will act as a definite barrier to further encroachment into the green belt in the future (7.7ha)</b></p>	113 Text Change Only		No change proposed.
BC.03.05.13	<p>Volume 1, Section 3. Main Towns</p> <p>Amend Specific Development Objective-SE-O-04, as follows:</p> <p><del>Open space for informal public recreation including the provision of an amenity walk connecting with similar proposals in the City Council Area. (33.7ha)</del></p> <p><b>Open space for public recreation including provision of playing pitches. (11.3ha)</b></p>	113 Text Change Only		No change proposed.



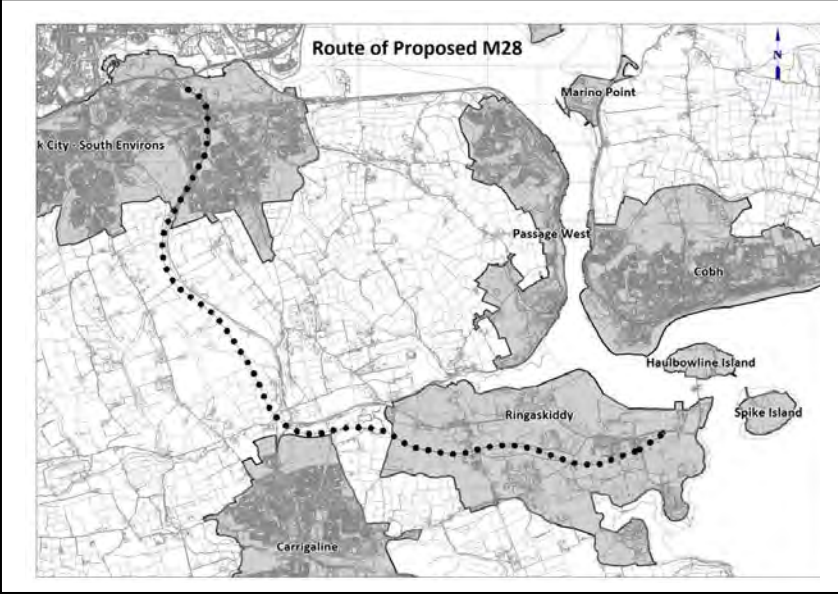
Ref.	Amendment	Draft LAP Page No.	Submissions Received	
BC.03.05.14	<p>Volume 1, Section 3. Main Towns</p> <p>Amend Specific Development Objective-SE-O-05, as follows:</p> <p><del>Open space. This area includes prominent wooded slopes that make a significant contribution to the visual setting of Cork City and Douglas Village and there is a general presumption against development here. The area also includes a building of national architectural and historic importance, Vernon Mount, and its grounds. Consideration may be given to development proposals comprising a comprehensive scheme for the future conservation and management of the house and grounds. Such a scheme may involve the sensitive conversion (with a minimum of associated new building) of Vernon Mount to other appropriate uses including possibly a hotel, corporate headquarters or a conference or leisure centre.</del></p> <p><del>This area will also contain a proposed Pedestrian/Cycleway Bridge over the N40 to connect with SE-07 to the south. (39.7)</del></p> <p><b>Open space for informal public recreation including the provision of an amenity walk connecting with similar proposals in the City Council's Area. (33.7)</b></p>	<p>113</p> <p>Text Change Only</p>		<p>No change proposed.</p>
BC.03.05.15	<p>Volume 1, Section 3. Main Towns</p> <p>Amend Specific Development Objective-SE-O-06, as follows:</p> <p><del>Open space to provide for informal public recreation including amenity walks and urban forestry. (8.1)</del></p> <p><b>Open space. This area includes prominent wooded slopes that make a significant contribution to the visual setting of Cork City and Douglas Village and there is a general presumption against development here. The area also includes a building of national architectural and historic importance, Vernon Mount, and its grounds. Consideration may be given to development proposals comprising a comprehensive scheme for the</b></p>	<p>113</p> <p>Text Change Only</p>		<p>No change proposed.</p>

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	<p><b>future conservation and management of the house and grounds. Such a scheme may involve the sensitive conversion (with a minimum of associated new building) of Vernon Mount to other appropriate uses including possibly a hotel, corporate headquarters or a conference or leisure centre.</b></p> <p><b>This area will also contain a proposed Pedestrian/Cycleway Bridge over the N40 to connect with SE-05 to the north (39.7 ha).</b></p>			
BC.03.05.16	<p>Volume 1, Section 3. Main Towns</p> <p>Amend Specific Development Objective-SE-O-07, as follows:</p> <p><del>Open space for public recreation including the provision of a pedestrian walk, tree planting and protection of the stream.</del></p> <p><b>Open space to provide for informal public recreation including amenity walks and urban forestry.</b></p> <p>This area will also contain a proposed Pedestrian/Cycleway Bridge over the N40 to connect with <del>SE-O-07</del> <b>SE-O-05</b> to the <del>south</del> <b>north</b>. <del>(4.7)</del> <b>(8.1)</b></p>	113 Text Change Only		No change proposed.
BC.03.05.17	<p>Volume 1, Section 3. Main Towns</p> <p>Amend Specific Development Objective-SE-O-08, as follows:</p> <p><del>Open space including the provision of playing pitches and a pedestrian walk. (4.8ha).</del></p> <p>Replace with:</p> <p><b>Open space for public recreation including the provision of a playing pitch, pedestrian walk, tree planting and protection of the stream. (4.7ha)</b></p>	113 Text Change Only		No change proposed.
BC.03.05.18	Volume 1, Section 3. Main Towns	113		No change

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	<p>Amend Specific Development Objective-SE-O-09, as follows:</p> <p><del>Open space for public recreation including the provision of a playing pitch, pedestrian walk, tree planting and protection of the stream (28.5)</del></p> <p>Replace with:</p> <p><b>Open space including the provision of playing pitches and a pedestrian walk. (4.8 ha)</b></p>	Text Change Only		proposed.
BC.03.05.19	<p>Volume 1, Section 3. Main Towns</p> <p>Amend Specific Development Objective-SE-O-10, as follows:</p> <p><del>Retention of existing sporting facilities. (3.1ha)</del></p> <p>Replace with:</p> <p><b>Open space for public recreation including the provision of a playing pitch, pedestrian walk, tree planting and protection of the stream. (28.5 ha)</b></p>	113 Text Change Only		No change proposed.
BC.03.05.20	<p>Volume 1, Section 3. Main Towns</p> <p>Amend Specific Development Objective-SE-O-11, as follows:</p> <p><del>Douglas Golf Course (54.07ha)</del></p> <p>Replace with:</p> <p><b>Retention of existing sports facilities (3.1ha)</b></p>	113 Text Change Only		No change proposed.

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
BC.03.05.21	<p>Volume 1, Section 3. Main Towns</p> <p>Amend Specific Development Objective-SE-O-12, as follows:</p> <p><del>Extension to existing sporting facilities</del></p> <p>Replace with:</p> <p><b>Douglas Golf Course (54.07)</b></p>	114 Text Change Only		No change proposed.
BC-03.05.22	<p>Volume 1, Section 3. Main Towns</p> <p>SE-U-04, change colour from Green to Red</p>	117  Mapping Colour Change in final Plan.		No change proposed.
BC-03.05.23	<p>Volume 1, Section 3. Main Towns</p> <p>Re-label Specific Development Objectives, as follows:</p> <p><del>SE-TC-02</del> to <b>SE-T-02</b>  <del>SE-TC-03</del> to <b>SE-T-03</b>  <del>SE-TC-04</del> to <b>SE-T-04</b>  <del>SE-TC-05</del> to <b>SE-T-05</b></p>	117  Text Change Only (to be inserted on final zoning map).		No change proposed.
BC.03.05.25	<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>	93 (text and contextual map)  112 (text)	AMD20993186	No change proposed.

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	<p>Insert additional text as new paragraph after 3.5.22, 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 area. This planned upgrade represents an important catalyst for the economic development of Cork and the South-West region.</b></p>	<p>117 (mapping)</p> <p>Text and Mapping Change</p>		

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	 <p>Route of Proposed M28</p> <p>Map labels: City - South Environs, Marino Point, Passage West, Cobh, Haulbowline Island, Ringaskiddy, Spike Island, Carrigaline.</p> <p>Insert Specific Development Objective RY-U-02 after SE-U-07, 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 and mitigating impacts on sensitive environmental and heritage resources, as well as impacts on communities.</b></p>			
BC.03.05.26	Volume 1, Section 3. Main Towns	106 Text Change		No change proposed.

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	<p>Delete objective SE-GO-03, as follows: (Replacement text is set out in LAS -01 under amendment ref no. BC.02.06.02)</p> <p><del>Environmental Designations</del></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></p> <p><del>Cork City Environs is situated adjacent to Cork Harbour Special Protection Area, Cork Harbour SAC and in proximity to the Great Island Channel SAC.</del></p> <p><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 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.</del></p> <p><i>This deletion will have a consequential impact on objective numbering in the final plan.</i></p>	Only		
BC.03.05.27	<p>Volume 1, Section 3. Main Towns</p> <p>Specific Objective SE-U-05</p> <p>Delete Text, as follows:</p> <p><del>Maintain existing amenity walk. Development of this walk could give rise to disturbance to winter feeding sites and will require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive. The development of the walk may only proceed where it can be shown that it</del></p>	112  Text Change Only		No change proposed.

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	<del>will not have an impact on the adjacent Special Protection Area.</del>			
BC.03.05.28	<p>Volume 1, Section 3. Main Towns</p> <p>South Environs - Douglas</p> <p>Amend text, 2 no. changes as follows:</p> <ol style="list-style-type: none"> <li>1. Delete sub heading <i>Employment and Economic Activity</i>: <del>Employment and Economic Activity</del></li> <li>2. Insert new paragraph. 3.5.49, as follows:  <b>During the lifetime of this plan, the Planning Authority will work with the local community in Rochestown to identify and initiate improvements which will help re-invigorate and regenerate the Rochestown Core Area.</b></li> </ol>	96 Text Change Only		No change proposed.
BC.03.05.29	<p>Volume 1, Section 3. Main Towns</p> <p>Specific Development Objective SE-0-15, insert additional text as follows:</p> <p>Active open space for informal public recreation to be landscaped and planted. <b>The development of a school can be accommodated on a portion of this site, subject to satisfying the Planning Authority that issues relating to the following can be satisfactorily addressed;</b></p> <ul style="list-style-type: none"> <li>• <b>Relationship of School site with remaining active amenity land</b></li> <li>• <b>Entrance detail and traffic management</b></li> <li>• <b>Visual impact when viewed from Douglas Village and surrounding areas.</b></li> </ul>	114 Text Change Only		No change proposed.



Ref.	Amendment	Draft LAP Page No.	Submissions Received	
BC.03.05.30	<p>Volume 1, Section 3. Main Towns</p> <p>Revise text, as follows, relating to CSAIP, set out under heading Development Objective:</p> <p>The range of uses facilitated by this objective is broad and the intention is to focus on a wide range of science and technological dependent activities. These are described in Objective SE-X-01, at the end of this section.</p> <p>In light of new opportunities and initiatives being developed in the current Economic Recovery climate, <del>that the overall model/approach be reviewed</del> <b>has been reviewed as part of this local area plan review, with a view to the option of putting forward revised updated proposals at the Amendment stage of the Ballincollig Carrigaline Local Area Plan in April 2017. with revised wording included in Objective SE-X-01.</b></p> <p><b>The additional wording included in Objective SE-X-01 is considered compatible with the existing uses identified in the previous local area plan and CSAIP Masterplan, and, also reflect specific uses that have been successfully incorporated into other science and technology parks internationally. The revised wording of Objective SE-X-01 is intended to give greater clarity to the permissible uses within the site.</b></p> <p><del>During the preparation of this plan submissions were received drawing attention to the potential to derive major benefits from the co-location of science parks with major healthcare developments to create a health campus and it is the County Councils view that such proposals would fall within the terms of objective SE X 01 as set out in this plan.</del></p> <p><del>University College Cork is currently considering relocating the Dental School and Hospital along with related facilities to the CSIP and there may be potential to provide a viable option for a new hospital for the Cork Region within the site. At the amendment stage of this plan the County Council will consider the need to make specific provisions within objective SE X 01 to facilitate the potential for a major medical campus as envisaged in the UCC proposal.</del></p> <p>Further details on the proposed development including layouts, phasing and services can be found at CSIP Masterplan.</p>	104  Text Change Only	AMD21005949	No change proposed.

Ref.	Amendment	Draft LAP Page No.	Submissions Received			
BC.03.05.31	<p>Volume 1, Section 3. Main Towns</p> <p>Specific Development Objective SE-X-01, amend text as follows:</p> <table border="1" data-bbox="349 480 1021 1359"> <tr> <td data-bbox="349 480 949 1359"> <p>Cork Science and Innovation Park</p> <p>A.To develop a science, innovation and park that accord with the highest European standards.</p> <p>B. The development of this site will accord with the approved Masterplan. The Masterplan shall include provision for:</p> <ul style="list-style-type: none"> <li>• High quality park environment, focused on retention of the natural environment and priority for pedestrians and cyclists.</li> <li>• Provision for incubator units, grow-on units and stand-alone units that meet the users evolving needs.</li> <li>• Appropriately phased development that reflects the potential for early phasing of the previously zoned X-01 lands under the 2005 Carrigaline Electoral Area Local Area Plan.</li> <li>• Admissions policy to the park to ensure its future occupiers are appropriately engaged in science, technology and innovation activities.</li> <li>• Proposals to facilitate vehicular, public transport, cyclist and pedestrian access to the site.</li> <li>• Proposals for enhanced accessibility to Cork Institute of Technology via Science Park.</li> <li>• Access by public bus and future Bus Rapid</li> </ul> </td> <td data-bbox="949 480 1021 1359">100</td> </tr> </table>	<p>Cork Science and Innovation Park</p> <p>A.To develop a science, innovation and park that accord with the highest European standards.</p> <p>B. The development of this site will accord with the approved Masterplan. The Masterplan shall include provision for:</p> <ul style="list-style-type: none"> <li>• High quality park environment, focused on retention of the natural environment and priority for pedestrians and cyclists.</li> <li>• Provision for incubator units, grow-on units and stand-alone units that meet the users evolving needs.</li> <li>• Appropriately phased development that reflects the potential for early phasing of the previously zoned X-01 lands under the 2005 Carrigaline Electoral Area Local Area Plan.</li> <li>• Admissions policy to the park to ensure its future occupiers are appropriately engaged in science, technology and innovation activities.</li> <li>• Proposals to facilitate vehicular, public transport, cyclist and pedestrian access to the site.</li> <li>• Proposals for enhanced accessibility to Cork Institute of Technology via Science Park.</li> <li>• Access by public bus and future Bus Rapid</li> </ul>	100	114 – 115	AMD21005949	No change proposed.
<p>Cork Science and Innovation Park</p> <p>A.To develop a science, innovation and park that accord with the highest European standards.</p> <p>B. The development of this site will accord with the approved Masterplan. The Masterplan shall include provision for:</p> <ul style="list-style-type: none"> <li>• High quality park environment, focused on retention of the natural environment and priority for pedestrians and cyclists.</li> <li>• Provision for incubator units, grow-on units and stand-alone units that meet the users evolving needs.</li> <li>• Appropriately phased development that reflects the potential for early phasing of the previously zoned X-01 lands under the 2005 Carrigaline Electoral Area Local Area Plan.</li> <li>• Admissions policy to the park to ensure its future occupiers are appropriately engaged in science, technology and innovation activities.</li> <li>• Proposals to facilitate vehicular, public transport, cyclist and pedestrian access to the site.</li> <li>• Proposals for enhanced accessibility to Cork Institute of Technology via Science Park.</li> <li>• Access by public bus and future Bus Rapid</li> </ul>	100					

Ref.	Amendment		Draft LAP Page No.	Submissions Received	
	<p>Transit.</p> <ul style="list-style-type: none"> <li>• Mobility plan for movements to/from the Science Park and within the Science Park.</li> <li>• Appropriate provision for public access to Science Park amenities.</li> <li>• Appropriate road access.</li> <li>• Sustainable infrastructure provision that reflects the distinct infrastructural circumstances of each development area within the park.</li> <li>• Detailed flood risk assessment.</li> <li>• Develop linear park / water feature adjoining Curraheen River.</li> <li>• Provision of high quality telecommunications.</li> <li>• On-site energy generation appropriate to the Science Park's needs.</li> <li>• On-site enterprise, business and leisure support services in accordance with the Science Park's needs.</li> </ul> <p>C. Buildings constructed on the site will be primarily used for the following purposes:</p> <ol style="list-style-type: none"> <li>I. Manufacturing, production and service delivery activities that use high-added value technologies or are related to research or higher education institutions.</li> <li>II. Research activities that are technologically innovative or involve experimentation.</li> </ol>				

Ref.	Amendment		Draft LAP Page No.	Submissions Received	
	<p>III. Postgraduate or other specialised training activities linked to third level institutions.</p> <p>IV. <b>Knowledge workers who are employed by client companies of the IDA or EI.</b></p> <p>V. <b>Undertaking of research or the commercialization of research in a science and technology or a knowledge based enterprise sector.</b></p> <p>VI. <b>Focus on R&amp;D, process or product design, applications engineering, high level technical support or consultancy – with at least 25% of staff in the relevant unit involved in these functions.</b></p> <p>VII. <b>Healthcare facilities and health/medical campus (including hospital, dental school and associated research), that are mutually beneficial in co-locating with other permissible users within the site.</b></p> <p><b>Within the above categories of permissible uses, the provision of space of less than 500m<sup>2</sup> in size to users will be considered where such users demonstrate their need for ‘landing’ type space and where they demonstrate their potential to grow employment in the Park and into larger space over their development period.</b></p> <p>Where it can be demonstrated that the proposed</p>				

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	<p>activity directly supports existing on-site or planned uses under <del>1.a to 1.d</del> <b>I to VII</b> as set out, within the following use categories:</p> <ul style="list-style-type: none"> <li>• Business Support</li> <li>• <b>Hotel and</b> Conference facilities</li> <li>• Leisure</li> <li>• Restaurants and appropriate shops</li> <li>• <del>Accommodation for park users</del> <b>Appropriate residential accommodation</b></li> </ul> <p><b>Such developments, or mix thereof, will be required to be planned, phased and developed within each individual Precinct so as to ensure that the overall objective of the Park delivering accommodation to support the employment uses, is achieved, recognizing the Park's status as a Strategic Employment Area.</b></p> <p><b>The phasing and delivery of such supports to be agreed with the Planning Authority.</b></p> <p>D. The CSIP will provide for appropriate governance structures for tenant selection in accordance with C as set out above.</p> <p>*</p>			
BC.03.05.33	<p>Volume 1, Section 3. Main Towns</p> <p>Specific Development Objective SE-U-05, amend text as follows:</p> <p>Maintain existing amenity walk. <del>Development of this walk could give rise to disturbance to winter-</del></p>	112		No change proposed.

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	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. <b>Development along this route will be subject to Habitats Directive Assessment and will only be progressed, where it is found to be compatible with the requirements of the Birds and Habitats Directives. The Habitats Directive Assessment will focus on the potential for development and use of the new route to result in disturbance impacts on birds.</b>	Text Change Only		
BC.03.05.36	Volume 1, Section 3. Main Towns  Remove lands from SE-O-04 and include as Existing Built Up Area.  <i>This will have a consequential mapping and text (site area) change to SE-O-04.</i>	116  Mapping Change Only		No change proposed.
BC 03.05.38	Volume 1, Section 3. Main Towns  South Environs – Insert additional Specific Development Objective to change Existing Built Up Area to Residential Zoning, as follows:  <b>SE-R-13</b>  <b>Medium A density residential development, subject to satisfactory vehicular and pedestrian access arrangements* (0.81)</b>	109 (text), 116 (mapping)  Text and Mapping Change	AMD20991650	No change proposed.
BC.03.05.39	Volume 1, Section 3. Main Towns  South Environs, Bishopstown South/Curraheen.  Insert additional text as new paragraph after paragraph 3.5.88, as follows:  <b>The Munster Agricultural Society has established a Showgrounds and ancillary facilities at Curraheen. This use is supported under Chapter 4 of the current County Development</b>	100  Text Change Only	AMD21003198	No change proposed.

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	<b>Plan (CDP). The current CDP under Objectives RCI 5-6 and RCI 5-7, subject to normal planning considerations, recognise the requirements of long established commercial or institutional uses located entirely within the Metropolitan Greenbelt, as well as the needs of uses that are strategic and exceptional in nature that may not be suitably located within zoned lands. Requirements of such established uses can include operational matters and structures / ancillary facilities.</b>			
BC.03.05.40	<p>Volume 1, Section 3. Main Towns</p> <p>Note: this amendment appears in two locations within Draft Plan (text paragraph 3.8.47, and, SE-GO-09).</p> <p>Amend SE-GO-09, as follows:</p> <p>Planning applications in the vicinity of these zones will be referred to the Irish Aviation Authority (IAA) by Cork County Council’s Planning Department to seek their observations as part of the statutory planning process under Section 28 of the Planning and Development Regulations, 2001. <del>In preparing observations the IAA will, among other considerations, have regard to the proposed development’s height and proximity to these zones</del></p> <p><b>The Planning Authority will have regard to the recommendations of the ERM Report “Public Safety Zones 2005” commissioned by the Department of Transport and the Department of Environment Heritage and Local Government, in assessing proposals falling within the Public Safety Zones or any update thereof.</b> (See section 3.8 Cork International Airport).</p>	107 (South Environs), Text Change Only		No change proposed.
	<b>Passage West/Monkstown</b>			
BC.03.06.01	<p>Volume 1, Section 3. Main Towns</p> <p>Transport &amp; Road Network</p>	121-122 Text		No change proposed.

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	<p>Insert additional text as new paragraph after paragraph 3.6.37, as follows:</p> <p><b>A revised Traffic and Transportation Study will be carried out during the lifetime of this plan.</b></p>	Change Only		
BC,03.06.03	<p>Volume 1, Section 3. Main Towns</p> <p>Amend text of Specific Development Objective PW-R-02, as follows:</p> <p>Medium A density residential development to include serviced sites and a mix of house types. Medical centre, <b>and</b> nursing home <del>and crèche</del> to also be provided.</p>	129 Text Change Only	AMD21004395	No change proposed.
BC,03.06.04	<p>Volume 1, Section 3. Main Towns</p> <p>Amend Paragraph 3.6.28, as follows:</p> <p>This Plan recognises the future potential of linking existing <b>shared use</b> cycle and walking routes <b>or greenways</b> which exist <b>between Crosshaven and Cork City</b>. <del>in Passage West to those that exist in Carrigaline, Douglas and Cork City through the connection to Monkstown via Glenbrook via the Cork Cycle Network Plan.</del></p>	121  Text Change Only		No change proposed.
BC,03.06.05	<p>Volume 1, Section 3. Main Towns</p> <p>Amend paragraph 3.6.36, as follows:</p> <p><del>There is an off road walking and cycling route</del> <b>a shared-use walking and cycle route or greenway</b> with public lighting, connecting Passage West and Rochestown. The route connects the town centre in Passage West with Harty's Quay in Rochestown (and onwards to Cork City) and generally runs along the old railway line, incorporating a total</p>	122  Text Change Only		No change proposed.



Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	route of 4.8 kilometres.			
BC.03.06.06	<p>Volume 1, Section 3. Main Towns</p> <p>Amend paragraph 3.6.43, as follows:</p> <p>Passage West, Glenbrook and Monkstown offer one of the most pleasant walking environments in South Cork. The coastal route along the former railway line from Hop Island in Rochestown to Passage West has been restored and enhanced and is a very popular <del>walk/cycleway</del> <b>Greenway</b> along the shores of Lough Mahon. <del>Two car parks serve the route: the first is opposite Ardmore House and the second is at Toureen. Roadside parking is available at Hop Island. This walk is some 3km long and can be tackled by all age groups, is wheelchair and pushchair accessible and is a popular route for cycling.</del></p>	<p>122 – 123</p> <p>Text Change Only</p>		No change proposed.
BC.03.06.07	<p>Volume 1, Section 3. Main Towns</p> <p>Amend paragraph 3.6.68, as follows:</p> <p>Sections of the former railway line from Cork to Passage West and on to Crosshaven have been converted to a <del>walking and cycling route</del> <b>Greenway</b>. Many sections are segregated from road traffic and the amenity is well used.</p>	<p>126</p> <p>Text Change Only</p>		No change proposed.
BC.03.06.08	<p>Volume 1, Section 3. Main Towns</p> <p>Amend PW-RA-02 Royal Victoria Dockyard Development Description to include additional text, as follows:</p> <p>Working Dockyard on the eastern side of the R610. The site is bounded by a high stone wall which prevents access from the town centre to the waterfront. The site is located in T-01.</p> <p><b>Any development proposals on this site should facilitate pedestrian and cycle permeability along the Waterfront.</b></p>	<p>127</p> <p>Text Change Only</p>	AMD20992043	No change proposed.

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
BC.03.06.09	<p>Volume 1, Section 3. Main Towns</p> <p>Amend Specific Development Objective PW-X-01 to include additional text, as follows:</p> <p>Proposed redevelopment of the Victoria Dockyard site for mixed convenience and comparison retail, office, leisure, marina, service, civic and residential uses to facilitate town centre expansion.</p> <p><b>Any development proposals on this site should facilitate pedestrian and cycle permeability along the Waterfront. *</b></p>	<p>130</p> <p>Text Change Only</p>	AMD20992043	No change proposed.
BC.03.06.10	<p>Volume 1, Section 3. Main Towns</p> <p>Amend Specific Development Objective PW-U-02 and merge objective with Specific Development Objective PW-U-05, as follows:</p> <p><b>PW-U-02:</b> Develop and maintain pedestrian walk along <del>old railway line</del> <b>Monkstown Creek as part of the network from Rochestown to Carrigaline. Development along this route will be subject to Habitats Directive Assessment and will only be progressed, where it is found to be compatible with the requirements of the Birds and Habitats Directives. The Habitats Directive Assessment will focus on the potential for development and use of the new route to result in disturbance impacts on birds.</b></p>	<p>130</p> <p>Text and Mapping Change</p>		No change proposed.
BC.03.06.11	<p>Volume 1, Section 3. Main Towns</p> <p>Delete Specific Development Objective PW-U-05: <del>Develop and maintain pedestrian walk along Monkstown Creek as part of the network from Rochestown to Carrigaline. Development of this walk could give rise to disturbance to winter feeding sites and will require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats</del></p>	<p>130</p> <p>Text and Mapping Change (see map amendmen</p>		No change proposed.

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	<del>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.</del>	t BC.03.06.10 )		
BC.03.06.12	<p>Volume 1, Section 3. Main Towns</p> <p>Delete objective PW-GO-02, as follows: (Replacement Text is set out in LAS -01 under amendment ref no. BC.02.06.02)</p> <p><del>Environmental Designations</del></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></p> <p><del>Passage West is situated adjacent to Cork Harbour Special Protection Area, Cork Harbour SAC and in proximity to the Great Island Channel SAC.</del></p> <p><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 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.</del></p> <p><i>This deletion will have a consequential impact on objective numbering in the final plan.</i></p>	128  Text Change Only		No change proposed.
BC.03.06.17	<p>Volume 1, Section 3. Main Towns</p> <p><b>Include Coastal Flooding on land use zoning map.</b></p>	132  Mapping Change		No change proposed.

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
		Only		
BC 03.06.18	<p>Volume 1, Section 3. Main Towns</p> <p>Amend Objective PW-R-06, as follows:</p> <p>Medium B density residential development with appropriate access <b>and with provision for relief road linking Maulbaun to Lackaroe.</b></p> <p><i>Note: Consequential mapping change will result to PW-U-01.</i></p>	<p>129, 132</p> <p>Text and Mapping Change</p>	<p>AMD21001494</p> <p>AMD21004189</p>	<b>Minor modification proposed</b>
BC 03.06.19	<p>Volume 1, Section 3. Main Towns</p> <p>Amend Objective PW-R-07, as follows:</p> <p>Medium B density residential development with appropriate access <b>and with provision for relief road linking Maulbaun to Lackaroe.</b></p> <p><i>Note: Consequential mapping change will result to PW-U-01.</i></p>	<p>129, 132</p> <p>Text and Mapping Change</p>	<p>AMD21001494</p> <p>AMD21004189</p>	<b>Minor modification proposed</b>
BC.03.06.21	<p>Volume 1, Section 3. Main Towns</p> <p>Insert additional text to Objective PW-R-01, as follows:</p> <p>Medium B density residential development (<b>low density residential development as individual serviced sites in woodland setting</b>)</p>	<p>129</p> <p>Text Change Only</p>		No change proposed.
BC.03.06.22	<p>Volume 1, Section 3. Main Towns</p> <p>Insert additional text paragraph after paragraph 3.6.56, under <i>Landscape &amp; Visual Amenity</i> sub-heading, as follows:</p> <p><b>Having regard to the combination of steeply sloping local topography and intensive</b></p>	<p>124</p> <p>Text Change Only</p>		No change proposed.

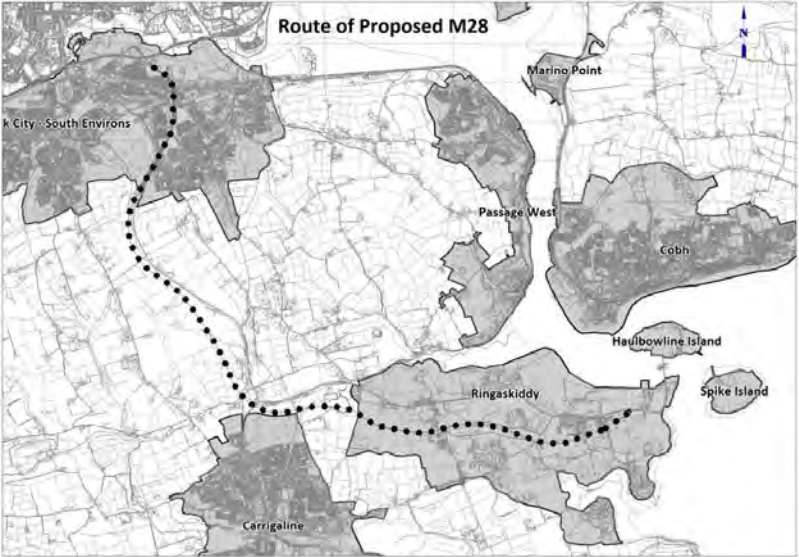
Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	<b>urban areas within Passage West town centre, where it is considered necessary to support specific development proposals of three stories or more within the town centre, the Planning Authority may require the submission of light and shadow analysis with development consent proposals.</b>			
BC.03.06.23	<p>Volume 1, Section 3. Main Towns</p> <p>Amend text of Specific Development Objective PW-O-05, as follows:</p> <p>Open Space that will remain predominantly open in character, especially retaining the existing trees and natural features on the site. This area is visually important and makes a significant contribution to the setting of Monkstown. Consideration will be given to the development of <del>two</del> <b>four</b> dwellings on the northern side of these lands, close to the public road and in the vicinity of the existing dwelling.</p>	<p>131</p> <p>Text Change Only</p>		No change proposed.
<b>Ringaskiddy</b>				
BC.03.07.01	<p>Volume 1, Section 3. Main Towns</p> <p>Modify Amendment BC.03.07.01</p> <p>Insert additional text paragraph after paragraph 3.7.47, as follows:</p> <p><b>Given the location of Ringaskiddy along the shoreline of Cork Harbour it is important that public access to the water is available and existing facilities are protected and improved to facilitate residents, visitors and local boat and leisure craft owners while taking account of and protecting natural and other heritage resources of the harbour. A Draft Cork Harbour Study was prepared by Cork County Council in 2011 and it is the intention of the Planning Authority to identify key aspects of this plan which can be worked on in conjunction with the Planning and Strategic Development SPC to help address these matters, where these are compatible with the protection of key natural and other heritage resources of the harbour.</b></p>	<p>138</p> <p>Text Change Only</p>	<p>AMD 20997578 AMD 20864070 AMD20997944</p>	No change proposed.

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
BC.03.07.03	Volume 1, Section 3. Main Towns  Delete text from Specific Development Objective RY-I-02, as follows:  Industry including ancillary uses such as associated offices, laboratories manufacturing and utilities. <del>The open space zonings in specific objectives O-01 and O-02 shall be provided as part of this development.</del> This zone is adjacent to Cork Harbour Special Protection Area.	142 Text Change Only	AMD21003684	No change proposed.
BC.03.07.05	Volume 1, Section 3. Main Towns  Re-label U-02 as RY-U-02	146  Text Change Only (to be shown on zoning map)		No change proposed.
BC.03.07.06	Volume 1, Section 3. Main Towns  Re-label U-05 as PW-U-02 and indicate entire route.	146  Text Change Only (see map amendmen t BC.03.06.10 )		No change proposed.
BC.03.07.07	Volume 1, Section 3. Main Towns  New Specific Development Objective, as follows:	145, 146  Text and Mapping	AMD 20997578 AMD 20864070 AMD20997944 AMD21100631	No change proposed.

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	RY-C-01 – Provision of Primary School (1.2 ha)  <i>This amendment will result in a consequential modification to objective RY-I-10</i>	Change	AMD21005338 AMD21004824 AMD21001494	
BC.03.07.08	Volume 1, Section 3. Main Towns  Extend RY-T-02 zoning north to boundary with RY-I-18.	146  Mapping Change Only	AMD 20997578 AMD 20864070 AMD20997944	No change proposed.
BC.03.07.09	Volume 1, Section 3. Main Towns  Amend text of General Objective RY-GO-02, as follows:  The boundary of Ringaskiddy overlaps with and is adjacent to <del>the Cork Harbour Special Area of Conservation and the Cork Harbour Special Protection Area.</del> Development <del>in</del> <b>within</b> the town will only be permitted where it is shown that it is compatible with the requirements of the <b>Birds and Habitats Directives</b> and the protection of <del>this site</del> <b>these sites</b> . Protection and enhancement of biodiversity resources within the receiving environment of the town will be encouraged.  <b>In relation to proposals for new development in industrial zones in the settlement, the Habitats Directive Assessment will focus on the following:</b> <ul style="list-style-type: none"> <li>• <b>impacts of emissions generated by the new industrial development on the SPA and its qualifying species;</b></li> <li>• <b>potential for new industrial development to result in loss of availability of field feeding habitat for wintering birds;</b></li> <li>• <b>potential for new industrial development to result in disturbance impacts on birds.</b></li> </ul> <b>Some greenfield and wetland areas around Lough Beg, which have been zoned for industrial development, provide important feeding and roosting habitat for some of the bird species for which the Cork Harbour SPA is designated. It will be necessary to retain some of this land in an undeveloped state to maintain the favourable conservation status of populations of these wintering birds.</b>	141  Text Change Only		No change proposed.

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
BC.03.07.11	<p>Volume 1, Section 3. Main Towns</p> <p>Amend text of Specific Development Objective RY-I-08, as follows:</p> <p>Suitable for large standalone industry with suitable provision for landscaping and access points <b>from the R613</b> and provision for appropriate landscape buffering to all residential areas. This zone is adjacent to <b>Lough Beg which forms part of the</b> Cork Harbour Special Protection Area. <b>Lough Beg and some of the fields in the area are known to be particularly important for field feeding species of bird for which the SPA is designated. It will be necessary to retain a portion of this land in an undeveloped state to avoid negative impacts on the SPA. The southern portion of the zone is known to be of particular importance for wintering birds.*</b></p>	<p>142</p> <p>Text Change Only</p>		<p>No change proposed.</p>
BC.03.07.12	<p>Volume 1, Section 3. Main Towns</p> <p>Amend text of Specific Development Objective RY-I-16, as follows:</p> <p>Suitable for <b>limited</b> extension of adjacent stand alone industry including ancillary uses such as associated offices, laboratories, manufacturing and utilities. This area may be used as a feeding ground by bird species for which Cork Harbour SPA is designated. <b>The zone supports wetland habitat which is known to be of importance for wintering birds, including species for which the SPA is designated. It will be likely to be necessary to retain a significant portion of this land in an undeveloped state to avoid negative impacts on the SPA.*</b></p>	<p>143</p> <p>Text Change Only</p>		<p>No change proposed.</p>
BC.03.07.13	<p>Volume 1, Section 3. Main Towns</p> <p>Insert Contextual Map after text paragraph 3.7.37: (contextual map)</p>	<p>137 (contextual map)</p> <p>144 (text</p>	<p>AMD- 20993186</p>	<p>No change proposed.</p>



Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	 <p>Amend text of Specific Development Objective RY-U-02, as follows: (text change)</p> <p><b>M-28 Cork to Ringaskiddy Motorway Scheme. Finalisation of this route and development of the road will be subject to Environmental Impact Assessment and where necessary a Habitats Directive Assessment. Regard will be had in the design of the route to avoiding and mitigating impacts on sensitive environmental and heritage resources, as well as impacts on communities.</b></p>	change)  Text Change Only		
BC.03.07.15	<p>Volume 1, Section 3. Main Towns</p> <p>Insert revised Land Use Zoning Map identifying Coastal Zone Flooding.</p>	146  Mapping Change Only		No change proposed.

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
BC.03.07.16	<p>Volume 1, Section 3. Main Towns</p> <p>Amend RY-GO-03 to include the following text:</p> <p><b>Port of Cork</b></p> <p>Facilitate the relocation of the Port of Cork's container and bulk goods facilities to Ringaskiddy, <b>subject to the implementation measures which are required to be undertaken to comply with the planning consent to ensure that adverse affects on the integrity of the Cork Harbour SPA are avoided as well as impacts on communities.</b></p>	<p>141</p> <p>Text Change Only</p>		No change proposed.
BC.03.07.19	<p>Volume 1, Section 3. Main Towns</p> <p>Insert additional text in paragraph 3.7.33, as follows:</p> <p>The objectives in this plan for areas of passive open space seek to apply an appropriate degree of protection on those visually important open areas that contribute to the setting of Ringaskiddy and amenity afforded by the upper harbour generally. <b>During the lifetime of this plan, if required, the Planning Authority will undertake to identify new areas of open space to compensate for the loss of any open space which may occur as a result of the construction of the M28 Cork –Ringaskiddy Motorway Scheme. Such open space is most appropriately located as close to the town centre as is practicable.</b></p>	<p>136</p> <p>Text Change Only</p>	AMD-20993186	No change proposed
	<b>Cork International Airport</b>			
BC.03.08.01	<p>Volume 1, Section 3. Main Towns</p> <p>Insert new text paragraph after paragraph 3.8.3, as follows:</p> <p><b>Cork Airport's contribution to the Cork Region is acknowledged as positive factor in securing employment, generating tourism, ensuring connectivity and access, inward investment and helping improve quality of life in the area.</b></p>	<p>147</p> <p>Text Change Only</p>		No change proposed.

Ref.	Amendment	Draft LAP Page No.	Submissions Received													
BC.03.08.02	<p>Volume 1, Section 3. Main Towns</p> <p>Delete Paragraphs 3.8.37 - 3.8.38, and, delete Table 3.8 Aircraft Movement Forecasts, as follows:</p> <p><del>The Environmental Noise Regulations 2006 transpose the EU Environmental Noise Directive into National Law. These require the preparation of a Strategic Noise Map and an Action Plan for airports where the number of aircraft movements exceeds 50,000 per annum. In 2014 there were 49,246 aircraft movements at Cork Airport, expected to rise to over 60,000 movements during the life time of this plan. A Strategic Noise Map and an Action Plan will therefore be required.</del></p> <p><del>At present, noise is not a significant issue at Cork Airport, largely because established planning policies have kept the airport approaches free from development .Notwithstanding this it is appropriate that a noise monitoring programme be carried out as movements will exceed the 50,000 threshold in the current statutory lifetime of this Local Area Plan.</del></p> <table border="1" data-bbox="324 946 994 1316"> <thead> <tr> <th colspan="2">Aircraft Movement Forecasts</th> </tr> <tr> <th>Year</th> <th>Aircraft Movements</th> </tr> </thead> <tbody> <tr> <td>2018</td> <td>54,842</td> </tr> <tr> <td>2020</td> <td>57,498</td> </tr> <tr> <td>2022</td> <td>60,124</td> </tr> <tr> <td>2024</td> <td>66,878</td> </tr> </tbody> </table>	Aircraft Movement Forecasts		Year	Aircraft Movements	2018	54,842	2020	57,498	2022	60,124	2024	66,878	158-159  Text Change Only		No change proposed.
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Ref.	Amendment	Draft LAP Page No.	Submissions Received	
BC.03.08.03	<p>Volume 1, Section 3. Main Towns</p> <p>Development Objective CA-E-01, include additional text, as follows:</p> <p>Office based industry requiring an Airport location, internationally traded services, corporate office and uses that are complimentary to those in the existing business park.</p> <p><b>Additional uses would include tourism related projects which would benefit from an airport location.</b></p> <p>Proposals for this site will include a traffic impact assessment and mobility management plan for the site and a comprehensive layout and structural landscaping scheme.</p> <p>Vehicular access to the site will be from the adjoining regional road by means of single access point.</p>	157 Text Change Only	AMD- 20993186  AMD  21007468	No change proposed.
BC.03.08.04	<p>Volume 1, Section 3. Main Towns</p> <p>Development Objective CA-TL-02 include additional text in bold</p> <p>Ground Operations related uses including –</p> <ul style="list-style-type: none"> <li>• Construction of new fire Station</li> <li>• Provision of Additional Commercial Aircraft Stands</li> <li>• General Aviation Parking</li> <li>• Light and Training Aircraft parking</li> <li>• Relocation of Air Cargo Centre</li> <li>• Provision of a new fuel farm.</li> <li>• <b>Aircraft Hangars</b></li> <li>• <b>Aerodrome/Airfield</b></li> </ul>	157 Text Change Only		No change proposed.
BC.03.08.05	Volume 1, Section 3. Main Towns	156		No change

Ref.	Amendment	Draft LAP Page No.	Submissions Received																									
	<p>Insert new table, as follows - to accompany Figure 9, Obstacle Limitation Surfaces:</p> <table border="1"> <thead> <tr> <th colspan="3">Table 3.6 Obstacle Limitation Surfaces - Map Guide</th> </tr> <tr> <th>Colour on OLC</th> <th>Approximate distance from Cork Airport (Note: Refer to OLS Chart for distances for a given location)</th> <th>Height (meters) Developments to be Assessed/ Referred *</th> </tr> </thead> <tbody> <tr> <td>Grey</td> <td>Immediate Environs</td> <td>All developments</td> </tr> <tr> <td>Red</td> <td>Localised areas within immediate environs</td> <td>&gt;10m</td> </tr> <tr> <td>Green</td> <td>0-1km</td> <td>&gt;15m</td> </tr> <tr> <td>Yellow</td> <td>4-6km</td> <td>&gt;45m</td> </tr> <tr> <td>Blue</td> <td>15km</td> <td>&gt;90m</td> </tr> <tr> <td colspan="3">*includes buildings, structures, erections and works</td> </tr> </tbody> </table>	Table 3.6 Obstacle Limitation Surfaces - Map Guide			Colour on OLC	Approximate distance from Cork Airport (Note: Refer to OLS Chart for distances for a given location)	Height (meters) Developments to be Assessed/ Referred *	Grey	Immediate Environs	All developments	Red	Localised areas within immediate environs	>10m	Green	0-1km	>15m	Yellow	4-6km	>45m	Blue	15km	>90m	*includes buildings, structures, erections and works			Text Change Only		proposed.
Table 3.6 Obstacle Limitation Surfaces - Map Guide																												
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BC.03.08.06	<p>Volume 1, Section 3. Main Towns</p> <p>Amend Southern Boundary of Airport.</p>	159 Mapping Change Only		No change proposed.																								
BC.03.08.07	<p>Volume 1, Section 3. Main Towns</p> <p>Note: this amendment appears in two locations within Draft Plan (text paragraph 3.8.47, and, SE-GO-09).</p> <p>Amend text paragraph 3.8.47, as follows:</p> <p>Planning applications in the vicinity of these zones will be referred to the Irish Aviation</p>	154 (Cork International Airport)  Text Change		No change proposed.																								

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	<p>Authority (IAA) by Cork County Council’s Planning Department to seek their observations as part of the statutory planning process under Section 28 of the Planning and Development Regulations, 2001. <del>In preparing observations the IAA will, among other considerations, have regard to the proposed development’s height and proximity to these zones</del></p> <p><b>The Planning Authority will have regard to the recommendations of the ERM Report “Public Safety Zones 2005” commissioned by the Department of Transport and the Department of Environment Heritage and Local Government, in assessing proposals falling within the Public Safety Zones or any update thereof. →</b></p>	Only		
BC.03.08.08	<p>Volume 1, Section 3. Main Towns</p> <p>Insert Specific Zoning Objective SE-I-01, as follows:</p> <p><b>Logistic, warehousing and distribution uses which require an airport location. Any proposals for this site will include a traffic impact assessment and mobility management plan. Development proposals will include comprehensive provision for a safe and satisfactory access to the site.(16.86ha)</b></p>	158  Text Change Only	AMD20993186	No change proposed.
	<b>Villages</b>			
BC.04.02.01	<p>Volume 1, Section 4. Villages and Other Locations.</p> <p>Insert additional text as a footnote in Table 4.1 - Scale of Development in Ballincollig Carrigaline Municipal District Villages.</p> <p><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>	163  Text Change Only		No change proposed.

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	<b>Ballynora</b>			
BC.04.01.01	<p>Volume 1, Section 4. Villages and Other Locations.</p> <p>Amend Specific Development Objective U-01, as follows (delete latter stage where route enters Ballynora Village, map amendment shows section to be deleted):</p> <p>Develop and maintain amenity walk to Waterfall. <b>Final route to be agreed during lifetime of this plan.</b></p>	165,166 Text and Mapping Change		No change proposed.
BC.04.01.03	<p>Volume 1, Section 4. Villages and Other Locations.</p> <p>Amend Development Boundary Objective DB-01, as follows:</p> <p>Within the development boundary of Ballynora it is an objective to encourage the development of up to 15 houses in the period 2010 – 2020.</p> <p>In order to secure the residential growth proposed above, appropriate and sustainable water and waste water infrastructure that will help secure the objectives of the relevant River Basin Management Plan, needs to be provided in tandem with the development and where applicable protect the integrity of Natura 2000 sites.</p> <p>The number of houses in any particular group should have regard to the character of the existing village and will not normally exceed the provision of 5 units.</p>	165  Text Change Only		No change proposed.
	<b>Waterfall</b>			
BC.04.01.04	<p>Volume 1, Section 4. Villages and Other Locations.</p> <p>Amend Development Boundary Objective DB-01, as follows:</p> <p>a. Within the development boundary of Waterfall it is an objective to encourage the development of up to 22 additional dwelling units in the period 2017-2022.</p>	167  Text Change Only		No change proposed.

Ref.	Amendment	Draft LAP Page No.	Submissions Received	
	b. <del>Any one proposal for residential development in Waterfall shall not normally be larger than 8 dwelling units.</del>			
	<b>Other Locations Curraheen</b>			
BC.04.01.02	<p>Volume 1, Section 4 Villages and Other locations</p> <p>Amend text of paragraph 4.3.11, as follows:</p> <p>Any development proposals in Curraheen, will have to comply with the relevant policy objectives, for lands within the metropolitan greenbelt and on or in close proximity to scenic routes, set out in the Cork County Development Plan <del>2009</del> <b>2014</b>.</p>	<p>172</p> <p>Text Change Only</p>		<p>No change proposed.</p>



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

Amendment Reference No	Proposed Amendment	Draft Plan Page No	Submission Received	Comment
BC.03.07.04	<p>Volume 1, Section 3. Main Towns</p> <p>Amend text of Specific Development Objective for RY-I-15, as follows:</p> <p>Suitable for large stand alone industry with suitable provision for appropriate landscaping and protection of the access points and provision for open space buffer to the Martello Tower and its associated pedestrian accesses. <b>Any development proposals shall protect the integrity and maintain the existing line of sight from the Martello Tower to the other four fortifications in the Harbour (Fort Camden Meagher, Carlisle Davis, Westmorland and the Martello Tower on Haulbowline Island).</b></p> <p>This area may be used as a feeding ground by bird species for which Cork Harbour SPA is designated.—#—</p> <p><i>(Note: amendment ref. no. BC.03.07.23 will result in a consequential modification to the mapped extent and site area of RY-I-15).</i></p> <p style="text-align: center;"><b>IMPORTANT NOTE:</b></p> <p>If the Council wishes to adopt the Proposed Amendment, it is considered that to clarify the use of the word ‘integrity’ within the Proposed Amendment would not constitute a material change. The following modification would apply:</p> <p>Suitable for large stand alone industry with suitable provision for appropriate landscaping and protection of the access points and provision for open space buffer to the Martello Tower and its associated pedestrian accesses. <b>Any development proposals shall protect the <u>special function and integrity of the</u></b></p>	<p>143, 146</p> <p>Text and Mapping change</p>	<p>21001494</p> <p>21998448</p> <p>21002480</p> <p>21008448</p> <p>21005450</p> <p>21003654</p> <p>20864070</p> <p>20997944</p> <p>20992563</p> <p>20992606</p>	<p>Chief Executive’s Recommendation:</p> <p>To exclude the proposed amendment BC.03.07.04 including proposed mapping change</p> <p>See Section 2.2, Paragraph 2.2.1-2.2.9 Page 6</p>

	<p><b>setting of the Martello Tower and maintain the existing line of sight from the Martello Tower to the other four fortifications in the Harbour (Fort Camden Meagher, Carlisle Davis, Westmorland and the Martello Tower on Haulbowline Island).</b></p> <p>This area may be used as a feeding ground by bird species for which Cork Harbour SPA is designated. —#—</p>			
BC.03.07.23	<p>Volume 1, Section 3. Main Towns</p> <p>Addition of new Specific Development Objective, RY-I-20, as follows:</p> <p><b>RY-I-20</b></p> <p><b>Suitable for the extension of the opposite Third Level Educational campus and enterprise related development including marine related education, enterprise, research and development. Consideration will also be given to established operators in Ringaskiddy for the provision of ancillary office accommodation and for Research and Development facilities.</b></p> <p><b>This site is considered inappropriate for any short or full time residential accommodation.</b></p> <p><b>Any existing access to the nearby Martello tower which crosses this site shall be protected and provision for open space buffer to any existing access shall be provided.</b></p> <p><b>This area may be used as a feeding ground by bird species for which Cork Harbour SPA is designated.</b></p> <p><i>(Note: This amendment ref. no. BC.03.07.23 will result in a consequential modification to the mapped extent and site area of RY-I-15).</i></p>	<p>144 (text), 146 (mapping)</p> <p>Text and Mapping change</p>	<p>21001494 21998448 21002480 20864070 20997944 21005338</p>	<p>Chief Executive's Recommendation:</p> <p>To exclude the proposed amendment BC.03.07.23 including proposed mapping change</p> <p>See Section 2.2, Paragraph 2.3.1-2.3.6 Page 7</p>

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

**Ringaskiddy**



**Amendment Ref:BC.03.07.04**

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

**Ringaskiddy**



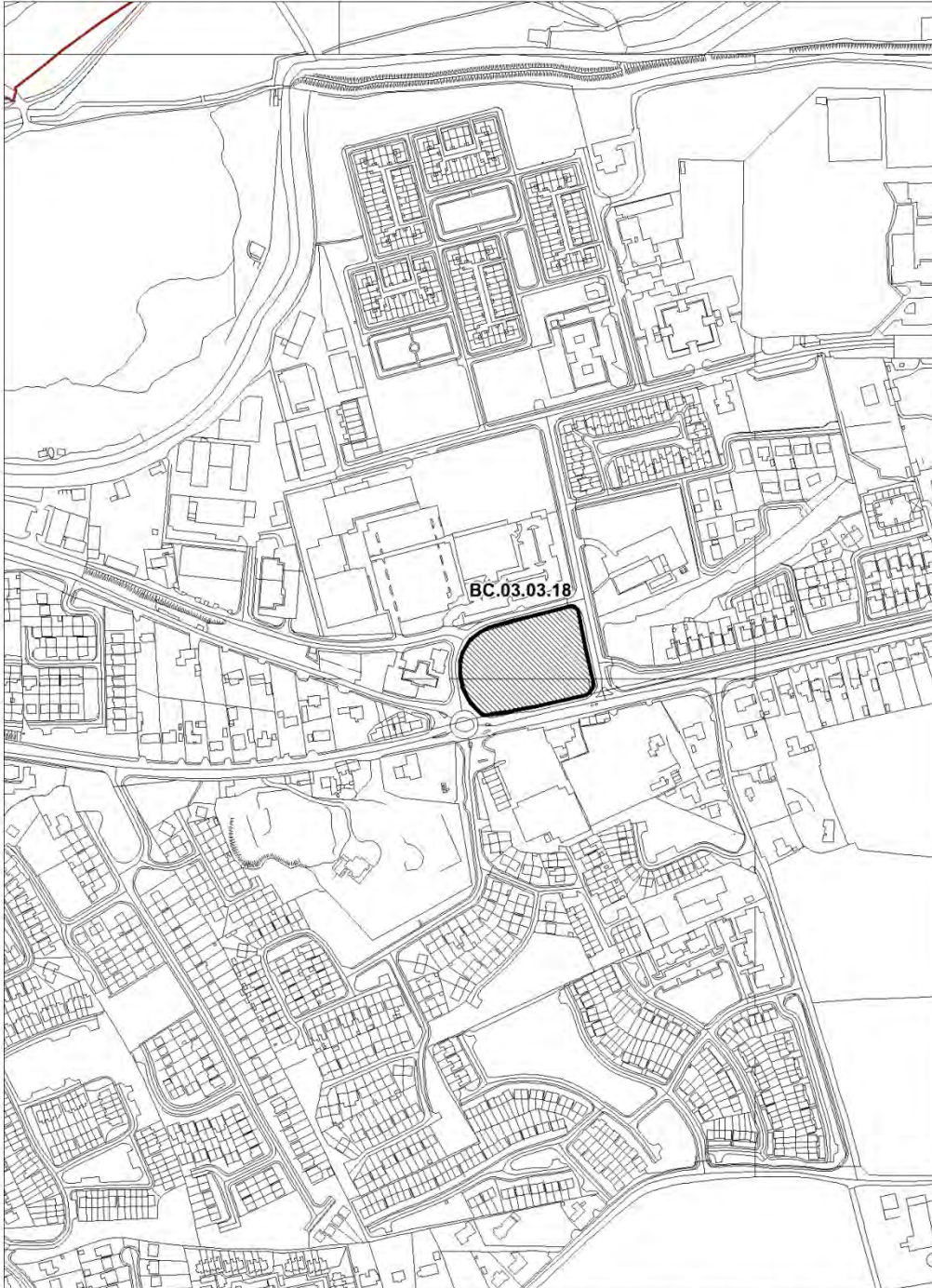
**Amendment Ref:BC.03.07.23**



## Appendix D Proposed maps for Ballincollig Carrigaline Municipal District

Ballincollig Carrigaline Municipal District Local Area Plan  
Public Consultation Draft

Ballincollig

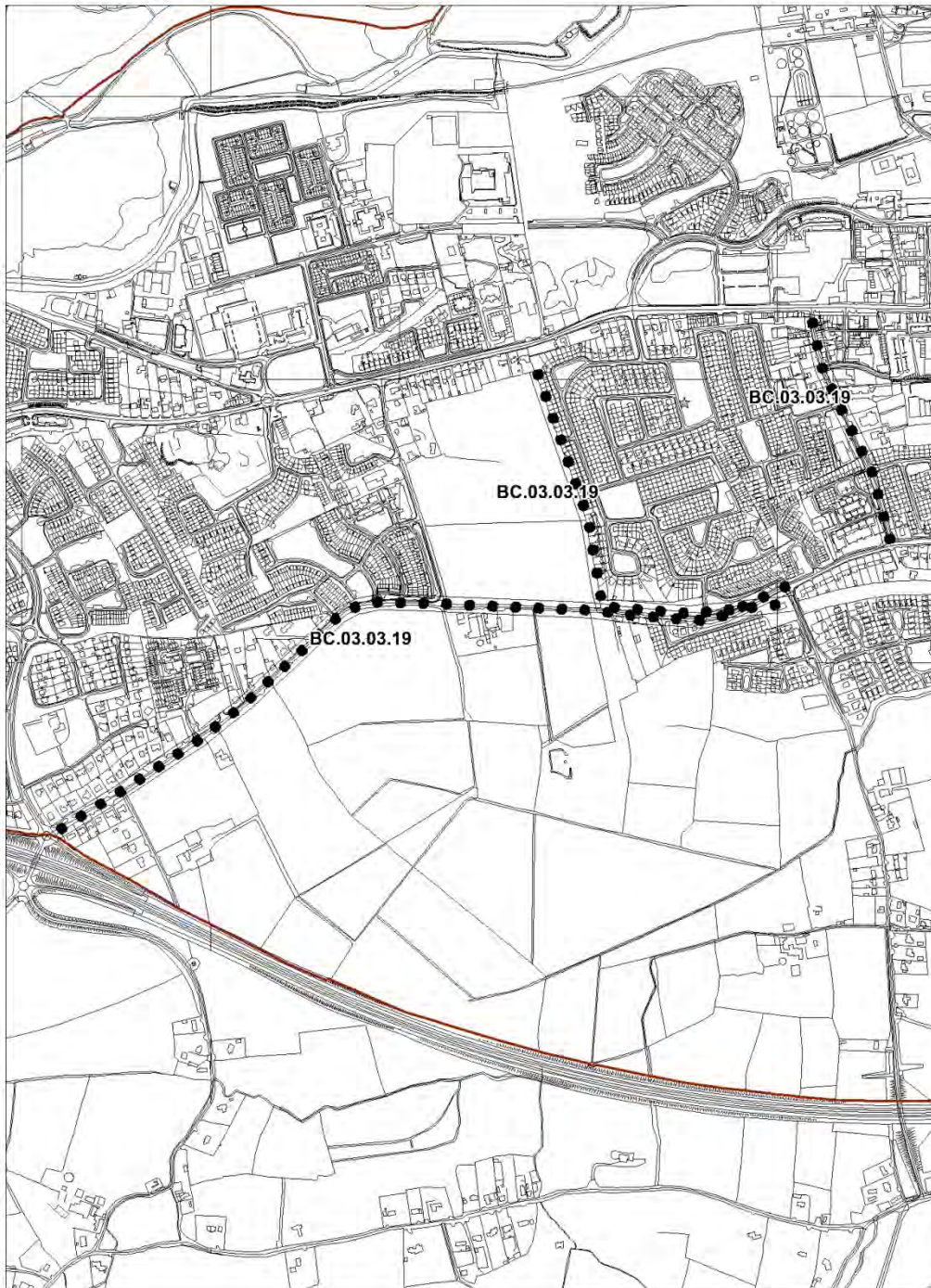


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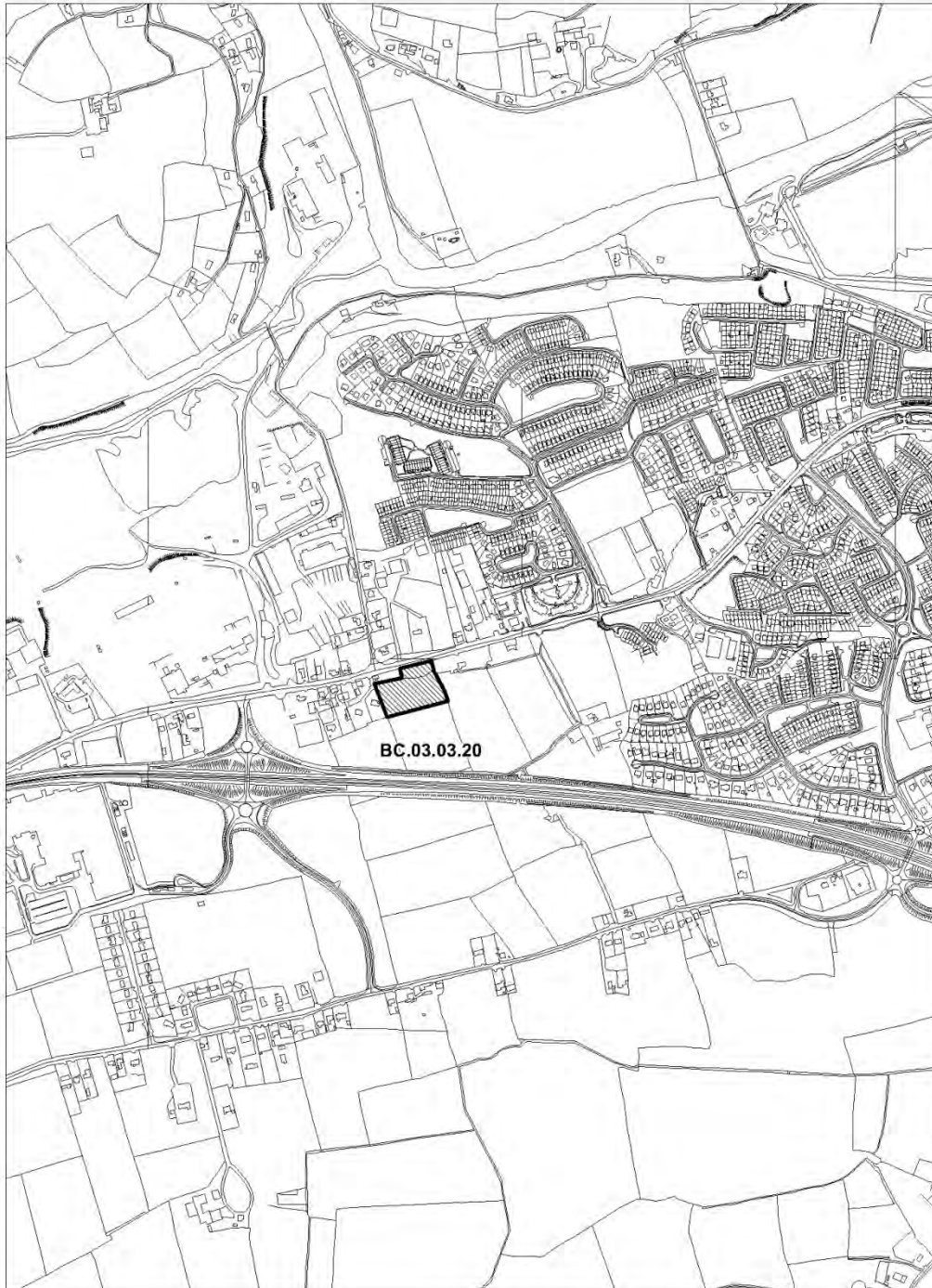


**Ballincollig Carrigaline Municipal District Local Area Plan  
Public Consultation Draft**

**Ballincollig**



**Amendment Ref:BC.03.03.19**

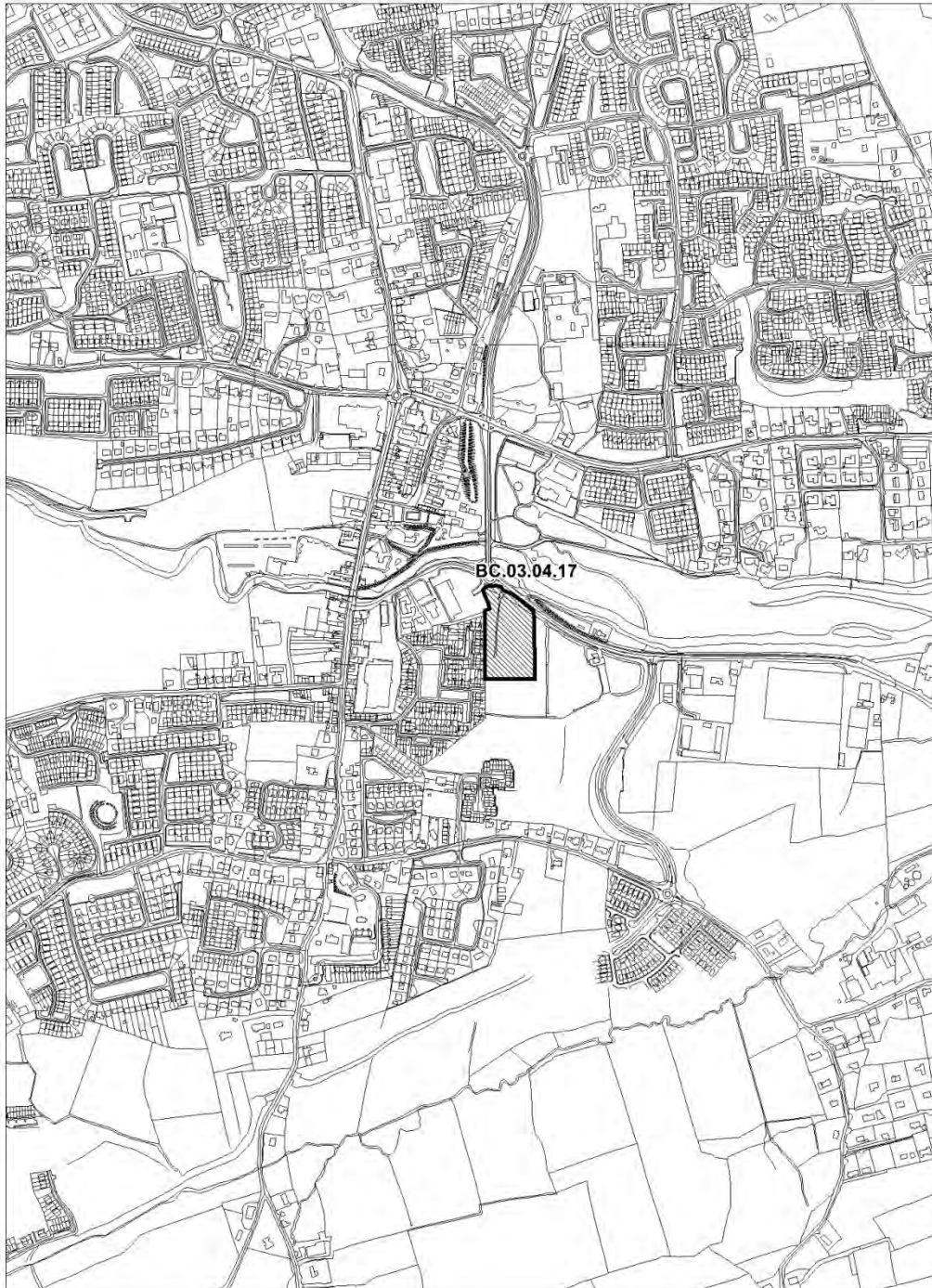


**Amendment Ref:BC.03.03.20**



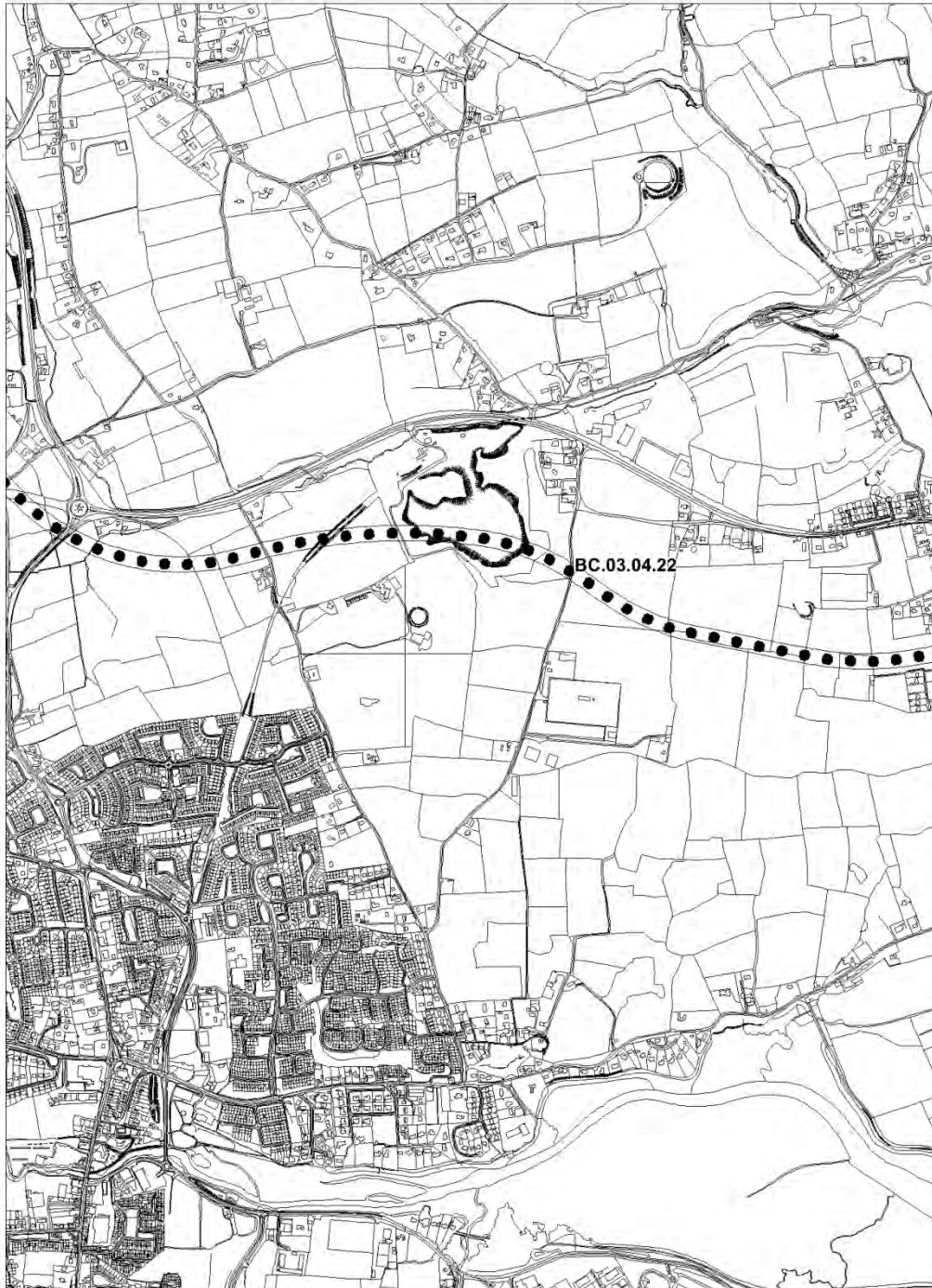
**Ballincollig Carrigaline Municipal District Local Area Plan  
Public Consultation Draft**

**Carrigaline**



**Amendment Ref:BC.03.04.17**



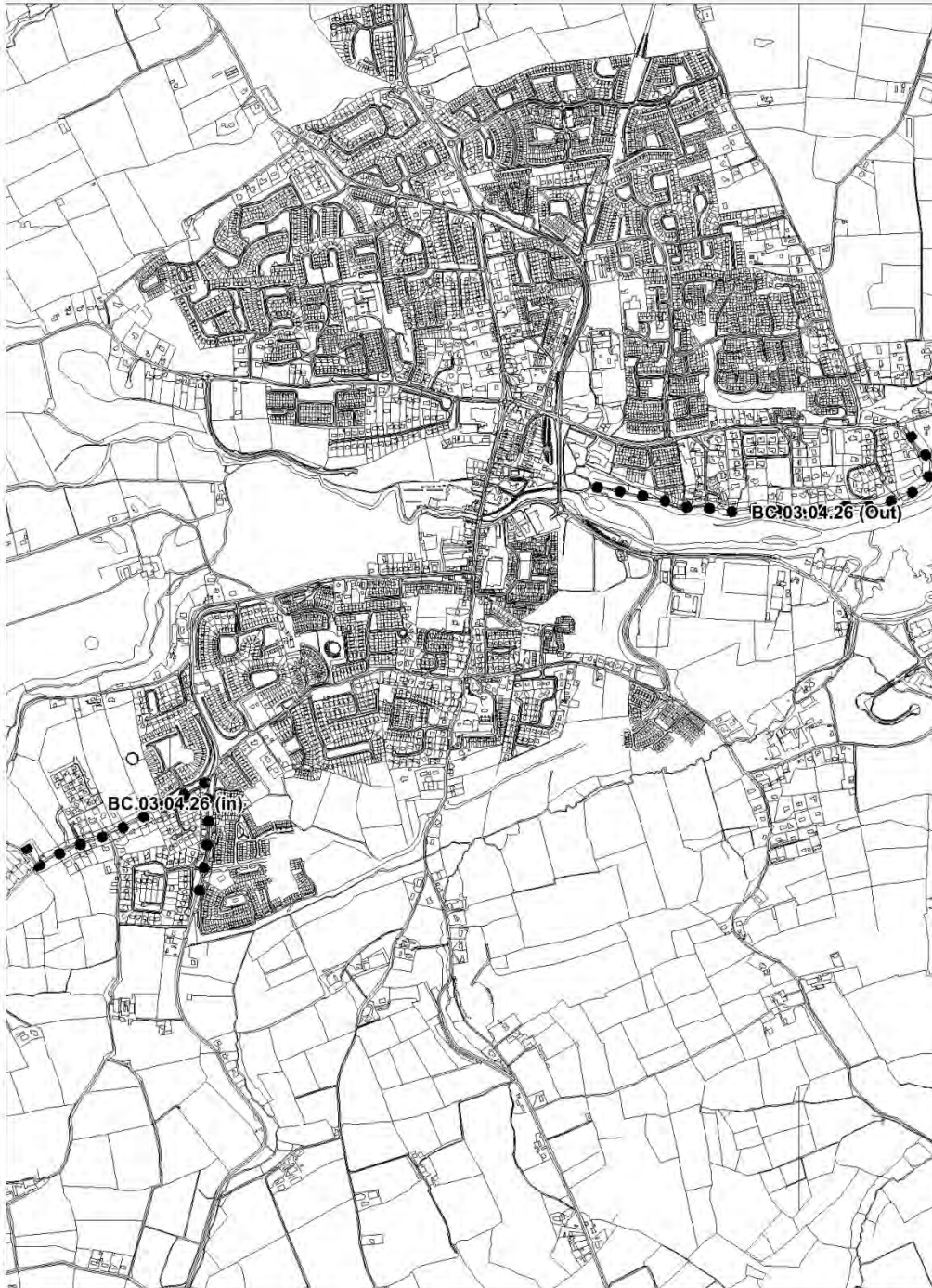


**Amendment Ref:BC.03.04.22**

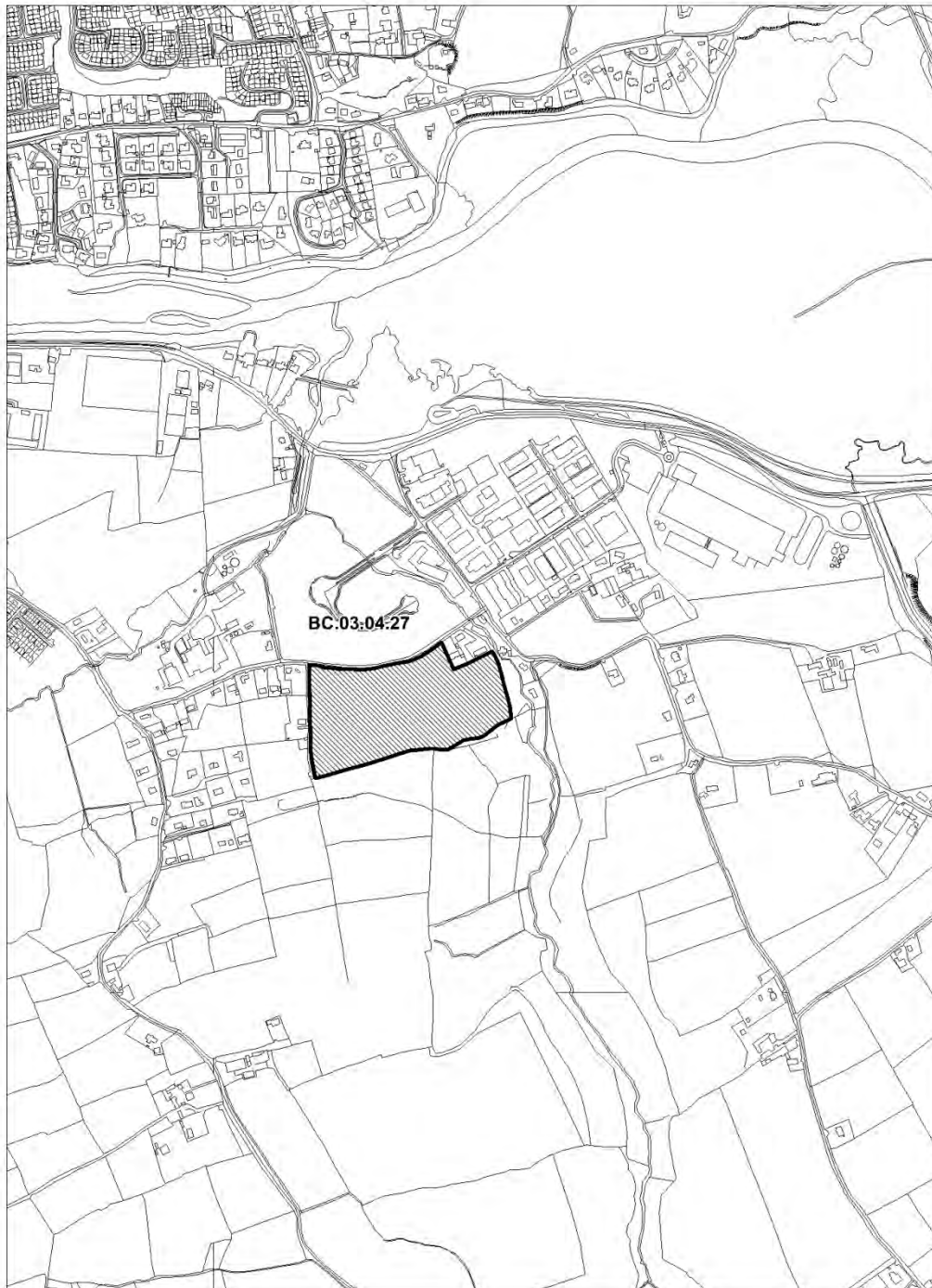


**Ballincollig Carrigaline Municipal District Local Area Plan  
Public Consultation Draft**

**Carrigaline**



**Amendment Ref:BC.03.04.26**

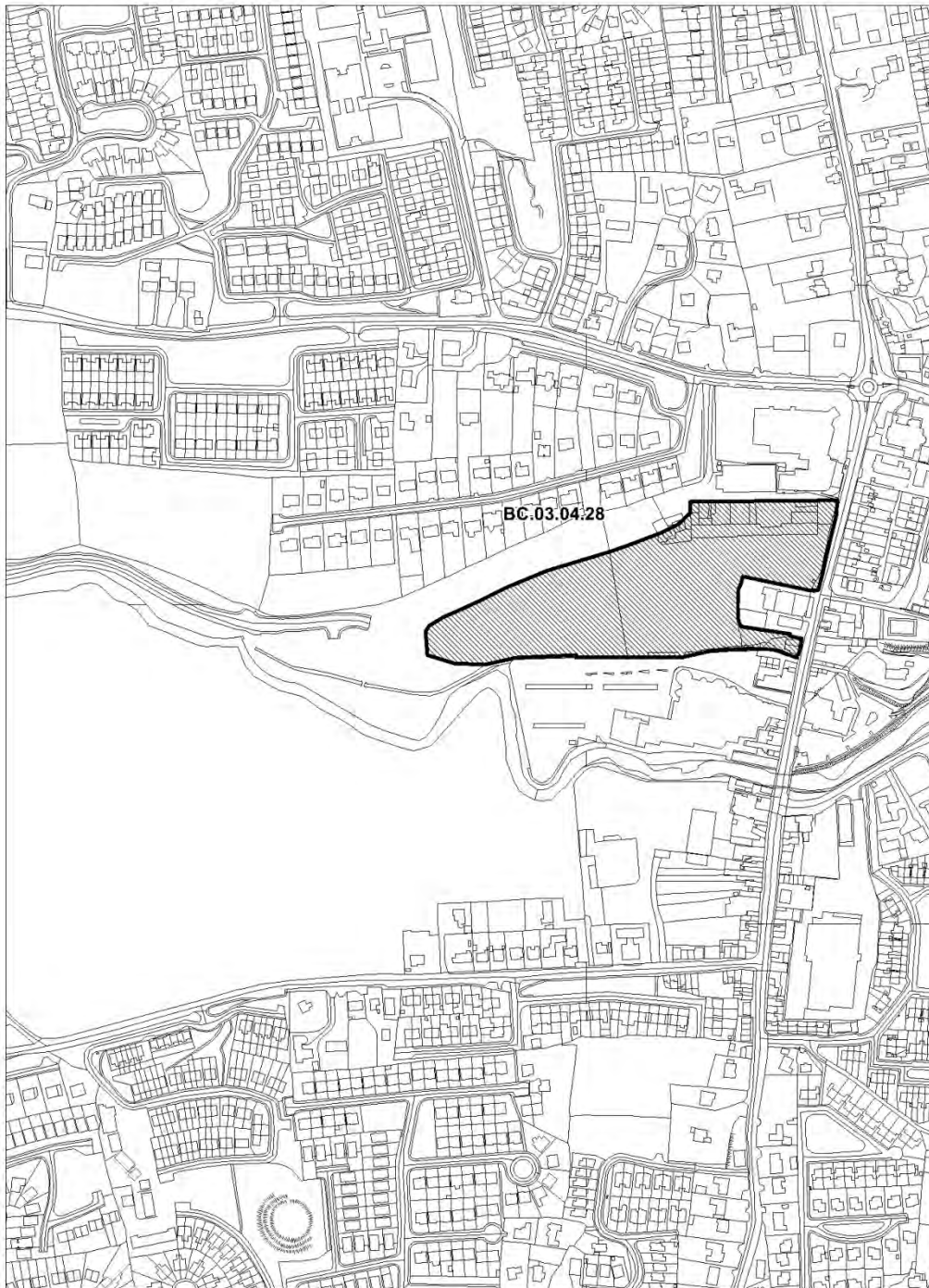


**Amendment Ref:BC.03.04.27**

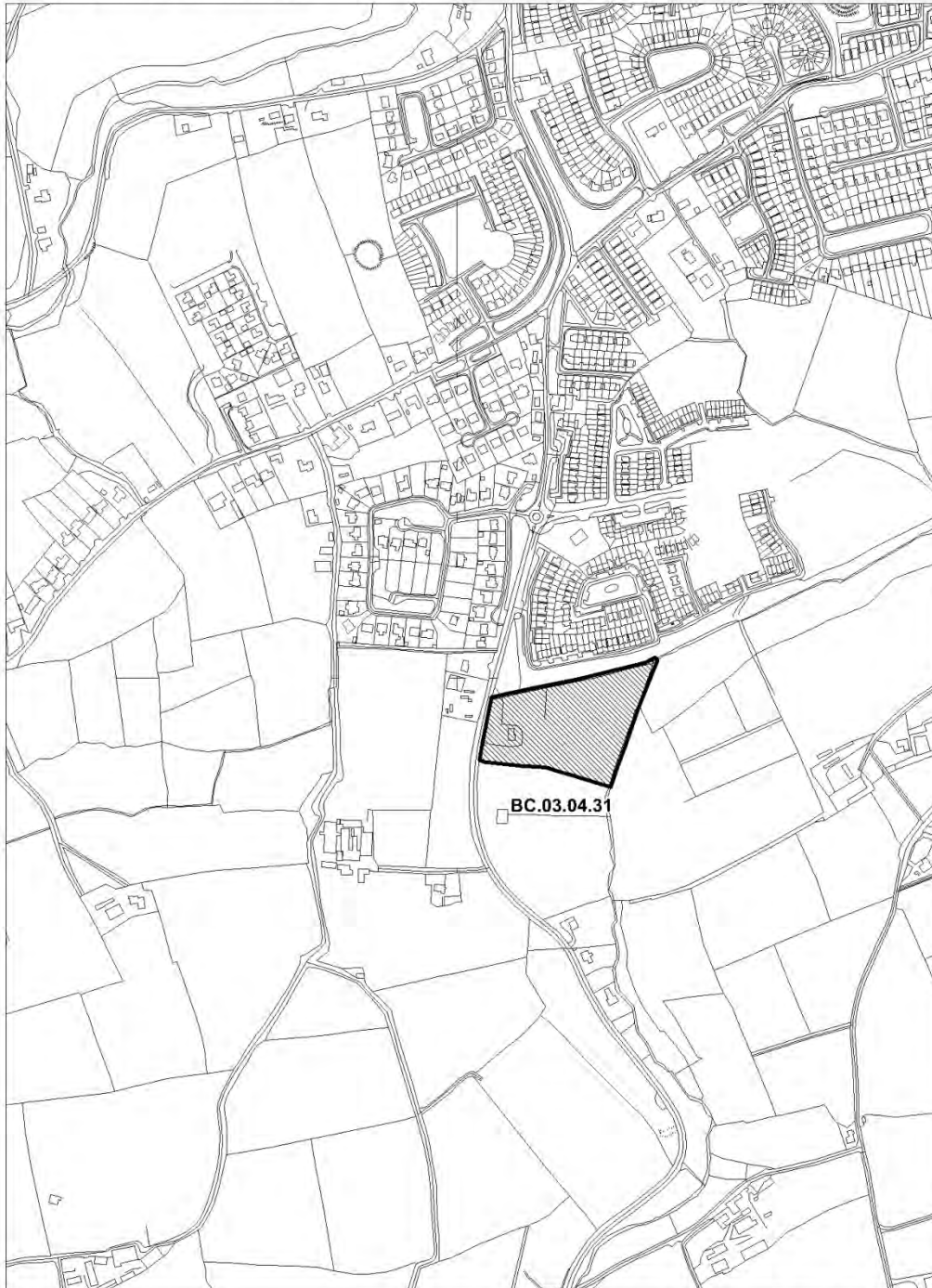


**Ballincollig Carrigaline Municipal District Local Area Plan  
Public Consultation Draft**

**Carrigaline**



**Amendment Ref:BC.03.04.28**

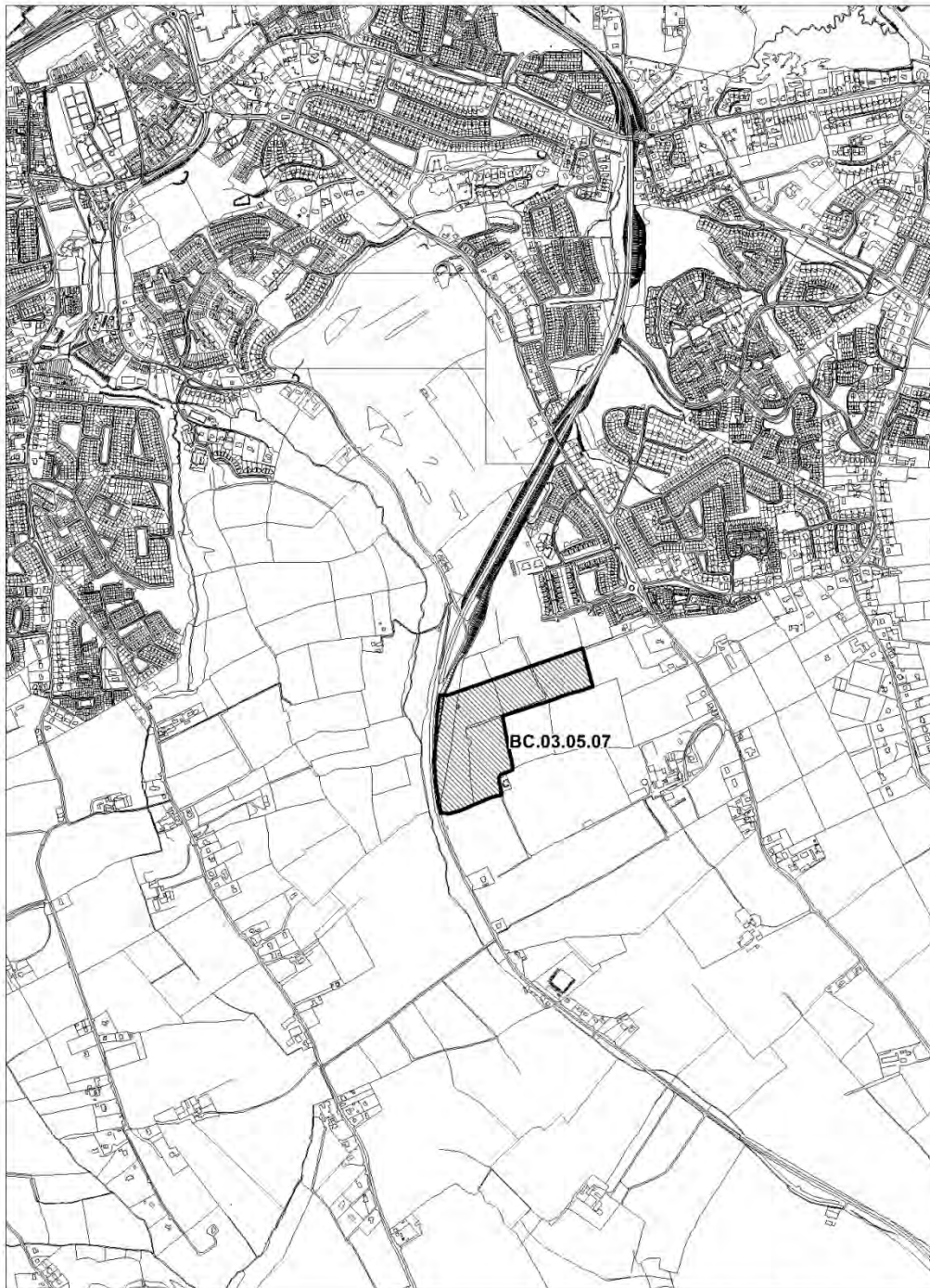


**Amendment Ref:BC.03.04.31**



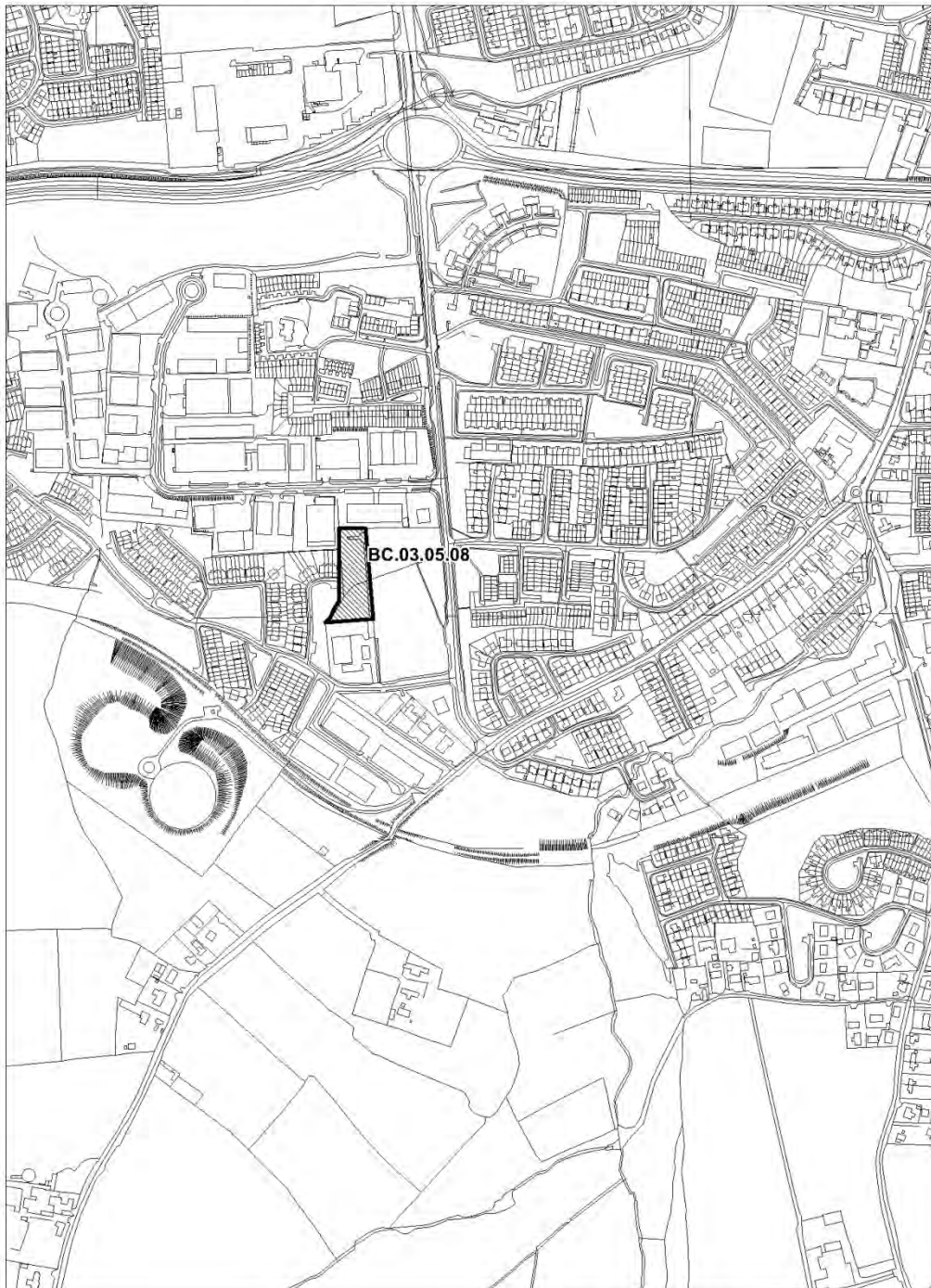
**Ballincollig Carrigaline Municipal District Local Area Plan  
Public Consultation Draft**

**Cork City  
South Environs**



**Amendment Ref:BC.03.05.07**



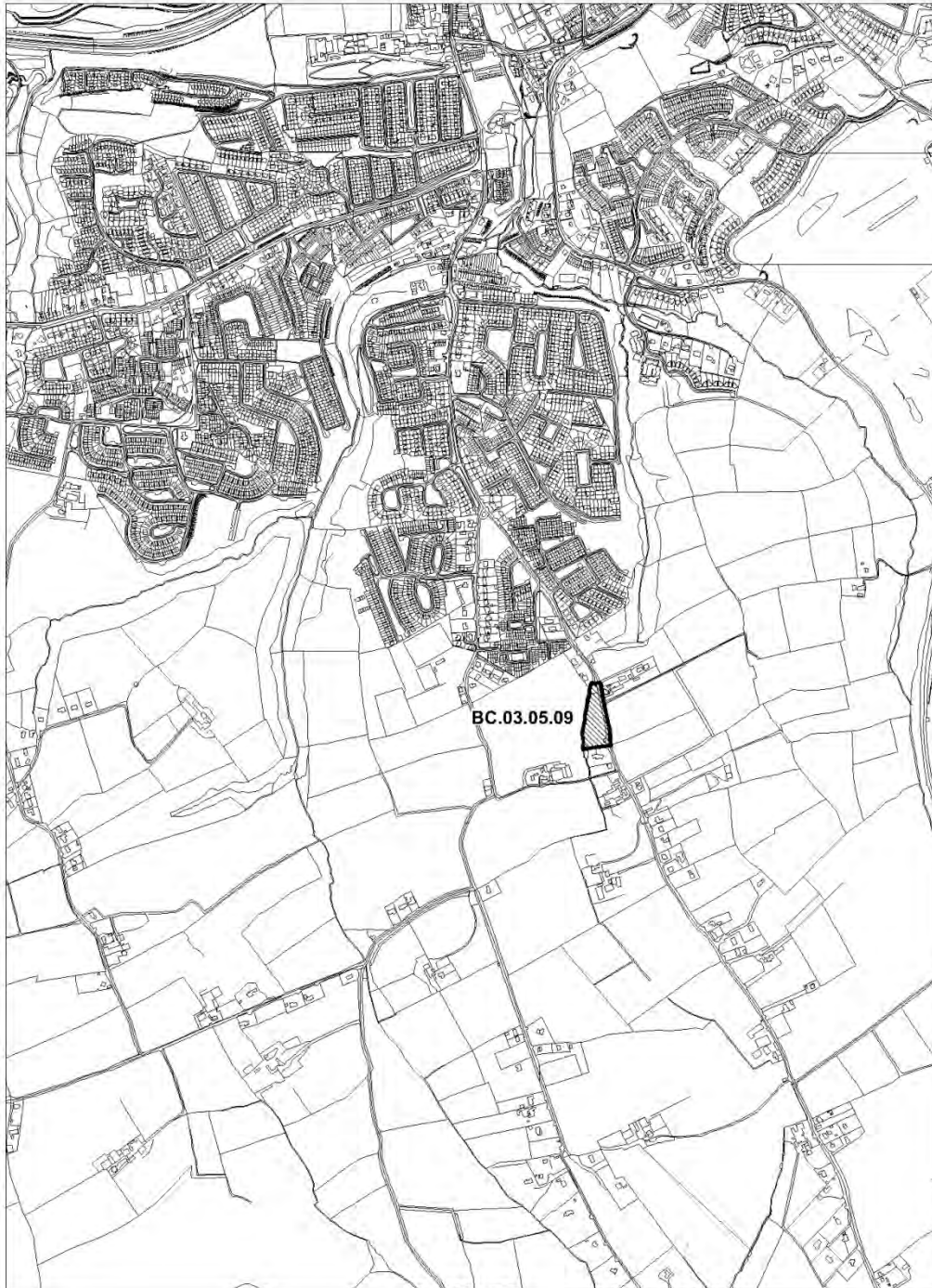


**Amendment Ref:BC.03.05.08**



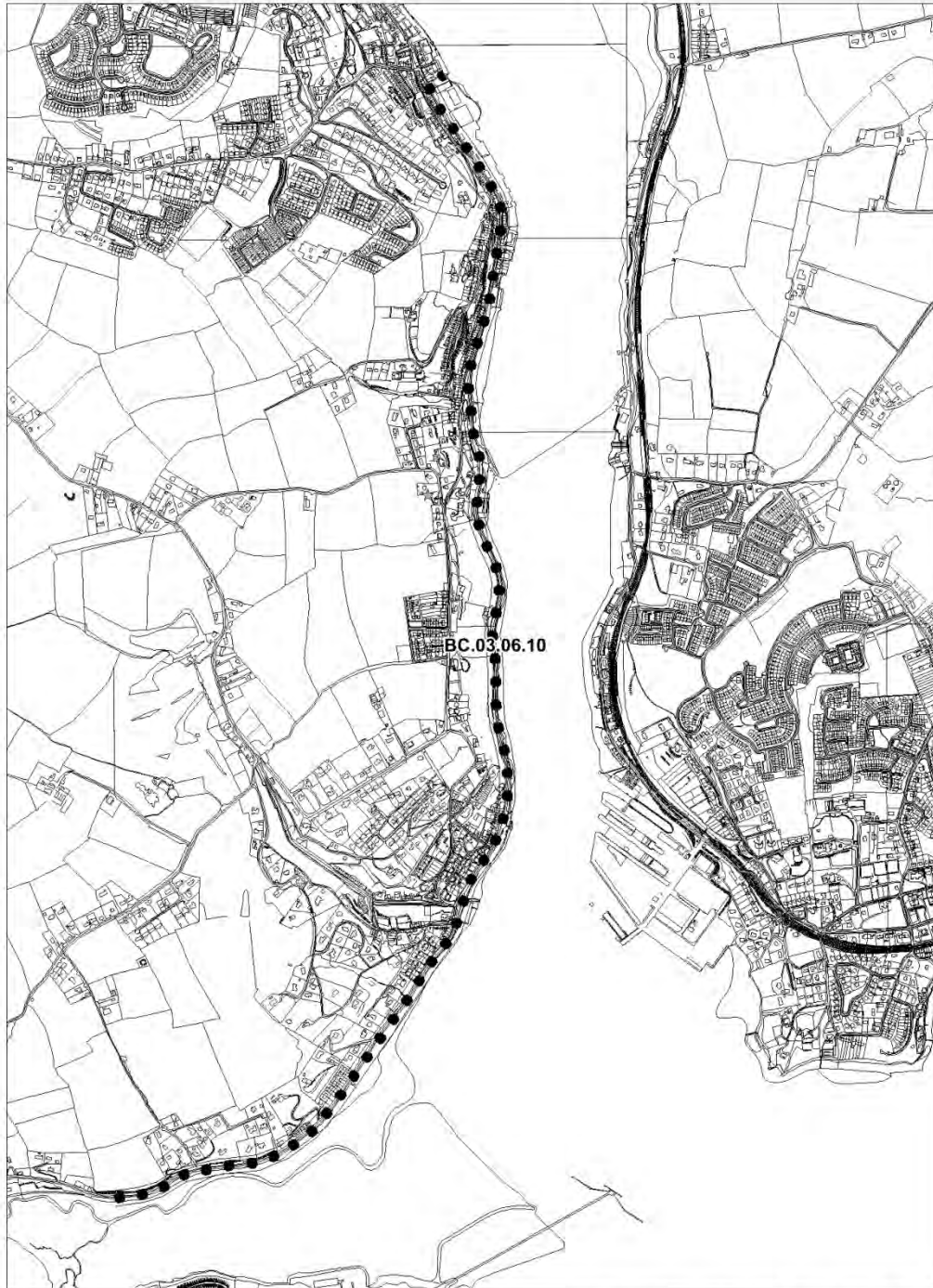
**Ballincollig Carrigaline Municipal District Local Area Plan  
Public Consultation Draft**

**Cork City  
South Environs**



**Amendment Ref:BC.03.05.09**



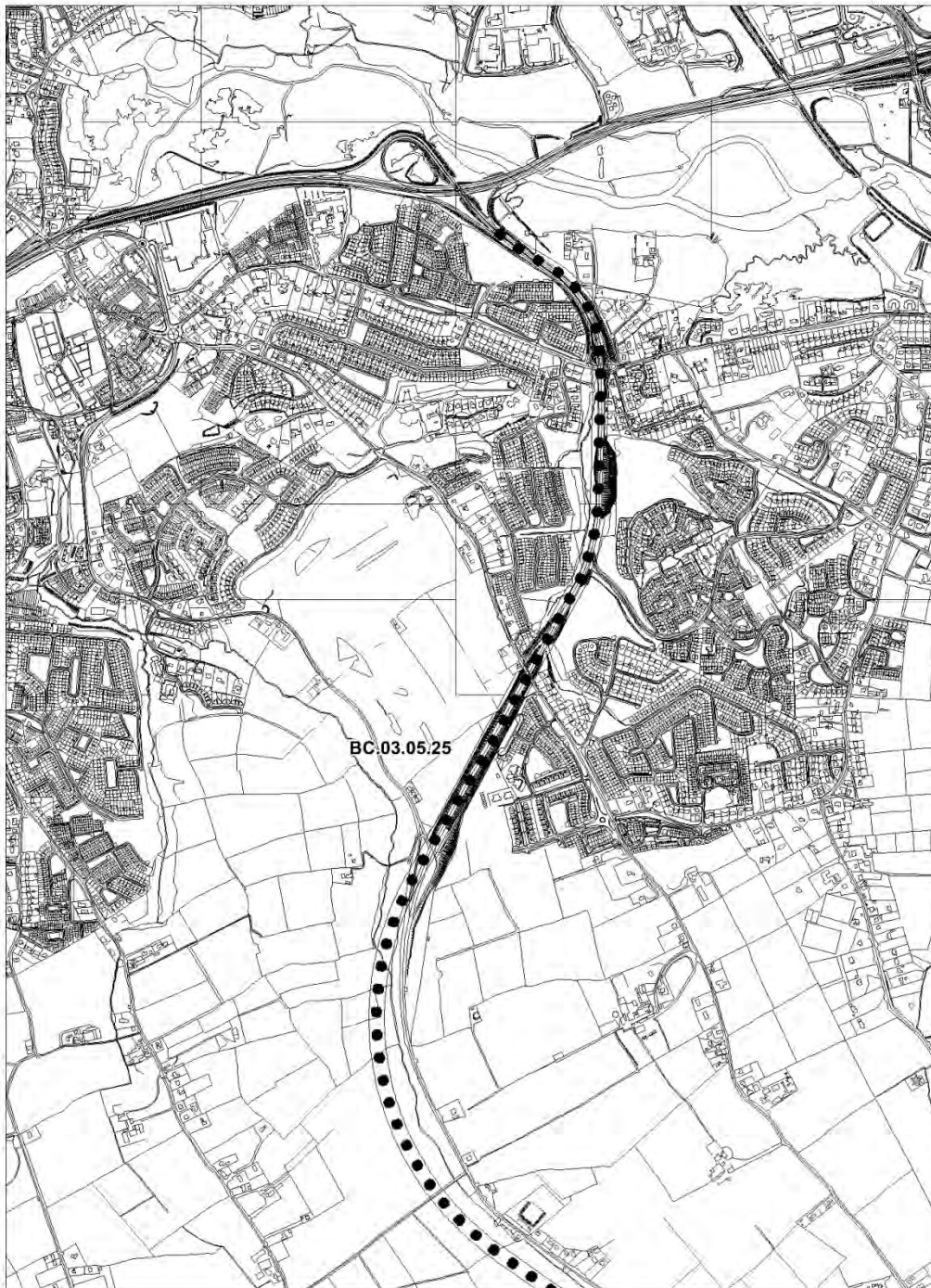


**Amendment Ref:BC.03.06.10**



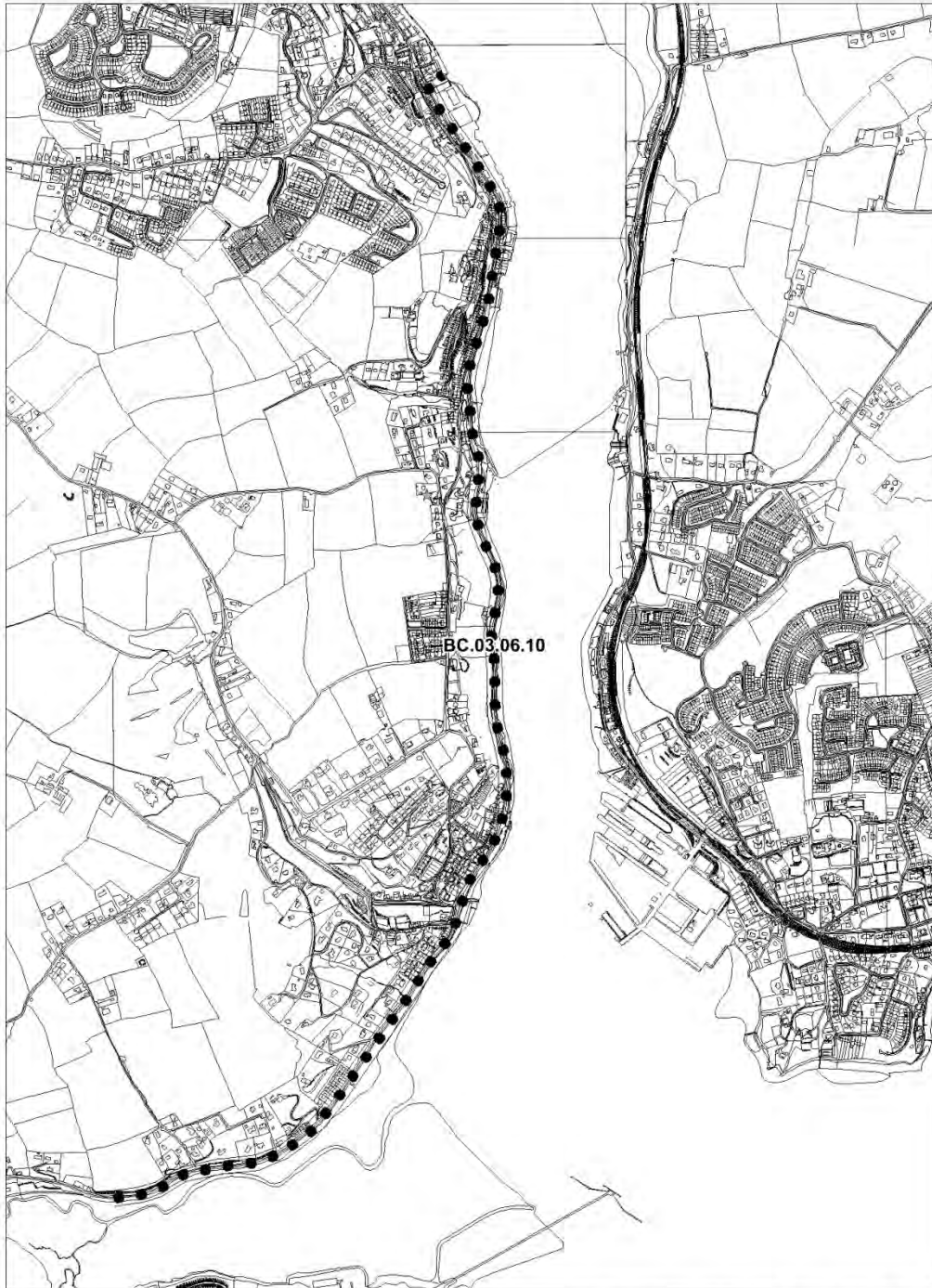
**Ballincollig Carrigaline Municipal District Local Area Plan  
Public Consultation Draft**

**Cork City  
South Environs**



**Amendment Ref:BC.03.05.25**

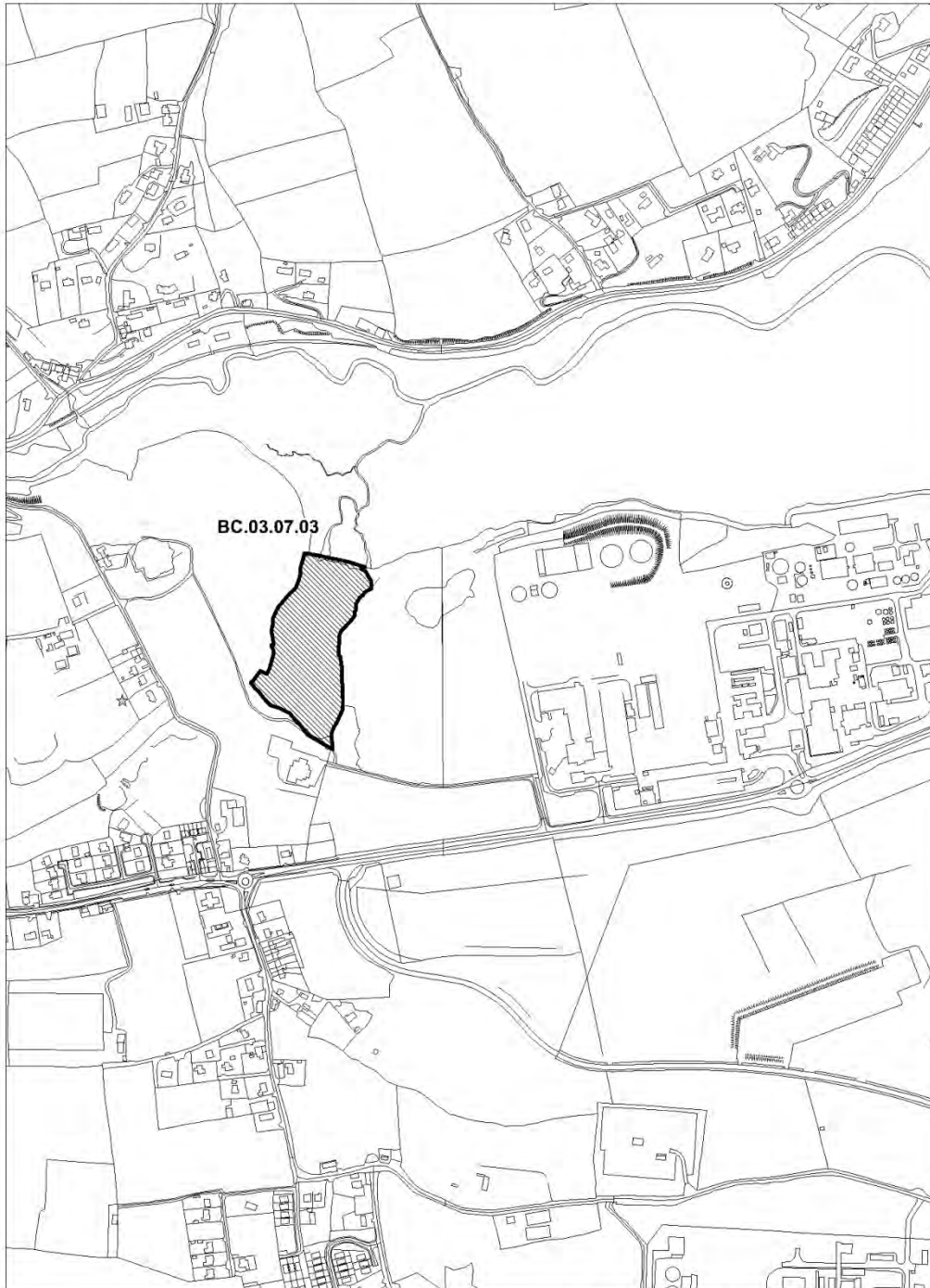




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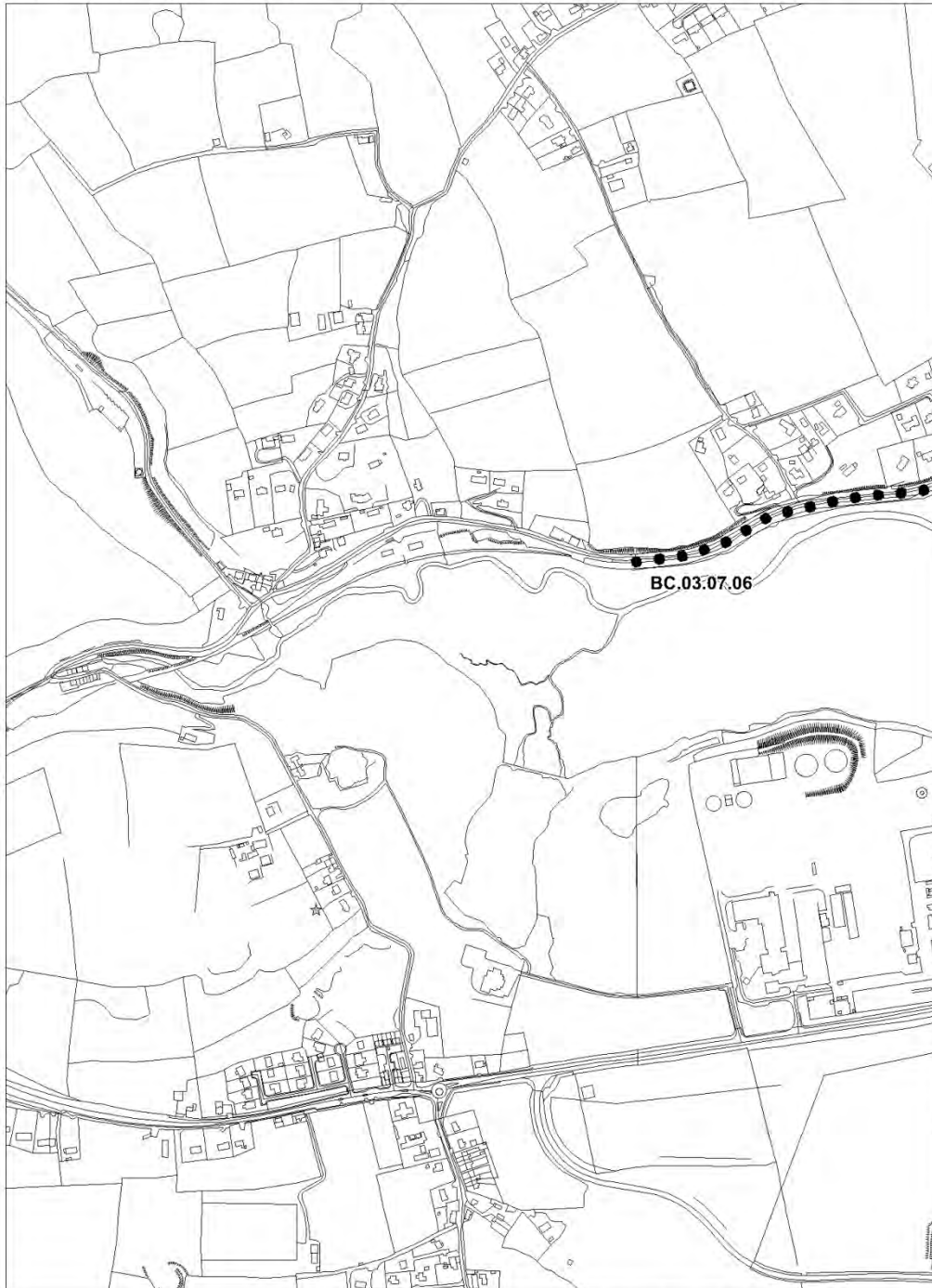
**Ballincollig Carrigaline Municipal District Local Area Plan  
Public Consultation Draft**

**Ringaskiddy**



**Amendment Ref:BC.03.07.03**

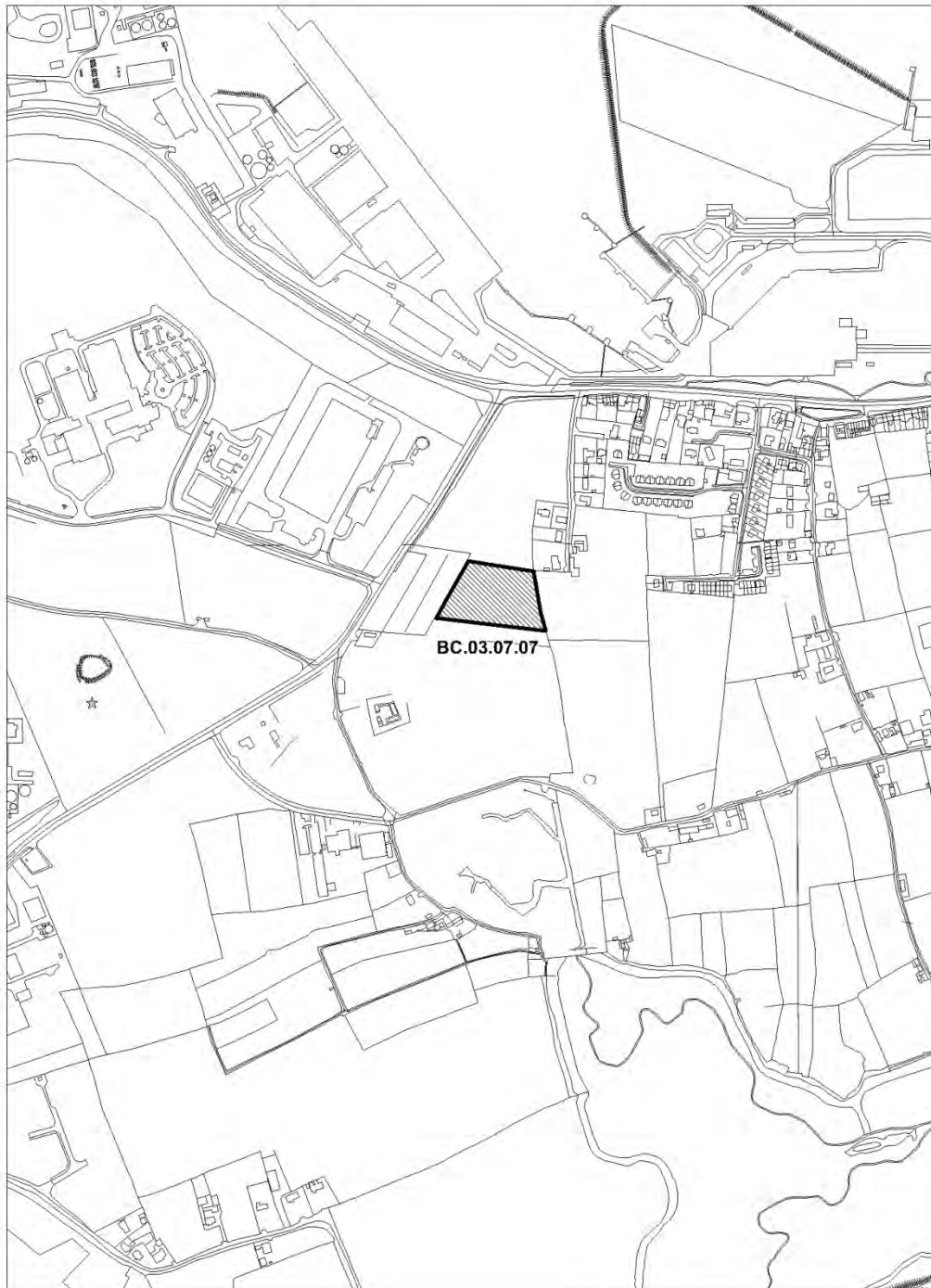




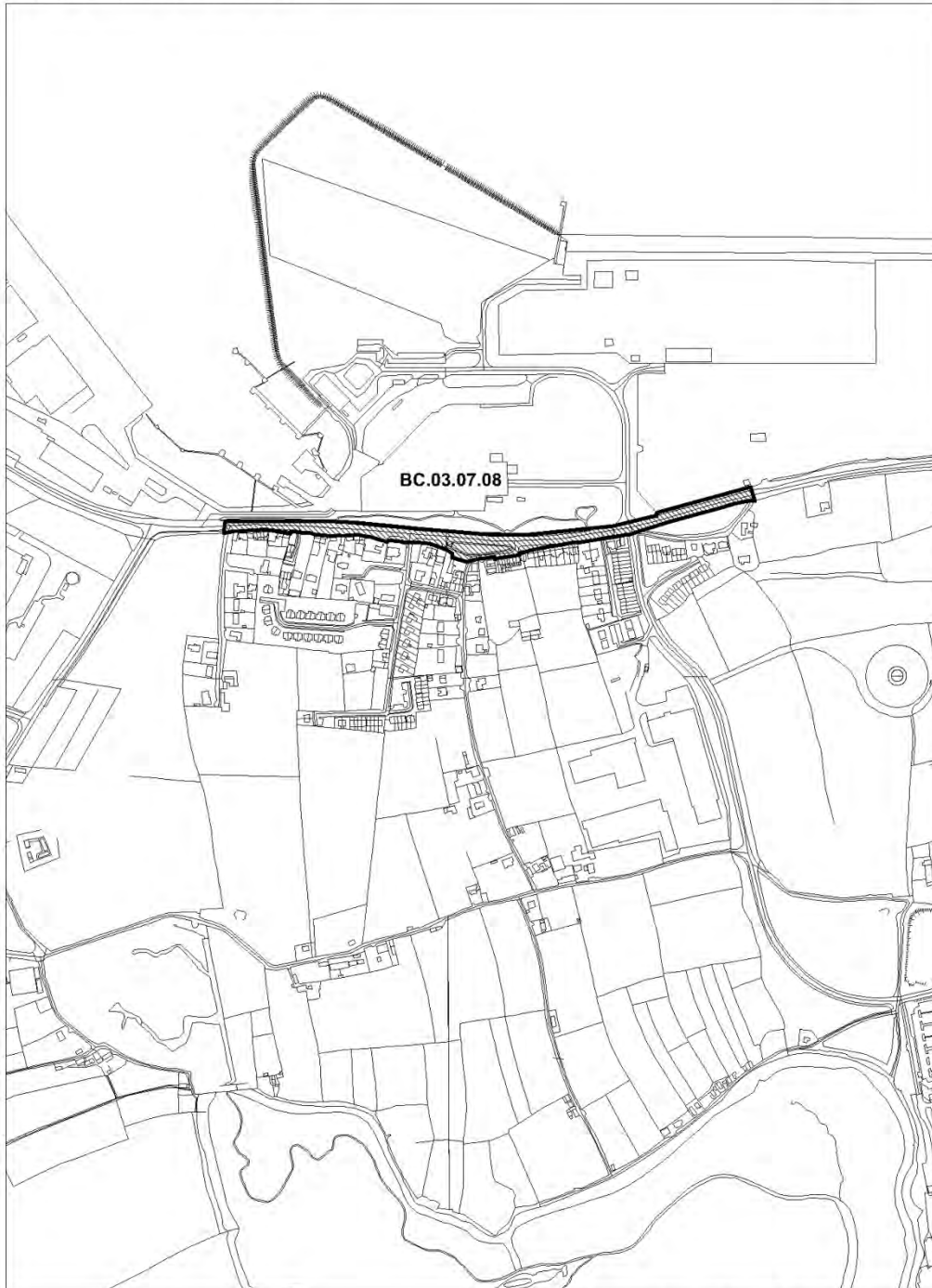
**Amendment Ref:BC.03.07.06**

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

**Ringaskiddy**



**Amendment Ref:BC.03.07.07**

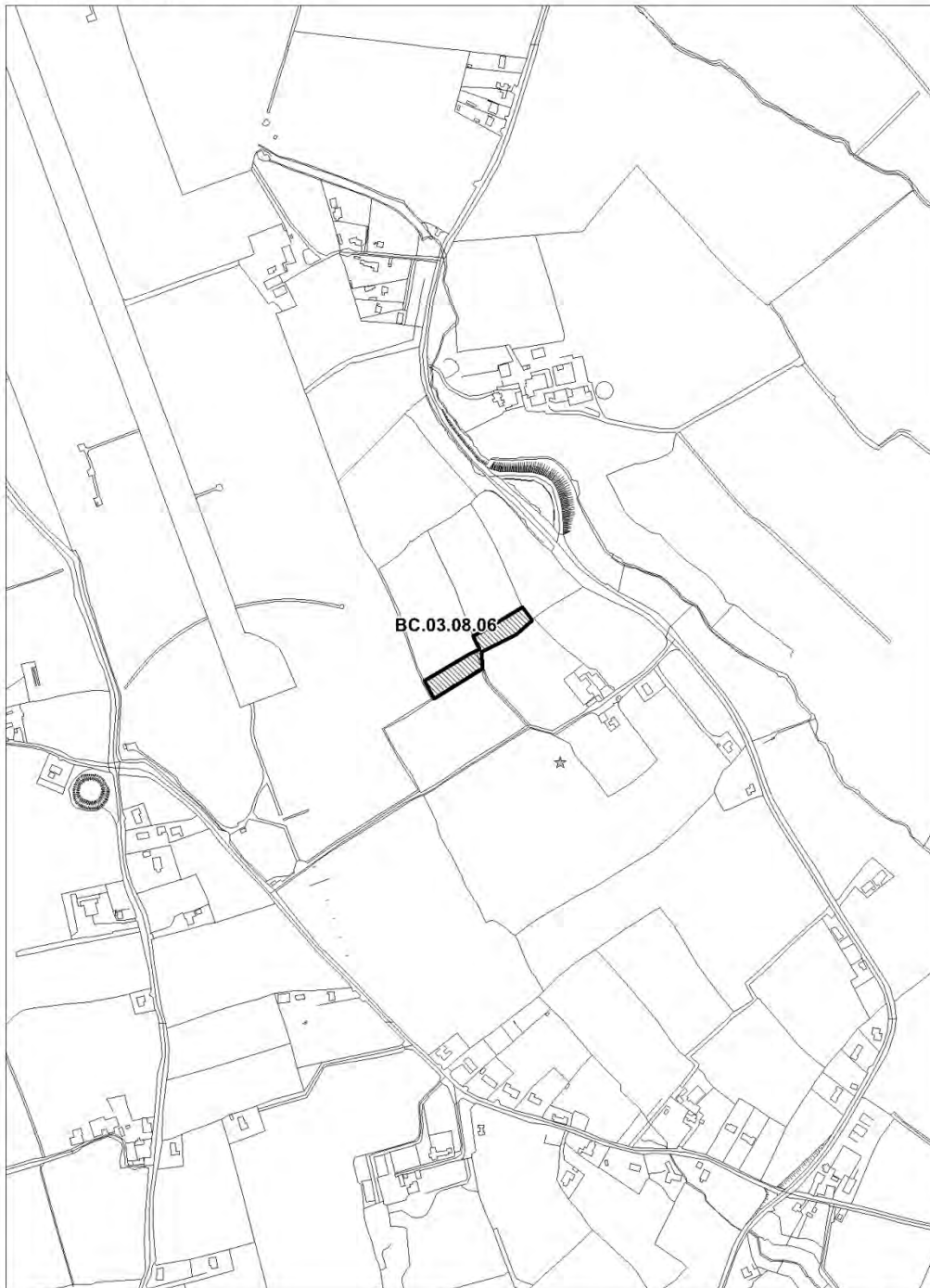


**Amendment Ref:BC.03.07.08**



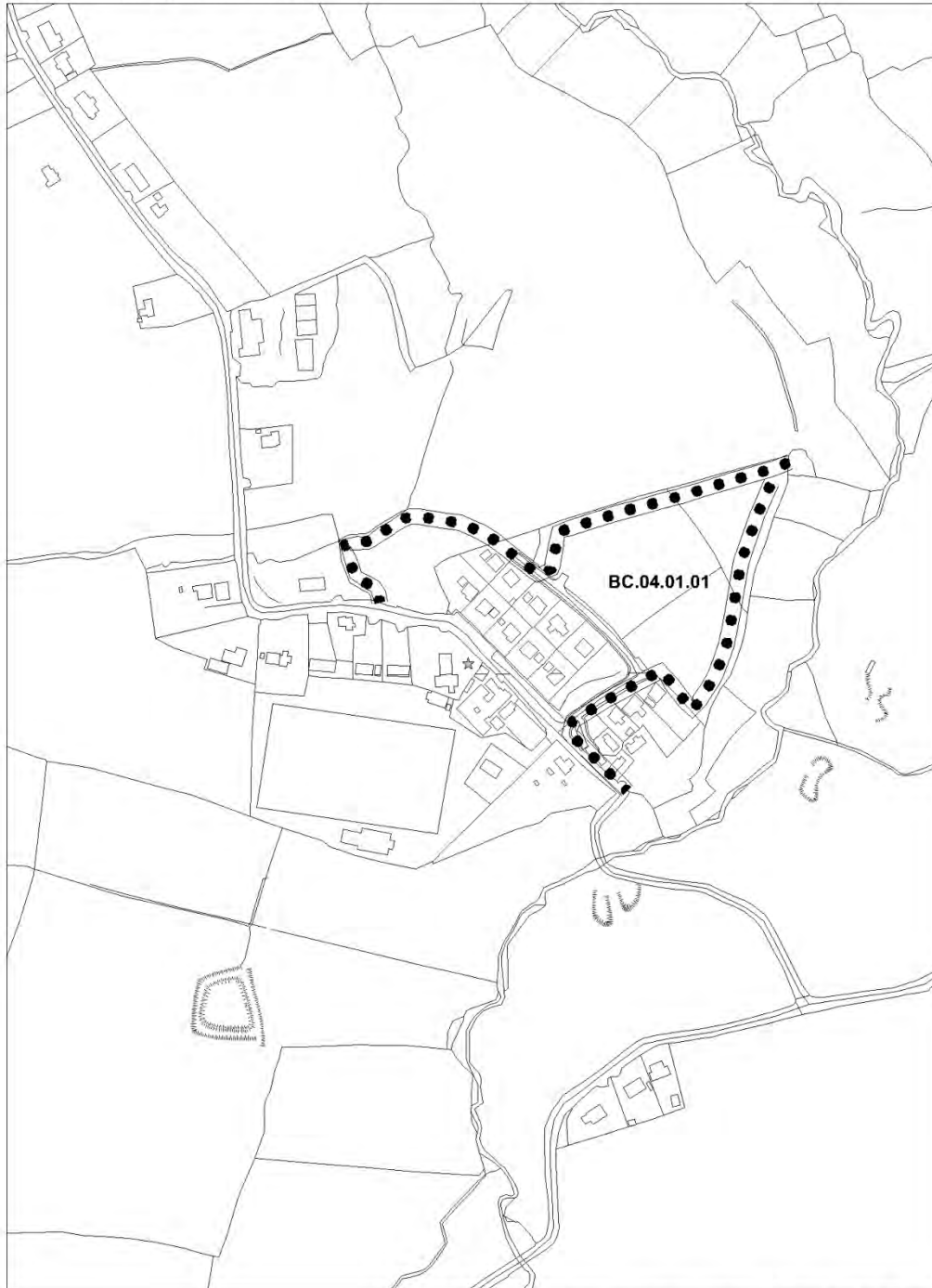
**Ballincollig Carrigaline Municipal District Local Area Plan  
Public Consultation Draft**

**Cork Airport**



**Amendment Ref:BC.03.08.06**





**Amendment Ref:BC.04.01.01**

### Appendix E List of Late Submissions

<b>Name of Interested Party</b>	<b>Unique Ref. No.</b>	<b>Settlement Name</b>
Alice Cross	21003684	<b>Ringaskiddy</b>
BirdWatch Ireland	21006267	<b>Ringaskiddy</b>
Blake Walsh	20978786	<b>Carrigaline</b>
Cian Heffernan	21006020	<b>Carrigaline</b>
Clayton Love	20916512	<b>Carrigaline</b>
Clayton Love	20918486	<b>Carrigaline</b>
Cllr. Aidan Lombard	21003882	<b>Carrigaline</b>
Cllr. Marcia D'Alton	21001494	<b>Countywide</b>
Cork Chamber	21005431	<b>Countywide</b>
Corkery Family	21003392	<b>SLR</b>
Denis O'Flynn	21000409	<b>South Environs</b>
Denis O'Flynn	20991650	<b>Countywide</b>
Department of Education & Skills	21004824	<b>Countywide</b>
Department of Housing, Planning, Community and Local Government	21004041	<b>Countywide</b>
Doyle Shipping Group	20992043	<b>Passage West</b>
Environmental Protection Agency	20981713	<b>Countywide</b>
Gary Jordan	20864070	<b>Ringaskiddy</b>
George Maloney	21004395	<b>Passage West</b>
George Maloney	21004189	<b>Passage West</b>
Green Party	21003654	<b>Ringaskiddy</b>
Hammond Lane Metal Company Ltd.	21002480	<b>Ringaskiddy</b>
IDA	21006301	<b>Ringaskiddy</b>

**Ballincollig Carrigaline MD**  
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Indaver Ireland	21008448	<b>Ringaskiddy</b>
Justin Fleming	20992606	<b>Ringaskiddy</b>
Kathleen O'Mahony	20918429	<b>SLR</b>
Martin Moloney	20982381	<b>SLR</b>
Mary T.Bowen	20992563	<b>Ringaskiddy</b>
Michael Bowes	20980497	<b>SLR</b>
Montip Horizon Ltd	20992361	<b>SLR</b>
Mr John O'Keeffe and Mr Joe O'Loughlin	21001937	<b>SLR</b>
Mr. Vivian Prout	20997944	<b>Ringaskiddy</b>
MRS. PATSY O'MAHONY	20519773	<b>Carrigaline</b>
Munster Agricultural Society	21003198	<b>South Environs</b>
Murnane O'Shea Ltd.	21006491	<b>SLR</b>
National Transport Authority	21007468	<b>Countywide</b>
Noreen Barry & Michael Waugh	20890964	<b>Ballincollig</b>
O'Flynn Construction	21006232	<b>SLR</b>
Oliver Power	21050332	<b>Carrigaline–</b>
Paddy O'Mahony	20997578	<b>Ringaskiddy</b>
Patrick Ledwidge – Cork City Council	21006549	<b>Countywide</b>
Port of Cork	21005338	<b>Ringaskiddy</b>
Ringaskiddy Rights of Way Commission	21005450	<b>Ringaskiddy</b>
Sean Barry Murphy	20914724	<b>Ballincollig</b>
Shipton Group	20920456	<b>South Environs</b>
Simon Brewitt,	20972236	<b>Carrigaline–</b>
Soltaz Limited	21005949	<b>South Environs</b>
Southern Regional Assembly	21002964	<b>Countywide</b>

Transport Infrastructure Ireland	20993186	<b>Countywide</b>
Vincent & Geraldine Lynch	20996547	<b>Ballinacollig</b>

# Appendix D Proposed maps for Ballincollig Carrigaline Municipal District

Ballincollig Carrigaline Municipal District Local Area Plan  
Public Consultation Draft

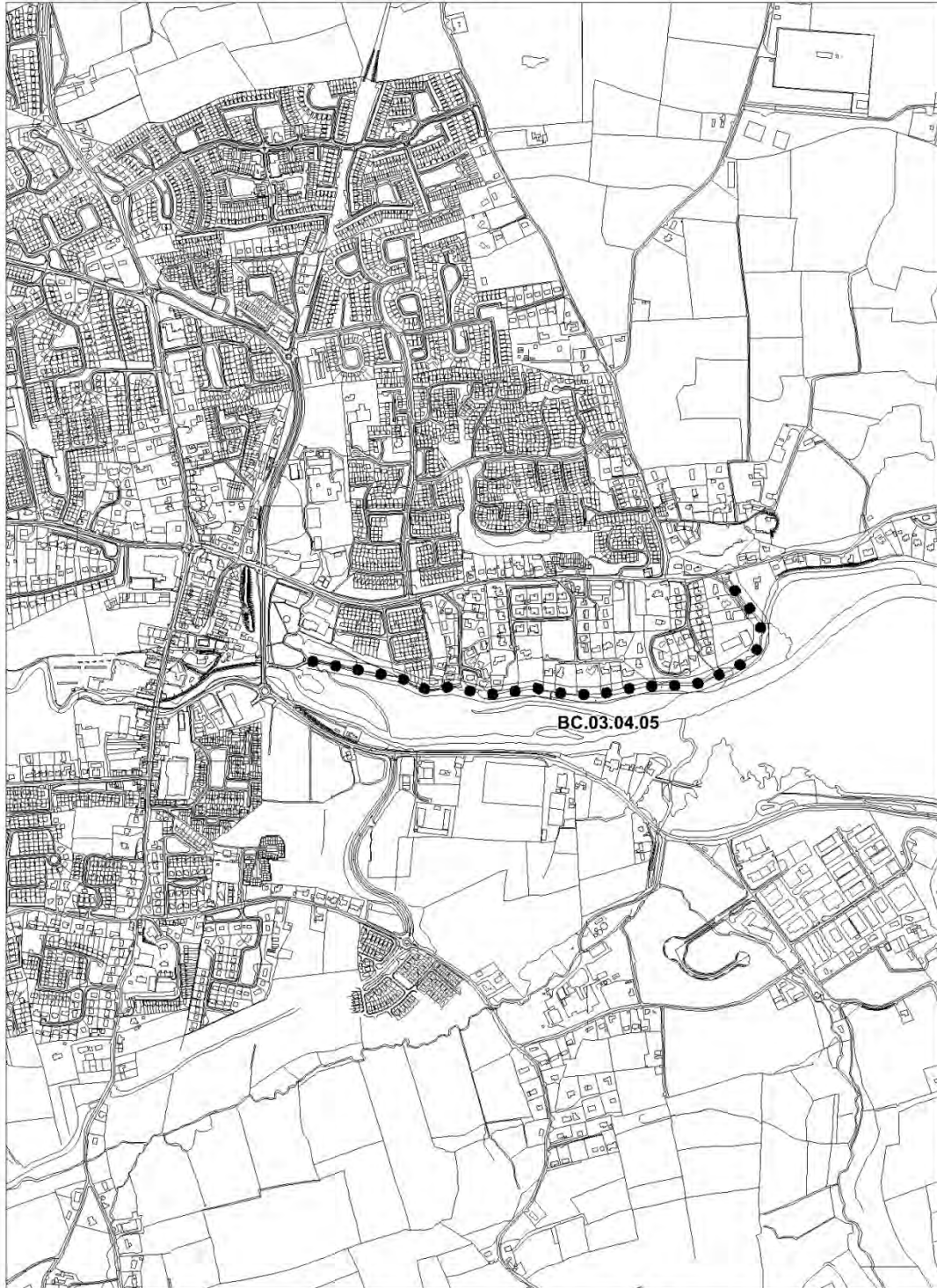
Ballincollig



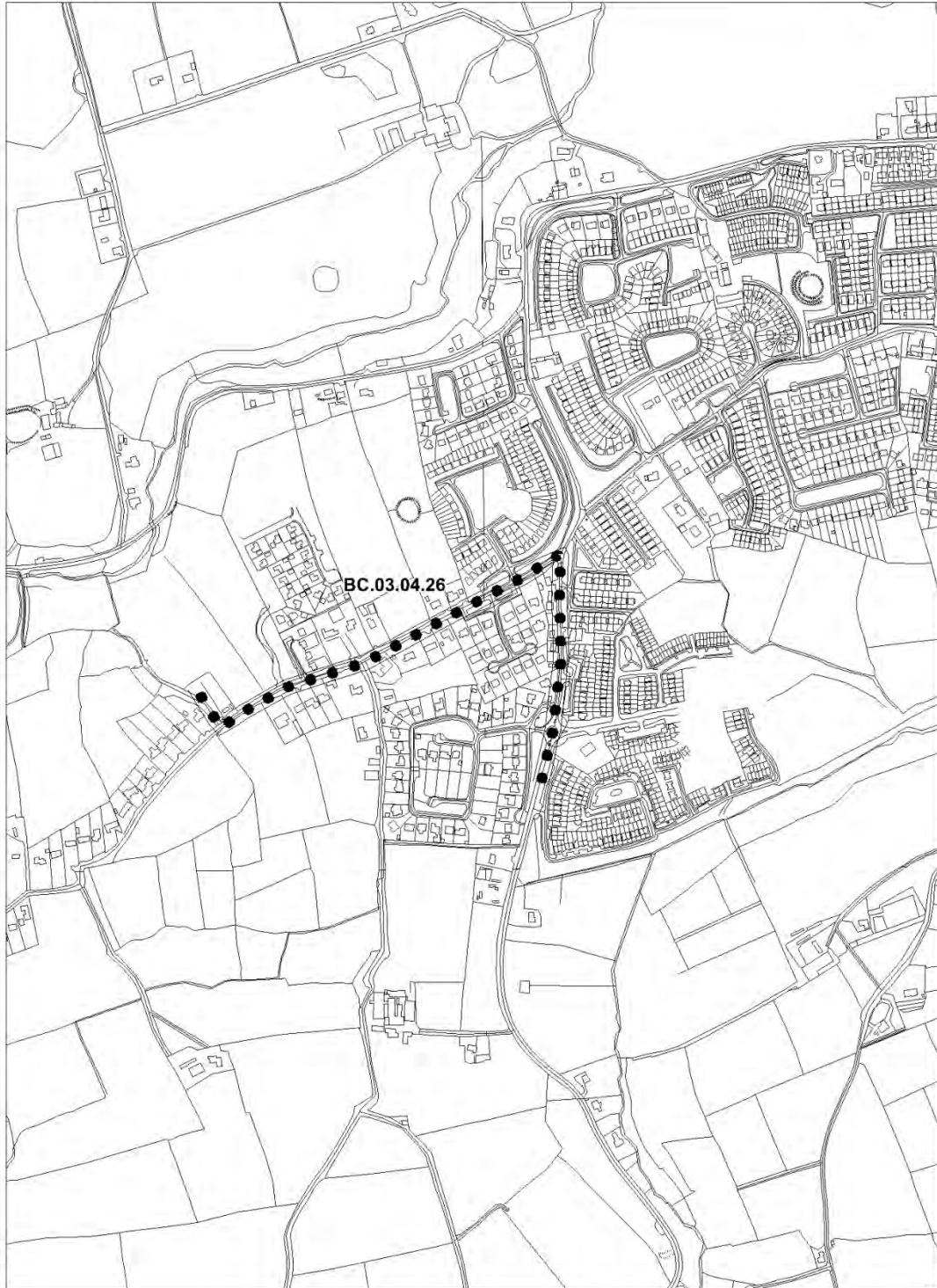
Amendment Ref:BC.03.03.11



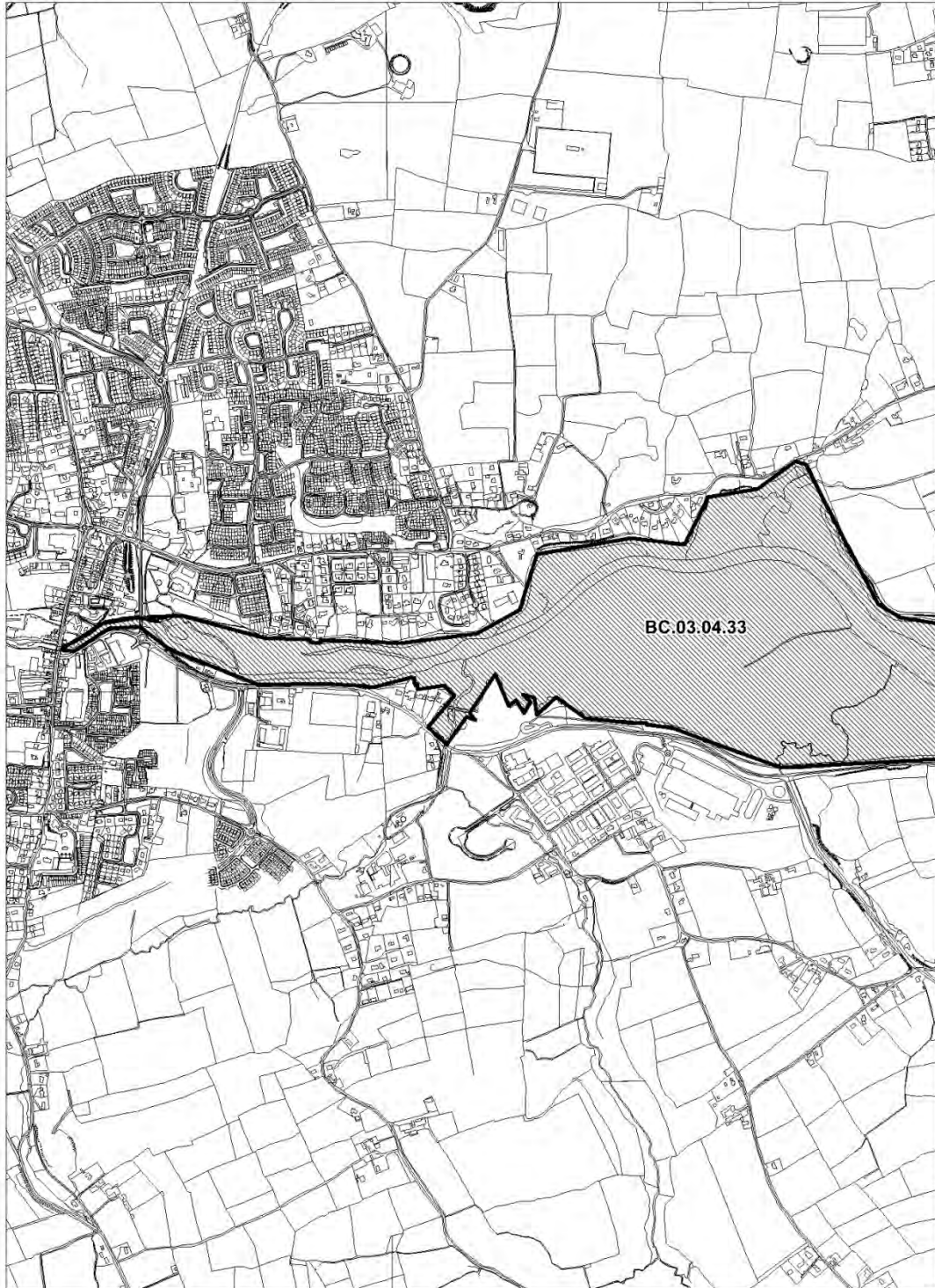




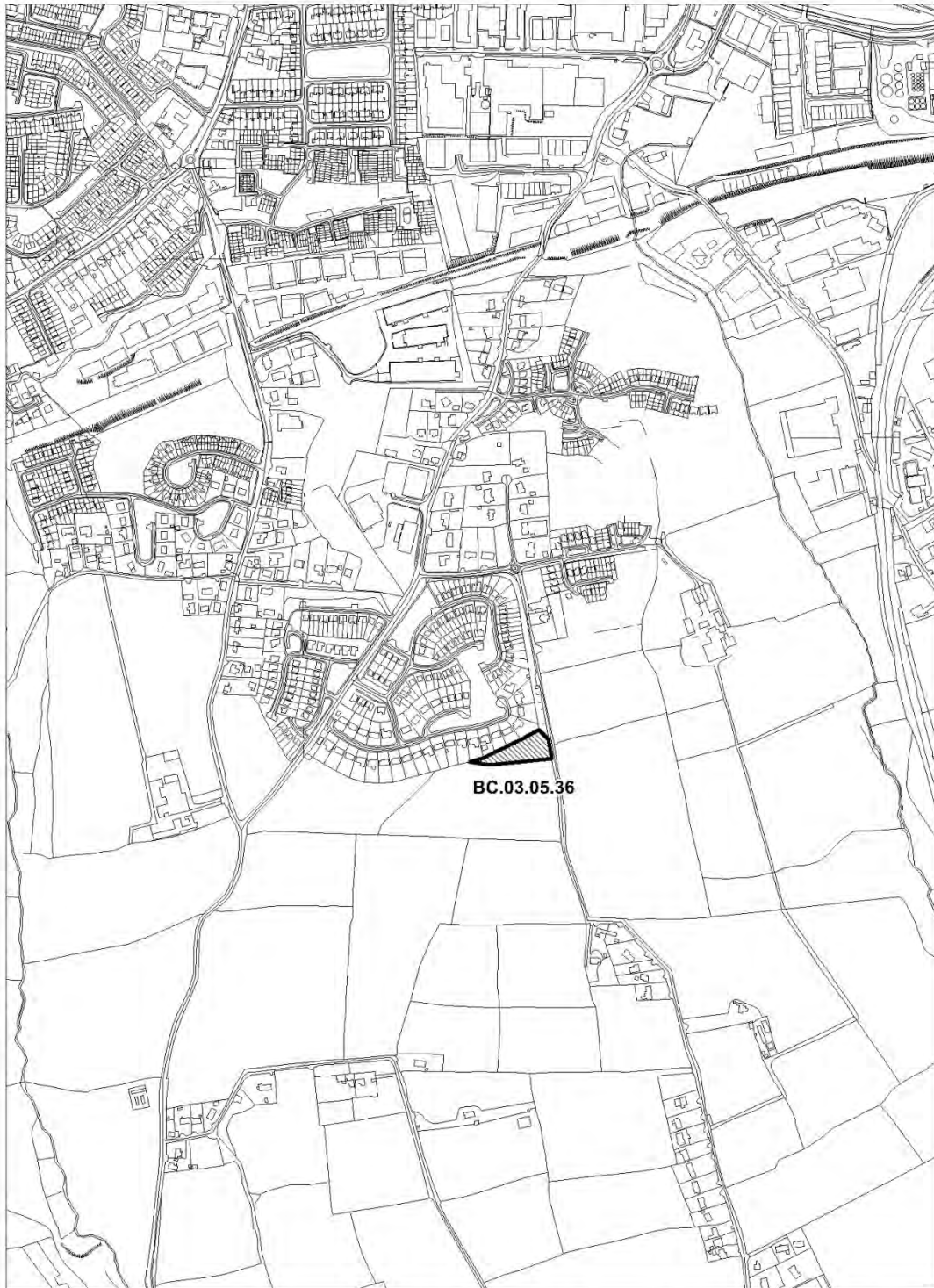






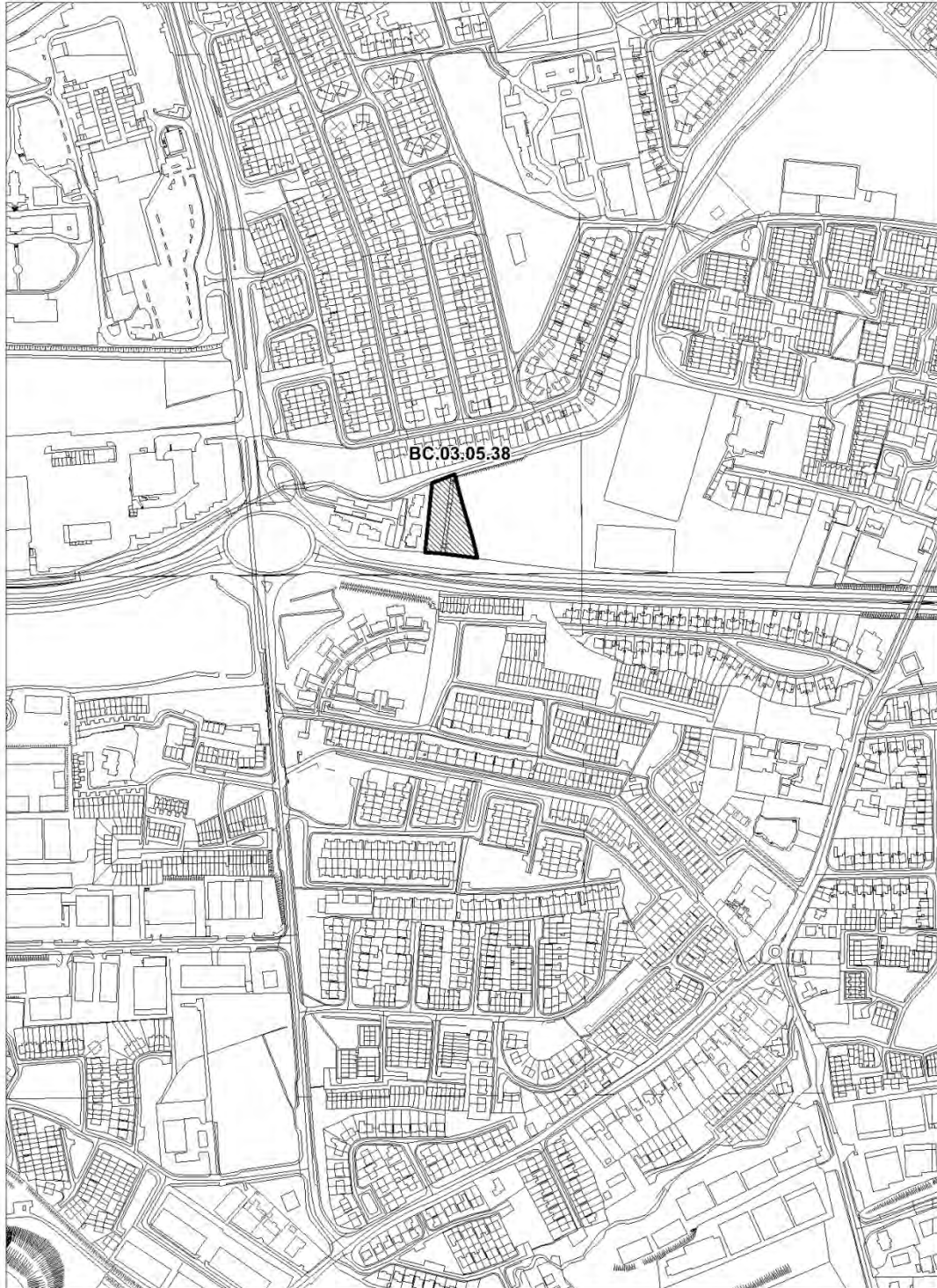






**Amendment Ref:BC.03.05.36**

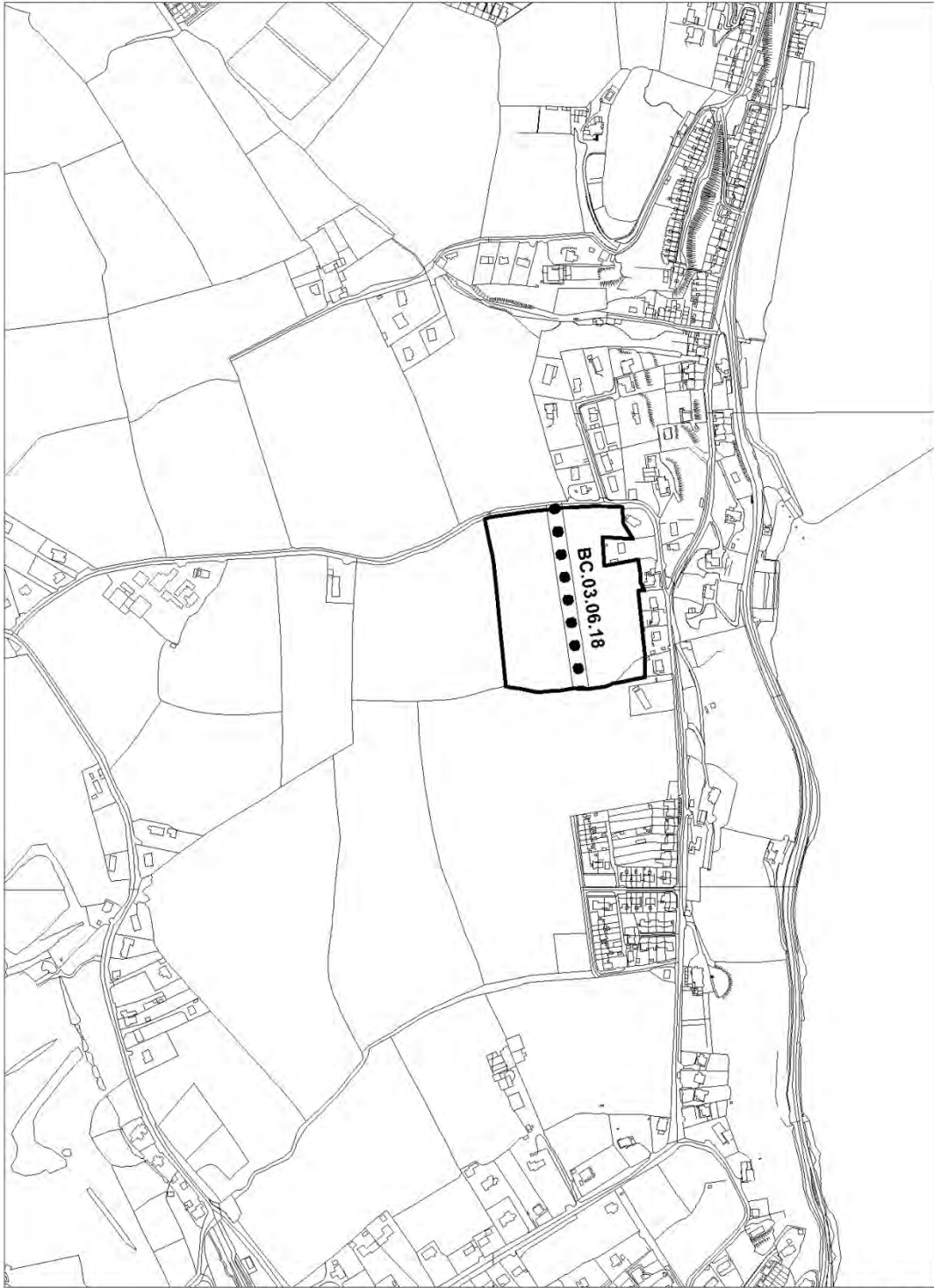




**Amendment Ref:BC.03.05.38**

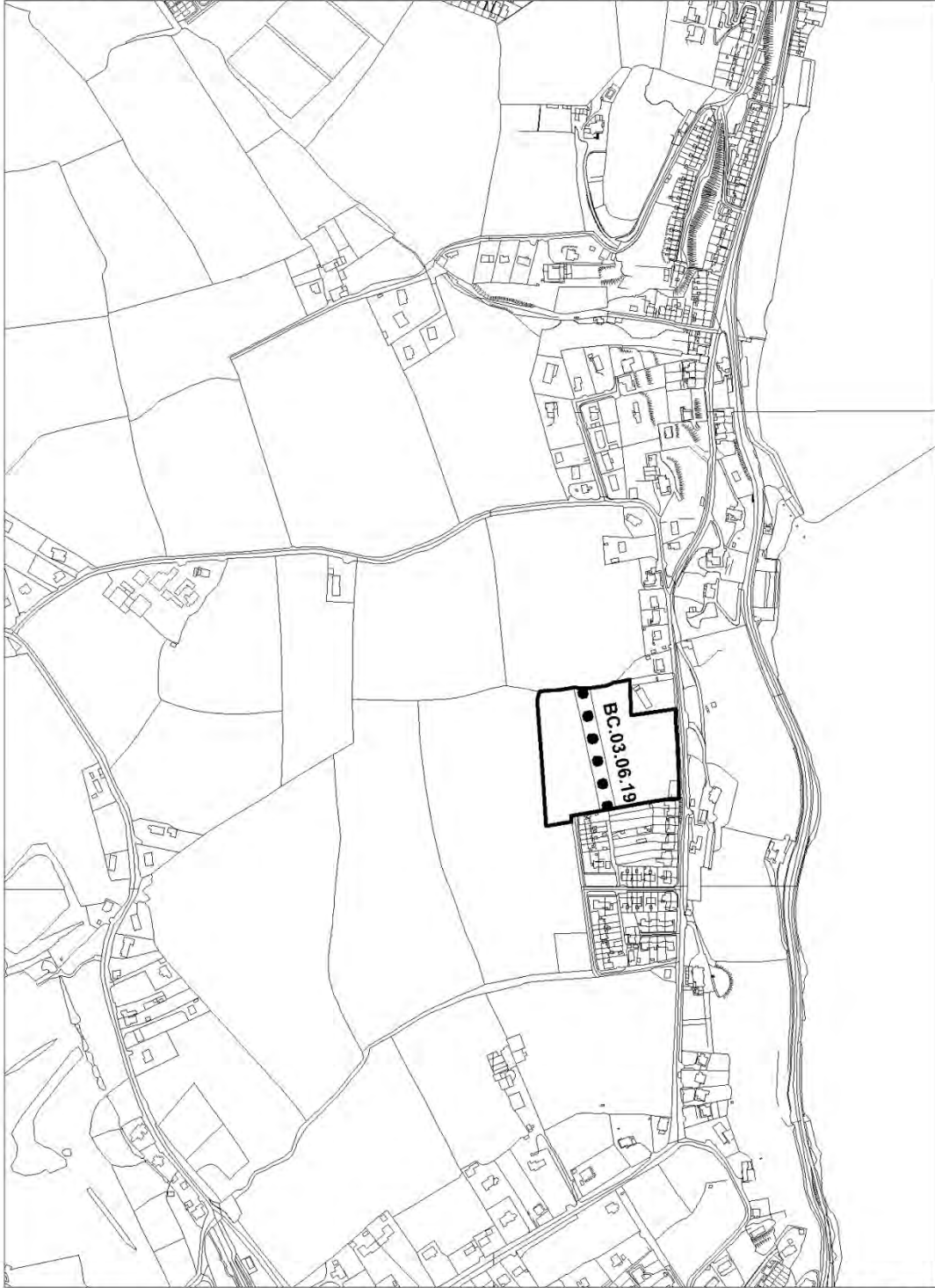






**Amendment Ref:BC.03.06.18**





**Amendment Ref:BC.03.06.19**



