

Report to Members

Ballincollig Carrigaline Municipal
District Local Area Plan Public
Consultation Draft

Chief Executive's Opinion on the Issues
Raised by Submissions & Recommended
Amendments

6th March 2017

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This report focuses on the submissions and observations received from the public following publication of the Ballincollig Carrigaline Municipal District Local Area Plan Public Consultation Draft, which sets out the planning framework for the development of the Municipal District up to 2023. The report summarises the outcome of this consultation process which was carried out in line with Section 20(3) of the Planning & Development Act 2000, as amended, and will inform the preparation of the various amendments to the Ballincollig-Carrigaline Municipal District Local Area Plan.

Appendix A of the report includes a list of the submissions received relevant to the Electoral Area while Appendix B details the proposed amendments to the plan following consideration of the issues raised in the submissions and other pertinent issues. Appendix C of the report includes a List of submissions by interested party. Appendix D of the report includes all the map changes.

Section 1 Introduction

1.1 Where we are in the process

1.2.1. The Ballincollig Carrigaline Municipal District Local Area Plan, Public Consultation Draft was published on the 16th November 2016 and was made available to the public until the 16th of January 2017. Copies of the Draft Plans were available for inspection at the Planning Department, Floor 1, County Hall; Norton House, Skibbereen; Council Offices at Annabella, Mallow and in all Libraries throughout the county.

1.2.2. In addition the Draft Plans and all supporting documentation including the Strategic Environmental Assessment Environmental Report, Strategic Flood Risk Assessment and Habitats Directive Screening Report are available on the Local Area Plan website <http://corklocalareaplans.com/>. The Draft Plans were made available in DVD (free of charge). Full copies of the Draft were also sent to a range of statutory bodies (including Government Departments, adjoining planning authorities and other agencies) as required under the Planning and Development Acts. Also for the first time all the land use zoning maps for every settlement were made available on a Map Browser available through the Local Area Plan Review website.

1.2.3. Although not required under the Act, a public exhibition / information day was held during the display period to encourage people to take part in the plan process. This was held in the Cork County Hall on December 2nd.

1.2.4. A number of individuals and groups sought the opportunity to meet with staff from the Planning Policy Unit during the public consultation period and all such requests for meetings during this period were accommodated.

1.2 Submissions

1.2.5. There were a total of 229 submissions received during the public consultation period on the Draft Ballincollig Carrigaline Municipal District Area Local Area Plan. Of these 229, there were 2 duplicates, leaving a total of 227 valid submissions. 13 submissions focused on general issues facing the Electoral Area,

1.2.6. The majority of the submissions received 185 related to issues in the 5 main towns and Key Assets within the Electoral area. 2 submissions related to issues in the villages, in relation to the "other Locations".

1.2.1. 23 submissions were received in relation to the Strategic Land Reserve and 12 were received relating to the proposed M28 Motorway.

1.2.2. 33 further submission focused more on policy submission relevant to the county as a whole.

1.2.3. Requests for the zoning of additional land for development or the extension of the development boundary of a settlement as per the 2011 Local Area Plan comprised the majority of submissions followed by submissions expressing concern regarding the impact of industrial development on the residential and heritage amenity of Ringaskiddy.

Opposition to the inclusion of the findings of the Flood Risk Assessment came from the submitters in Ringaskiddy (1), Cork City South Environs (1) and Waterfall (1).

1.3 Appropriate Assessment

1.3.1. In addition to the submissions raised, the draft plan has also been subjected to 'Appropriate Assessment' and a Natura Impact Screening Report has been prepared. Section 2. Appendix B of this report provides a table illustrating the specific amendments that apply to individual settlements. The recommendations from this report are set out in Appendix B of this report and it is the Recommendation of the Chief Executive that they be included in the amendments.

1.4 How to use this report

1.4.1. This report is sets out to fulfil a number of functions. Firstly and overall, it's purpose is to highlight the significant issues raised for consideration during the process to date, particularly with regard to submissions during the public consultation period.

1.4.2. Section 2 sets out the Chief Executive's view of the principle issues raised and includes the Chief Executive's recommendations for amendments to the draft plan.

1.4.3. Included thereafter, in Appendix A, is the full list of submissions received during the consultation process including the name of the interested party, with a summary of the submission and the Chief Executive's Opinion included. This list is laid out in settlement order alphabetically.

1.4.4. Appendix B, sets out the details list of proposed recommended material amendments to the Draft Local Area Plan. This list is set out bysettlement.

1.4.5. Appendix C of the report includes a List of Submissions by Interested Party.

1.4.6. Appendix D of the report shows all the Map Amendments.

1.4.7. Appendix E of the report shows a list of late Submissions.

1.4.8. Elected Members should note that the 'material amendments' are those that affect the objectives/policies of the plan or will otherwise have a significant effect on the outcomes of the plan. Some of the changes to the plan that have been requested in submissions are considered to be 'non-material' where, for example, they will result in an updating of the factual content of the plan or a change in the way that existing information is displayed

1.4.9. 'Non-material' changes to the plan are not identified in this report and will not be included in the proposed amendment that the Council will publish for public consultation later in May 2017. These non-material changes will simply 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 (including up to date information on the range of facilities or infrastructure, the number of existing dwellings or the stock of planning permissions that have not been implemented).
- The inclusion of additional information on the extent of existing heritage designations on the various maps included in the plan (e.g. existing nature conservation/scenic landscape/archaeological designations and record of protected structures, information already shown in the County Development Plan 2014 or approved by the appropriate national body).
- The inclusion of appropriate references to relevant objectives in the County Development Plan 2014.
- 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 6th March 2017. The Planning and Development Acts make the following provisions and any amendments to the draft plan:

- The local area plan shall be deemed to be made in accordance with the recommendations of the Chief Executive (i.e. as set out in this report) unless the Elected Members of the Council make a resolution making or amending the plan otherwise than in accordance with the Chief Executive's recommendation;
- 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 27th March 2017.

1.5.2. The following arrangements have been made so that Elected Members can give appropriate consideration to the issues raised in this report:

- A meeting of the Development Committee has been arranged for Thursday the 23rd and Friday 24th March 2017 in County Hall. The meeting will be attended by relevant staff from the Planning Policy Unit who will be able to answer Members questions in relation to any submissions or the Chief Executive's recommended amendments to the Draft Plan. It is important that Elected Members who are considering proposing resolutions to the Council in relation to the Draft Plan should, wherever possible, identify those issues at these meetings so that staff can give an initial Opinion.
- A special meeting of the Council has been arranged for Monday 27th March 2017 in County Hall in order to facilitate Elected Members who may wish to propose resolutions in relation to any of the Draft Local Area Plans.

1.5.3. The Planning and Development Acts require that any material amendments to the plan and must be made available to the public, so that submissions or observations can be submitted, for at least four weeks. This period is likely to commence at the end of May 2017. (A definite date for the commencement of consultation cannot be given at this stage until the amendments have been assessed to determine the need for any supplementary Environmental Report or Appropriate Assessment report.)

1.5.4. The issues raised in any submission or observation subsequently received will then be made the subject of a further report to Members of the Council together with recommendations so that these can be taken into account. This stage of the plan is executed by resolution of the Council. The new Local Area Plan will come into force four weeks from the day it is made.

1.5.5. 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 Principal Issues Raised

2.1 Introduction

2.1.1. This section of the report briefly sets out the justification supporting the Chief Executive's recommendations for amendments to the plan and also, where other significant issues have been raised and no change to the plan is recommended, a brief justification is set out.

2.1.2. Detailed text and maps in relation to the recommended changes can be found in Appendix B and B(1) (2) (Text) and Appendix D (Maps).

2.2 General Issues

2.2.1. The following paragraphs address a number of overarching issues that arose across the Local Area Plans and set out the justification for the Chief Executive's recommendation in relation to these issues.

Flood Zone Mapping for Coastal settlements

2.2.2. In coastal settlements, and settlements linked to flood risk issues in the wider harbor area, the flood zone mapping shown in the Draft Plan was incomplete and some coastal settlements appeared not to have a coastal flood risk. This has now been rectified and is reflected in the proposed amendments to the plan. There has been a change to the flood zone mapping for Carrigaline, Ringaskiddy and Haulbowline. See the amendments for these settlements in Appendix B.

Active Land Management and Strategic Land Reserve

Active Land Management

2.2.3. 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.

2.2.4. 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.

Chief Executive's Recommendation:

2.2.5. **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.**

See Amendment no. BC.01.02.01 Appendix B2

Strategic Land Reserve

2.2.6. 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”.

2.2.7. 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.

Chief Executive’s Recommendation:

2.2.8. 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).

2.2.9. These SLR sites have been subject to a High Level Appraisal and sites selected after this Appraisal are those considered potentially most suitable for zoning. 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

See Amendment no. BC.01.02.01 Appendix B2

2.3 Issues Raised by Government Ministers, Government Bodies and other Local Authorities

2.3.1. Submission were received from several Ministers, Government bodies or other local authorities and are listed below:

1. Department of Housing, Planning, Community and Local Government.
2. Southern Regional Assembly.
3. Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs- Archaeological and Architectural Heritage.
4. Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs- Nature Conservation-West Cork MD only.
5. Department of Education and Science.
6. Cork City Council.
7. Environmental Protection Agency (EPA).
8. Irish Water.
9. National Transport Authority (NTA).
10. Office of Public Works (OPW).

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11. Transport Infrastructure Ireland (TII).

12. Health and Safety Authority (HSA).

2.3.2. Summaries of the issues raised in these submissions and details of the Chief Executive's opinion are set out in Appendix A. The following paragraphs address the major issues likely to affect the amendment of the local area plan.

Department of Housing, Planning, Community and Local Government

2.3.3. The Department acknowledges the large body of work that the Council has undertaken in the preparation of the eight draft municipal local area plans and the concise manner in which the relevant plans have been presented. The Department raise a number of significant issues as follows; a number of which are particularly relevant to this Municipal District.

Issue 1: Metropolitan Cork Strategic Land Reserves.

2.3.4. The Department understands that there is no intention to specifically zone the 12 sites identified as SLRs within the lifetime of the local area plans. The lands have been identified as potential long term strategic development areas. The written statement needs to clearly articulate the function of these SLRs noting the immediate priority of activating existing zoned lands, however the Department also considers that the selection process behind such strategic land reserves would benefit from further justification and evidential based reasoning.

Chief Executive's Opinion:

2.3.5. Refer to Section 2 above.

Chief Executive's Recommendation:

See Amendment no. BC.01.02.01 Appendix B2

Issue 2: Alignment of Cork County Development Plan Core Strategy and Quantum of LAP Zonings

2.3.6. Appendix B of the Cork County Development Plan 2014 (CDP) contains the core strategy tables for each Municipal District with a breakdown of figures for each main town. Each draft MD LAP contains population and housing figures. These figures should be consistent with the CDP, however on closer examination there appear to be significant inconsistencies between the Cork CDP core strategy figures and the figures contained in the draft MD LAP's with regard to the amount of land zoned for residential development purposes.

2.3.7. Accordingly, the Council is requested to clarify (a) the basis for such inconsistencies and more importantly (b) proposals to address and remove such inconsistencies having regard to the provisions of Section 19 of the Act which places a statutory obligation on planning authorities to ensure that the amount of lands zoned for housing and other uses identified in the Core Strategy of the relevant development plans and the local area plans made in that context, are the same.

2.3.8. Densities stating Medium A, Medium B density are given for each residential land parcel however figures for the corresponding densities are not apparent. The Council is requested to indicate density figures within each Plan.

2.3.9. In addition to the above, it is unclear as to whether some of the above anomalies are occurring through the addition / omission of the town plan zonings. To ensure clarity and transparency it would be beneficial if the Council provided a table including the amount of

residential land zoned within the area of each Town Development Plan.

2.3.10. The Planning Authority is reminded under S.19(2) of the Planning and Development Act 2000 (as amended) and Circular PSSP 6/2010 that consistency is required with the objectives of the CDP, its core strategy and any LAP's. The LAP's as currently drafted and presented would not appear to be compliant with this requirement.

Chief Executive's Opinion:

2.3.11. a) The Municipal District Tables set out in Appendix B of the current CDP were prepared on the basis of the 2011 Local Area Plans which in turn was based on work done in 2009/2010 period. During the course of the preparation of the current Draft Local Area Plans the supply of residentially zoned land and its potential yield was reviewed in lights of current circumstances. In a number of cases issues arose where adjustment to the amount of residentially zoned land was required. The issues included impact of updated flood maps, sites having been developed, issues arising from Habitats Directive Assessment and the need to provide additional headroom in the Main Towns to compensate for the lack of water services infrastructure within the village network which meant that a significant amount of the growth allocated to the villages cannot at present be accommodated. The LAP Review included the residential zonings within the Town Councils where rationalising/updating of those zonings also lead to changes in the amount of zoned land and its potential yield. Also in some of the Metropolitan Towns additional zoned land is proposed in order to increase the amount of residentially zoned land to meet some of the Strategic Land Reserve/Headroom deficit identified in Chapter 2 Core Strategy of the CDP 2014 in the area where the greatest demand for housing is.

2.3.12. b) The Housing Densities High, Medium A and Medium B are set out in Objective HOU 4-1 and Table 3.1 in Chapter 3 Housing of the Cork County Development Plan, 2014 along with the explanatory text.

2.3.13. 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. Revised Table 2.2 should be considered within the context of this Active Land Management process / Strategic Land Reserve narrative as set out in section 2 and amendment **BC.01.02.01 Appendix B2** of this report.

Chief Executive's Recommendation:

a) See Amendment ref no. BC.01.02.01

b) See Amendment ref no. BC.01.04.05.

Issue 3: Cork Gateway Large scale retail warehousing (6,000+)

2.3.14. The written statement Cork Metropolitan Area Municipal Districts refers to the scope for the siting of Large Scale Retail Warehousing (above 6,000m²) and indicates that the Council will give consideration to such a proposal at an appropriate location within Metropolitan Cork. However, a specific zoning objective location is not indicated. While the Department appreciates the practical difficulties indicating a specific location, evidence and plan based approach to identifying such a site is essential.

2.3.15. Having regard to the Retail Planning Guidelines, 2012, the local authority is requested to include specific criteria for potential development sites in accordance with the locational criteria in Section 4.11.2 of the guidelines above within the appropriate Metropolitan MD LAP's.

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Chief Executive's Opinion:

2.3.16. The Retail Planning Guidelines make provision for consideration of large scale retail warehouse development in gateway cities like Cork. It is intended to include the criteria listed in Section 4.11.2 of the Retail Planning Guidelines, 2012 as the basis for identifying a potential site and assessing any future proposals for such developments.

Chief Executive's Recommendation:
See Amendment ref no. BC.02.04.03 and BC.02.04.04

Issue 4: Water Services Infrastructure

2.3.17. The Department notes and supports the objectives throughout the Draft LAP's that take into account water infrastructure deficiencies in certain areas and which state that 'all new development shall be connected to the public water supply and public waste water treatment system'.

2.3.18. Such policy is very important given the legacy of developments in Cork constructed with Developer Provided Water Infrastructure (DPI) and which in many cases has failed leading to significant negative environmental implications and public remediation costs.

2.3.19. It is critical to ensure that further DPI based residential development is avoided. The Department recommends that the County Council inserts a general objective stating that in terms of water infrastructure 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.

Chief Executive's Opinion:

2.3.20. The Council will continue to work with Irish Water to ensure the delivery of the necessary water services infrastructure required to implement the objectives of this plan and meet the Core Strategy population targets. It is intended to include an objective to address this issue.

Chief Executive's Recommendation:

2.3.21. **No change**

Issue 5: Economic Zonings

2.3.22. The Draft Local Area Plan's have zoned substantial amounts of land for industry and business development within some of the towns and villages throughout Cork.

2.3.23. The Department considers that some of these zonings should be reassessed with regard to the reduction of their scale in some cases or the inappropriateness of their location and on an evidential basis. Furthermore, the insertion of an overall table in each MD LAP indicating the amount of economic zonings for each town is requested.

Chief Executive's Opinion:

2.3.24. Table 2.4 "Employment Land Supply" has been included in each Draft Plan showing the amount of land zoned for Business, Industry and Enterprise on a town by town basis.

Chief Executive's Recommendation: No amendment recommended.

Issue 6: Strategic Flood Risk Assessment

2.3.25. Department states that approach set out in Volume 2 Strategic Flood Risk Assessment is not consistent with the requirements of the Planning System and Flood Risk Management Guidelines, 2009 as it indicates that the planning authority is retaining an unsuitable zoning which has not passed the justification test. There is no presumption in law that guarantees zoning objectives will remain unchanged upon the review of a Plan. Strongly recommends that any undeveloped residential zoning identified within flood zone A and B is amended to a water compatible use (notwithstanding the areas covered by the Town Development Plans).

2.3.26. Reminded of the legislative requirement that if it is not possible to implement certain policies and objectives contained in Section 28 Guidelines, a reasoned justification for this approach by way of explanation needs to be set out within the written statements of each MD LAP.

2.3.27. Within the Ballincollig Carrigaline MD, the submission requests specific proposals to ensure that national policy on flood risk assessment is being upheld in relation proposed zonings CL-R-04, CL-R-13, CL-R-15 in Carrigaline and SE-R-01, SE-R-02, SE-R-04 and SE-R-06 in the City South Environs where the zonings appear incompatible with the guidelines due to their location within flood zone A and B.

Chief Executive's Opinion:

2.3.28. Residential zonings where a residual and often peripheral part of the site is shown to be within a flood risk zone have been retained. The approach was agreed with the OPW when the Council introduced the Flood Risk Mapping as part of the last LAP Review.

2.3.29. The main reasons were;

- In some cases, certain zonings were included in areas at risk of flooding, even when such zoning did not pass the Justification Test, as a response to a desire to retain those zonings where planning permission had been granted or where the zoning had already been made in a previous Plan'.
- It was considered that such sites could be best dealt with at Development Management level, i.e. the design and layout of any residential scheme would take account of small areas at risk of flooding and ensure that flood compatible uses like open space would be located in such areas. This approach ensures that well located residentially zoned lands will continue to contribute to the overall supply of such lands and not necessitate the zoning of more peripheral less well located lands.
- Given the level of detail available with some of the flood risk mapping is was considered appropriate to allow a more flexible approach where a site was only residually affected by flooding allowing potential developers the opportunity to show through the preparation of site specific flood risk assessments how such sites were or were not affected by flooding.

2.3.30. Therefore the Council are of the view that the Draft Local Area Plans are broadly compliant with the requirements of the Flood Risk Guidelines.

2.3.31. With specific regard to the proposed zonings indicated these lands are only marginally affected by flooding.

Chief Executive's Recommendation:

2.3.32. **No amendment recommended.**

Southern Regional Assembly

2.3.33. The Southern Regional Authority is broadly supportive of the Draft Plan and notes that the Draft LAP represents a strong body of work with a clear plan structure and

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demonstration of consistency as far as it is practicable with national, regional and county planning policy including Core strategy of the Cork County Development Plan, 2014. It notes that strategic locations for future population and employment growth and key infrastructure required to accommodate this growth are identified by the Draft Plan.

2.3.34. With regard to the Strategic Land Reserve, it is stated that;

-it may be beneficial for the Council to clarify within the LAP how the existing provisions of Section 2.2.25 and 2.2.26 of the CCDP 2014 will apply to the process of re-zoning sites as part of the Strategic Land Reserve (i.e. Variation to the Core Strategy) as far as they are practicable. In particular, it may be beneficial if clarity is provided on the infrastructure requirements and sequencing/phasing/prioritisation of chosen sites in the context of existing priorities for brownfield regeneration and designated Urban Expansion Areas.

- it may be appropriate that development on any SLR designated site is consistent with the sequencing/phasing/prioritisation set by the Core Strategy (or Variation of) the CCDP 2014 as far as it is practicable and be focused on public transport corridors, in particular rail corridors, as recommended in the CASP 2008 update and supported by SW RPG Objectives for public transport.

- It may be appropriate that the assessment criteria applied to potential SLR sites ensures objectives of the Draft LAP to develop metropolitan towns are consistent with the vision and qualities of settlements identified in the Draft LAP and are consistent with the objectives of the CCDP 2014 including Objective GI 8-1 Prominent and Strategic Metropolitan Greenbelt Areas and Objective GI6-1: Landscape as far as they are practicable. Accordingly, it may be beneficial to demonstrate consistency with the SW RPG 2010-2022 as far as it is practicable within the SLR assessment /selection process where sustainable locations for future development are balanced with the protection of the regions landscape amenity and natural heritage (Objectives REAS-01 and REAS-03).

- Site SLR2 Carrigaline East in particular is described as land forming a strategic gap between Carrigaline and Ringaskiddy. It may be beneficial for the Council to have regard to the provisions of the CCDP 2014 and SW RPG 2010-2022 outlined in Observation 3, in further detailed assessment of the SLR sites where they are proposed in strategic gap locations between distinct settlements or in locations that are important to demarcate the inner metropolitan greenbelt as far as it is practicable.

Chief Executive's Opinion:

2.3.35. It is noted that the Southern Regional Authority is broadly supportive of the Draft Plan.

2.3.36. See Section 1.5.31of Draft Plan which sets out the Council's strategy with regard to Strategic Land Reserve and Active Land Management.

Chief Executive's Recommendation:

See Amendment ref no. BC.01.02.01 Appendix B2

Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs- Archaeological and Architectural Heritage.

2.3.37. This submission sets out the heritage related observations/recommendations of the Dept in relation to archaeological, built and underwater heritage which needs to be protected, whilst continuing to facilitate the practical development requirements of a modern society.

2.3.38. Submission advises further consultation with the Council's Heritage Unit in relation to the provisions of the Draft Plan and strongly advises that the Council exclude known monuments from land zoned for dense industrial and/or residential/educational developments, particularly with reference to lands identified as Strategic Land Reserves.

2.3.39. Department further recommends that sites of archaeological importance that are State or Local Authority ownership should be highlighted and each plan should include an

overarching objective to ensure the protection and preservation of archaeological, built and underwater heritage, in addition to a set of General and Specific Objectives which may be included in a new “Archaeological, Built and Underwater Heritage” section of each MDLAP such as The Record of Monuments and Places (RMP) and also Historic Towns and Places (Zones of Archaeological Potential (ZAPs) which should be shown on maps).

2.3.40. Submission further notes that the provisions of the National Monuments (amendment) Act 1930-2014 protects all shipwrecks over one hundred years old, underwater archaeological structures, features and objects, and in this context each plan should take account of any impacts on riverine, lacustrine, intertidal and sub-tidal environments. Finally submission suggests that text in relation to heritage protection should be included for large scale development such as the Residential Land Reserves.

Chief Executive’s Opinion:

2.3.41. The Council acknowledges that some archaeological sites are located within lands zoned for development. However, in those cases issues are dealt with on a case by case basis by Development Management and the project stage. Where possible new zonings have tried to avoid archaeological sites. It is not possible given the numbers of archaeological sites to identify them in the Local Area Plans. County Development Plan Objective HE3-2 deals with Underwater Archaeology.

Chief Executive’s Recommendation:

See Amendment ref no. BC.02.06.02

Chief Executive’s Recommendation:

Department of Education and Skills

2.3.42. This submission notes the importance of providing sufficient educational infrastructure to meet the needs of the community. Department will continue to work closely with the Council in relation to the provision of new schools and the development of existing schools and emphasises the critical importance of the Council ensuring sufficient land is zoned for this purpose, following the full appraisal of all potential school site options by the Dept for technical suitability for school development.

2.3.43. Department notes that school reservations should be made as close as possible to existing community facilities, encourages a multi campus approach, encourage provision of sites adjoining green belts or open space where sporting facilities could be provided. Should zone to facilitate expansion of existing schools and to maintain adequate separation distance to allow for increased school heights. Submission identifies the need to reserve sites for primary and/or post primary schools in a range of towns across the County.

2.3.44. Within the Ballincollig Carrigaline Municipal District the Department has outlined the requirement for future educational facilities in the main towns in the Cobh Municipal District as well as the need for school sites in the near future in Ringaskiddy and the City South Environs.

Chief Executive’s Recommendation: Ballincollig Carrigaline MD Local Area Plan to be amended to identify additional school sites – See amendment, BC.03.05.29, BC-03.03.20 and BC.03.07.07

Cork City Council

2.3.45. This submission recommends that within Metropolitan Cork a greater percentage of dwelling units should be located close to the edge of the city - to cater for city expansion in a more sustainable fashion.

2.3.46. The net residential yields along public transport corridors is identified as not representing an efficient use of land.

2.3.47. The City Council further state that any justification for a proposed increase in the SLR in lieu of low levels of development in the City Docklands would be contrary to the SWRPG 2010-2022 and the Planning and Development Acts 2000 – 2015.

2.3.48. Regarding the City Gateway initiative outlined in the draft LAPs, it is stated that no land use function has been specified for the City Gateways and given their location at major junctions it would be inappropriate as significant employment or retail centres because of potential impacts on the road network

2.3.49. It is stated that overall densities proposed are inadequate and should be higher.

2.3.50. The City Council supports the development of the Maglin Urban expansion area at 34 units per hectare. Some of the land banks it is recommended should be reserved for high density development in order to ensure that the estimated yield can be met while ensuring an appropriate mix of housing is provided in line with demographic trends.

Chief Executive's Opinion:

2.3.51. The Draft LAPs are broadly consistent with the CDP Core Strategy and support the sustainable development of both Cork city centre and the Metropolitan Towns, providing for a sustainable settlement network .

2.3.52. See Section 1.5.31 of Draft Plan which sets out the Council's strategy with regard to Strategic Land Reserve and Active Land Management.

2.3.53. City Gateway initiative references visual and environmental importance of entry to urban Cork. See Section 1.5.27 of Draft Plan which clarifies function of City Gateways.

Chief Executive's Recommendation:

See Amendment ref no BC.01.02.01 Appendix B2

See Amendment ref no. BC.01.01.01

Environmental Protection Agency

2.3.54. This submission raises issues in relation to the Draft Plan, Environmental Reports and some settlement specific issues. In relation to the Draft Plans the submission notes the need for development to be linked to the ability to provide water services infrastructure, the need to prioritise the provision of secondary treatment in some areas and the need to include more information on the environmental sensitivities of each area. Submission also suggests a commitment to the implementation of the National Broadband Plan, the preparation of a Climate Adaptation Strategy for the County and inclusion of objectives ensuring the Council fully assess the impacts of development on priority habitats and species.

2.3.55. This submission also makes a number of comments in the relation to the Environmental Report and how the SEA process has been integrated into the plans, seeking clarity on how the environmental sensitivities of each area have influenced the plan, the compliance status of critical infrastructure and the use of habitat mapping to inform the plans. Submission recommends the plans make provision for the protection of key ecological corridors and linkages within each plan area. Review of the landscape strategy of the county is also recommended. Clarification is also sought on the assessment of cumulative impacts, selected of preferred development scenarios, mitigation and monitoring. Changes to some of the Environmental Protection Objectives is also suggested.

2.3.56. Settlement specific queries are raised in relation to Ballincollig (critical service

infrastructure) Cobh . Carrigtwohill (phasing of delivery of new railway stations and delivering infrastructure in the context of EIA, Water Framework Directive, Habitats and Flood Directives), Schull (WWTP has been upgraded) and Charleville (Lands R-06 are at risk of flooding).

Chief Executive's Opinion

2.3.57. A significant number of the issues raised overlap with the recommendation of the Natura Impact Screening Report and these are included in the Chief Executive's recommendation for the amendments to the plan.

2.3.58. With respect to the timing of the delivery of water services infrastructure, this issue is already addressed by the objectives of each LAP which require that appropriate and sustainable water and waste water infrastructure, capable of meeting legal requirements and other relevant environmental objectives in relation to water quality / habitat protection, must be provided and be operational in advance of the commencement of any discharges from a development. Adequate provision for storm water disposal is also required.

2.3.59. Plans will be amended to include a reference to the National Planning Framework and the Regional Spatial and Economic Strategy. With regard to the preparation of a Climate Change Adaptation Strategy, it is recognised that this falls within the remit of the Council to prepare, but it is beyond the scope of the Local Area Plan process. .

2.3.60. Issues in relation to the environmental sensitivity of each area, cumulative impacts and the compliance status of water services infrastructure has already been addressed, as far as it is practicable, in the Environmental Report and the objectives of the Draft Plan. Further clarification on the status of drinking water and waste water treatment infrastructure as given in Table 2.3 of the Draft Plan will be included where appropriate. Prioritisation of the delivery of secondary waste water treatment facilities is a matter for Irish Water.

2.3.61. Habitat mapping for parts of the Blarney, Carrigaline and Middleton Electoral Areas was completed some years ago and has informed the preparation of the plans. It is has not been possible to complete habitat mapping for the other main towns of the county in time to inform the LAP process. Objectives for the protection of natural heritage have been included in the plan.

2.3.62. Suggested changes to EPO1 and EPO 5 will be implemented. Changes to EPO8 require additional indicators which have no ready source of data at a local level. With regard to the consideration of alternatives, this process relates to the review of the local area plans, where the plan being reviewed has already been subject to the SEA process. In additional the Local Area plans are about giving effect at the local level to the strategy of the County Development Plan, which has itself been subject to SEA.

2.3.63. Mitigation measures are built into the objectives of the plan such as objectives re the water services are mentioned above. Monitoring will be addressed further in the Environmental Statement.

Chief Executive's Recommendation:

2.3.64. **Insert additional Objectives into LAS-01 to address issues relating to water services infrastructure, surface water, architectural, archaeological and ecological issues. See Amendment no. BC 02.06.02**

See Amendment no.

Irish Water

2.3.65. This detailed submission from Irish Water (IW) states that it is Irish Water's objective is to provide both drinking water and wastewater strategic infrastructure capacity to meet the domestic requirements of the settlements and core strategies of development plans subject to the availability of funding and to environmental constraints. Irish Water will endeavour to secure the provision of the infrastructure necessary to support the evolving population change and economic activity in the eight Municipal District Local Area Plans over

the next plan period, subject to the necessary capital investment and in compliance with environmental objectives and regulations.

2.3.66. Submission also notes that it is IW's objective to provide quality water services in an economic and efficient manner to populations served by the public water services network but there are significant challenges in balancing commitments and available funds to achieve these objectives. Submission requests that the Council considers the implications on water services when determining the settlement and core strategies for the county. The submission acknowledge the settlement hierarchy identified in the CDP and the indicative population targets/housing units included in the current Draft LAPs and indicates that IW's key strategy for supporting growth is to maintain appropriate headroom in strategic water services infrastructure in line with the settlement hierarchy identified in the NSS, regional and County planning policy.

2.3.67. With respect to further investment the submission notes that Irish Waters Investment Plan 2017 to 2021 identified 46 individual projects in County Cork. The County will also benefit from a number of national programmes to improve the quality and efficiency of water services. Importantly compliance driven upgrades of infrastructure will also make provision for growth capacity where appropriate.

2.3.68. There are 180 Water Supply Zones (WSZ) in the County. It is intended to rationalise the number of abstractions, water treatments plants and WSZ's to ensure the sustainability of abstractions in terms of environmental protection, security, resilience and protection of water sources, interlinking current WSZ's into Water. It is also provided to reduce to reduce water leakage in the distribution network to an economically sustainable level in the future.

2.3.69. Submission notes that there are 150 agglomerations (settlements) in the County served by public waste water collection systems. Twelve agglomerations are discharging wastewater with no or only preliminary treatment and the European Court of Justice has a case pending in relation to 15 WWTP's in Cork for non compliance with the Urban Wastewater Treatment Directive. Includes settlements such as Youghal, Skibbereen, Ringaskiddy, Passage/Monkstown, Middleton, Mallow, Fermoy, Cobh, Clonakilty, Carrigtwohill and Ballincollig. Submission requests that the Council be cognisant of the "designation status" of water bodies receiving discharges from WWTPs when considering settlement hierarchy and population targets.

2.3.70. Finally the submission suggests that the Councils assessment of existing water services infrastructure to service future populations included in the Draft LAPs does not take into account the rationalisation, leakage reduction, wastewater strategies and projects planned to be undertaken by Irish water in the next investment cycle.

Chief Executive's Opinion.

2.3.71. IW's commitment to secure the provision of the infrastructure necessary to support the evolving population change and economic activity is noted. The Council welcomes IW's commitment to maintain appropriate headroom in strategic water services infrastructure in line with the settlement hierarchy identified in the NSS, regional and County planning policy, and to rationalise the operation and provision of water services infrastructure. Proposals for leakage reduction are also acknowledged as playing an important role in increasing capacity along with investment in new infrastructure.

2.3.72. The CDP and LAPs are subject to full ecological assessment through the AA and SEA process and therefore do take account of water body designations. The Council will continue to work with IW to ensure that the right amount of water services infrastructure is available in time in the right locations to meet future demand.

Chief Executive's Recommendation:**See Amendment BC.02.06.02**

2.3.73. The contents of this submission are noted. The NTA supports consolidation of population growth in Metropolitan Cork and City suburbs along corridors where it can be demonstrated associated development can support investment in public transport services and localisation of trip journeys.

2.3.74. It is recommended that proposals for further expansion of Metro Area settlements are checked against certain principles and to ensure development is prioritised and sequenced to promote/provide for development of public transport services/sustainable transport, accessibility to services at local level; protect strategic infrastructure assets and appropriately utilised; integration of land use and transportation.

2.3.75. The NTA would welcome opportunity to comment in detail on each UAE on completion of study and prior to finalisation of LAPs.

2.3.76. 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 is anticipated that this will be used to inform transport investment levels and prioritisation. It will further provide 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. It is recommended that reference be made to the Transport Strategy for Cork Metropolitan Area under Objective LAS-01.

2.3.77. The NTA seeks greater consolidation of growth in areas contiguous to Cork City and within the largest Metropolitan Area settlements which demonstrate; Localisation of trip demand across a range of journeys employment, education, retail etc; Provision of public transport services as competitive alternative to the car for non-local trips; Sustainable accommodation of additional development on basis of existing transport infra, existing public transport services, other services at local level.

2.3.78. Regarding SLR locations, it is considered that further clarity is required regarding consultation with Stakeholders, that no formal framework for review of sites is set out, and the mechanism applied for to prioritise SLR areas is not clear. It is noted that the SLR sites are generally characterised by a lack of road capacity, poor or absent public transport networks and local issues re. accessibility to facilities.

2.3.79. The NTA recommends against inclusion of SLR sites in LAPs in absence of clear evidence based approach and pending fuller assessment and greater clarity, including stakeholder consultation.

2.3.80. CSIP, Airport, Ringaskiddy, Little Island, Carrigtwohill areas and other strategic employment locations; There is a need to ensure their scale and location will not undermine CASP and not excessively add to current pattern of car dependent commuting.

2.3.81. It is recommended that development strategies presented should be subject to a transport assessment process similar to UEAs. The Transport Strategy for Cork will assess strategic investment requirements.

Chief Executive's Opinion:

2.3.82. The Draft LAPs are broadly consistent with the CDP Core Strategy and support the sustainable development of both Cork city centre and the Metropolitan Towns, providing for a sustainable settlement network.

2.3.83. Continued improvements in public transport / walking / pedestrian facilities are being advanced, in collaboration with all key stakeholders. Housing and employment

growth is identified for areas where public transport exists or can be provided, and, proximate residential / employment zonings are also allowed for within the draft plan.

2.3.84. 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”.

2.3.85. 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.

Chief Executive’s Recommendation:

2.3.86. 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).

2.3.87. These SLR sites have been subject to a High Level Appraisal and sites selected after this Appraisal are those considered potentially most suitable for zoning. 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

See Amendment ref no. BC.01.05.01 Appendix B2**Office of Public Works (OPW)**

2.3.88. This submission from the OPW highlights the need for the Council to expand its approach to flood risk assessment to include the following:

- a) the consideration of the potential downstream flood impacts of development, where the development itself is not in an area of flood risk, but lands downstream of the proposed development are at risk of flooding and the proposed development may have an impact on those downstream risks. This is particularly important in areas where flood defences have been provided, or are proposed, downstream of a development, and in the context of managing surface water discharges.
- b) the potential future need for flood storage areas which may be required to enable the adaptation of a proposed flood relief scheme to take account of the future climate change scenario. Submission requests that three specific flood storage areas identified as part of the River Bride (Blackpool) certified Drainage Scheme be protected from development in the LAP. These proposed flood storage areas are located within the Cobh Municipal District at Killard, upstream of Blackstone Bridge and at Ballincroikig.

2.3.89. The submission also raises location specific issues in relation to the Claycastle / Williamstown area of Youghal, some of the SLR sites in Metropolitan Cork and the Water Rock and Banshane areas of Midleton. In relation to Skibbreen and Bandon where flood alleviation schemes are under construction, and Mallow and Fermoy where schemes have been completed, the submission points to the need to manage the potential impacts of new development, and surface water discharges from same, on the flood defences. Submission notes that modifications to a flood scheme require the consent of the OPW.

2.3.90. The Council is currently considering some revisions to its policy in relation to flood risk management as set out the Cork County Development Plan 2014 and the issues raised by the OPW in relation to downstream impacts and flood storage areas will be considered further as part of that review.

2.3.91. In addition it is proposed to amend Section 1 the Draft Plan to include an additional section on Managing Downstream flood impacts.

2.3.92. The revised Draft Plan identifies four flood storage areas within the Cobh plan area – as identified by the OPW submission. These maps are included in the body of the plan, with explanatory text included.

2.3.93. See Section 1.5.31 of Draft Plan which sets out the Council's strategy with regard to Strategic Land Reserve and Active Land Management.

2.3.94. For response to other location specific proposals, please see the CEO's report for that Plan.

Chief Executive's Recommendation:

See proposed amendment BC.01.01.06 (The following amendment is proposed to be included in Section 1.8 of LAP as follows (insert after objective table IN-01)

See Amendment ref no. BC.01.02.01 Appendix B2

Transport Infrastructure Ireland

2.3.95. The submission from TII makes a number of points about the protection of existing national roads, the need to show the relevant routes for new national roads on a map in each LAP and the need to set out mechanisms for funding and delivery of national road upgrades to cater for future plans and private development proposals. The submission seeks clarity on the City Gateways initiative and considers the approach advocated in relation to Retail Warehousing within Metropolitan Cork to be unacceptable in the absence of an evidenced based planning approach as set out in Guidelines. With respect to the proposals for a Strategic Land Reserve in Metropolitan Cork, the submission considers the information provided to be poor and notes the lack of prior consultation or justification for the sites selected. In addition, the need to fund infrastructure needs is highlighted and TII sets out its position that roads improvements to facilitate appropriate private developments will not be funded by TII.

2.3.96. The submission also makes a number of specific comments in relation to each Municipal District. The following relate to Ballincollig Carrigaline MD LAP:

Cork Airport

2.3.97. Regarding Cork Airport, it is stated by the TII that detailed analysis of traffic impacts arising from non-airport related business uses within Cork airport campus is required, as is the provision of alternative travel modes to Cork airport users. A range of demand management measures are also recommended. The TII requests to be consulted regarding on-going road improvement works in the vicinity and highlights the importance of protecting the national roads infrastructure

Cork Science and Innovation Park

2.3.98. Regarding Cork Science and Innovation Park (CSAIP), the TII highlights that the Curragheen N40 Interchange is operating near capacity and there is a need to ensure mobility management and transport mitigation measures are implemented. The need to activate monitoring and governance of the CSAIP, as set out in the Masterplan, is critical. Regarding the potential location of a hospital within the CSAIP, TII advises that it cannot continue to support the project without the preparation of a new Masterplan for the site.

Carrigaline

2.3.99. Regarding Carrigaline, the TII notes that the planned for N28 is not intended

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to facilitate commuting traffic and highlights the need to achieve modal shift away from private car use in this area. TII also notes with concern that the N28 corridor is not included in the plan.

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Ringaskiddy

2.3.100. Regarding Ringaskiddy, the TII highlights the need for a LUTS for the area. The TII notes that the planned for N28 is not intended to facilitate commuting traffic and highlights the need to achieve modal shift away from private car use in this area. TII also notes with concern that the N28 corridor is not included in the plan.

Chief Executive's Opinion:

2.3.101. As outlined in Chapter 10 of the County Development Plan the Council is committed to the protection of proposed national route corridors where the route selection process has been completed / approved and where the preferred route corridor has been identified. These routes are shown in the Councils Map browser.

In relation to location specific issue within the Municipal District, the following is relevant:

Cork Airport

2.3.102. The Council will continue to work with all stakeholders to advance modal shift away from private car use – via both demand management measures and infrastructure provision. The Council will continue to liaise with TII regarding protection and potential enhancement of national road route capacity.

CSIP

2.3.103. The proposed amendments to the Objective SE-X-01 for the CSAIP are not considered to be a deviation from the CSAIP Masterplan but a further clarification of permissible uses. The phasing, transport requirements, management / governance requirements, review periods, as set out in the Masterplan will ensure that transport considerations (short and long term) continue to inform the development of the site and will ensure that the national roads infrastructure is appropriately protected.

Carrigaline and Ringaskiddy

2.3.104. The Council will continue to work with all stakeholders to advance modal shift away from private car use – via both demand management measures and infrastructure provision. The N28 route corridor is indicated in the Council's Map Browser and will also be included in the Local Area Plan.

2.3.105. Cork County Council has commenced its review of its existing development contribution scheme and the draft new scheme will be issued to all stakeholders for consultation.

City Gateway Initiative

2.3.106. The submission relating to the City Gateway Initiative is noted. Initially this initiative will focus on aesthetic and environmental improvements in these areas in advance of an integrated Land Use and development framework to be conducted in collaboration with the relevant stakeholders including, relevant landowners, Cork City Council, the National Transport Authority and Transport Infrastructure Ireland.

Chief Executive's Recommendation:

See proposed amendment ref no BC.01.01.01 and BC.02.05.03

Health and Safety Authority (HSA)

2.3.107. This submissions requests the SEVESO sites across the county be identified on the settlement maps as appropriate. Submissions also advises on most recent legislation on the Seveso Directive.

Chief Executive's Opinion:

2.3.108. While the Seveso sites are listed in the County Development Plan they will be also be indicated on the settlement zoning maps where relevant.

Chief Executive's Recommendation:

2.3.109. **No Amendment Proposed** - Seveso site locations will be indicated in final plan, as non-material amendments.

2.4 Other Issues Raised in General Submissions

Anna Aherne

2.4.1. This submission requests shorter/summarised versions of the overall plan.

Chief Executive's Opinion:

2.4.2. The Draft Local Area Plans are statutorily required to address a wide range of issues over the large geographic area that comprises the Municipal Districts.

Chief Executive's Recommendation:

No Amendment Proposed.

2.5 Main Settlements and Key Assets

Ballincollig:

2.5.1. A Total of **16** submissions were received for Ballincollig. The issues in the submissions raised for Bandon can be classified under the following headings;

Residential Zoning and Development Boundary

2.4.2. A number of submissions were received in relation to residential zoning and the development boundary around Ballincollig.

2.4.3. Three submissions requested that the boundary be extended to include submitters lands and that these lands in turn be zoned for residential and town centre uses.

2.4.4. Another submission commented on a perceived lack of "headroom" with regard to the number of houses forecast for Ballincollig and in the wider Municipal District.

Chief Executive's Opinion:

2.4.5. It is the intention of this plan to direct initial residential growth to the Maglin Expansion Area south of the existing settlement. The submissions received relate to lands which are isolated from the development boundary of Ballincollig and rezoning of these lands is considered haphazard and would lead to lead piecemeal development.

Chief Executive's Recommendation: No amendment

Maglin Urban Expansion Area

Ballincollig Carrigaline MD LAP

2.4.6. A number submissions expressed concern with regard to the Maglin Urban Expansion area and the number of houses proposed, the potential traffic generated by development of these lands and fears of exacerbating flood risk.

2.4.7. A further submission sought revision to the Phasing programme for the UEA and inclusion of some lands within the Existing Built Up Area of Ballincollig.

Chief Executive's Opinion:

2.4.8. The development of the Maglin lands will not result in any significant increase in the traffic passing through the estate where the authors reside. Significant improvements are proposed to the wider road network, walking and cycling facilities and public transport, where benefits will be shared by the existing community and the new development. The Maglin proposals will be designed so that surface water flows to existing watercourses will be maintained at 'greenfield' rates to avoid any additional risk of flooding. Any privacy and consultation issues will be addressed at the planning application stage.

2.4.9. An amendment to the Draft LAP is proposed reducing the size of zoning BG-R-11, as requested. The development of BG-R-11 itself could pose risks of traffic congestion and surface water flooding unless the delivery of local road improvements and a comprehensive system for surface water management is secured. The proposed amendments to the Draft LAP proposes that this infrastructure will be in place in tandem with the development of this site.

Chief Executive's Recommendation:

2.4.10. Amend plan to reflect submission

Strategic Land Reserve

2.4.11. See Amendment **BC.03.03.27 Appendix B1**

Employment Land

2.4.12. A submission expresses concerns that no employment lands have been provided for in the Maglin Urban Expansion Area and that other lands identified for this purpose are on lands currently being actively farmed and unlikely to be developed.

Chief Executive's Opinion:

2.4.13. The Local Area plan provides for 18.5 ha of lands zoned for employment uses and in recognising the difficulties that may be encountered in delivering some of these lands for development it is considered appropriate that this plan affords some flexibility in the T-03 and T-04 areas where vacant premises will be considered suitable for redevelopment or modification for enterprise purposes such as Start Up and business incubator units.

Chief Executive's Recommendation:

2.4.14. Additional text in Objectives T-03 and T-04 to allow for conversion/redevelopment of vacant retail units for Office and business use including but not limited to Start Up and business incubator units. Amendment BC.03.03.21

Education

2.4.15. A submission was received from the Department of Education requesting that 6 school sites (4 primary and 2 secondary) be reserved in Ballincollig, one of these sites is to cater for a primary school due to open in 2017.

2.4.16. The submission further requests that provision is made on lands BG-R-01 for a 1.04 ha site for a primary school, additionally , it requests that text in paragraphs 3.3.36 and 3.3.89 be revised to reflect the educational zoning requirements as set out in the submission.

2.4.17. The Department also requests that the text at 3.3.89 is amended to read "these may be accommodated in the new development as part of the open space areas".

Chief Executive's Opinion:

2.4.18. The Department of Education's submission regarding proposed new schools in Ballincollig is acknowledged.

2.4.19. The Plan will provide for a school site within the area R-01 and will work with the Department

of Education to identify future school sites during the lifetime of this plan.

2.4.20. However the Plan will not consider development of schools zoned for Open Space purposes as to allow such lands to be developed as school sites would contravene the Flood Risk Management Guidelines for Planning Authorities as the majority of these lands are at risk of flooding and schools are not considered a compatible use for such areas.

Chief Executive's Recommendation: Amend zoning objectives BC-R-01 - BC.03.03.020

Carrigaline:

2.4.21. A Total of 16 submissions were received for Carrigaline - the main issues are as follows:

Chief Executive's Recommendation

Provision of playing pitches for Carrigaline Rugby Club

2.4.22. Submission requests the provision of playing pitches on land in Kilnagleary that is currently marked CL-B-02 in the LAP.

Chief Executive's Recommendation;

2.4.23. Rezone portion of land to reflect submission. Amendment BC.03.04.27

Town Centre Expansion, Regeneration Areas and broadening of use permitted in Town Centre Zoning.

2.4.24. A submission was received requesting that the T-01 zoning be expanded to encompass an area to the south east of the Town Centre which is currently the site of a food retailer and neighbouring lands.

2.4.25. A further submission requested that provision for residential development be provided for in the T-01 zoning, this submission also requested that the Regeneration Area identified around the Old Pottery Site be extended and that the description be amended to allow for "Big Box " retailers.

Chief Executive's Opinion:

2.4.26. The request to expand the T-01 zoning to include the subject lands is considered reasonable and will allow for expansion of the Town Centre to the south east.

2.4.27. The request to allow residential development in the T-01 zoning area is considered compatible with the existing zoning and additional text will be included in the objective wording to allow for residential development.

2.4.28. It is considered reasonable to extend the Regeneration area and amend the description to allow for larger retailers.

Chief Executive's Recommendation;

2.4.29. Amend T-01 zoning to reflects submissions, **Amendment BC.03.04.17**

2.4.30. Amend Regeneration Area CL-RA-01 to include additional text to allow for larger Stand alone retailers. **Amendment BC.03.04.28**

Residential Development

2.4.31. A number of submissions have been received requesting additional residential zonings in Carrigaline on both the northern and southern edges of the town.

2.4.32. The majority of these submissions represent lands which are outside the development boundary and are located in areas with a road and pedestrian network which has insufficient capacity to cater for the proposals as envisaged in the submission received or in the case of one submission, the lands are required to accommodate a Park and Ride Facility which is deemed an essential element of the delivery of the proposed M28 motorway scheme.

2.4.33. There is however one parcel land south of the town, adjoining an existing residential

development to the north, in close proximity to areas served by footpaths and public lighting and an existing amenity walk, which may be suitable for residential development.

Chief Executive's Recommendation;

2.4.34. Extend development boundary to the south along Kilmoney Road opposite proposed CL-R-07 and include portion of lands contained in submission for residential development **Amendment BC.03.04.31**

2.4.35. No change as per submission's 16/11868401,16/1260438,16/11874805, 16/12209834,16/12604699,16/12223944

Cork City South Environs:

2.4.36. A Total of 44 submissions were received for Cork City South Environs - the main issues are as follows:

Rezoning of additional land in the area

2.4.37. A number of submissions were received requesting rezoning of lands or extensions to existing zonings to reflect land ownership

2.4.38. One submission 16-10592887 requests that lands in Doughcloyne which the submitter presents in two parcels, one currently zoned SE-R-02 (A) , the other as Existing Built Up Area (B) be afforded Medium A and Medium Residential Zonings respectively

2.4.39. A further submission 16-11859768 in the Doughcloyne/Togher area requests that lands adjoining the city boundary between Sarsfield road and St Finbarrs GAA complex be rezoned for residential development.

2.4.40. A submission was received requesting that a section of SE-O-04 be rezoned for residential development 16/12222572.

2.4.41. A number of submissions 16-12321625, 16-12322757, 16-11859768 , 16-11875890 were also received in the Douglas/Moneygourney/Rochestown Areas of the South Environs requesting rezoning or modifications to the development boundary.

2.4.42. One submission 16-11880369 requests that the development boundary of the South Environs be extended at Castletreasure to accommodate a single dwelling for a family member on the family landholding.

Chief Executives Opinion

2.4.43. These sites 16-11859768 are located within the existing built up area of which one Parcel A is currently zoned for residential development, therefore it is considered that the current status of the site is sufficient and a change in zoning is not warranted.

2.4.44. There is currently sufficient residentially zoned land in the South Environs.

2.4.45. It is considered that the subject lands as proposed in submission 16-11859768 are located in an area that is already extensively developed and that rezoning the remainder of these lands would constitute over development of the site and adversely affect existing residential amenities.

2.4.46. It is considered that rezoning a section of SE-O-04 for residential development would be premature pending the carrying out of a recreational needs study in the South Environs and wider Municipal District to be carried out during the lifetime of this plan. As part of this study the appropriateness of this site amongst others designated for recreational purposes will be considered and a further review of this zoning may be recommended as part of further Local Area Plans.

2.4.47. Submission 11875890 requests that SE-R-08 be further extended to encompass lands within the interested parties ownership, this request is considered appropriate as it is a logical extension of SE- R-08 which in turn will facilitate the completion of development currently taking place on the original site and will complement existing residential developments in this area.

2.4.48. In relation to submission 16-11880369 is considered reasonable to extend the development boundary to cater for a single dwelling.

Chief Executives Recommendation

2.4.49. Amend development boundary of R-08 to include additional lands Amendment **BC.03.05.07**

2.4.50. Amend development boundary of the South Environs at Castletreasure to allow for a single dwelling, subject lands be reclassified as Existing Built Up Area. Amendment **BC.03.05.09**

M28

2.4.51. A number of submissions have been received in relation to the proposed M28 Motorway scheme to Ringaskiddy. Submissions focused on matters such health implications of the scheme, calls for an alternative route , disruption during the construction phase and a perception that the benefits of the scheme are being overstated.

Chief Executives Recommendation

2.4.52. No change

Pedestrian Facilities

2.4.53. A number of submissions have been received citing that Pedestrian Facilities in the Togher area have not kept pace with the large amount of residential development that has taken place in the area over recent times.

Chief Executives Opinion

2.4.54. The need to for pedestrian infrastructure improvements in this area is recognised and has been identified in the draft plan.

Chief Executives Recommendation.

Amendment BC.03.05.01

Passage West:

2.4.55. A total of 17 submissions were received for Passage West . The issues in Ballincollig can be classified under the following headings,

Dezoning of lands.

2.4.56. A number of submissions were requesting that lands zoned for residential development in Ballincollig be de-zoned. Specific requests were made in relation to sites PW-R-01, PW-R-04, PW-R-05, PW-R-06 and PW-R-07, and the submissions outlined a number of issues for dezoning, including servicing and roads issues.

Chief Executives Opinion

2.4.57. The delivery of housing on these lands is considered crucial in achieving future population and housing targets for Passage West and ensuring that this Local Area Plan is in compliance with the Core Strategy of the Cork County Development Plan 2014.

2.4.58. Water Services issues will be addressed by the forthcoming Lower Harbour Scheme and it is the Local Authority's intention to construct a new link road to provide more enhanced access to the proposed sites.

Chief Executives Recommendation

2.4.59. No amendment proposed.

Rezoning and Development Boundary

2.4.60. A submission has been received requesting that the development boundary around Monkstown be adjusted and that the subject lands be rezoned for residential development.

Chief Executives Opinion

Ballincollig Carrigaline MD LAP

2.4.61. These lands are outside the development boundary of Passage West/Monkstown and are isolated from the main settlement, furthermore these lands due to their topography present difficulties in relation to roads access and water services.

Chief Executives Recommendation

2.4.62. No amendment proposed.

Revision of Objectives to allow for an increase in the number of dwellings permitted.

2.4.63. A submission has been received requesting that Open Space objective PW-O-05 be amended to provide for 6 dwellings, the objective currently allows for 2 dwellings.

Chief Executives Opinion

2.4.64. It is considered that increasing the number of dwellings permitted from 2 to 6 dwellings would undermine the Open Space for this site. This area is considered visually important and makes a significant contribution to the setting of Monkstown. Any increase in the number of dwellings proposed to be developed on this site would visually detract from the setting of the town.

Chief Executives Recommendation

2.4.65. No amendment proposed.

Royal Victoria Dockyard

2.4.66. A submission has been received requesting that the T-01 zoning in Passage West be extended to encompass the Royal Victoria Dockyard.

Chief Executives Opinion

2.4.67. It is considered that this request is broadly consistent with both the X-01 Special Policy Area and Regeneration Area zonings for this site and it is recommended that T-01 be extended to encompass this site.

Chief Executives Recommendation

2.4.68. Amend PW-T-01 to include this site

Amendment BC.03.06.08

Ringaskiddy:

2.4.69. A Total of 68 submissions were received for Ringaskiddy - the main issues can be summarised as follows

Protection and Enhancement of Cork Harbour

2.4.70. A number of submissions were received requesting the promotion of sustainable development of Lower Harbour by way of leisure, recreation and education uses, enhanced access to harbour (piers, slips etc) and associated on land facilities and Plan for the harbour area.

Chief Executives Opinion

2.4.71. It is acknowledged that access to the Lower Harbour is an issue for both residents and other users of the harbour alike. 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 Cork Harbour Strategic Policy Committee to help address these matters.

Chief Executives Recommendation

2.4.72. **Amendment BC.03.07.01**

Martello Tower and RY-I-15

2.4.73. A significant number of submissions were received requesting that the wording in Objective RY-I-15 be amended so as to protect the line of sight between the Martello tower (Ringaskiddy) and Fort Westmoreland and the historic walkway between Gobby beach and the Martello Tower.

Chief Executives Opinion

2.4.74. Additional text will be included in Objective RY-I-15 with regard to protecting access to the Martello Tower.

Chief Executives Recommendation

2.4.75. Include Additional Text in Objective RY-I-15 with regard to access to the Martello Tower.

Concerns regarding Industrialisation, proposed incinerator, the overall impact on Ringaskiddy of these developments and the proposed M28.

2.4.76. A number of submission were received expressing concerns with regard to industrial development in Ringaskiddy, the proposed incinerator , the M28 and a perception that these factors are impacting on the lives of people in Ringaskiddy, eroding the sense of place and posing a threat to the ongoing development of the IMERC cluster.

Chief Executives Opinion

2.4.77. This plan strives to achieve a balance between the needs of the local communities and the industrial facilities, no increase in industrial land has been proposed for Ringaskiddy and actions including a Public realm plan for the Town Centre and proposals to potentially grow the population of Ringaskiddy are being examined and it is hoped these will be brought to fruition during the life time of this plan.

2.4.78. Where possible all areas identified for Open Space and Recreation are protected in this plan and if necessary additional facilities will be identified during the lifetime of this plan through a Recreational Needs Study to be conducted across the Municipal District.

2.4.79. A replacement school site has been identified to compensate for the loss of an intended site which occurred do the identification of the proposed M28 route.

2.4.80. The identification of RY-I-19 provides for the continued expansion of the IMERC facility and help build on this successful cluster and also provides for complimentary business activity.

2.4.81. Additionally, as previously stated a Harbour study has previously been undertaken by the Council, as well as 4 no. Local Area Plans that abut the harbour. These plans and study will be used to inform future actions / initiatives within Cork harbour area.

Chief Executives Recommendation

2.4.82. **Amendment BC.03.07.01**

Cork International Airport:

2.4.83. One submission was received from the DAA in relation to Cork Airport. The submission welcomed the Draft Local Area Plan and the new section which replaces the Cork Airport Special Local Area Plan.

2.4.84. The submission outlines a number of desired changes in the Airport Section of the Amended Plan and these are grouped under a number of main headings.

Economic Context

2.4.85. The submission requests that more recognition of the economic importance of Cork Airport to the county and the wider Southern Region be included in Section 1 of the Draft Local Area Plan.

Chief Executives Opinion

2.4.86. Section 1 of the Local Area Plan is intended to set the Planning Authorities approach to making the plan and outlines the key planning strategies and initiatives Cork County Council intend to pursue during the life time of this Local Area Plan.

2.4.87. Therefore it is not considered appropriate to include this request in Section 1 of the Local Area Plan.

2.4.88. However additional text will be included in Section 3 Main Towns and Key Assets where the section on Cork Airport is contained.

Chief Executives Recommendation

2.4.89. Recommend Additional Text in Section 3 Cork Airport, **Amendment BC.03.08.01**

Land Use Zoning at Cork Airport and Environs

2.4.90. The submission makes reference to the Land Use Zoning Plan for Cork Airport and Environs and requests a number of changes.

2.4.91. The first change concerns that Land Use Zoning around the Terminal and the main airport campus.

In the Draft Local Area Plan two distinct zonings differentiating between Landside and Airport activities is proposed, the submission requests that one single airport zoning be applied to Landside and Airside, highlighting overlapping in activities between the two functions.

2.4.92. The second change requests a change to the wording of objective CA-E-01 which would allow for Enterprise development providing a business park which could incorporate, internationally traded services, corporate office and uses that are complimentary to those in the existing business park as opposed to Office based industry requiring an Airport location.

2.4.93. Further additional text is requested which would allow for tourism related projects, which would benefit from an airport based location.

Chief Executives Opinion

2.4.94. It is considered that the zonings as proposed present an effective land use management strategy for the Airport and underlines the importance of distinguishing between Landside and Airside activity.

2.4.95. With regard to CA-E-01 it is considered that the current objective is broadly sufficient in supporting the desired activities requested by the DAA to be supported on these lands. However additional text will be included to support Additional uses such as Tourism related projects which would benefit from an airport location.

Chief Executives Recommendation

2.4.96. Include Additional Text in Objective CA-E-01. Amendment **BC.03.08.03**

Airport Noise Zones

2.4.97. The submission makes reference to the Airport Noise zones included in this plan and further requests additional objectives with regard to both the inner and outer noise zones and further requests a new general objective in the South Environs with regard to Airport noise zones

Chief Executives Opinion

2.4.98. It is considered that Noise zones are adequately dealt with it in both the Airport and South Environs chapters of the plan, in the South Environs in particular, areas considered to be affected by the Airport noise zones have been identified and the requirement to seek observations from the DAA in relation to development in these areas is clearly indicated in both the specific and general objectives for the South Environs.

Chief Executives Recommendation

2.4.99. No change proposed

Public Safety Zones

2.4.100. The submission requests that text in Paragraph's 3.8.44 -3.8.47 , ~~In preparing observations the IAA will, among other considerations have regard to the proposed development's height and proximity to these zones,~~ be deleted and that replacement text be included as follows *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.*

Chief Executives Opinion

2.4.101. It is considered reasonable to amend paragraph;s 3.8.44 to 3.8.47 to reflect this submission.

Chief Executives Recommendation

2.4.102. Recommend change to paragraph's 3.8.44 to 3.8.47 to reflect submission. **Amendment BC.03.08.07**

Obstacle Limitation Surfaces

2.4.103. Submission requests a key be included with figure 9 to act as a guide to OLS Chart.

Chief Executives Opinion

2.4.104. It is considered appropriate and beneficial to include the Key as submitted for Figure 9, Obstacle Limitation Surfaces.

Chief Executives Recommendation

Cork County Council
Planning Policy Unit

2.4.105. Recommend addition of Key to accompany figure 9, **Amendment BC.03.08.05**

Passenger Number Projections.

2.4.106. Submission states that forecasts on passenger numbers are subject to ongoing review and forecasts will change over the life of the LAP and requests that these be removed.

Chief Executives Opinion

2.4.107. It is accepted that forecasts on passenger numbers may change and are subject to ongoing review, however the figures as contained in this document are a snapshot of projections based on figures submitted by DAA to Cork County Council are intended solely as a guide as to the ongoing development and growth of this facility and not should be interpreted as prescriptive figures.

Chief Executives Recommendation

2.4.108. No change.

Aircraft Movement Forecasts

2.4.109. Submission states that the requirement for a Strategic Noise Map and Action plan for Cork Airport upon reaching a trigger point of 50,000 movements P/A is not applicable as a significant percentage (48.4%) are training flight movements.

Chief Executives Opinion

2.4.110. The requirement for a Strategic Noise Map and Action plan for Cork Airport will be removed.

Chief Executives Recommendation

2.4.111. Remove requirement for Strategic Noise Map and Action Plan and delete text relating to same, **Amendment BC.03.08.02**

2.5 VILLAGES:

Ballynora:

2.5.1. A total of 1 submission was received for Ballynora requesting that the route of the U-01 objective, the provision of an amenity walk to Waterfall be amended.

Chief Executive's Opinion

2.5.2. It is considered reasonable to amend the route of the proposed amenity walk between Ballynora and Waterfall, the final stages of the route, where it terminates in Ballynora Village will be agreed during the lifetime of this plan.

Chief Executive's Recommendation

2.5.3. Amend U-01 route, final details of the route (starting/termination point) to Ballynora Village to be agreed during the lifetime of this plan.

Amendment **BC.03.04.01**

Waterfall:

2.5.4. A total of 1 submission was received for Waterfall requesting that the flood risk indicated on the zoning map on lands encompassing the Earls Well development be removed.

Chief Executive's Opinion

2.5.5.

Chief Executive's Recommendation:

2.5.6. No amendment

2.6 Other locations

Curraghbinny

2.6.1. Submission received requesting that the settlement boundary is reduced.

Chief Executive's Opinion

2.6.2. Having reviewed the objective it is considered that the proposal should be considered on its own merits and does not warrant a change to the DB objective.

Chief Executive's Recommendation: No change

Curraheen

2.6.3. Two submissions were received in relation to Curraheen, both submissions were primarily

Chief Executive's Opinion

2.6.4. It is considered that the uses proposed in these submissions are compatible uses within the Metropolitan Green Belt policy as outlined in the County Development Plan 2014

Chief Executive's Recommendation:

2.6.5. No change

2.7 Issues raised in relation to the Environment Report

2.7.1. No issues have been raised in relation to the Environment Report.

2.8 Habitats Directive Screening Report

2.8.1. A number of amendments have been made to objectives in Carrigaline, Passage West and Ringaskiddy in relation to HDA

Chief Executives Recommendation

Amendments BC.03.04.29,BC.03.04.30,BC.03.06.13,BC.03.07.09

Appendix A List of Submissions

Settlement	Sub. No.	Interested Party	Summary of Submission	Chief Executive's Opinion
Countywide				
Countywide	DLAP16-16-11562884	Anna Aherne	This submission requests shorter/summarised versions of the overall plan.	The Draft Local Area Plans are statutorily required to address a wide range of issues over the large geographic area that comprises the Municipal Districts. No amendment recommended.
Countywide	DLAP16-16-11848199	Applegreen	The purpose of this submission is to seek the inclusion of specific text objectives and policies within the proposed local area plans to facilitate the plan led development and delivery of off-line service areas along the county's road and motorway network. The Spatial Planning and National Roads Guidelines for Planning Authorities 2012 advise that local authorities in the preparation of their plans, may consider policies for the provision for off-line service areas along the local authority's road network. It is in this regard that we ask that the Council develop a strategy to guide the coherent future development of off-line service areas within the County.	A Motorway Service Area (MSA) being developed as a part of the M28 Scheme in Port lands at Ringaskiddy. NRA Service Area Policy indicated the need for a service area approx every 100km or drivers need to break for 45mins every 4.5 hours. No further requirement for MSA in this LAP. No Amendment Proposed
Countywide	DLAP16-16-11810950	Construction Industry Ireland (Cork Branch)	The Local Area Plans should include provision to zone a minimum of an additional 450ha (gross) of zoned land. The Local Area Plans should contain a commitment to provide for additional zonings during their 6-year lifetime, should a shortfall in the supply of available and serviceable lands become apparent. Lands identified as suitable and needed for development within the SLR should be zoned for development, on an equal footing to other zoned lands within the LAPs. In identifying the most suitable lands for zoning, Cork County Council should include a high-	See Section 2 which sets out the Council's strategy with regard to Strategic Land Reserve and Active Land Management. Sufficient lands are zoned for residential development needs, as well as headroom, for areas outside of Metropolitan Cork. Development Management stage takes account of individual site flood risk assessment as part of its appraisal of development proposals. Local Area Plan reviews are subject to statutory review on a six year cycle. In addition, the Council is

			<p>level viability assessment of lands, which considers their;</p> <ul style="list-style-type: none"> - Buildability - Infrastructure Cost / Value Ratio - Marketability <p>Favourable consideration should be given to zoning lands within the SLR areas which are credible in terms of delivering housing output during the lifetime of the forthcoming LAPs.</p> <p>Submissions from housebuilders to zone additional lands outside Metropolitan Cork should be considered on their planning merits, within the context of recognising that there is latent housing demand within Cork County.</p> <p>There is a need for open communication and consultation with the CIF and its members during the development of the General Development Contribution Scheme, and clarification of what infrastructure investment will require to be funded under separate agreements or contributions.</p> <p>There is a need for parity on the level of investment required from developers to deliver infrastructure on strategically zoned lands. This parity can be best achieved through the implementation of a comprehensive General Development Contribution Scheme and minimal use of Special Development Contributions.</p> <p>The CIF and its members should be consulted on significant proposed changes to phasing with the Urban Expansion Areas prior to the publication of the Amended Draft LAPs, as the opportunity for commenting on significant changes at the Amendment stage are limited.</p> <p>The CIF would welcome the opportunity for further consultation with Cork County Council as the City Gateway</p>	<p>providing for Active Land Management as set out in Section 1.5.31 the Draft Plan.</p> <p>Amendment BC.01.02.01</p>
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			<p>initiative is developed further.</p> <p>Where site specific flood risk assessment provides more accurate analysis than that provided by the Strategic level assessment, mapping within the LAPs should be amended to reflect the actual flood risk scenario.</p> <p>A Land Supply Task Force should be established to co-ordinate and prioritise infrastructure investment in line with the strategic planning policy objectives and to assist in the monitoring of the availability of serviceable and viable zoned land during the lifetime of the forthcoming LAPs. The Task Force should include representation from the Planning Authority, relevant statutory bodies and the construction industry.</p> <p>There is a need for a full review of the LAPs after a 2-year period, to ensure that the plans are succeeding in providing available land to facilitate an adequate supply of residential units.</p>	
Countywide	DLAP16-16-12631298	Cork City Council	<p>Population Growth in the Metropolitan towns- a greater percentage of dwelling units should be located close to the edge of the city to cater for city expansion in a more sustainable fashion.</p> <p>SLR</p> <p>The indicated net residential yields along public transport corridors does not represent an efficient use of land.</p> <p>Any justification for a proposed increase in the SLR in lieu of low levels of development in the City Docklands would be contrary to the SWRPG 2010-2022 and the Planning and Development Acts 2000 – 2015.</p> <p>City Gateways</p> <p>No land use function has been specified for the City Gateways and given their location at major junctions would be inappropriate as significant employment or retail centres because of impact on the road network</p> <p>Density</p> <p>The densities being proposed</p>	<p>The Draft LAPs are broadly consistent with the CDP Core Strategy and support the sustainable development of both Cork city centre and the Metropolitan Towns, providing for a sustainable settlement network .</p> <p>See Section 2 which sets out the Council's strategy with regard to Strategic Land Reserve and Active Land Management.</p> <p>Amendment BC.01.02.01</p> <p>City Gateway initiative references visual and environmental importance of entry to urban Cork. See Section 2 which clarifies function of City Gateways.</p> <p>Amendment BC.01.01.01</p>

			<p>are inadequate. Ballincollig The City Council supports the development of the Maglin Urban expansion area at 34 units per hectare. Some of the land banks should be reserved for high density development in order to ensure that the estimated yield can be met while ensuring an appropriate mix of housing is provided in line with demographic trends.</p>	
Countywide	DLAP16-16-11592327	Cork Education & Training Board	<p>Responsible for the delivery of primary, post primary and further education in line with their predecessor VECs. With establishment of SOLAS former FAS training centres and training staff were transferred to the CETB.</p> <p>CETB manages and operates twenty four second level schools across County Cork.</p> <p>Committed to the Partnership Model and would like to see a greater sense of collegiality between itself and Cork County Council.</p> <p>Sets out in detail the types of educational and training facilities that they operate in each Municipal District.</p> <p>Provide a list of projects in 6 towns which are part of the Governments 5 year capital investment programme, covering the years 2011-2016 including projects in Buttevant, Fermoy, Glanmire, Mallow, Midleton and Carrigaline.</p> <p>Also provide details of other projects at various stages, planning, site acquisition etc in Clonakilty, Carrigtwohill and Skibbereen.</p>	<p>The Council will continue to work with the Cork Education and Training Board and the Department of Education and Skills to provide school sites to meet future demands.</p> <p>No Amendment Proposed.</p>
Countywide	DLAP16-16-11882060	Cork Environmental Forum	<p>Focuses on general considerations that would be beneficially applied to all the Municipal Districts.</p> <p>Goals include decreasing travel by private car, providing mixed type housing to reflect actual needs, access to green space daily, creation of wild areas in urban environments, measuring air quality, having an integrated catchment wide perspective to manage flooding</p>	<p>Raises a wide range of issues which are noted. Some of the issues are outside the scope of these Local Area Plans and others which would be more appropriately addressed through the CDP Review process or through other legislative initiatives or various Ministerial Guidelines.</p> <p>No Amendment Proposed</p>

			<p>issues, and devolved targets, from the National Mitigation Plan to meet our Climate Change commitments.</p> <p>Sets out a series of steps that should be taken towards greater sustainability in a number of key areas such as:</p> <p>Housing: Planning guideline to reflect the need to incentivise passive house standards and support the use of material with low embodied energy.</p> <p>Transport: Accessibility to work, life and recreational activities will be facilitated by a targeted modal shift to more sustainable travel modes.</p> <p>Public Realm: Most towns have inadequate community facilities or public spaces, need more green space and improved biodiversity, include central pedestrianised areas in towns and improved public spaces.</p> <p>Climate Change: Identify land use policies that will enhance carbon sequestration, woodland regeneration, retention of bogs and relieve flooding.</p> <p>Air Quality: Support the development of a Clean Air Partnership for Cork which would provide real time air monitoring and reporting.</p> <p>Flood Plans: Adaption and mitigation plans to take account of emerging challenges.</p> <p>Welcome the inclusion of the principles underpinning the County Development Plan, however raise a number of questions such as;</p> <p>Plans are very lengthy, quiet repetitive and not aimed at general consumption. Developer led plans. Basic information missing such as Habitat Inventory, details of Mitigation Plan (neither yet complete). Development Contributions Scheme not drafted.</p>	
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			<p>Assets such as rivers and coast portrayed negatively e.g. as a flood problem.</p> <p>Issues are cross cutting but there seems to be a lack of a holistic approach.</p> <p>Many of the requirements for implementation are external to the remit or control of Cork County Council e.g. water infrastructure dependent on Irish Water.</p> <p>How will aspirations and aims be resourced?</p> <p>How can local people get more involved at the actual development/implementation phases?</p> <p>Agriculture policy complement other land use policies.</p> <p>Contend that definition of sustainable development should be the one set out in the LECP.</p>	
Countywide	DLAP16-16-11865670	Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs (DAHRRGA)	<p>Submission sets out the heritage related observations/36greenfield3636r e of the Dept in relation to archaeological, built and underwater heritage which needs to be protected, whilst continuing to facilitate the practical development requirements of a modern society.</p> <p>Recommend that consult with County Councils Heritage Unit. Strongly advises that the Council exclude known monuments from land zoned for dense industrial and/or residential/educational developments, particularly with reference to lands identified as Strategic Land Reserves.</p> <p>Should highlight within each MDLAP those sites of archaeological importance in County Cork that are State or Local Authority owned.</p> <p>Each MDLAP should include an overarching objective to ensure the protection and preservation of archaeological, built and underwater heritage which can be expanded upon in a specific section relating to Archaeological, Built and Underwater Heritage.</p> <p>More detailed information</p>	<p>Broadly supportive of the approach taken in the Plan. Acknowledge that archaeological sites are located within lands zoned for development. However in those cases issues are dealt with on a case by case basis by Development Management.</p> <p>Where possible new zonings have tried to avoid archaeological sites. It is not possible given the numbers of archaeological sites to identify them in the Local Area Plans.</p> <p>County Development Plan Objective HE3-2 deals with Underwater Archaeology.</p> <p>Additional LAS Objectives dealing with archaeology will be included to address issues raised.</p> <p>See Amendment No. BC.02.06.02</p>

			<p>specific to each district can be included as recommended by Councils Heritage Unit.</p> <p>Sets out a definition of archaeological heritage describes what that term comprises of.</p> <p>Suggests a set of General and Specific Objectives which may be included in each MDLAP.</p> <p>Suggests information that may be included in the Archaeological, Built and Underwater Heritage section of each MDLAP such as The Record of Monuments and Places (RMP) and also Historic Towns and Places (Zones of Archaeological Potential (ZAPs) which should be shown on maps).</p> <p>Under the National Monuments (amendment) Act 1930-2014 all shipwrecks over one hundred years old, underwater archaeological structures, features and objects are protected. Each MDLAP should take into account any impacts on riverine, lacustrine, intertidal and sub-tidal environments.</p> <p>Suggests text to be included for large scale development such as the Residential Land Reserves.</p> <p>Any proposals for signage within or adjoining archaeological sites should be referred to the Heritage Unit.</p> <p>Welcomes inclusion of sections on Architectural Heritage and the references to Record of Protected Structures in County Development Plan and to Architectural Conservation Areas. Also welcomes the provision of guidance on the protection of architectural heritage in certain urban areas.</p>	
Countywide	DLAP16-16-11881448	Department of Education & Skills	<p>Amended Submission original Reference DLAP16-11879452</p> <p>Important that sufficient educational infrastructure to meet the needs of the community is provided.</p>	<p>The Council will continue to work with the Department of Education and Skills to provide school sites to meet future demands. The submission identifies the need to make provision for</p>

			<p>Continue to work closely with the Council in relation to the provision of new schools and the development of existing schools and emphasises the critical importance of the Council ensuring sufficient land is zoned for this purpose.</p> <p>Requests that any potential school site options are appraised by the Dept for technical suitability for school development prior to a specific reservation for educational use is made.</p> <p>School reservations should be made as close as possible to existing community facilities, encourages a multi campus approach, encourage provision of sites adjoining green belts or open space where sporting facilities could be provided. Should zone to facilitate expansion of existing schools and to maintain adequate separation distance to allow for increased school heights.</p> <p>Table 1 sets out the approach taken to identifying school places and additional classroom requirements based on assessment of future population growth.</p> <p>Table 2 identifies requirements to reserve sites for primary and/or post primary schools in a range of towns across the County namely; Ballincollig Carrigaline MD; Ballincollig, Carrigaline North, Cork City South Environs, Passage West, Ringaskiddy / Shanbally. Bandon Kinsale MD: Bandon and Kinsale. Blarney Macroom MD; Blarney and Macroom. Cobh MD: Cobh, Carrigtwohill, Glanmire, Monard and Cork North Environs. East Cork MD: Middleton, Youghal. Fermoy MD: Fermoy, Charleville,</p>	<p>additional school sites in various towns across the county and this requirement will be addressed under the individual settlement heading as appropriate.</p> <p>An additional primary school site to at Ringaskiddy / Shanbally is identified.</p> <p>See Amendment ref no. BC.03.07</p> <p>An additional secondary school at Douglas is identified.</p> <p>See Amendment ref no. BC.03.05.</p>
Countywide	DLAP16-16-11876775	Minister for Housing, Planning, Community and Local	See Section 2.2	See Section 2.2

		Government		
Countywide	DLAP16-16-11591435	Environmental Protection Agency	<p>Submission makes the following comments:</p> <ol style="list-style-type: none"> 1. Development should be linked to the ability to provide water services infrastructure in advance of permission being granted. 2. Plans should include a reference to the National Planning Framework and the Regional Spatial and Economic Strategy. 3. In order to show how the SEA process has been integrated into the plans, the plans should clarify how the issues raised at the scoping stage have been addressed. In addition the plans should provide information on the environmental sensitivities of each area and the compliance status of critical water services infrastructure in particular. In terms of impacts on receiving water, for example, the significant deficiencies in WWT infrastructure should be a key consideration. 4. Need for priority secondary WWT in key settlements should be addressed as a priority. 5. Commitment to implementing the National Broadband Plan and preparing a Climate Change Adaptation Strategy should be included in each plan. 6. Clarification is required on whether habitat mapping has informed the plans . Plans should include recommendations regarding the protection of key ecological corridors and linkages within each plan area. 7. Potential for cumulative and in combination effects should be assessed in more detail and clarification is required on how the preferred development scenarios were informed by the environmental sensitivities of an area. 8. Changes recommended to some of the EPOs and clarification is required on how the alternatives have been assessed. 9. Clarification is required on what mitigation measures are proposed to address identified environmental sensitivities and on proposed monitoring 	<ol style="list-style-type: none"> 1. This issue is already addressed by the objectives of each LAP which require that appropriate and sustainable water and waste water infrastructure, capable of meeting legal requirements and other relevant environmental objectives in relation to water quality / habitat protection, must be provided and be operational in advance of the commencement of any discharges from a development. Adequate provision for storm water disposal is also required. 2. Noted. This will be included. 3. Prioritisation of the delivery of secondary waste water treatment facilities is a matter for Irish Water. 4. 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 is has not been possible to complete habitat mapping for the other main towns of the county in time to inform the LAP process. Objectives for the protection of natural heritage have been included in the plan. 5. This is not possible within the current time frame. 6. Suggested changes to EPO1 and EPO 5 will be implemented. Changes to EPO8 require additional indicators which have no ready source of data at a local level. With regard to the consideration of alternatives, this process relates to the review of the local area plans, where the plan being reviewed has already been subject to the SEA process. In additional the Local Area plans are about giving effect at the local level to the strategy of the County Development Plan, which has itself been subject to SEA. 7. Mitigation measures are built into the objectives of the plan such as objectives

			<p>programmes.</p> <p>10. Ballincollig Carrigaline Plan MD – submission notes that there are particular aspects of critical service infrastructure which need to be addressed in order to service future development in Ballincollig.</p> <p>11. Cobh MD submission notes new railway stations proposed at Ballynoe and Water Rock plan should clarify at what stage of the phased development the new stations will be required. Where major infrastructure is required the plan should clarify that such infrastructure will need to be planned in accordance with the requirements of EIA, Water Framework Directive, Habitats and Flood Directives etc.</p> <p>12. West Cork Plan should clarify that the Schull WWTP has recently been upgraded.</p> <p>13. Charleville Lands R-04 are at risk of flooding and need to be reconsidered.</p>	<p>re the water services are mentioned at item 1 above. Monitoring will be addressed further in the Environmental Statement.</p> <p>8 The provision of a rail station to serve Waterrock in Midleton will be provided in accordance with the implementation strategy for this strategic site being developed by the Cork County Council. Regarding transport infrastructure provision, the requirement for EIA, Water Framework Directive, Habitats and Floods Directive are set down in statute. The scoping / brief of the LUTS study for Little Island is not as yet complete and will determine how SEA and Habitats Directives will be addressed in the study.</p> <p>Amendment BC.02.06.02</p>
Countywide	DLAP16-16-10945664	Eoin Gleeson	<p>Submission supports the strict protection of the countryside from any further one off rural housing, even in the GB 1-2 areas. The low density structure of our towns shows we are failing to have functioning urban populations. The countryside has been affected enough from ribbon development since the 1970's. The greenbelts need complete protection. Settlement structures should start from the centre of towns and villages, restoring vacant property, providing quality spacious town centre apartments on vacant land. The wishy washy approach to further development on the outskirts of towns should stop. Towns need to have a real identity, and provide a real choice for people to live in quality urban accommodation.</p>	<p>One of the key aims of the Core Strategy of the County Development Plan 2014 is to promote sustainable patterns of growth in urban and rural areas that are well balanced throughout the county. The Plan also seeks to establish an appropriate balance in the spatial distribution of population growth between the towns, villages and rural areas so that future growth compliments the strategy to achieve a critical mass of population in the towns, while strengthening and protecting rural communities. Government policy on rural housing as reflected in the 'Sustainable Rural Housing Guidelines for Planning Authorities' seeks to sustain and renew established rural communities. The provisions of the Local Area Plans seek to give effect to the objectives of the County Development Plan on these issues.</p> <p>No amendment recommended.</p>
Countywide	DLAP16-16-11881850	Gas Networks Ireland	<p>Natural gas has a key role is supporting economic</p>	<p>Note the continued importance of a robust gas</p>

	<p>DLAP16-16-9891830</p>		<p>development in Ireland and to transition to a more sustainable low carbon economy.</p> <p>Measures to promote the uptake of alternative fuel in transport (such as compressed natural gas, CNG) will be a critical part of meeting Irelands sustainable transport targets. Initiatives such as Energy Corks Irelands Greenest Bus Fleet (IGBF) project need to be promoted and indeed replicated. GNI encourage Cork County Council to include IGBF as part of its draft Policy Material. This will provide the necessary leadership to ensure that the roll out of alternative fuel infrastructure is successful. Initially using natural gas, CNG vehicles will see a reduction in CO2 emission of up to 22% compared with diesel and a huge reduction in other tailpipe emissions.</p> <p>As the production of biogas is scaled up and used in transport as bio-CNG, even greater lifecycle CO2 emission reductions can be achieved. Biogas is a clean, renewable and carbon neutral fuel, produced from different organic waste materials, upgraded to biomethane and then injected into the existing gas infrastructure. Extensive sources of biogas feedstocks (agricultural slurries, wastewater sludge, food wastes etc.) are available in Cork. Production of biogas from indigenous waste streams would also increase our national energy security of supply by reducing our reliance on energy imports. Biogas production should therefore be considered as part of the local area plans.</p> <p>Notes a potential capacity constraint in the Southern Region of the transmission network which coincides with the anticipated cessation of supplies from the Inch entry point in 2021 (Celtic Sea Storage Facility expected to cease production in 2021). The cessation of Inch supplies will result in the Southern Region</p>	<p>network and reliable supply to the economic well being of the County.</p> <p>No amendment recommended.</p>
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			<p>becoming the most peripheral area on the ROI transmission network. This also presents a significant security of supply concern. Study to identify the optimum economic and technical solution that will address the potential capacity constraint and mitigate the security of supply risk associated with the southern region has been recently carried out. The optimum economic solution has emerged as the up-rating of the Pipeline to the West and Gormanston to Ballough pipelines to 85 barg. It has been identified that this reinforcement will be required in the short to medium term with further reinforcement required in the longer term.</p>	
Countywide	DLAP16-16-10800942	Health and Safety Authority	<p>Submission advises that the Seveso II Directive 96/82/EC (as referenced in the documents provided) has been replaced by the Seveso III Directive 2012/18/EC, transposed as the Chemical Act (Control of Major Accident Hazards Involving Dangerous Substances Regulations 2015, SI 209 of 2015.) Submission also notes that the Draft Plans do not identify all major accident hazard establishments in each of the relevant plans.</p>	<p>Noted.</p> <p>Reference and identify all Seveso sites – These are non material amendments, no requirement to include in CE report.</p> <p>No amendment recommended.</p>
Countywide	DLAP16-16-11847067	Irish Water	<p>Objective is to provide both drinking water and wastewater strategic infrastructure capacity to meet the domestic requirements of the settlements and core strategies of development plans subject to the availability of funding and to environmental constraints. Endeavour to secure the provision of the infrastructure necessary to support the evolving population change and economic activity in the 8 MDs over the next plan period.</p> <p>Request Council to consider implications on water services when determining the settlement and core strategies for the county.</p> <p>Acknowledge the settlement hierarchy identified in the CDP and the indicative population targets/housing units included in the current Draft LAPs.</p>	<p>Notes IW's commitment to secure the provision of the infrastructure necessary to support the evolving population change and economic activity.</p> <p>The provision of water services infrastructure is a key consideration to determining settlement and core strategies for the County.</p> <p>Council welcomes IW's commitment to maintain appropriate headroom in strategic water services infrastructure in line with the settlement hierarchy identified in the NSS, regional and County planning policy.</p> <p>IW's plans to rationalise the operation and provision of water services</p> <p>42reenfield4242re is</p>

			<p>Key strategy for supporting growth is to maintain appropriate headroom in strategic water services infrastructure in line with the settlement hierarchy identified in the NSS, regional and County planning policy.</p> <p>The Investment Plan 2017 to 2021 identified 46 individual projects in County Cork, list set out in appendix attached to submission. The County will also benefit from a number of national programmes to improve the quality and efficiency of water services. Importantly compliance driven upgrades of infrastructure will also make provision for growth capacity where appropriate.</p> <p>There are 180 Water Supply Zones (WSZ) in the County. It is intended to rationalise the number of abstractions, water treatments plants and WSZs to ensure the sustainability of abstractions in terms of environmental protection, security, resilience and protection of water sources, interlinking current WSZs into Water Resource Zones.</p> <p>Aim to reduce water leakage in the distribution network from over 50% in some areas to 38% by 2021, to 30% by 2030 and to continue to reduce leakage to an economic sustainable level in the future.</p> <p>There are 150 agglomerations (settlements) in the County served by public waste water collection systems. Twelve agglomerations are discharging wastewater with no or only preliminary treatment and the European Court of Justice has a case pending in relation to 15 WWTPs in Cork for non compliance with the Urban Wastewater Treatment Directive. Includes settlements such as Youghal, Skibbereen, Ringaskiddy, Passage/Monkstown, Midleton, Mallow, Fermoy, Cobh, Clonakilty, Carrigtwohill and Ballincollig.</p>	<p>welcomed.</p> <p>Leakage reduction is acknowledged as playing an important role in increasing capacity along with investment in new infrastructure.</p> <p>The CDP and LAPs are subject to full ecological assessment through the AA and SEA process and therefore do take account of water body designations.</p> <p>The Council will continue to work with IW to ensure that the right amount of water services infrastructure is available in time in the right locations to meet future demand.</p> <p>No amendment recommended.</p>
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			<p>Council should be cognisant of the designation status of water bodies receiving discharges from WWTPs when considering settlement hierarchy and population targets.</p> <p>Objective to provide water supply and wastewater services to support adopted strategies, on a phased basis in line with evolving demand and prioritised in line with the county's settlement hierarchy.</p> <p>Suggest that Councils assessment of existing water services infrastructure to service future populations included in the Draft LAPs does not take into account the rationalisation, leakage reduction, wastewater strategies and projects planned to be undertaken by Irish water in the next investment cycle.</p>	
Countywide	DLAP16-16-11561170	Jennifer Sleeman	<p>No real reference to Climate Change or any assessment of the impact of what is proposed to global warming, how it will contribute to CO2 levels, methane emissions etc. It should be that all proposals should be designed to limit effects of climate change.</p> <p>Council seems to have no regard or assessment on how its proposals and objectives will affect/contribute to Climate Change. It should be considering climate change in all of its proposals and plans.</p> <p>Request that Climate Change be addressed in a meaningful way and assessed in all Local Area Plans.</p>	<p>Current County Development Plan addresses climate change as an issue. Both the CDP and the Draft Local Area Plans are subject to Strategic Environmental Assessment in order to identify and mitigate environmental impacts – including the effects of climate change.</p> <p>No amendment recommended.</p>
Countywide	DLAP16-16-11769006	k dawson	<p>Planners are not listening to local concerns.</p>	<p>Noted. The submissions received during the public consultation were considered carefully and have led to a number of Proposed Amendments. No Amendment Proposed.</p>
Countywide	DLAP16-16-11878917	Meitheal Mara Teoranta	<p>In keeping with the objectives of the Cork County Development Plan 2014 the MD LAPs should make provision for access to the water to encourage marine leisure activities in the harbour and contribute to the development of marine</p>	<p>Addressed through the CDP review process and / or legislative initiatives or Ministerial Guidelines.</p> <p>Also addressed in the Council's Marine Leisure Infrastructure Strategy for South Cork 2010 and Marine</p>

			tourism.	Leisure Infrastructure Strategy for Western Division 2007. No amendment recommended.
Countywide	DLAP16-16-11877975	Meitheal Mara Teoranta	<p>Submission is relevant to Municipal District Local Area Plans that include coastal areas.</p> <p>Access to the water which would allow the enjoyment of the facilities is not addressed. There is a need to provide access to the water for recreational users of the Harbour access is proving more difficult to achieve. This includes places where boats can berth and crew can go ashore in an attractive environment. A list of destinations in Cork City and Harbour is provided.</p> <p>Blueways as articulated in the Cork Harbour Blueway Feasibility Report, commissioned by South and East Cork Area Development (Secad) are mentioned in the West Cork MD LAP but not in other plans.</p> <p>An integrated, holistic approach to harbour development is required in recognition of the heritage value of the Harbour.</p> <p>An adequate slip to provide vehicular boat access to the River Lee and Cork Harbour.</p> <p>Inclusion of an objective to;</p> <ul style="list-style-type: none"> - To improve access facilities, i.e. piers, slips, etc. - To make all the piers in the Harbour more user friendly - To provide support for recreational water-based events, like Ocean to City <p>Inclusion of an objective to;</p> <ul style="list-style-type: none"> - Promote a greater awareness and use of the waterways and watercourses, and to provide encouragement to the populace to go on the water on all possible occasions, with the least possible hindrance. <p>The Lee Estuary and Cork</p>	<p>Raises a number of additional issues which are noted. Some of the issues raised are outside of the scope of these Local Area Plans and others are more appropriately addressed through the CDP review process and / or legislative initiatives or Ministerial Guidelines.</p> <p>A number of issues raised are addressed in the Council's Marine Leisure Infrastructure Strategy for South Cork 2010 and Marine Leisure Infrastructure Strategy for Western Division 2007.</p> <p>Non Material Amendment, not required to be included in CE Report - Lee Estuary and Cork Harbour to be defined as a waterway as opposed to a watercourse.</p> <p>No amendment recommended.</p>

			Harbour should be correctly defined as a waterway as opposed to a watercourse, because of the level of interventions for navigation.	
Countywide	DLAP16-16-11877709	National Transport Agency	<p>Supports consolidation of population growth in Metro Cork and City suburbs along corridors where it can be demonstrated associated development can support investment in public transport services and localisation of trip journeys.</p> <p>Check proposals for further expansion of Metro Area settlements against stated principles and ensure development is prioritised and sequenced to promote/provide for development of public transport services/sustainable transport, accessibility to services at local level; protect strategic infrastructure assets and appropriately utilised; integration of land use and transportation.</p> <p>Current transport studies and proposed transport strategy:Urban Expansion Areas Transport Assessment using SW Regional Transport Model would welcome opportunity to comment in detail on each UAE on completion of study and prior to finalisation of LAPs.</p> <p>Transport Strategy for Cork Metro 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 Metro Cork. Anticipated it will be used to inform transport investment levels and prioritisation. Will provide analytical basis for integration of land use and transport planning social, economic and environmental indicators. Strategy will be able to inform sustainable land use policy formulation.</p> <p>Recommend reference made to Transport Strategy under Objective LAS-01</p> <p>Comments &</p>	<p>The Draft LAPs are broadly consistent with the CDP Core Strategy and support the sustainable development of both Cork city centre and the Metropolitan Towns, providing for a sustainable settlement network .</p> <p>Continued improvements in public transport / walking / pedestrian facilities are being advanced, in collaboration with all key stakeholders. Housing and employment growth is identified for areas where public transport exists or can be provided, and, proximate residential / employment zonings are also allowed for within the draft plan.</p> <p>See Section 2 which sets out the Council’s strategy with regard to Strategic Land Reserve and Active Land Management.</p> <p>Amendment BC.01.02.01 Appendix B2</p>

			<p>Recommendations Seek greater consolidation of growth in areas contiguous to Cork City and largest Metro Area settlements which demonstrate: Localisation of trip demand across a range of journeys employment, edu, retail etc. Provision of public transport services as competitive alternative to the car for non-local trips Sustainable accommodation of additional development on basis of existing transport infra, existing public transport services, other serices at local level</p> <p>Recommend 5 LAPs with UEAs and other development objectives pertaining to Metro Area coordinated approach to prioritisation of development locations in 9 UAEs.</p> <p>Strategic Land Reserve Lack of clarity on further consultation with Stakeholders, no formal framework for review of sites set out, and how/when/what mechanism applied for to prioritise SLR areas. Generally characterised by lack of road capacity, poor or absent public transport networks and local accessibility to facilities.</p> <p>Recommend against inclusion of SLR sites in LAPs in absence of clear evidence based approach and pending fuller assessment and greater clarity, including stakeholder consultation Strategic Employment Areas.</p> <p>CSIP, Airport, Ringaskiddy, Little Island, Carrigtuoihil areas and others: Ensure their Scale and location not undermine CASP, not excessively add to current patter of car dependent commuting, strong case can be made for their locations.</p> <p>Recommend development strategies presented should be subject to a transport assessment process similar to UEAs. Transport Strategy for Cork will assess strategic</p>	
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Countywide	DLAP16-16-11866198	Office of Public Works	<p>investment requirements.</p> <p>This submission provides an overview of the three stages of flood risk assessment and the Planning Principles set out in the Guidelines on The Planning System and Flood Risk Management. Submission notes that the Guidelines place a firm onus on local authorities to avoid, mitigate or manage flood risk.</p> <p>Submission makes the following specific comments :</p> <p>1. The Councils approach to flood risk needs to be expanded to include the consideration of the potential downstream flood impacts of development, where the development itself is not in an area of flood risk, but lands downstream of the proposed development are at risk of flooding and the proposed development may have an impact on those downstream risks. Examples of where this scenario may arise include:</p> <p>a) areas where there is clearly a flood risk issue downstream of a proposed development (but flood risk has not been flagged as an issue to be considered in respect of the development proposed upstream of the flood risk area).</p> <p>b) Areas where there are flood defences in place downstream and where the development, if it proceeds without proper regard and measures to address flood risk issues, could adversely impact on, and reduce the standard of defence provided, in the defended areas downstream.</p> <p>c) Where there are flood defences under construction or proposed downstream and development could adversely affect the standard of defences under construction or proposed.</p> <p>2. Approach to flood risk management also needs to consider the potential future need for flood storage areas which may be required to enable the adaptation of a proposed flood relief scheme to take account of the future climate change scenario.</p> <p>Location specific comments : Youghal : Williamstown and</p>	<p>The Council is currently considering some revisions to its policy in relation to flood risk management as set out the Cork County Development Plan 2014 and the issues raised by the OPW in relation to downstream impacts and flood storage areas will be considered further as part of that review.</p> <p>In addition it is proposed to amend Section 1 the Draft Plan to include an additional section on Managing Downstream flood impacts.</p> <p>See proposed amendment ref no BC.01.01.06 (The following amendment is proposed to be included in Section 1.7 of LAP as follows (insert after objective table IN-01)</p> <p>Managing downstream flood impacts. When planning a development upstream of an area at risk of flooding, intending developers need to be mindful of the need to consider the potential downstream flood impacts of a development, even when the development itself is not in an area of flood risk. This relates in particular to the management of surface water and to the wider issues of pluvial flood risk, which may have downstream impacts. Detailed assessment of the potential downstream impacts is particularly important in areas where flood defences have already been provided or are planned downstream of a development, in order to ensure that there are no to adverse on the standard of defence provided.</p> <p>See Section 2 which sets out the Council's strategy with regard to Strategic Land Reserve and Active Land Management.</p> <p>Amendment BC.01.02.01 Appendix B2</p>
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		<p>Claycastle area.</p> <p>YL-T-04 : Submission notes ongoing flood risk management issues in this area associated with the operation of outfalls and other issues, and, in the context of not worsening the flood risk in the area, recommends that there should be no further development in the catchment contributing to this location, which has the potential to worsen flood risk in this area, until the situation is rectified.</p> <p>Zones YLR-02, YLR-03, YLR-07, YLR-10, YLR-11, YLR-13, YLR-14, YLR-15, YLR-17, YL C-03, YL C-01, YL B-03 and YL B-04 all have the potential to increase flood risk in the Williamstown and Claycastle areas if run off from the development is not very carefully controlled and limited. Land filling or raising of ground levels in the area needs to be carefully controlled or it may adversely impact on flood risk by removal of flood storage areas.</p> <p>Submission notes history of flooding at the Seafield Business Centre site and housing area to the north of it, and notes this is not shown on the flood zone maps.</p> <p>Metropolitan Cork Submission notes the potential for development, on all the SLR sites and the MUEA sites, to impact on flood risk on lands downstream or on planned defence works within a catchment area:</p> <p>SLR 8 (Kilbarty / Carhoo/ Kilcully) development could adversely impact on the standard of defence being provided in the River Bride (Blackpool).</p> <p>SLR9 and MUEA5 Upper Glanmire / Ballyvolane: Could adversely impact on flood risk and erode the standard of defence to be provided for the Ballyvolane Area.</p> <p>SLR3, SLR 4 and SLR5 : Could increase flood risk in the areas to be protected by the Douglas and Togher Schemes and in other areas which are not being protected by the proposed flood scheme.</p> <p>SLR 6 Could increase flood risk</p>	<p>For response to other location specific proposals, please see the CEO's report for that Plan.</p> <p>Mapping Change</p>
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			<p>along the Galsheen and Twopot rivers.</p> <p>MUEA4 and SLR7 – Curragheen River Catchment / part of the lands are at risk of flooding.</p> <p>SLR12 Oldcourt Impact on flood risk associated with downstream watercourses.</p> <p>MUEA3 and SLR11. Issues associated with Turloughs, Swallows holes and recent flood events to be considered.</p> <p>Midleton : Further consideration of issues needed.</p> <p>Flooding issues at Water rock, swallow hole at Water Rock.</p> <p>History of flooding north of the railway line but no risk shown on the map. Cautious approach to development needed pending full identification of the flood risk. Flood events on the R-01 land at Banshane, south of the N25 have been reported these lands shown to be Zone B.</p> <p>Skibbereen – Flood alleviation scheme under construction.</p> <p>Zonings SK-R-04 to SKR-09 inclusive all have potential to affect flood risk and the flood storage areas if run off from development not carefully controlled</p> <p>Bandon: Flood alleviation scheme under construction.</p> <p>Development in areas BDI-02, BD- R-16, BD-B-04 and BD-GB-02 have potential to increase flood risk on the Mill Stream, while BD-R-15 and BD R-14 have the potential to increase flood risk from the Kilbrittan Stream, if not carefully controlled.</p> <p>Objective for Walk in BD-T-02 would require change to the flood defence wall this would need consent of OPW.</p> <p>Fermoy : Flood Relief Scheme Constructed , Any development proposed in the town which might impact on the scheme needs to be referred to the OPW for consultation. Any modification to the scheme requires the consent of the OPW issues may potentially arise on zones Zones FY T-01 to FY T-04 or on lands adjoining the river.</p> <p>Development of FY R-06 and FY R-08 could increase the risk of flooding downstream unless run off from these</p>	
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			<p>developments is carefully controlled.</p> <p>Mallow: Flood Relief Scheme Constructed. Any development proposed in the town which might impact on the scheme needs to be referred to the OPW for consultation. Any modification to the scheme requires the consent of the OPW issues may potentially arise on many sites north and south of the river.</p> <p>Development of MW-14 and MW-15 could have the effect of increasing flood risk and eroding the standard of the defence provided on the Spa Glen and Hospital Streams unless run off is carefully controlled. Same applies to MW R-04 and MW-R-05.</p> <p>Flood Storage areas A number of site specific flood storage areas were identified as part of the River Bride (Blackpool) certified Drainage Scheme . While these are not currently required, they may be needed in the future to facilitate adaptation of the scheme to Climate Change. Submission requests that these areas (located at Killard, upstream of Blackstone Bridge, and Ballincroig) be protected from development. In addition, downstream areas at risk of flooding should be kept free of development so that future flood risk is not increased and lands remain available for flood storage.</p>	
Countywide	DLAP16-16-11874474	O'Flynn Construction	<p>A substantial amount of additional zoned land is 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 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</p>	<p>See Section 2 which sets out the Council's strategy with regard to Strategic Land Reserve and Active Land Management.</p> <p>See Amendment ref no. BC.01.02.01 Appendix B2</p>

			<p>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"> - Market demand; - Topography - Prospect of development commencing <p>Lands within SLRs 6, 7 and 8 have good potential to deliver housing output in the near term. Sufficient lands to facilitate large scale housing development in the near future should be zoned within these areas.</p>	
Countywide	<p>DLAP16-16-11867531</p> <p>DLAP16-16-11880909</p>	<p>South and East Cork Area Development Partnership CLG</p>	<p>Key issues raised include the following:</p> <p>Social and Community Infrastructure:</p> <ol style="list-style-type: none"> 1. Principles of sustainability, social inclusion, quality of design and adapting to climate change underpinning the CDP should be carried through to the LAPs. 2. Planning of transport infrastructure must be factored in alongside building planning policy. Residential and commercial development needs to be linked to transport and access services other than the private car. 3. No new development should take place without social and community infrastructure provision for those who will live there. New development should have regard to the social and community needs of people (for schools, childcare, libraries etc) in addition to their need for utilities and open space etc. Planning policy should place greater emphasis on the needs of older people to live independently in their own community public transport is vital. <p>Rural Enterprise:</p> <ol style="list-style-type: none"> 4. Rural enterprise is needed in towns and villages to develop sustainable communities and allow people to work close to where they live. 5. Broadband is essential for all 	<ol style="list-style-type: none"> 1. It is a requirement of the Planning and Development Acts that Local Area Plans must be consistent with the objectives of the development plan for their County. All proposals for development, put forward in accordance with the provisions of this Local Area Plan, must demonstrate compliance with the objectives of the County Plan. 2. Planning policy strives to achieve this. The planning authority has not control over many aspects of transport infrastructure / school/ community facilities but all statutory consultees are consulted during the plan making process. 3. As above. 4. See chapter 6 of the County Development Plan for details of the overall strategy for the economic development of the county. 5. Noted. 6. A broad range and choice of sites have been zoned for business development across the settlement

		<p>businesses and is essential to facilitating service based business in rural areas.</p> <p>6. The lack of suitable commercial premises is inhibiting the growth of rural enterprise community based incubator units can help address this problem. The Council needs to support this with the provision of land / buildings and provision of broadband.</p> <p>Tourism</p> <p>7. Continued investment in tourism products is essential developing new products and upgrading existing facilities and attractions. Planning restrictions and costs being imposed as a condition of planning are prohibitive, especially for those in rural areas.</p> <p>8. County Tourism Strategy should highlight Cork as a Gateway.</p> <p>9. Adequate pier, harbour and mooring facilities are important to the development of tourism, especially around Cork Harbour and other coastal areas like Ballycotton, Cobh, Youghal.</p> <p>10. Transport is essential in terms of moving tourists around and in terms of creating the tourism product itself walkways, cycle ways and other recreational facilities.</p> <p>11. All recreational trails in County Cork should be developed / upgraded to meet National Trails Office Standards.</p> <p>Environment</p> <p>12. LAP objective LAS 01(d) should be amended to omit the words where possible.</p> <p>13. Cultural and Environmental Heritage sections of the plans should be reviewed as there appears to be some errors in the listing of designated sites. A map of protected natural heritage sites should be included in the LAP.</p> <p>14. Increased efforts are needed to protect areas of natural importance which are not protected under the Habitats Directives. Submission suggests by way of example that some such areas have been damaged in the Ballincollig Regional Park</p>	<p>network as set out in the Local Area Plans.</p> <p>7. Re Tourism: See Chapter 8 of the County Development Plan 2014 re the Council's policy as regards the development of Tourism in the County.</p> <p>No Change Proposed</p>
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			<p>recently, apparently due to works required for reasons of Health and Safety.</p> <p>15. Measures are required to prevent the spread of problematic species. Submission also recommends some changes to the Councils guidelines for developers on Biodiversity and the Planning Process, in terms of the control of such species. In some areas there are plans to extend walkways in areas where problematic species are widespread, potentially spreading such species further if not properly managed. EPO 3 in Volume 2 of the Environmental report should be amended to reflect this issue.</p> <p>16. An accreditation system should be established for invasive species contractors and Council staff and SEACAD could have a role in this.</p> <p>17. The 2009-2014 Cork County Biodiversity Action Plan should be updated and the updated plan should have a more central role in the development process.</p> <p>18. Funds should be made available to help community groups with the costs of undertaking ecological/ engineering and archaeological assessment.</p>	
Countywide	DLAP16-16-11589178	Southern Regional Assembly	<p>Ballincollig Carrigaline MD DLAP</p> <p>Overall, the SRA considers the Draft LAP represents a strong body of work with a clear plan structure and demonstration of consistency as far as it is practicable with national, regional and county planning policy, including Core Strategy of the Cork County Development Plan, 2014.</p> <p>New initiatives and key policies are identified at the outset. The strategic locations for future population and employment growth and key infrastructure required to accommodate this growth are identified. The SRA welcome provisions which demonstrate consistency as far as it is practicable with the SW RPG 2010-2022, in particular Objective RSS-02 for the role of</p>	<p>The Southern Regional Authority is broadly supportive of the Draft Plan.</p> <p>See Section 2.2</p>

			<p>the Cork Gateway as the economic driver of the region through targeted investment in infrastructure and Section 4.3.13 which supports planned growth in the metropolitan towns.</p> <p>Objectives of the Draft LAP further demonstrate consistency with SW RPG 2010-2022 with respect to strategic infrastructure of national and regional significance and are consistent as far as it is practicable with Objectives RTS 01 Transport, RTS 02 Public Transport, RTS 03 Cycling and Walking, Table 5.1 National and Regional Roads, RTS 04 Road Network, RTS-05 Airports, RTS-06 Ports and Harbours and RTS-07 Water and Waste Water Treatment Services.</p> <p>By implementing the requirements of the Urban Regeneration and Housing Act 2015, in addition to supporting the growth of Cork Gateway, the designation of regeneration areas is consistent with SW RPG 2010-2022 Social Inclusion and Regeneration Objective REAS-10 seeking sustainable strategies for the regeneration of areas in need of renewal.</p> <p>More clarity on how a refined number of SLR sites will be selected, including the conclusions arising from a more in depth analysis and assessment against the criteria of Section 1.5.42 of the Draft LAP.</p> <p>It is important the Draft LAP demonstrates consistency with the Higher Level Core Strategy of the CCDP 2014, and clarification on how the final proposed SLR sites will be incorporated within the Core Strategy as additional residential land reserves for the main settlements would be beneficial.</p> <p>Regarding the Strategic Land Reserve; - it may be beneficial for the Council to clarify within the LAP how the existing provisions of Section 2.2.25 and 2.2.26 of the</p>	
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			<p>CCDP 2014 will apply to the process of re-zoning sites as part of the Strategic Land Reserve (i.e. Variation to the Core Strategy) as far as they are practicable. In particular, it may be beneficial if clarity is provided on the infrastructure requirements and sequencing/phasing/prioritisation of chosen sites in the context of existing priorities for brownfield regeneration and designated Urban Expansion Areas.</p> <p>- it may be appropriate that development on any SLR designated site is consistent with the sequencing/phasing/prioritisation set by the Core Strategy (or Variation of) the CCDP 2014 as far as it is practicable and be focused on public transport corridors, in particular rail corridors, as recommended in the CASP 2008 update and supported by SW RPG Objectives for public transport.</p> <p>- It may be appropriate that the assessment criteria applied to potential SLR sites ensures objectives of the Draft LAP to develop metropolitan towns are consistent with the vision and qualities of settlements identified in the Draft LAP and are consistent with the objectives of the CCDP 2014 including Objective GI 8-1 Prominent and Strategic Metropolitan Greenbelt Areas and Objective GI6-1: Landscape as far as they are practicable. Accordingly, it may be beneficial to demonstrate consistency with the SW RPG 2010-2022 as far as it is practicable within the SLR assessment /selection process where sustainable locations for future development are balanced with the protection of the regions landscape amenity and natural heritage (Objectives REAS-01 and REAS-03).</p>	
Countywide	DLAP16-16-11876170	Transport & Mobility Forum	<p>Overall agreement with an East – West development (Midleton Ballincollig) of the Strategic Land Reserves.</p> <p>The (SLR) areas that need to be</p>	See Section 2 which sets out the Council’s strategy with regard to Strategic Land Reserve and Active Land Management.

			<p>progressed first should be those with the best access to alternative transport modes (public transport) and with suitable topography (e.g. for walking and cycling).</p> <p>SLR prioritisation is recommended, in the following order;</p> <ul style="list-style-type: none"> - Bishopstown Ballincollig (most favoured) - East along rail corridor - Oldcourt, Rochestown (near former railway line greenway) - Douglas – if developed properly could accommodate additional housing and development <p>Minimum housing density limits should be applied (to SLR lands).</p> <p>The least favoured SLR from a development perspective is the Carrigaline/ Ringaskiddy area, due to the fact that already a high population only has feasible travel access by car, and, the topography is unsuited to access to the city and other hubs by sustainable travel modes such as cycling and walking.</p> <p>For all areas, greater connectivity and permeability for active travel modes (walking, cycling) are measures that should be supported.</p> <p>Specific development proposal plans should support the principle of connectivity and permeability, by requiring developers to demonstrate how they have linked to services, infrastructure and travel routes (existing and proposed) –including adjoining housing.</p> <p>There needs to be walking and cycling links that do not necessarily follow the motor traffic routes.</p> <p>Special emphasis to be put on attractive urban design.</p> <p>The manner in which Masterplans are addressing development in a more holistic way should be applied to all</p>	<p>Raises a number of additional issues which are noted. Some of the issues raised are outside of the scope of these Local Area Plans and others are more appropriately addressed through the CDP review process and / or legislative initiatives or Ministerial Guidelines.</p> <p>There are no policy impediments with regard to a range of local permeability / movement actions referenced.</p> <p>See Amendment ref no. BC.01.02.01 Appendix B</p>
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			<p>individual residential zonings.</p> <p>It is critical that safe active travel access is taken into account from the start, with no schools outside or at the edge of built up areas to be permitted.</p> <p>All planning applications for new schools should require a comprehensive sustainable travel plan for both pupils and staff.</p> <p>It is imperative that the relevant Local Area Plans mapping for future land use zoning complement the Metropolitan Cork Cycle Network Plan.</p> <p>Park & Ride facilities to be developed in conjunction with the major developments in the East and West of the City. There is also a need for Park & Ride facilities in the North of the Metropolitan area.</p> <p>Minimise mono-use of land use (e.g. exclusively residential) – at a minimum incorporate appropriate retail, recreation, community facilities and as required schools etc.</p> <p>Housing provision also needs to be of: - Higher densities and better standards with allowance for a higher quality than the National Planning Guidelines - Mixed provision along public transport corridors There needs to be larger variety of housing forms and sizes (semi-detached, terraces, duplexes, apartments of various sizes) to respond to the needs of a diverse population</p> <p>Potential exists to improve permeability for active travel modes within Ballincollig West, via retrofitting of area via secure and appropriately designed routes.</p>	
Countywide	DLAP16-16-12177281	Transport Infrastructure Ireland	<p>1. Protection of Existing National Rds: Routes to be indicated on overall map included in Chapter 1 and focus on particular schemes in each MD. National Rd Schemes Proposed &</p>	See section 2

			<p>Suspended: Routes to be indicated on overall map and focus on particular schemes in each MD.</p> <p>2 Development Contribution Scheme: Set out mechanisms for funding and delivery of national road upgrades for future plans and private proposals. Where constraints identified need to explain how will infra be delivered/funded.</p> <p>3 City Gateways: Lack of clarity on the proposal</p> <p>4. Retail Warehousing: Approach advocated is unacceptable. Requires an evidenced based planning approach as set out in Guidelines. Appear to be deferring consideration of issues to DM process. TII should have been consulted in formulation of the Policy. Requests policy be omitted</p> <p>5. Strategic Land Reserve: Information provided is poor, no evidence of appropriate consultation. Unclear how and when the land will be released and justification for selection is unclear. Disappointing approach in comparison to previous Masterplans approach.</p> <p>6. Specific issues raised in relation to Municipal District, see section 2.</p>	
Countywide	DLAP16-16-11592294	Transport Infrastructure Ireland	Duplicate of DLAP16-16-12177281	As Above.
District Wide				
District Wide	DLAP16-16-12222372	Southern Regional Assembly	<p>Ballincollig Carrigaline MD DLAP</p> <p>SRA submits the following observations.</p> <p>1) The Strategic Land Reserve initiative outlined in Sections 1.5.31 to 1.5.44 of the Draft LAP, the SRA note the proposal for re-zoning on specific proposed sites is not yet included in the Draft LAP. Rather, an amendment to the Draft LAP will confirm the short list of sites following consultation and more detailed assessments undertaken by the</p>	<p>The Southern Regional Authority is broadly supportive of the Draft Plan.</p> <p>See Section 2 which sets out the Council's strategy with regard to Strategic Land Reserve and Active Land Management.</p> <p>Amendment BC.01.02.01 Appendix B2</p>

			<p>Council. To ensure infrastructure led approach to the development of the Cork Gateway in accordance with Objective RSS-02 of the SW RPGs 2010-2022, it may be beneficial if the Council clarify within the LAP how the existing provisions of Section 2.2.25 and 2.2.26 of the CCDP 2014 will apply to the process of re-zoning sites as part of the Strategic Land Reserve (i.e. Variation to the Core Strategy) as far as they are practicable. In particular, it may be beneficial if clarity is provided on the infrastructure requirements and sequencing/phasing/prioritisation of chosen sites in the context of existing priorities for brownfield regeneration and designated Urban Expansion Areas.</p> <p>2) An infrastructure led approach to the strategic growth of housing and employment locations, connecting where people live and work within an integrated transport network for the Cork Gateway, is supported under SW RPG 2010-2022 Objective RTS-02 and Section 4.3.15. In line with the existing phasing priorities for Urban Expansion Areas of the Draft LAP and Core Strategy of the CCDP 2014 (noting the identification of development tranches and critical infrastructure required in tandem/in advance of each stage development in Tables 15.1 and 15.2 of the CCDP 2014), it may be appropriate that development on any SLR designated site is consistent with the sequencing/phasing/prioritisation set by the Core Strategy (or Variation of) the CCDP 2014 as far as it is practicable and be focused on public transport corridors, in particular rail corridors, as recommended in the CASP 2008 update and supported by SW RPG Objectives for public transport.</p> <p>3) It may be appropriate that the assessment criteria applied to potential SLR sites ensures objectives of the Draft LAP to</p>	
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			<p>develop metropolitan towns are consistent with the vision and qualities of settlements identified in the Draft LAP and are consistent with the objectives of the CDP 2014 including Objective GI 8-1 “Prominent and Strategic Metropolitan Greenbelt Areas” and Objective GI6-1: Landscape as far as they are practicable. Accordingly, it may be beneficial to demonstrate consistency with the SW RPG 2010-2022 as far as it is practicable within the SLR assessment /selection process where sustainable locations for future development are balanced with the protection of the region’s landscape amenity and natural heritage (Objectives REAS-01 and REAS-03)</p> <p>4) It is noted that a particular part of the defined vision for Carrigaline under Section 3.4.1 of the Draft LAP is “to protect its important greenbelt setting while maintaining its distinctiveness as a self-contained metropolitan town”. A particular defined vision for the Cork South Environs under Section 3.5.1 of the Draft LAP is to “ensure the clear demarcation of the inner Metropolitan Green Belt.</p> <p>Observation further outlines that Table 1.3 “List of possible sites for consideration as a strategic land reserve options” includes seven SLR sites adjoining the existing development boundary of the Cork South Environs and one adjoining Carrigaline (SLR2).</p> <p>The observation notes that Carrigaline East in particular is described as land forming “a strategic gap between Carrigaline and Ringaskiddy” and the observation further states that it may be beneficial for the Council to have regard to the provisions of the CDP 2014 and SW RPG 2010-2022 outlined in Observation 3, in further detailed assessment of the SLR sites where they are proposed in strategic gap locations between distinct</p>	
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			<p>separate settlements or in locations that are important to demarcate the inner metropolitan greenbelt as far as it is practicable</p>	
District Wide	DLAP16-16-11878881	Cork Chamber	<p>Cork Chamber welcomes the opportunity to comment on the draft Municipal District Local Area Plans. It is acknowledged that significant effort on the part of the Planning Authority has been put into the preparation of these detailed Plans. Cork Chamber have comments on a number of general and specific matters arising from the proposals for the Metropolitan Cork area, which we would ask the Planning Authority to take on board in the preparation of the final documents, including:</p> <p>The Cobh MD includes 6 main towns and 46% of the zoned industrial lands in County Cork. It is identified as a significant growth centre for Cork in the draft LAP;</p> <p>From a review of presented Council figures, it is evident that there is considerable shortfall in residentially zoned lands to meet identified population targets in the district which is most pronounced in Carrigtwohill (-91 ha), Glanmire (-21.5 ha) and Cobh (-34 ha). There is a further deficit of 39.5 ha in village settlements across the district;</p> <p>5 identified 'Strategic Land Reserve' areas are situated in Cobh MD. Based on a precursory review of developability, there are question marks over the future delivery of a number of these sites;</p> <p>The draft LAP is overtly focused on population and housing to the disadvantage of other key strategic planning issues including employment;</p> <p>The plan is not supported by a suitable economic development strategy which represents a fundamental weakness in approach. The</p>	<p>Sufficient residential zoning is identified in the Draft plan to facilitate the planned population targets sets out in the CDP Core Strategy.</p> <p>The Draft Plan identifies a large number of employment based zonings, as well as a number of strategic employment locations, in order to reserve lands for employment growth – at the local and strategic levels. In addition, the CDP and LAPs complement the additional activities of the Council and other key stakeholders, with inputs from stakeholders facilitated throughout the forward planning processes. This ensures that the needs of existing employers, as well as potential future employers, are allowed for within the forward planning process.</p> <p>The Council is in continuous collaboration with key transport agencies in undertaking analysis and short, medium and long term alignment to facilitate sustainable transport options to all settlement and strategic employment locations.</p> <p>See Section 2 which sets out the Council's strategy with regard to Strategic Land Reserve and Active Land Management.</p> <p>See Amendment BC.01.02.01 Appendix B2</p>

			<p>non-inclusion of tangible employment targets renders it difficult to quantify the appropriateness of land use zoning requirements;</p> <p>There is a critical need to better align land use and transportation requirements in existing and planned strategic employment as well as residential growth areas. In particular, more targeted measures are needed to foster improved modal shift from private car usage to public transport, cycling and walking;</p> <p>As Cork's largest employment area and a key driver of economic growth across the southwest region, it is imperative that short-term transport improvement measures are put in place immediately to address critical traffic access issues at Little Island. This needs to be followed by comprehensive strategy to deal with matters arising in the medium-term to long term;</p> <p>The LAPs have identified a significant proportion of land that is subject to infrastructure constraints, such that the timeline for development envisaged is beyond the 6 year plan period;</p> <p>The plans have not been viability tested and significant concerns exist about the costs of associated infrastructure to release development lands;</p> <p>There is a need to develop a task force or equivalent delivery agent to implement the delivery of each LAP, including proactive intervention and management of issues as required.</p>	
District Wide	DLAP16-16-11786623	Cork Nature Network	<p>The plan does not include measures for biodiversity. Sites other than Natura 2000 sites also need to be incorporated into the plans and each urban area to have a wildlife area. More data is required on the biodiversity of the area. Sites such as disused Quarries need to be protected as well as the harbour.</p>	<p>The Local Area Plans are subject to Strategic Environmental Assessment and Appropriate Assessment in order to identify, avoid and mitigate environmental impacts.</p> <p>A range of specific policies are included in the draft plans in order to ensure that</p>

				<p>adequate protection is provided to natural habitats and areas of environmental sensitivity. In addition, specific zonings are tailored / amended to ensure that environmental impacts are avoided or mitigated.</p> <p>No Amendment Proposed</p>
District-wide	DLAP16-16-12602560	Cllr Seamus McGrath	<p>Concerned about the amount of land zoned for the SLRs this will impact on the greenbelt.</p> <p>e.g SLR 12 Oldcourt this would have a significant implications for traffic on the R610 Rochestown Road.</p> <p>Need additional land for sporting facilities</p> <p>Need for more public parks and green space for urban residents.</p> <p>Inner western Relief Road in Carrigaline, support needs to be strengthened and new traffic and transportation plan required to inform new LAP.</p> <p>Need to address dereliction in towns and villages.</p> <p>Any future use of Marino Point must take into account the proximity of Passage West.</p> <p>Request that wording of objective RY-I-15 is changed to that of objective RY-I-19.</p> <p>That the area around the junction of Monastery road with the R610 be included as a Regeneration area.</p>	<p>See Section 2 which sets out the Council's strategy with regard to Strategic Land Reserve and Active Land Management.</p> <p>See Amendment ref no. BC.01.02.01 Appendix B2</p> <p>Recreational needs analysis will be carried out during the lifetime of the Plan. See Amendment BC.01.01.03</p> <p>Include additional text under amendment 03.4.23: "Over the lifetime of the Plan Cork County Council will review traffic route options within the town and in this context the lack of connectivity between the western and southern relief roads will be examined</p> <p>See amendment BC.03.05.28</p>
District-wide	DLAP16-16-11877939	Cllr Deirdre Forde	<p>No current recreational facilities should be displaced or encouraged to relocate from the Douglas Area</p> <p>Douglas, Grange Frankfield , Donnybrook Hill should be referred to in their own right instead of only been included mostly as 'South City Environs'</p> <p>Continuation with the implementation of the DLUTs recommendations. East Douglas Village needs public realm improvements To encourage sustainability and</p>	<p>The singular settlements in Douglas have been identified.</p> <p>The DLUTs has outlined details to improve the public realm in Douglas.</p> <p>The CSIP Masterplan approved by Council identifies the extent and plan for implementation of the science park. However, further clarification regarding uses is provided.</p> <p>See amendment BC.03.05.30</p>

			<p>vibrancy of the village area continued efforts to promote residential combined with commercial should be encouraged</p> <p>underground overhead wires Douglas needs a Primary Health Care facility</p> <p>large infrastructural proposals, should ensure that residential communities aren't further disadvantaged i.e. Noise and air pollution.</p> <p>Vacant housing estates</p> <p>Curraheen Science Park Given that over ten years there has been no concrete delivery on this site proposals to consider alternative uses for at least portion of the site should be facilitated</p> <p>The Joint City/County Committee or other mechanism should be considered to facilitate communication/discussion between County Councillors especially on behalf of housing representations to city council officials.</p>	<p>See amendment BC.03.05.31</p> <p>A low noise surface and noise barriers will be provided as part of the M28 Scheme. During Construction, the contractor is subject to limits on vibrations noise and dust as set by NRA Guidance.</p>
District-wide	DLAP16-16-11874506	Mary Rose Desmond – Member of Cork County Council	<p>Strategic Land Reserve:</p> <p>Objects to the proposed rezoning of lands in Oldcourt Area SLR12.</p> <p>Need to retain and develop more lands in this area for Recreation and not reduce it. Primarily concerns regarding the lack of proper road infrastructure. The traffic build up for commuters and residents in this area is well recognized as a major issue and the development of this land for housing would be unsustainable due to the location of the site, notes 3.5.14 of the plan where it correctly highlights housing land supply would be difficult given the need to address traffic and transportation infrastructure deficits.</p> <p>In relation to traffic and the N40 which is mentioned often in the plan is anxious that the TII make the findings of the N40 traffic management study</p>	<p>See Section 2 which sets out the Council's strategy with regard to Strategic Land Reserve and Active Land Management.</p> <p>Amendment BC.01.02.01 Appendix B2 In the draft LAP the South Environs have been divided into a number of distinct settlements where practicable.</p> <p>No change proposed</p>

		<p>available prior to Council finalising this plan, asserts that this study is reportedly complete for some time.</p> <p>Cork City South Environs</p> <p>Need for the plan to reflect adequately the need to ensure a proper sense of community, particularly in the Cork City South Environs of the greater Douglas area and Togher. Asserts that these areas need particular attention as due to their close proximity to the city they often appear to be a no mans land in relation to major traffic issue and also the need for community and recreational facilities. Major regeneration initiatives are needed in these areas.</p> <p>Welcomes the inclusion of a Primary Health Care Centre for Douglas as per my previous oral submission during members consultation.</p> <p>In relation to the areas in Togher of Lehenamore and Matthew Hill ,submission acknowledges the improvements of accessibility to such area by way of public transport, pedestrian access (footpaths & lighting). It is vital that improved accessibility to these areas is continued and is a priority of this plan.</p> <p>Ringaskiddy Fully supports the community calls for the following in relation to the Lower Harbour area as follows;</p> <ol style="list-style-type: none"> 1. A Buffer zone of 200m around the Martello Tower commencing from the external wall at the bottom of the slope. 2. Another 200m buffer zone around the Old right of way (not the new pathway). 3. These buffers to be marked on the zoning map RY-I-15 for Ringaskiddy. 4. Preservation for the line of sight should be preserved between the Martello Tower and the other 4 forts in the harbour. 5. A larger bird sanctuary in the Ringaskiddy peninsula under the EU SPA directive should be 	<p>RY-I-15 objective to be amended 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 access.</p> <p>This area may be used as a feeding ground by bird species for which Cork Harbour SPA is designated.</p> <p>See Amendment 03.07.04</p>
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			<p>part of the Cork development plan.</p> <p>6. A buffer zone should be part of the development plan for our coastline to protect the visual impact of our beautiful harbour for present and future generations.</p>	
District-wide	DLAP16-16-12319448	Dep. D O Laoghaire, Cllr. Eoghan Jeffers and Cllr. Michael Murphy	<p>Submission highlights that investment is needed in public transport</p> <p>Population growth identified where can it occur in the city boundary and the city proper. Importance of the delivery of housing and in particular social housing.</p> <p>Welcomes the commitment to tackle dereliction.</p> <p>Togher and surrounding areas: Deficiency in usable open space and a suitable site identified to the north of Ashbrook heights and Fernwood Crescent.</p> <p>No Secondary School in Togher.</p> <p>Identification of additional heritage sites and buildings in the area.</p> <p>Correct spelling of Lehenaghmore referenced.</p> <p>Doughcloyne Hotel is a residential care home with a ten year lease and should be referred to as O Connell Court.</p> <p>Flood Relief Scheme is important for the area.</p> <p>Need for improved roads and community facilities.</p> <p>Curraheen: Support for the science park and its masterplan. The flood works must be implemented.</p> <p>Grange/Frankfield: Any development on Cooneys Lane/SLR 4 needs to have proper infrastructure.</p> <p>Need to enhance and protect Domans wood.</p> <p>A community centre is required to cater for the large population.</p>	<p>Noted and changes recommended.</p> <p>Add text to Paragraph 3.5.73 Recreational needs study will be carried out during the lifetime of the Plan. See amendment BC.01.01.03</p> <p>Department of Education</p> <p>CDP issue</p> <p>Noted</p> <p>Remove reference to former in the Plan. No restriction to it being a nursing home</p> <p>Extend U-01 objective (mapping)</p> <p>Add text to paragraph 3.5.54 Recreational needs analysis will be carried out during the lifetime of the Plan. amendment BC.01.01.03</p>

			<p>Protect heritage and historical sites Including a Mass Rock.</p> <p>Douglas Many of the objectives have been welcomed.</p> <p>Rochestown/Maryborough Needs to be highlighted on their own areas and their own specific plan.</p> <p>Regeneration area around the Rochestown Inn required.</p> <p>Ballincollig/Carrigrohane: A transport and mobility study is overdue for Ballincollig to serve the Maglin.</p> <p>In delivering the SLRs there needs to be cooperation with Cork City Council and Bus Eireann with the provision of a park and ride facility.</p> <p>The Masterplan of the Maglin needs to address flooding, provision of a community centre</p> <p>Carrigaline The need for the M28 is crucial to alleviate traffic problems. Upgrade of the Rock Road required.</p> <p>Public Transport is very important. Public transport provision enhancement required.</p> <p>The need for adequate wastewater treatment.</p> <p>Provision of a cultural centre in the town.</p> <p>The Ballyhemiken Bridge should be preserved in any redevelopment of the rock road.</p> <p>Ringaskiddy/Shanbally Need to focus on a strategy which is focused on the future of Cork Harbour as a location not only for high end industry but also for world class research particularly marine research and leisure.</p> <p>Ensure that the M28 route</p>	<p>This is a matter for the County Development Plan review.</p> <p>Noted A</p> <p>Add text to Paragraph 3.3.93 A traffic and transport study will be carried out during the lifetime of the plan. See amendment bc.03.03.02</p> <p>Noted</p> <p>A route option has been identified on the Ringaskiddy/Carrigaline zoning map.</p> <p>Include additional text under paragraph 3.4.23: "Over the lifetime of the Plan Cork County Council will review traffic route options within the town and in this context the lack of connectivity between the western and southern relief roads will be examined</p> <p>Noted the bridge is listed on the NIAH</p> <p>Addressed in the extension of the RY-I-19 objective</p>
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			<p>does not deprive Ringaskiddy of a new school.</p> <p>Pasage West / Monkstown</p> <p>Planning brief for the regeneration of the town to fulfil its potential.</p> <p>Provision of amenities and services for local boat owners.</p> <p>Need for transport links to Carrigaline and Ringaskiddy.</p> <p>Requirement for amenities, green open space.</p> <p>CCC should work with the local community to redevelop the town hall and put to good use.</p> <p>Overall the distinctive nature of Monkstown should be retained and any development is proportionate.</p> <p>Need to address flooding in the Glen</p>	<p>CCC are working with the NRDO to identify a suitable site for a school in the area.</p> <p>CCC has identified regeneration areas.</p> <p>CCC recreational needs study will identify suitable access points to the water.</p> <p>This has been identified in the Plan.</p> <p>Outside of the remit of the Plan</p> <p>Noted</p> <p>SFRA</p>
District-wide	DLAP16-16-11879452	Department of Education & Skills	<p>Submits that it is important that there is sufficient educational infrastructure to meet the needs of the community.</p> <p>The Department of Education has already highlighted to Cork County Council the need for school sites in the following settlements in the Ballincollig Carrigaline MD</p> <ul style="list-style-type: none"> -Ballincollig -Cork South Suburbs -Douglas/Rochestown <p>The Department is working in conjunction with CCC to acquire sites in the areas listed above.</p> <p>Lists where alternative sites may be required in this district</p> <ul style="list-style-type: none"> -Shanbally/Ringaskiddy (Primary) <p>Submission further outlines the number of school places required in four of the main settlements in the Municipal District.</p>	<p>The Council will continue to work with the Department of Education and Skills to provide school sites to meet future demands. The submission identifies the need to make provision for additional school sites in various towns across the county and this requirement will be addressed under the individual settlement heading as appropriate.</p> <p>An additional primary school site to at Ringaskiddy / Shanbally is identified.</p> <p>See Amendment ref no. BC.03.07.07</p> <p>An additional secondary school at Douglas is identified.</p> <p>See Amendment ref no. BC.03.05.29</p>
District-wide	DLAP16-16-11878881	Cork Chamber	Cork Chamber welcomes the opportunity to comment on	Sufficient residential zoning is identified in the Draft plan

			<p>the draft Municipal District Local Area Plans. It is acknowledged that significant effort on the part of the Planning Authority has been put into the preparation of these detailed Plans. Cork Chamber have comments on a number of general and specific matters arising from the proposals for the Metropolitan Cork area, which we would ask the Planning Authority to take on board in the preparation of the final documents, including:</p> <p>The Ballincollig Carrigaline Municipal District draft Local Area Plan (LAP) 2016 covers the largest of the Municipal Districts in the jurisdiction of Cork County Council. The 2011 population of this Municipal District is 71946 people (2011), or almost a fifth (c. 18%) of the total population of Cork County (399,802, 2011), and includes the Main Towns of Ballincollig Carrigaline Passage West/Monkstown/Glenbrook Cork City South Environs and Ringaskiddy in the Cork Gateway.</p> <p>Delivery of some of the lands included in the Urban Expansion Areas could proceed in the short term if there is sufficient capacity in water, waste water, road infrastructure and surface water provision. In this regard, the Draft LAP should set out a detailed phasing framework which will include parcels of land that are suitable for development in short term without a significant upgrade of infrastructure in order to achieve early wins in the Urban Expansion Areas.</p> <p>Highlights the importance of extending the housing and infrastructure implementation team into a wider task force to include relevant representation from external agencies and the private sector, with the outputs of this representative task force being fed into the formal infrastructure delivery plan as part of targeted measures to achieve growth projections. This should be kept under</p>	<p>to facilitate the planned population targets sets out in the CDP Core Strategy.</p> <p>The Draft Plan identifies a large number of employment based zonings, as well as a number of strategic employment locations, in order to reserve lands for employment growth – at the local and strategic levels. In addition, the CDP and LAPs complement the additional activities of the Council and other key stakeholders, with inputs from stakeholders facilitated throughout the forward planning processes. This ensures that the needs of existing employers, as well as potential future employers, are allowed for within the forward planning process.</p> <p>The Council is in continuous collaboration with key transport agencies in undertaking analysis and short, medium and long term alignment to facilitate sustainable transport options to all settlement and strategic employment locations.</p> <p>The Council is currently actively advancing the delivery of infrastructure to unlock the development potential of the identified UEA locations.</p> <p>The Council’s future draft Development Contribution Scheme will be the subject of a public consultation process and will facilitate inputs from all stakeholders.</p> <p>See Section 2 which sets out the Council’s strategy with regard to Strategic Land Reserve and Active Land Management.</p> <p>See Section 2</p>
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			<p>review with regular reporting as part of a formal plan-monitor-manage approach to LAP delivery.</p> <p>The scale of infrastructure investment for Cork is understood but the future Development Contribution Scheme must not place an onerous burden across the County so as to stymie development occurring. Contributions related to infrastructure investment in Urban Expansion Areas must be specific to those areas only.</p> <p>Cork Chamber also highlights the need to ensure that both existing and future housing growth areas are supported by an appropriate range of social infrastructure including schools, health, sports and recreation, community and other facilities which contribute to long-term quality of life for residents.</p> <p>More details will be required in relation to town centre regeneration.</p> <p>Potential for SLR sites to be brought forward for development in the short term.</p> <p>Flood protection structures should be taken into account in the determination of flood zones.</p> <p>Recommendation that additional lands should be zoned for industrial development in Ringaskiddy in view of its status as the principal strategic employment location for the County.</p> <p>It will be important that the urban design framework is progressed in the short-term, with the input of all relevant parties, in order to realise the sustainable development of Carrigaline Town Centre.</p>	
District-wide	DLAP16-16-11696650	Cork Cycling Campaign	<p>This submission raises a number of points, most of which apply on a Countywide basis and identifies strengths and weaknesses, but also: Suggestion of mixed mode transportation, including</p>	<p>At the strategic level, the Draft LAPs are broadly consistent with the CDP Core Strategy and support the sustainable development of both Cork city centre and the County Settlements,</p>

			<p>ferry/bike transport and harbour water taxi, also serving Cobh and Spike Island; Introduce a default 30km/h speed limit in all residential areas around schools and in town centres; Implement traffic calming measures that favour pedestrians and cyclists; Require permeability for non-motorised traffic in new residential estates and retrofit older housing estates to increase permeability; Accelerate the roll out of major cycling routes and coherent local cycling networks; Promote the switch to sustainable transport options with a long-term marketing and information campaign; Favour higher over lower density housing; Develop a convenient, efficient and affordable public transport system for the metro, and take other measures to increase vehicle occupancy.</p>	<p>providing for a sustainable settlement network.</p> <p>Continued improvements in public transport / walking / pedestrian facilities are being advanced, in collaboration with all key stakeholders. Housing and employment growth is identified for areas where public transport exists or can be provided, and, proximate residential / employment zonings are also allowed for within the draft plan.</p> <p>The Council is active, in collaboration with transport agencies, in the provision of public transport infrastructure, as well as walking and cycling routes – such as, the Cork Cycle Network Plan and the development of Greenways.</p> <p>No Amendment Proposed</p>
District-wide	DLAP16-16-11878557	Cork Greens	<p>Ballincollig:</p> <ul style="list-style-type: none"> · Recommend the strong integration of sustainable transport links · Recommend the Council to take into account the most up-to-date evidence on flooding when assessing new developments · recommend the percentage of land reserved for social and affordable housing be higher · Ballincollig town hall or similar civic amenity hall should be prioritised <p>Carrigaline:</p> <p>Propose a cycleway on the old railway line</p> <ul style="list-style-type: none"> · Feasibility study carried out to connect Carrigaline and Cork City by train. This should include a feasibility study for a freight line for the Port of Cork · A primary healthcare facility built in Carrigaline if the population is to increase. <p>Ringaskiddy:</p> <ul style="list-style-type: none"> · De-zoning of land around Loughbeg and of RY-I-09 and RY-I-14 · Martello Tower is given a buffer zone of 100 metres 	<p>Add text to paragraph 3.3.48 A traffic and transportation plan will be carried out during the lifetime of the plan. See amendment bc.03.03.02 SFRA</p> <p>This is a matter for the Department</p> <p>The route of the former railway line has been protected and will tie in with the Cork Metropolitan Cycle Strategy.</p> <p>This facility is currently being built in Carrigaline.</p> <p>No Change proposed</p> <p>RY-I-15 objective to be amended Suitable for large stand alone industry with</p>

			<p>starting from the external low wall (this should be included in the development objective for RY-I-15)</p> <ul style="list-style-type: none"> · Right of way to the beach is given a buffer zone of 100 metres on each side (this should be included in the development objective for RY-I-15) · At least two pedestrian crossings are built at N28 	<p>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 access.</p>
Ballincollig				
Ballincollig	DLAP16-16-11421797	Robert & Marie Shorten	<p>Submission raises concerns with regard to the Maglin Urban Expansion Area, primarily</p> <p>Traffic Flooding/Drainage Privacy</p> <p>Submitter would also like to be kept up to date with all plans in relation to this area.</p>	<p>The development of the Maglin lands will not result in any increase in the traffic passing through the estate where the authorreside. Significant improvements are proposed to the wider road network, walking and cycling facilities and public transport where benefits will be shared by the existing community and the new development. The Maglin proposals will be designed so that surface water flows to existing water courses will be maintained a 'greenfield' rates to avoid any additional risk of flooding. Any privacy issues will be addressed at the planning application stage.</p>
Ballincollig	DLAP16-16-11580500	People Before Profit Alliance Cork	<p>Highlights affordability issues regarding house prices in Metropolitan Cork Towns. Expresses concerns with regard to cuts to Development Contributions.</p> <p>Opines that if there is to be public investment in the infrastructure for housing then the housing too should be developed using public funding. Ballincollig should be designated as a priority area for the delivery of Affordable/Social Housing.</p> <p>Raises concerns with the proposal to re-zone much of the Maglin River flood Plan for residential development.</p> <p>Suggests a a number of sites for community and civic facilities and notably highlights lack of a proper community facility and has suggestions for its governance.</p> <p>Highlights a critical need for health facilities in Ballincollig. Highlights the need for Sheltered housing for elderly/special needs.</p>	<p>This submission raises no issues of specific relevance to the Urban Extension area.</p> <p>The Local Area Plan has identified areas for health care facilities</p> <p>Office type development and employment is compatible with the existing uses in Ballincollig.</p>

			<p>Expresses concerns regarding the encouragement of Office type developments in Ballincollig and feels it will remove the village feel from Ballincollig, which is part of its attractiveness as a place to live.</p> <p>There is too much emphasis on providing office type employment in Ballincollig.</p> <p>Offers suggested use for Gunpowder Mills Visitor Centre.</p>	<p>No change proposed.</p>
Ballincollig	DLAP16-16-11591281	Timothy O'Shea	<p>The 33 acres of the O'Shea Farm located to the west of the permitted access road should be included in the development boundary of the Cork Science and Innovation Park</p> <p>Revise text in Sections 3.5.113 and 3.5.114 as recommended in submission.</p> <p>It would be appropriate to deliver the Cork Science and Innovation Park through the means of a Strategic Development Zone as per Part IX of the Planning and Development Acts 2000.</p>	<p>The CSIP Masterplan approved by Council identifies the extent and plan for implementation of the science park.</p> <p>No change proposed.</p>
Ballincollig	DLAP16-16-11858658	Josephine O'Shea	As Per 16/11591281.	<p>The CSIP Masterplan approved by Council identifies the extent and plan for implementation of the science park.</p> <p>No change proposed.</p>
Ballincollig	DLAP16-16-11676862	The Planning Partnership	<p>Submits that the specific development objective BG-T-01 be amended to allow for the development of the subject site for the purposes of a supermarket.</p> <p>Submission also appears to request enlarged land area from 0.6 ha to 0.8 ha.</p>	See amendment BC.03.03.18
Ballincollig	DLAP16-16-11684854	Stonecrest Construction Ltd.	<p>Inclusion of a reduced BG-R-11 zoning objective within Phase 1 of the Maglin Urban Expansion Area and the provision of Medium B residential zoning.</p> <p>The proposed development of 5 hectares of the X-01 lands at the southern side of the existing Maglin View / Maglin Drive development can be immediately and sustainably serviced by existing public roads and public services</p>	<p>An amendment to the Draft LAP is proposed reducing the size of zoning BG-R-11, as requested. The development of BG-R-11 itself could pose risks of traffic congestion and surface water flooding unless the delivery of local road 74reenfield7474 and a comprehensive 74reenf for surface water management is secured. The proposed amendments to the Draft LAP proposes that this</p>

			<p>infrastructure which is located directly adjacent to the eastern boundary of the lands.</p> <p>This existing roads and services infrastructure has sufficient and current capacity to accommodate the quantum of development envisaged for this 5 hectare parcel of lands.</p>	<p>75greenfield7575re will be in place in tandem with the development of this site.</p> <p>Mapping change.</p> <p>Reduce size of BG-R-11 zoning and include in existing built up area.</p> <p>Amendment BG.03.03.11</p>
Ballincollig	DLAP16-16-11800830	Caitriona Ni Laoire and Anthony Barrett	<p>Wide ranging submission on the Maglin Urban Expansion Area which raises issues regarding a number of topics including the following,</p> <p>Housing density: Traffic congestion: Public transport: Residential Amenity, Flood Risk, Consultation (or lack thereof) Scale of development</p>	<p>The development of the Maglin lands will not result in any increase in the traffic passing through the estate where the authors reside. Significant improvements are proposed to the wider road network, walking and cycling facilities and public transport, where benefits will be shared by the existing community and the new development. The Maglin proposals will be designed so that surface water flows to existing watercourses will be maintained at 'greenfield' rates to avoid any additional risk of flooding. Any privacy and consultation issues will be addressed at the planning application stage.</p> <p>No change proposed.</p>
Ballincollig	DLAP16-16-11849813	The Planning Partnership	<p>Extend the Ballincollig Development Boundary in an easterly direction to encompass the Carrigrohane Castle, its 75greenfiel and associated lands in their entirety.</p> <p>Rezone lands for Residential (Medium B) development and identify site as BG-R-18.</p> <p>Apply Existing Built Up Area zoning to adjoining lands.</p>	<p>The Local Area Plan will direct initial residential growth to the Urban Expansion Area. It is the opinion of the Planning Authority that there is currently sufficiently zoned land in Ballincollig contained within the Draft Local Area Plan.</p> <p>No change proposed.</p>
Ballincollig	DLAP16-16-11860252	Frank Crowley	<p>Considers that the flood risk identified on a portion of our clients lands and zoned as open space, can be addressed through remediation work and that the risk has arisen as a result of the construction of the Ballincollig Bypass. Works to alleviate the problem have yet to commence despite County Council undertakings to do so in the current and forthcoming</p>	<p>Part of the lands owned by the author of this submission are subject to significant risks of flooding and are considered inappropriate for residential development. Claims that the flooding is caused by the N22 road are not accepted. No change proposed.</p>

			<p>LAP.</p> <p>Lands were previously zoned for residential development as part of an amendment to the Carrigaline EA LAP 2005.</p> <p>Submission considers that the amount of open space designated in the Maglin expansion area is excessive and will have an impact on the delivery of housing projections in Ballincollig.</p> <p>Highlights issues with delivery of housing in the wider Municipal District.</p> <p>Considers that the Planning Authority have not provided for adequate headroom in the housing figures as outlined in the Draft LAP.</p>	
Ballincollig	DLAP16-16-11869896	Raymond Hobbs	<p>Include lands south west of Poulavone Interchange within the development boundary of Ballincollig to provided for residential I and commercial developments.</p>	<p>These lands are isolated from the development boundary and are not contiguous to residential areas.</p> <p>It is considered that there is sufficient zoned land in Ballincollig.</p> <p>No change proposed</p>
Ballincollig	DLAP16-16-11877421	Ballincollig Business Association	<p>Submission considers that the Draft plan does not provide enough headroom for Residential development in both Ballincollig and the Municipal District as a whole.</p> <p>The submission is concerned that no employment uses are proposed for the Maglin Urban Expansion Area and where employment uses are proposed they are on lands currently being actively farmed.</p> <p>Highlights Public Transport deficiencies in Ballincollig.</p> <p>Opines that the Green Route has failed to encourage a modal shift and that Cork County Council has failed to sufficiently promote new walking and cycling routes in the town and asserts that Ballincollig did not benefit from the preparation of an Active Town Walking and Cycling Strategy that has been prepared for Bandon,Fermoy,Kinsale and Youghal.</p>	<p>This submission welcomes the zonings along the Killunney Road but suggests that further provision for employment is needed.</p> <p>See Amendment ref no. BC.01.02.01 Appendix B2</p> <p>Employment area has been identified in BG-E-01</p> <p>Add text to paragraph 3.3.48 A traffic and transportation plan will be carried out during the lifetime of the plan.</p> <p>Cork Metropolitan Area Cycle Network Plan will address these issues</p>

			<p>Lack of integration between improved Public Transport facilities and the walking and cycling initiatives has led to a poor return.</p> <p>The continued growth of Ballincollig is dependent upon infrastructural investment and Ballincollig should be prioritised for investment in the LAP process.</p> <p>Welcomes previous submission made by Development Company based in Ballincollig in respect of retail development and Ballincollig Town Centre and welcomed the objectives in relation to vacancy.</p> <p>Welcomes the U-02 objective of the Draft LAP and requests that it be extended to provide for a future potential link the CSIP and the City Suburbs.</p>	<p>Cork Metropolitan Area Cycle Network Plan will address these issues</p> <p>The Maglin Urban expansion Area will provide the necessary infrastructure.</p> <p>Cork Metropolitan Area Cycle Network Plan will address these issues</p>
Ballincollig	DLAP16-16-12614189	Donal Guerin	<p>Wide ranging submission dealing with a number of issues including the following,</p> <p>Flooding As a resident of Glincool, submitter expresses concerns with proposals to re-zone much of the Maglin River Flood Plain for residential development.</p> <p>Community and civic facilities Asserts that a lack of community facilities inhibits the growth of communities, cites a lack of commitment by Cork County Council in leading the development of such amenities and opines that the Draft LAP is very aspirational in this regard. Identifies a number of suitable sites on the south of Main Street or nearby on Station Road</p> <p>Traffic and Transport Suggests solutions to Traffic and Transportation issues in Ballincollig including Park and Ride Facility for the west of the city and the construction of a Rail line to serve Ballincollig. Housing supply/Strategic Land Reserve</p> <p>Concerns at a perceived lack of action being taken by Cork County Council to increase the</p>	<p>The development of the Maglin lands will not result in any increase in the traffic passing through the estate where the authors reside. Significant improvements are proposed to the wider road network, walking and cycling facilities and public transport, where benefits will be shared by the existing community and the new development. The Maglin proposals will be designed so that surface water flows to existing water courses will be maintained at 'greenfield' rates to avoid any additional risk of flooding. Any privacy issues will be addressed at the planning application stage.</p> <p>See paragraph 3.4.1 in the Plan</p>

	11803714	Healthcare Ltd., Estuary Business Park, Kilnaglery, Carrigaline, Co. Cork	Primary Healthcare Centre be included in the wording of Objective B-01 as per previous Local Area Plan.	Primary Health Care Centre in Objective B-01 Amendment BC.03.04.32
Carrigaline	DLAP16-16-11868401	John Saunders	Request that the lands which form part of zoning objective CL-U-09 be rezoned for residential development. Potential for the relocation of utilities zoning to lands to the north of Shannonpark.	See Section 2 No change proposed.
Carrigaline	DLAP16-16-11878253	Catriona Reid	Carrigaline; Pedestrian main street Some anomaly in the figures quoted Instead of the M28 better PT from Carrigaline to Cork City Ringaskiddy Buffer zone around the Martello Tower and the right of way path. The amount of land zoned for Industry in Ringaskiddy and requests dezoning. The route of the new M28.	Submission noted, public transport interchange has been provided in the shannonpark masterplan site. No change proposed. RY-I-15 objective to be amended 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 access. Amendment BC.02.06.01, BC.03.07.04
Carrigaline	DLAP16-16-12221314	Rodney Daunt	Submission outlining the bio-diverse rich habitat of Ballyhemiken quarry and its associated fresh water lake. The submission further proposes that the quarry and associated fresh water lake be considered for nature conservation.	Add text to section 2.6.9 In addition other areas identified as being of been of local ecological and biodiversity importance with be protected. See Amendment BC.02.06.01
Carrigaline	DLAP16-16-12387929	Jo Goodyear	As per 16-12221314	Add text to section 2.6.9 In addition other areas identified as being of been of local ecological and biodiversity importance with be protected Amendment BC.02.06.01
Carrigaline	DLAP16-16-12603121	Shipton Group	Carrigaline future population numbers are too low need to be revised upwards in order to sustain and support local services. The identification of an SLR between Carrigaline/Ringaskiddy is not an appropriate location.	Amendment BC.01.02.01 Appendix B2 Amend Map

			<p>Carrigaline town centre, it would be more appropriate to extend the boundary of the regeneration site.</p> <p>Regeneration sites would be suitable for a 'Big Box' retail.</p> <p>CL-RA -01 as written is open to misinterpretation and alternative wording for the objective has been suggested.</p> <p>Content of paragraph 3.4.5 would be more likely to see the regeneration site competing with the main street rather than supporting it. Revised wording recommended.</p> <p>Suggest modifications to objectives In Carrigaline.</p> <p>In T-01 objective addition of residential to the south.</p> <p>Amend CL-0-02 with the provision of a river walkway, multi use community buildings and a residential/nursing home.</p>	<p>No change proposed</p> <p>No change proposed</p> <p>No change proposed</p> <p>No change proposed</p> <p>Amend CL-T-01 zoning the southern part of the site where it backs onto the existing residential development on the Kilmoney Road will have a mix of residential development. Amendment BC.03.04.18 BC.03.04.28</p>
Carrigaline	DLAP16-16-12603373	John Hegarty Beng	<p>The issue of the boundary of the proposed SLR 2 leaves out land which adjoins the settlement of Carrigaline.</p> <p>The submission requests that consideration is given to the members to a limited zoning/designation for currently serviceable and immediately developable lands to the east of the Carrigaline Town Boundary</p>	Amendment BC.01.02.01 Appendix B2pendix B2
Carrigaline	DLAP16-16-12604038	Patrick C. Coughlan and Peter M. Coughlan	<p>Lands at Ardnacloghy north of Carrigaline town. Site measures 19.1 hectares Request Medium A density residential development to include a mix of house types accompanied with appropriate landscaping.</p> <p>The existing CL-U-09 objective is surplus to the long term need for a public transportation facility and suggest an alternative site on the landholding</p>	<p>See section 2</p> <p>No change proposed.</p>
Carrigaline	DLAP16-16-11874380	Michael Silke and Kevin Silke	<p>Provide clarity of the R-06 objective in light of the changes to the mapping that occurred following the establishment of the Carrigaline Educate</p>	<p>Change to text and delete the following sentence</p> <p>Provision will also be made for a primary school</p>

			Together School.	(requires at least 1.6ha site) Amendment BC.03.04.03 (Map Change)
Carrigaline	DLAP16-16-11874805	Michael Silke and Kevin Silke	Proposed residential zoning at Commeen, Carrigaline	See Section 2 No change proposed.
Carrigaline	DLAP16-16-12209834	Gerry Cotter	Lands at Kilnaglery, Carrigaline	These lands are located outside the development boundary of Carrigaline. There is currently sufficient zoned land in Carrigaline. No change proposed.
Carrigaline	DLAP16-16-12602029	Cian Heffernan	Request for lands on the mountain road to be re zoned with a similar objective to CL-R-10.	See Section 2 No change proposed.
Carrigaline	DLAP16-16-12604699	John Murphy and Peter Murphy	Request for land to be rezoned to the south of Carrigaline Town (Forest Hill)	See Section 2 No change proposed.
Carrigaline	DLAP16-16-12223944	Kevin Cooney and Pat Cooney	Lands at Ballyhemicken Bridge	See Section 2 and Appendix B1
Carrigaline	DLAP16-16-11588068	Blake Walsh	Requests that 5.7ha site located to the south of Carrigaline be zoned for Medium A Density Residential Zoning.	Recommend partial rezoning of lands for residential development with provisions for any development to include significant road and pedestrian network improvements. See Amendment BC.03.04.31 and Mapping.
Cork City – South Environs				
Cork City – South Environs	DLAP16-16-11878627	Parish of Togher & Society of African Missions	Request that land zoned SE R - 02 (Parcel A) is zoned medium density residential A and that lands shown within the existing built up area (Parcel B) is zoned medium density B residential.	See Section 2 No change proposed.
Cork City – South Environs	DLAP16-16-10592887	HALLMARK BUILDING SERVICES LIMITED KATHLEEN OMAHONY MERVIN SWEETMAN	Lands form part of residential zoning SE-R-11 and SLR 6. Proposal to extend SE-R-11 residential zoning to meet old railway line and to retain SLR 6. Lands immediately adjoin existing built up area, reinforcing existing settlement pattern and local services. Additional housing will support growth in Metropolitan employment. Need exists for housing that can be provided on these lands. No progress has been made in advancing Tramore Valley plan. Potential exists to connect to adjoining residential lands existing and permitted. Lands are available for immediate development. No natural heritage impediments to development. Lands are currently being farmed and will not be	Amendment BC.01.05.01 Appendix B2 No change proposed

			<p>available for sale during the lifetime of the plan. Potential to provide Greenway along old railway line. SLR lands meet the assessment criteria set out in Draft LAP.</p>	
Cork City – South Environs	DLAP16-16-10800592	Rochestown Rise Residents Association C/o Domhnall Mac Domhnaill	<p>Requests that the Mulcon Valley area of Rochestown be zoned for Open Space and Recreation.</p> <p>Highlights the need to protect and preserve areas of natural bio diversity.</p>	<p>The site is located within the existing built up area. No change proposed.</p>
Cork City – South Environs	DLAP16-16-11540115	Grange Frankfield Partnership	<p>Highlights the factual change in the circumstance of Vernon Mount House. Suggests alternative wording to Objective SE-O-06 to recognise the importance of Vernon Mount from an architectural and historical perspective, and a commitment in the objective for the future conservation and management of the house and grounds. Suggests uses which may be considered appropriate for Vernon Mount, including hotel, corporate headquarters, conference or leisure centre.</p>	<p>In the draft plan the zoning objective for this site should read as per objective SE-O-05 – errata Table</p> <p>Amendment BC.03.05.14</p>
Cork City – South Environs	DLAP16-16-11604325	Lidl Ireland GmbH	<p>Seeks modification of Text in paragraphs 3.5.42 and 3.5.46 of the draft plan as summarised above. The retail focus of Douglas town centre needs to be expanded beyond the two Main shopping centres and into the village core.</p>	<p>The text as stated in the draft plan is considered sufficient. The retail strategy as set out in the Cork county development Plan 2014 identifies Douglas as an existing District Centre where it is an objective to support the vitality and viability of District Centres to ensure that such centres provide an appropriate range of retail and non retail functions to serve the needs of the community. There will be continued implementation of the provision of the DLUTs to consolidate the existing town centre. In addition proposals to focus on attracting retailers to reduce the levels of vacancy within the main retail centre of Douglas and build new developments on lands with existing planning permissions are also contained within DLUTs.</p> <p>No change proposed</p>
Cork City – South Environs	DLAP16-16-11755501	Ken McCarthy	<p>Pedestrian infrastructure including footpaths and lighting</p>	<p>The Amended Plan will contain provisions for</p>

			<p>has not followed paced with development. Road Safety concerns. Lack of social infrastructure for Active and Passive recreation in comparison to other settlements. Suggests possible locations for parks/playgrounds. Suggests Walkway along the old railway line linking Lehanaghbeg and Sarsfield Road, similar to Rochestown/ Passage West</p>	<p>improvements in the pedestrian infrastructure in the subject area. Add additional text to paragraph 3.5.62 during the lifetime of the plan provision shall be made for adequate footpaths and lighting in this area</p> <p>Amendment BC.03.05.01</p>
Cork City – South Environs	DLAP16-16-11760463	Marielle Monaghan	<p>Pedestrian infrastructure has not kept pace with development in the Matthew Hill Area. Dangerous road for all road users.</p>	<p>The Amended Plan will contain provisions for improvements in the pedestrian infrastructure in the subject area.</p> <p>Add additional text to paragraph 3.5.62 during the lifetime of the plan provision shall be made for adequate footpaths and lighting in this area.</p> <p>Amendment BC.03.05.01</p>
Cork City – South Environs	DLAP16-16-11764204	Lehenaghmore	<p>Footpath and lighting issues,</p>	<p>Add additional text to paragraph 3.5.62 during the lifetime of the plan provision shall be made for adequate footpaths and lighting in this area.</p> <p>Amendment BC.03.05.01</p>
Cork City – South Environs	DLAP16-16-11798708	Clare Ryan	<p>Highlights the need for footpaths in the Lehanaghmore area.</p>	<p>Add additional text to paragraph 3.5.62 during the lifetime of the plan provision shall be made for adequate footpaths and lighting in this area.</p> <p>SeeAmendment BC.03.05.01</p>
Cork City – South Environs	DLAP16-16-11841575	DCH Developments Ltd.	<p>Seeks an amendment to the draft LAP to include T-0 objective to strengthen the case for a case for a neighbourhoods centre alongside the SE-RA-01 objective. Also requests that the text SE-RA-01 be modified by removing reference to the former Doughcloyne Hotel complex as disused.</p>	<p>No change.</p> <p>Reference to the disused Doughcloyne Hotel will be changed.</p> <p>Amendment BC.03.05.02</p>
Cork City – South Environs	DLAP16-16-11846637	John Higgins	<p>The impact the proposed M28 will have on public health.</p>	<p>A Health study being undertaken as part of EIA for the the M28 Scheme to</p>

				address concerns of the potential impacts of air and noise emissions on human health.
Cork City – South Environs	DLAP16-16-11853882	Box Hedge Ltd, Monahan House, Celtic Business Park, Road, Cork	<p>Include text in section 2.5.6 - 2.5.8 Large Scale Retail Warehousing to reflect other specialist forms of retail provision, specifically Outlet Centres as set out in the City and County Joint Retail Study.</p> <p>Also asks that the Council recognise that these facilities have parking demands higher than usual, adopted norms, as they have a longer duration of trip and a lower turnover of spaces and consequently parking proposals must be justified.</p>	See Section 2 Amendment BC.02.05.03
Cork City – South Environs	DLAP16-16-11858173	ROCHESTOWN COMMUNITY DEVELOPMENT GROUP	<p>Concerned with regard to the degeneration of Rochestown area, particularly the Rochestown Core area.</p> <p>Concerned that that there is lack of recognition for Rochestown as a distinct settlement in the Local Area Plan.</p> <p>Submission suggest that Rochestown offers all the facilities required to be defined as a village in Paragraph 4.2.4 of the Draft LAP, further confirmed the submission suggests by Paragraph 4.9.14 of the County Development Plan 2014 which describes Rochestown as a steep linear coastal settlement which the submission states gives Rochestown an identify as a settlement.</p> <p>Submission sets out some of the key attributes and services which Rochestown provides.</p> <p>Submission asserts that it is Draft plans clear intent to increase traffic pressures in the area. It opines that Permitted and Zoned development both upstream and downstream of Rochestown and the potential identification of SLR 12 accessed off the Rochestown Road will further compound an unsustainable situation.</p> <p>A redrafting of the Local Area Plan would presents an opportunity to create equally clear intent to regeneration of</p>	See Amendment BC.03.05.28

			<p>the Rochestown Core Area. This regeneration would provide potential to address the appearance of the area and its streetscape, perhaps attracting small businesses that would enhance the Greenway amenity. It would resolve the hazardous multi-modal transport conflict evident in the area Requests that the Rochestown Core Area be designated as SE-RA-03 Rochestown (Regeneration Area)</p> <p>Supplementary information submitted regarding traffic management, parking and other improvement suggestions.</p>	
Cork City – South Environs	DLAP16-16-11862382	ROCHESTOWN COMMUNITY DEVELOPMENT GROUP	As per 16-11858173	See Amendment BC.03.05.28
Cork City – South Environs	DLAP16-16-11859223	University College Cork	<p>Welcomes the confirmation in paragraph 3.5.114 of the Draft LAP that the co-location of science parks with major healthcare developments to create a health campus would fall within the terms of Objective SE-X-01 as set out in Draft LAP</p> <p>Also notes the intention in paragraph 3.5.115 that, at the amendment stage of the LAP, 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.</p> <p>Requests that the amended text of objective SE-X-01 would provide that research facilities associated with the medical campus could also be located within the CSIP site.</p>	<p>Provide Additional Text in paragraph 3.5.115 research facilities.</p> <p>See Amendment BC.03.05.03</p>
Cork City South Environs	DLAP16-16-11859768	Denis O Flynn	<p>Need to zone additional lands for residential development within the South Environs of the City to help address the shortfall of zoned residential land in this part of Metropolitan Cork; A residential zoning will help to optimise the very significant existing and proposed infrastructure in this part of the South Environs.</p>	See section 2

			Given the planning history and excellent location of the site it should be zoned for residential development	No change proposed
Cork City – South Environs	DLAP16-16-11862989	M28 Steering Group	This submission raises issues regarding potential negative impacts of the proposed N28 and seek to have an alternative route to the proposed upgrade of the N28.	A low noise surface and noise barriers will be provided as part of the M28 Scheme. During construction, the Contractor is subject to limits on vibrations, noise and dust as set by NRA Guidance.
Cork City – South Environs	DLAP16-16-11867596	St Patrick's Woollen Mills Ltd.	Remove the reference to a cap in increase in floorspace to 25%.at St Patrick's Woolemn Mills. Provide for a more open and flexible approach to the uses/buildings in objective TC-01 and not be overly prescriptive. Include a provision in the objective identifying and prioritising road improvements at the entrance to the site to be carried out by Cork County Council that facilitates increased walking and cycling. The reference to additional dwellings should be revised to state an additional 70 dwellings approximately.	The retail strategy as set out in the Cork county development Plan 2014 identifies Douglas as an existing District Centre where it is an objective to support the vitality and viability of District Centres to ensure that such centres provide an appropriate range of retail and non retail functions to serve the needs of the community. There will be continued implementation of the provision of the DLUTS to consolidate the existing town centre. In addition proposals to focus on attracting retailers to reduce the levels of vacancy within the Douglas Shopping Centre and build new developments on lands with existing planning permissions. . The number of dwellings to be considered is based on extensive traffic modelling employed by in the preparation of DLUTS and is considered to be at the higher limit of the number of units permissible without aggravating traffic difficulties in Douglas. No change proposed
Cork City – South Environs	DLAP16-16-11867669	Irish Georgian Society	Submission supports the changes to the Objective for lands around Vernon Mount House requested by Grange Frankfield Partnership Submission 16-11540115.	In the draft plan the zoning objective for this site should read as per objective SE-O-05 See Amendment BC.03.05.14
Cork City – South Environs	DLAP16-16-11869415	Togher Community Association CLG	Submission calls on Cork County Council to insist on the correct use of names in Planning Applications. Concerned that developers and the Planning Authority are	These are not matters for consideration in the Local Area Plan., The naming of residential developments is a matter for Development Management.

			<p>avoiding the use of the name Togher in relation to developments and other Planning matters.</p> <p>Concern that the identity of Togher is being eroded and that this needs to be preserved by Cork County Council.</p> <p>Calls for SLR (Ardrostig) to be relabelled Togher as the eastern portion of the lands are largely within Togher.</p>	No change proposed
Cork City – South Environs	DLAP16-16-11869600	Angela Montegrosso	M28 worried about the pollution that will arise due to extra traffic when this road will be built also because lots of trees that provide oxygen will be cut	<p>The potential for significant effect on air quality from the M28 Scheme is being assessed against World Health Organisation Standards as well as EU Standards in the EIA.</p> <p>Additional trees and landscaping will be provided as part of the M28 Scheme.</p> <p>No change proposed</p>
Cork City – South Environs	DLAP16-16-11871264	Sandra Mc Namara	<p>M28 issues</p> <ol style="list-style-type: none"> 1. The road will not 87reenf the traffic requirement. It will disrupt the entire area, and will itself be subject to constant traffic jams. 2. Proposed Motorway being planned too close to residential areas.. 3. Raises associated health concerns and calls on CCC to investigate on submitters behalf. 	<p>Traffic assessed as part of EIA process for M28 Scheme.</p> <p>Where M28 is close to dwellings there is the existing N28 with 3 lanes. Road being divided and widened to 4 lanes. Health study being undertaken as part of EIA for the the M28 Scheme to address concerns of the potential impacts of air and noise emissions on human health.</p> <p>No change proposed</p>
Cork City – South Environs	DLAP16-16-11872213	Lissadell Resident's Association	<p>M28</p> <p>CC should not be pushing this proposed roads project while the planning process is still ongoing</p> <p>Concerns regarding the impacts on health of the proposed motorway are raised.</p>	<p>Health study being undertaken as part of EIA for the the M28 Scheme to address concerns of the potential impacts of air and noise emissions on human health.</p> <p>No change proposed</p>
Cork City – South Environs	DLAP16-16-11874938	RSM Ireland	Requests that the SE-R-12 boundaries be revised to include an additional portion of lands within the ownership of the submitter.	<p>Extend R-12 Boundaries to include additional portion of lands within submitters ownership.</p> <p>See Amendment BC.03.05.08</p>
Cork City – South Environs	DLAP16-16-11875450	RSM Ireland	<p>Submission requests the following,</p> <ol style="list-style-type: none"> 1. Provision be made for the 	<p>See Amendment BC.01.01.01</p>

			<p>inclusion of a development framework for the implementation of the City Gateways Initiative in the forthcoming LAP's, which includes a formal land use zoning objective.</p> <p>2. That the subject site at Airport Hill be included within the delineated N27/N40 Gateway recognising its important strategic location, availability and suitability for development, and end-user profile;</p> <p>3. An appropriate development objective be included in the LAP promoting the development of suitable access arrangements in relation to the subject site, having regard to its development potential, its critical role in the delivery of a sustainable transport solution in the Gateway and related capacity to function as wider enabler of economic growth.</p>	
Cork City – South Environs	DLAP16-16-11875831	Mr Paul Kelleher	<p>Submission perceives that the M28 plan seems to be commended in the Draft Report without reservation. Concerns regarding the health impacts relating to Motorways.</p> <p>The traffic congestion on all local roads is cited as a potential side affect of the proposed Motorway.</p>	<p>Health study being undertaken as part of EIA for the the M28 Scheme.The potential for significant effect on air quality from the M28 Scheme is being assessed against World Health Organisation Standards as well as EU Standards in the EIA for the Scheme.</p> <p>No change proposed</p>
Cork City – South Environs	DLAP16-16-11875890	RSM Ireland	<p>Submits that the current R-08 zoning be extended to cater for additional lands to the south. The submission asserts that an extension of this zoning will,</p> <p>Alleviate the need to zone additional lands for residential development within the South Environs of Cork City by supporting the sustainable residential extension of this well serviced, successful and established residential development;</p> <p>Help focus residential development in locations which are suitable for development in the short to medium term, utilising existing and proposed high quality infrastructure;</p> <p>Maintain the compact settlement form of the</p>	<p>Extend zoning to cater for additional lands to the south.</p> <p>See Amendment BC.03.05.07 (Map Change)</p>

			<p>conurbation of Cork while also respecting the Metropolitan Greenbelt which divides much of the settlements within Metropolitan Cork;</p> <p>Provide additional developable land to the interested party in compensation for the loss of approximately 2 ha and up to 100 housing units within the R-08 lands;</p> <p>Submission asks that the above justification be considered within the current relevant planning context, in accordance with the statutory LAP consultation process..</p>	
Cork City – South Environs	DLAP16-16-11876459	Chandos Investments Plc	Supports the retention of the SE-TC-05 objective.	No change proposed.
Cork City – South Environs	DLAP16-16-11877340	John Morehead	<p>Issues raised include:</p> <p>Traffic congestion on the Rochestown road</p> <p>Objection to SLR 12 due to lack of infrastructure.</p> <p>Safe access along the railway walk and an additional walking routes.</p> <p>Improve Douglas village main street including shops and signage.</p> <p>Revised and improve road network</p> <p>Detailed plan for Rochestown village.</p> <p>Improve public transport.</p> <p>All new developments must have appropriate infrastructure and there needs to be better connectivity throughout the established built up environment.</p> <p>Existing N28 and proposed N40.</p> <p>The omission of Rochestown as a main town in the South Environs is disappointing.</p> <p>The inner harbour is being exploited by heavy industry and the existing facilities in Ringaskiddy are not attractive to visitors.</p>	<p>Alternatives to the current alignment have been considered as part of the overall design and environmental impact assessment process. The current route best meets the scheme objectives.</p> <p>The DLUTs addresses issues to improve the public realm in Douglas village.</p> <p>No change proposed.</p>
Cork City – South Environs	DLAP16-16-11877841	Soltaz Ltd	<p>Submission regarding the nature of users, phasing and governance structure of the CSIP and puts forward a number of recommendations.</p> <p>Entry Criteria We recommend at the Northern Island Science Park(Belfast) entry criteria for users is adopted which can be summarised as follow:</p> <ul style="list-style-type: none"> o Focus on research and development, product or 	<p>The CSIP Masterplan approved by Council identifies the extent and plan for implementation of the science park. However, further clarification regarding uses is provided.</p> <p>See amendment BC.03.05.30 See amendment BC.03.05.31</p>

			<p>process design, applications engineering, high level support or consultancy with at least 25% of staff in the relevant unit should be involved in these functions,</p> <ul style="list-style-type: none"> o High proportion of knowledge workers in the workforce with at least 25% of staff in the relevant unit are qualified scientists, technologists, engineers or other knowledge workers, and o Small firms undertaking high tech activities (i.e. units sizes of less than 5,000 sq. ft) should be regarded favourably and may allow more lenient interpretation of the primary considerations <p>Uses Aligning with the phasing and the priority of the gateway precincts, Precinct 1 should be zoned for hotel and appropriate residential use allowing the choice of apartment or student accommodation along with the current Science Park office use. There should be no restriction on the users of the hotel and residential units.</p> <p>Phasing The two gateway properties to the CSAIP should be considered as priority developments as both can deliver in the short term and Precinct 1 and 2, which are not dependent upon the CSAIP Access Road should not be governed by the phasing restrictions.</p> <p>Viability Contributions. Our recommendation is that the CSAIP should align with the City Council Economic Development Initiative and reduce the public infrastructure and facilities contribution by 25%. There should be no special contribution for Precinct 1 & 2.</p> <p>Suggested revision to wording of objective for SE-X-01 also contained in submission.</p>	
Cork City – South Environs	DLAP16-16-11879918	Douglas Tidy Towns	<p>Submission asserts that the Douglas Area is in decline and that this be can addressed through a number of measures outlined</p> <ul style="list-style-type: none"> - A cohesive plan for retail outlets - Make the first hour of parking free. - No increase in the number of 	<p>The retail strategy as set out in the Cork County Development Plan 2014 identifies Douglas as an existing District Centre where it is an objective to support the vitality and viability of District Centres to ensure that such centres provide an appropriate range of retail and non retail</p>

			<p>non retail food outlets. - Ensure that there are proper infrastructure and traffic congestion measures in place to support future residential developments.</p>	<p>functions to serve the needs of the community. There will be continued implementation of the provision of the DLUTS to consolidate the existing town centre, in addition to proposals to focus on attracting retailers to reduce the levels of vacancy within the Douglas Shopping Centre and build new developments on lands with existing planning permissions.</p> <p>No change proposed.</p>
Cork City – South Environs	DLAP16-16-11880369	Michael and Una McLroy	Request to extend development boundary to include subject lands within the Existing Built Up Area.	<p>Consideration will be given to extending boundary to include subject lands for the provision of a single dwelling.</p> <p>See Section 2 See Amendment BC.03.05.09</p> <p>Mapping change</p>
Cork City – South Environs	DLAP16-16-11880784	Curraheen European Healthcare Ltd.	<p>Submits that Paragraph 3.5.15 of the Draft LAP states that 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.</p> <p>Asserts that this process of refining the provisions of SE-X-01 would provide an ideal opportunity to reconsider the appropriate range of healthcare uses for the adjacent lands.</p>	<p>It is considered that the proposed use is compatible with the Metropolitan Green Belt Policy.</p> <p>No change proposed</p>
Cork City – South Environs	DLAP16-16-11880983	Douglas Tidy Towns	Duplicate submission as per 11879918	<p>The retail strategy as set out in the Cork County Development Plan 2014 identifies Douglas as an existing District Centre where it is an objective to support the vitality and viability of District Centres to ensure that such centres provide an appropriate range of retail and non retail functions to serve the needs of the community. There will be continued implementation of the provision of the DLUTS to consolidate the existing town centre. In addition proposals to focus on attracting retailers to reduce the levels</p>

				<p>of vacancy within the Douglas Shopping Centre and build new developments on lands with existing planning permissions.</p> <p>No change proposed.</p>
Cork City – South Environs	DLAP16-16-11882884	Wainsfort Residents Association, Rochestown Road	<p>M28 issues</p> <p>Concerns with regard to the potential for increased noise levels and pollution a motorway with freight vehicles in close proximity to residential areas.</p> <p>Opines that the Bloomfield interchange is currently a bottle neck and to commencing/ending a motorway from this location will only make the exacerbate an already difficult situation traffic wise.</p>	<p>A low noise surface and noise barriers will be provided as part of the M28 Scheme. Westbound and eastbound traffic will be separated south of the Bloomfield Interchange. During construction, the Contractor is subject to limits on vibrations, noise and dust as set by NRA Guidance.</p> <p>No change proposed</p>
Cork City – South Environs	DLAP16-16-12222572	Ruden Homes Ltd.	<p>Submission requests that a portion of SE-O-04 be rezoned for residential purposes, lands adjoin existing residential development.</p>	<p>Currently sufficient land zoned See section 2</p> <p>No Change proposed</p>
Cork City – South Environs	DLAP16-16-12319062	Cllr Marcia D’Alton	<p>Include a commitment that all planning applications for development within Douglas Village would be required a spatial planning assessment indicating how the proposed development would contribute to the vitality and viability of Douglas.</p> <p>Aim to create a continuous network of cycle lanes from Rochestown, Maryborough, Donnybrook and the outer Douglas area and onto Cork City centre, liase with the City Council to ensure connectivity into the City Council area.</p> <p>Include an aim for a staggered start time piloting programme for schools as a possible means of reducing traffic congestion.</p> <p>Commit to providing the necessary infrastructure for the Safer Routes to Schools Initiative, even if it is at the expense of vehicular traffic.</p> <p>Have a stated aim of providing a Regional Park in the Tramore Valley with the nationally significant Vernon Mount as a focal attraction point.</p> <p>Preserve natural landscape features and have as an aim to improve their connectivity to</p>	<p>This is outlined in the Cork Metropolitan Area Cycle Network Plan</p> <p>This request is dealt with in SE-O-06</p> <p>The delivery of the LAP notes previous habitat mapping studies.</p> <p>During the Lifetime of this plan, the Planning Authority will work to with the local community in Rochestown to</p>

			<p>deliver both recreational and biodiversity benefits.</p> <p>Owing to population size and service availability within the catchment, Rochestown settlement should be considered as a Village in the Local Area Plan.</p> <p>Include the Rochestown Core Area as a Regeneration Area in the Local Area Plan.</p>	<p>identify and initiate improvements which will help re-invigorate and regenerate the Rochestown Core Area.</p> <p>Amendment BC.03.05.28</p>
Cork City – South Environs	DLAP16-16-12321625	Damien O’Leary	Request to zone lands for Medium B Density Zoning (currently within Metropolitan Green Belt)	<p>The current policy approach is to recognise that the majority of new housing units would be accommodated within the existing development boundary of the Cork City South Environs however suitable sites may be identified were services can be provided outside of the existing development boundary</p> <p>Currently sufficient zoned land in the South Environs</p> <p>No change Proposed</p>
Cork City – South Environs	DLAP16-16-12322503	Ms Eileen Mulcahy	Rezoning lands (currently Metropolitan Green Belt) for residential development.	<p>The current policy approach is to recognise that the majority of new housing units would be accommodated within the existing development boundary of the Cork City South Environs however suitable sites may be identified were services can be provided outside of the existing development boundary.</p> <p>No change proposed.</p>
Cork City – South Environs	DLAP16-16-12322757	Alan O’Donovan and Anne Teape	Rezoning lands for Medium B residential zoning which will in turn allow for the development for a Bus/Car Park to serve St Francis College.	<p>The current policy approach as set out in this Local Area Plan is to recognise that the majority of new housing units would be accommodated within the existing development boundary of the Cork City South Environs however suitable sites may be identified were services can be provided outside of the existing development boundary.</p> <p>No change proposed.</p>
Cork City – South Environs	DLAP16-16-12323305	Shipton Group	This DLUTs priority order for development needs to be more strongly reinforced in the draft	

			<p>LAP.</p> <p>Vacancy is improving but it needs to be remembered that there is still a considerable amount of legacy short term lettings. These were created simply to keep premises occupied and these now need to be re-let on a proper commercial basis, so Douglas is still a while off seeing vacancy in retail units filled.</p> <p>Submission provides further observations and suggestions regarding the Town Centre zonings in Douglas, TC-02 (additional no-retail uses, enhance / encourage farmers market), TC-04 (greater flexibility in zoning objective, reference to DLUTS objective for enhanced non-vehicular movement, reference to a Town Square should be removed, indicate a suitable site for existing filling station to relocate to), TC-05 (clarity regarding its order of priority within Douglas).</p> <p>Submission provides observations with regard to traffic issues in Douglas and provides suggested solution including, east / west link road, signalisation of Douglas Court roundabout, slip road to Douglas Court from west, and exit slip road to south of Douglas court,</p> <p>Observations regarding overall access to Douglas Court, vibrancy of West Douglas Street and recommendations for SE-O-13 – including potential development of senior citizen accommodation, nursing home or residential use.</p>	<p>Noted No change proposed</p> <p>No change Proposed</p> <p>These issues have been addressed in DLUTs and are being implemented.</p> <p>No change proposed</p>
Cork City – South Environs	DLAP16-16-12388065	Rochestown Community Development Group	Duplicate submission as per 16-11858173	During the lifetime of this plan, the Planning Authority will identify improvements which will improve the core area of Rochestown, see section 2 Amendment BC.03.05.28
Cork City – South Environs	DLAP16-16-11859768	Denis O Flynn	The main points of this submission are summarised as follows:	Duplicate Currently sufficient zoned

			<p>1. There is a strategic need to zone additional lands for residential development within the South Environs of the City to help address the shortfall of zoned residential land in this part of Metropolitan Cork;</p> <p>2. The proposed residential zoning will help to optimise the very significant existing and proposed infrastructure in this part of the South Environs;</p> <p>3. Given the planning history and excellent location of our clients site it should be zoned for residential development</p>	<p>land in South East environs. This site for reasons of location and access is not considered suitable. See section 2</p> <p>No change proposed</p>
Passage West				
Passage West	DLAP16-16-10199767	Brian & Tracey Geary	<p>Concerns over sighting of refuse collection areas in Monksotwn Pier Car park. Seeks beautification of Monkstown Pier Car park.</p>	<p>No policy impediment contained within LAP,</p> <p>No change proposed.</p>
Passage West	DLAP16-16-11658486	James Goodwin	<p>Highlights the need for more active recreational facilities in Passage West to cater for growing population and residential units.</p>	<p>During the lifetime of this plan, the Council will undertake to review and update the recreational and amenity analysis previously undertaken by the Forward Planning section of the Council.</p> <p>No change proposed.</p>
Passage West	DLAP16-16-11794437	Passage West Maritime Heritage Committee/Museum Steering Group	<p>Case for a Museum in Passage West citing the areas Heritage Tourism potential. Highlights the installation of a new pontoon on Railway Quay which will allow harbour boat tours drop off and pickup passengers. Highlights some of the initiatives that could be pursued.</p>	<p>No impediment in this plan.</p> <p>No change proposed.-</p>
Passage West	DLAP16-16-11798610	Michael Hayes	<p>Concerns raised with regards to the proposed incinerator and also about the former Irish steel site.</p>	<p>No change proposed.</p>
Passage West	DLAP16-16-11800582	PASSAGE SOCCER CLUB	<p>Submits that the plan is incorrect in stating that the settlement has a good supply of recreational facilities. Highlights that the soccer club is under pressure with regard to provision of adequate training facilities and is forced</p>	<p>No policy impediment in the Draft LAP provision of sports and recreational facilities is covered in the County Development Plan 2014.</p> <p>During the lifetime of this plan, the Council will</p>

			to rent lands elsewhere at considerable expense. Expresses concerns regarding the plans forecasts for future housing growth in the settlement and the pressures this will place on the club.	undertake to review and update the recreational and amenity analysis previously undertaken by the Forward Planning section of the Council. Amendment
Passage West	DLAP16-16-11803845	Claire Leonard	Submits that this site PW-R-01 is not suitable for residential development and cites a number of reasons in support of this including the following 1. Site should be incorporated into a green belt in order to preserve the harbour view and prevent any impact on the local wildlife in the woodland area. 2. In accordance with the 'Architectural Design Plan' for Passage West, it states that the development on the skyline of the hills over Passage West, Glenbrook and Monkstown should be avoided where possible. This will encourage consolidation of the three towns and will enable them to maintain their attractive setting when viewed from Cork Harbour and from Great Island 3..Harbour Heights development 96greenfie is of very high density. Maintaining green space across the road is important, ii's been proven to be important to our metal health, as well as proving to keep crime lower. Housing on both side of the road is creating a concrete jungle. 4.Incorporating this site into the green belt will still leave 36ha available for housing and will adequately meet the additional 929 housing unit required.	See section 2
Passage West	DLAP16-16-11805144	The Dwyer Family	Requests that objective PW-O-05 be amended to allow for an increase in the number of dwellings from two to six.	It is considered that increasing the number of dwellings permitted from 2 to 6 would undermine the Open Space objective for this site. No change proposed.
Passage West	DLAP16-16-11808363	Doyle Shipping Group	This submission seeks an amendment to the draft LAP to zone the lands included within PW-X-01 for Town centre use and to include an associated	Extend PW- T-01 Boundary Map Change Amendment

			PW-T-0X town centre objective	BC.03.06.08
Passage West	DLAP16-16-11852819	MARY HAYES	The purpose of this submission is to seek the rezoning of part of the subject lands (2.02ha (5acres) to Medium A low density residential 8 to 10 large detached family homes on c 0.5 acre individual sites.	These lands are located outside the development boundary of Passage West and present difficulties with regard to roads access and water services at this location. See section 2 No change proposed.
Passage West	DLAP16-16-11872573	Mella Leonard	Submits that the Planning Authority should consider the mandatory inclusion of fenced in Dog Exercise Areas in all future developments in Cork County. Invest in establishing Dog Exercise Areas in communities. Highlights the lack of Dog Exercise Areas in Cork and cites London as a good example where Dog Exercise Areas have been incorporated into public parks.	This is not a matter for the Local Area Plan No change proposed
Passage West	DLAP16-16-11873434	Euna Leonard	1. Reference 3.6.11 of the Draft LAP states that it is important to protect the attractive open slopes overlooking the harbour itself., see attached picture Having regard to the prominent location and the high scenic quality of the landscape I consider the zoning of WR-01 (by the Passage West soccer pitch) to seriously injure the amenities of the area and interfere with the views from the public road, coastline and harbour areas. The site has been refused planning on numerous occasion in the past. 2. Excluding this zoned area of 2.5ha from Passage West plan will still leave adequate zoned land to meet the 2022 housing needs. This site has no access to a public sewer. 3. Reference 3.6.58 Nature conservation areas. It is important to protect this small woodland area of 2.5ha, as it is a necessary green haven for wildlife, which is abundant on this site.	See section 2
Passage West	DLAP16-16-11874548	Euna Leonard	Preserving the Green Space and Harbour Views of Zoning Submits that reference 3.6.11	See section 2

			<p>of the Draft Local Area Plan states it's important to protect the attractive open slopes overlooking the harbour itself. Submits that the prominent location and the high scenic quality of the landscape I consider the zoning of PW-R-01 (by the Passage West soccer pitch) to seriously injury the amenities of the area and interfere with the views from the public road, the walkway on the old railway line, coastline and harbour areas, notes that the site has been refused planning on numerous occasion in the past.</p> <p>Opines that excluding this site from LAP will still leave adequate zoned land to meet the 2022 housing needs.</p> <p>Site has no access to a public sewer.</p> <p>Submits that the site provides a haven for wildlife.</p>	
Passage West	DLAP16-16-11874965	Mella Leonard	As per 16/11874548	See section 2
Passage West	DLAP16-16-11875033	Ciara Higgins	As per 16/11874548	See section 2
Passage West	DLAP16-16-11875175	RSM Ireland	<p>Submission seeks to amend the objective PW-R-02 to exclude the requirement to provide a medical centre, nursing/retirement home and crche on the site. While the principle of a crche and nursing/retirement home within this part of Passage West are both supported, the requirement that they be provided within the PW- R-02 lands should be amended as the lands are not appropriate for these essential services. Submission further proposes that suitable provision be made to zone lands to the north of Harbour Heights for the purposes of developing a nursing home. It is submitted that this site is eminently more suitable that the PW-R-02 lands identified in the proposed draft plan</p>	<p>The requirement for a medical centre, nursing/retirement home as part of this objective PW-R-02 will be removed from the text in the objective</p> <p>Medium A density residential development to include serviced sites and a mix of house types. Medical centre, nursing home and 98reenf to be provided.</p> <p>See Amendment BC.03.06.03</p>
Passage West	DLAP16-16-11875527	Michael Keating	<p>PW-R-01 should be dezoned and the site be designated as Green Belt. Additionally states that the Architectural Design Plan for Passage West/Glenbrook/Monkstown</p>	See section 2

			states that the development of the skyline on the hills above these towns should be avoided where possible. Submits that this will encourage consolidation of the settlements. Dezoning this site will leave adequate amounts of zoned land to meet the housing targets for Passage West.	
Passage West	DLAP16-16-11876105	Kevin Murray	As per 16/11874548	Will be considered as part of a review of zonings in Ringaskiddy. Amend RY-I-15 Amendment BC.03.07.04
Passage West	DLAP16-16-11876356	Claire Leonard	As per 16/11874548 Additionally submits that Harbour Heights Development has a very large number of houses and that maintaining green space across the road is important for mental health, as well as proving to keep crime lower. Housing on both side of the road creates a concrete jungle.	See Section 2
Passage West	DLAP16-16-12222119	Jerry Stuart	Submission requests the removal of residential zoning's PW-R-04, PW-R-05, PW-R-06, PW-R-07 citing inadequate road and waste water infrastructure to service residential development of these lands.	See Section 2
Passage West	DLAP16-16-12603766	Matt Aherne	Objects to objective U-01 which passes through his land. This objective is making his land unattractive to develop.	See section 2
Passage West	DLAP16-16-12614761	Cllr. Marcia D'Alton	Submission welcomes that some of the earlier comments made in the submission for the draft plan have been included. Some minor corrections have been itemised and detailed for further consideration. The submission adds the following; Where apartments have gone in above commercial premises it is important to consider where off street parking might be developed. The new LAP should incorporate the recommendations from the 2005 Traffic and Parking Study. Requests that Para 3.3.6-	During the lifetime of the Plan a traffic and transportation plan will be carried out Amendment BC.03.06.01 The site is in a regeneration area PW RA-02. No change

			<p>3/3/10 of the 2011 LAP be repeated with reference to a design guide for the dockyard.</p> <p>Requests that a light and shadow study is done for all developments proposed in Passage West.</p> <p>Provision of traffic calming and parking required in Monkstown</p> <p>Cycling study required for Passage West.</p> <p>Improve safety and useability of the Greenway, there is no safe linkage between the large residential estates at the eastern end of the town to the railway line.</p> <p>Traffic congestion on the R610, the LAP does not offer any solutions to the congestion. The LAP needs to find a solution.</p> <p>PW-R-01 should revert back to the previous LAP zoning low density development.</p> <p>PW-R-04, 05, 06 and 07 the requirement for access from the new relief road should be included in all of these objectives.</p>	<p>proposed.</p> <p>Cork Metropolitan area cycle network plan will address these issues</p> <p>Cork Metropolitan area cycle network plan will address these issues</p> <p>During the lifetime of the Plan a traffic and transportation plan will be carried out</p> <p>No change proposed</p> <p>Amendment BC.03.06.01</p>
Passage West	DLAP16-16-12614931	Glenville/Monks town Branch of CHASE	<p>Submission deals with the following issues</p> <p>Must take into account the up to date flood risk management of the River Lee catchment.</p> <p>Cork Harbour: Include the Martello Tower and Gobby beach in Ringaskiddy for protection. High value landscape. The importance of the local community must not be forgotten. Passage West /Monkstown/Glenbrook: Protection and enhancement of the local character has been neglected over a long period. Green Infrastructure needs to be fast tracked Existing community facilities and services need to be maintained. The ACA in Monkstown needs to be acknowledged and protected. Improved lighting to enhance</p>	<p>This plan has taken into account and actively avoided development at risk of flood with the exception of areas deemed acceptable for development by means of a Flood Justification Test as outlined in Flood Risk Management Guidelines for Planning Authorities.</p> <p>Amend RY-I-15 Amendment BC.03.07.04</p>

			<p>its waterfront location. Victorian setting needs to be improved.</p> <p>Protect and enhance the new Marina important tourist function.</p> <p>Traffic Ringaskiddy is the wrong side of the River Lee and hence the need for a new motorway which when built will need another river crossing.</p> <p>As Ringaskiddy is a cul de sac the population need their health and safety protected.</p> <p>The proposal for an incinerator across from the crematorium is not appropriate.</p> <p>The vision of Cork which has been nurtured by developing tourism needs to be maintained.</p> <p>Cork Harbour SPA – any development needs to be assessed regarding impacts.</p> <p>The strategic Infrastructure Act supports development and not the public, environment and Local Authority.</p>	
Ringaskiddy				
Ringaskiddy	DLAP16-16-11741893	Julie Chambers	<ol style="list-style-type: none"> 1. Buffer zone of 200m around the Martello Tower commencing from the external wall at the bottom of the slope. 2. Another 200m buffer zone around the Old right of way (not the new pathway). 3. These buffers to be marked on the zoning map RY-I-15 for Ringaskiddy. 4. Preservation for the line of sight should be preserved between the Martello Tower and the other 4 forts in the harbour. 5. A larger bird sanctuary in the Ringaskiddy peninsula under the EU SPA directive should be part of the Cork development plan. 6. A buffer zone should be part of the development plan for our coastline to protect the visual impact of our beautiful harbour for present and future generations. 	<p>Amend RY-I-15 text</p> <p>Amendment BC.03.07.04</p>
Ringaskiddy	DLAP16-16-11334778	Ms. Alice Cross	<p>Proposal to amend zoning objective RY-O-01 to allow for provision of single dwelling for landowner / family member use.</p> <p>Proposal to decouple open</p>	No change proposed

			<p>space zoning from RY-I-02.</p> <p>Primary access to the site is proposed from the N28, secondary access from existing farm entrance.</p> <p>Existing trees provide visual buffer to site.</p> <p>Services are likely to be available to serve the proposed development.</p> <p>Site layout map indicates locations within the site for potential photovoltaics.</p>	
Ringaskiddy	DLAP16-16-11413406	DePuy Synthes (J&J) Ireland	Request that the LA review the relevant flood map criteria for the Loughbeg Ringaskiddy area and amend/remove the zoning of the DePUY Synthes north eastern coastal boundary to reflect the elevated nature of the lands.	SFRA- No change
Ringaskiddy	DLAP16-16-11533578	BioMarin International Ltd	Requests specific industrial zoning objective which reflects the changing land ownership in Ringaskiddy and to facilitate the future expansion of Bio Marin, suggested wording included in submission.	Delete text in objective RY-I-02: industry including ancillary uses such as associated offices, laboratories manufacturing and utilities. The open space zonings in specific objectives O-01 and O-02 shall be provided as part of this development. This zone is adjacent to Cork Harbour Special Protection Area. See Amendment BC.03.07.03 Map change
Ringaskiddy	DLAP16-16-11569350	Dr. Jennifer Hayes	Opines that there is a very significant increase in the zoning of land for industrial development in Ringaskiddy including heavy industry. Offers evidence that the physical environment and peoples mental health are intertwined. Cites legal precedents around the belief that industrial activity is noxious and threatening and that residing in close proximity is highly undesirable.	See Section 2 Amendment BC.03.07.04
Ringaskiddy	DLAP16-16-11773116	Mary & Brian Walsh	Concerned regarding the impacts on the health of present and future generations of the Harbour and surrounding area. Residents concerns being ignored	Amend RY-I-15 text Amendment BC.03.07.04
Ringaskiddy	DLAP16-16-11674123	Sue Walsh	Protect the line of sight between the Martello tower (Ringaskiddy) and Fort Westmoreland and the historic walkway between Gobby beach and the Martello Tower.	Amend RY-I-15 text Amendment BC.03.07.04

			<p>Preservation of historic military route by means of protection of rights of way and buffer zones</p> <p>Cork harbour has huge potential as a military tourist destination.</p> <p>Protect the foreshore and higher ground from inappropriate development.</p> <p>Protect bird feeding grounds which go beyond Loughbeg, special lands need to be set aside as bird sanctuary to offset falling numbers.</p> <p>Buffer zone around foreshore to protect the harbour for future generations.</p> <p>Argues that factories I require water views or access.</p>	
Ringaskiddy	DLAP16-16-12387789	Cllr. Marcia D'Alton	Submission requiring protections for the Martello Tower including a buffer zone, protection of the right of way, line of sight between the towers in Cork Harbour and strengthening RY 1-15 to protect the character of the Martello tower from developments that may occur on these lands.	Amend RY-I-15 text Amendment BC.03.07.04
Ringaskiddy	DLAP16-16-12388537	Susan Hackett	Submission regarding protections to be afforded to the Martello tower, including a buffer zone, protection of the right of way, lines of sight between the forts in Cork harbour and strengthening the RY-I-15 objective to afford more protection to the tower.	Amend RY-I-15 text Amendment BC.03.07.04
Ringaskiddy	DLAP16-16-12388699	Eithne Lynch	Submission calling for more protection for the Martello Tower in Ringaskiddy including a buffer zone, protecting the right of way, and protecting the sightlines between the 5 towers in Cork Harbour. Also submits that the I-15 objective be strengthened to prevent developments having a negative impact on the tower.	Amend RY-I-15 text Amendment BC.03.07.04
Ringaskiddy	DLAP16-16-11680538	Gemma Spillane	As per 16-11674123	Amend RY-I-15 text Amendment BC.03.07.04
Ringaskiddy	DLAP16-16-11686018	Carrigaline CHASE	As per 16-11674123	Amend RY-I-15 text Amendment BC.03.07.04
Ringaskiddy	DLAP16-16-11686493	Mary-Kate & Sam Chambers	As per 16-11674123	Amend RY-I-15 text Amendment BC.03.07.04
Ringaskiddy	DLAP16-16-11758950	Simone O'Flynn	As per 16-11674123	Amend RY-I-15 text Amendment BC.03.07.04
Ringaskiddy	DLAP16-16-	Brendan	As per previous Ringaskiddy	Amend RY-I-15 text

	11769309	O'Flaherty	submissions, Martello tower, Buffer zone, Gobby Beach, Bird Sanctuary.	Amendment BC.03.07.04
Ringaskiddy	DLAP16-16-11367117	Johnny O'Mahony	Requests a buffer zone of 150m around the Martello Tower and the inclusion in the plan of the walkway from the Gobby beach car park to the Martello Tower.	Amend RY-I-15 text Amendment BC.03.07.04
Ringaskiddy	DLAP16-16-11772545	Paula Meenehan	As per 16-11674123	Amend RY-I-15 text Amendment BC.03.07.04
Ringaskiddy	DLAP16-16-11772895	Ethel Aherne	Need to protect Cork Harbour for future generations. The remainder of the submission as per 16-11674123	Amend RY-I-15 text Amendment BC.03.07.04
Ringaskiddy	DLAP16-16-11774320	Michele Boyle	As per 16-11674123	Amend RY-I-15 text Amendment BC.03.07.04
Ringaskiddy	DLAP16-16-11776703	Luke Walsh	As per 16-11674123	Amend RY-I-15 text Amendment BC.03.07.04
Ringaskiddy	DLAP16-16-11777536	Cork Harbour Alliance For A Safe Environment	As per 16-11674123	Amend RY-I-15 text Amendment BC.03.07.04
Ringaskiddy	DLAP16-16-11783341	Shirley Andrews	As per 16-11674123	Amend RY-I-15 text Amendment BC.03.07.04
Ringaskiddy	DLAP16-16-11789443	Anne Foels	As per 16-11674123	Amend RY-I-15 text Amendment BC.03.07.04
Ringaskiddy	DLAP16-16-11789711	Miriam McMahan	As per 16-11674123	Amend RY-I-15 text Amendment BC.03.07.04
Ringaskiddy	DLAP16-16-11791760	Noel McKeown	As per 16-11674123	Amend RY-I-15 text Amendment BC.03.07.04
Ringaskiddy	DLAP16-16-11792377	Kinsale Environment Watch	As per 16-11674123	Amend RY-I-15 text Amendment BC.03.07.04
Ringaskiddy	DLAP16-16-11793716	Gillian carroll	As per 16-11674123 Remove high fencing in Ringaskiddy – due to obstructing view of water from main road.	Amend RY-I-15 text Amendment BC.03.07.04
Ringaskiddy	DLAP16-16-11797634	CHASE	As per 16-11674123	Amend RY-I-15 text Amendment BC.03.07.04
Ringaskiddy	DLAP16-16-11798385	Justin Fleming	As per 16-11674123	Amend RY-I-15 text Amendment BC.03.07.04
Ringaskiddy	DLAP16-16-11799507	Peadar Donohoe	As per 16-11674123	Amend RY-I-15 text Amendment BC.03.07.04
Ringaskiddy	DLAP16-16-11807969	Joe Donovan	As per 16-11674123	Amend RY-I-15 text Amendment BC.03.07.04
Ringaskiddy	DLAP16-16-11843801	Tim O'Connor	As per 16-11674123	Amend RY-I-15 text Amendment BC.03.07.04

Ringaskiddy	DLAP16-16-11865349	Gordon Dalton	As per 16-11674123.	Amend RY-I-15 text Amendment BC.03.07.04
Ringaskiddy	DLAP16-16-11869110	Denise Thomson	As per 16-11674123	Amend RY-I-15 text Amendment BC.03.07.04
Ringaskiddy	DLAP16-16-11874658	Thecla Cronin	As per 16-11674123	Amend RY-I-15 text Amendment BC.03.07.04
Ringaskiddy	DLAP16-16-11878038	Marie Cronin	As per 16-11674123	Amend RY-I-15 text Amendment BC.03.07.04
Ringaskiddy	DLAP16-16-11878957	Colin Johnston	As per 16-11674123	Amend RY-I-15 text Amendment BC.03.07.04
Ringaskiddy	DLAP16-16-11881532	Gay Elmes	As per 16-11674123	Amend RY-I-15 text Amendment BC.03.07.04
Ringaskiddy	DLAP16-16-11876548	Ringaskiddy Rights of Way Commission	As per 16-11674123 These requests relate to specific development objective RY-I-15 and in accordance with the County Development Plan objective HE 4-1.	Amend RY-I-15 text Amendment BC.03.07.04
Ringaskiddy	DLAP16-16-11876624	Linda Fitzpatrick	As per 16-11674123	Amend RY-I-15 text Amendment BC.03.07.04
Ringaskiddy	DLAP16-16-11877183	Brenda O'Donovan	As per 16-11674123 Additionally calls on the plan to ensure that people can continue to thrive in the Lower Harbour area, that the amenity is not just protected but enhanced, and that the tourist and amenity potential in this area are maximised, rather than sacrificed to defined industrial zoning.	Amend RY-I-15 text Amendment BC.03.07.04
Ringaskiddy	DLAP16-16-11871012	John and Joan Masson	As per 16-11674123 Additionally requests in the strongest terms that your draft plan map be corrected showing real 'RIGHT OF WAY' from Gobbi to the MT. The incorrect path on your map is showing sink holes. The Tower (200 Metres) and The Right of way must be protected by buffer zones whatever the zoning is proposed.	M28 does not impact on Martello tower. Climate change is being assessed as part of the EIA for the M28 Scheme. Amend RY-I-15 text Amendment BC.03.07.04
Ringaskiddy	DLAP16-16-11867795	Denis O'Sullivan	200 metre Buffer zone around Martello Tower 200 meter buffer zone around "Old ROW " These buffers to be marked on zoning map RY-L-15 Ringaskiddy Preservation of line of sight between the Martello Tower & 4 forts in harbour	Amend RY-I-15 text Amendment BC.03.07.04

Ringaskiddy	DLAP16-16-11841383	John O'Shea	<p>A buffer zone should be part of the development plan for our coastline to protect the visual amenity of the Harbour.</p> <p>These buffers to be marked on the zoning map RY-I-15 for Ringaskiddy.</p> <p>Preservation for the line of sight should be preserved between the Martello Tower and the other 4 forts in the harbour</p>	<p>Amend RY-I-15 text</p> <p>Amendment BC.03.07.04</p>
Ringaskiddy	DLAP16-16-11857654	Eibhlin Clifford	<p>Ringaskiddy Martello Tower</p> <p>The extent of Industry in Ringaskiddy Environment</p> <p>Efforts to redevelop Cork Harbour are in conflict with the Industrial zonings.</p>	<p>Amendment BC.03.07.04n</p>
Ringaskiddy	DLAP16-16-11790993	Rosie. Cargin	<p>Protect the integrity and setting of the Ringaskiddy Martello Tower by including a minimum buffer zone of 100 meters around its outer border. Important that the new plan protects the historic and valued public right of way between the tower and Gobbi beach and that it protects the valued amenity of the beach itself for leisure activities. Please ensure that the critical lines of sight between the Tower and the old military forts including Fort Westmoreland are preserved.</p> <p>The overall environment of the Harbour, in terms of the protection of air, ground and water quality has not been sufficiently protected in the past.</p> <p>There is an obligation to maintain the environmental quality of the Special Protection Areas by all possible means for all wildlife including the bird populations which are vulnerable to environmental pollution. Please continue to facilitate non-polluting development for which there is enormous scope.</p>	<p>Amend RY-I-15 text</p> <p>Amendment BC.03.07.04</p>
Ringaskiddy	DLAP16-16-11877751	Mary McCaffrey	<p>As per 16-11674123.</p> <p>Additionally A larger bird sanctuary in the Ringaskiddy Peninsula under EU SPA Directive should be part of the Cork Development Plan.</p> <p>A buffer zone should be part of</p>	<p>Amend RY-I-15 text</p> <p>Amendment BC.03.07.04</p>

			<p>the Development Plan for our coastline to protect the visual impact of our beautiful Harbour.</p> <p>Plant more trees around existing industries in the Harbour Area bearing in mind the benefits of trees when it comes to absorbing existing questionable emissions</p> <p>Enforce the tree planting requirements attached to conditions of Planning.</p> <p>Reject the view that the Harbour is the site where heavy industry should be located.</p>	
Ringaskiddy	DLAP16-16-12223171	Eileen O'Meara	<p>Protection should be afforded to the Martello Tower in Ringaskiddy, by protecting the historic right of way from Gobby beach to the tower and creation of a buffer zone of approximately 100 metres around the tower.</p> <p>Protect the line of sight between the towers which overlook Cork Harbour,</p>	<p>Amend RY-I-15 text</p> <p>Amendment BC.03.07.04</p>
Ringaskiddy	DLAP16-16-11791115	Cobh Tourism	<p>The current zoning of the Ringaskiddy peninsula as Industrial, will if developed as such, be seriously detrimental to Tourism and Amenity potential of Cork Harbour.</p> <p>It will destroy the visual amenity of the Harbour, the Historical integrity of its fortifications and seriously impact on the quality of life of residents of the area.</p> <p>It will also put pressure on current infrastructure to the point where significant taxpayer funds will have to be spent to provide new and improved infrastructure.</p> <p>Industry should be sited in less sensitive areas.</p>	See Section 2
Ringaskiddy	DLAP16-16-11800815	Ian Black	<p>The development of the Maritime Energy Cluster extending around the current facilities of the NMCI and the Beaufort Laboratory is being threatened by the proposed development of an incinerator directly adjacent to the site.</p> <p>The proposed incinerator will affect NMCI's ability to attract future students and commercial clients to the college.</p> <p>An increasing lack of accommodation available to students at the college, references the development of Ferry View Park in Ringaskiddy</p>	See section 2

			<p>village was conducted under Section 50 Tax relief. This relief has now come to an end and the houses are being sold on the open market, reducing the availability of student rental accommodation.</p> <p>Limited recreational facilities available to staff and students at the college, would like to see the public right of way and access to the Martello tower in Ringaskiddy protected. Would further like a second public right of way made available from the parking facility at Gobby beach as the unobstructed views of the harbour as seen from the Martello tower add to the tourism potential of the harbour.</p> <p>Currently inadequate parking facilities located close to the entrance to the public right of way.</p>	
Ringaskiddy	DLAP16-16-11807354	Angela Lawless	Concerned about the amount of pollution in Cork Harbour.	See Section 2
Ringaskiddy	DLAP16-16-11843661	Kevin Fielding	Buffer zone around the coastline of Cork Harbour is required to protect its visual amenities.	<p>Add text to paragraph 3.7.47</p> <p>See Section 2</p> <p>See Amendment BC.03.07.01</p>
Ringaskiddy	DLAP16-16-11844254	Susan Healy	No Development should be planned along the coastline in order to protect the visual amenity of the harbour.	<p>See above</p> <p>See Amendment BC.03.07.01</p>
Ringaskiddy	DLAP16-16-11789052	Ringaskiddy	<p>Keep incinerator out of Ringaskiddy.</p> <p>Cites safety concerns</p> <p>Develop Tourism in the area.</p>	No change proposed
Ringaskiddy	DLAP16-16-11852494	Barry Coleman	<p>Requests a modification to the zoning objective (RY-I-20) Suitable for the extension of the adjacent Third Level educational Campus and enterprise related development including marine related education, enterprise research and development.</p> <p>Considerations will also be given to established operators in Ringaskiddy for the provision of ancillary office accommodation and for Research and Development or Corporate headquarters facilities. Site is considered suitable for a tall building of</p>	No change proposed

			architectural merit at the entrance to Cork Harbour. This site is considered inappropriate for any short or full time residential accommodation.	
Ringaskiddy	DLAP16-16-11861105	Tom Gittings	<p>Disused quarry in SE-R-06 is important for pollinators and should be protected.</p> <p>Strategic assessment of impact of waterbird species of the industrial zonings in the Ringaskiddy area is required.</p> <p>Fields in the southern section of RY-I-08 should be excluded from the zoning as these are of key importance for waterbird species for which the Cork Harbour Special Protection Area is designated.</p> <p>RY-I-16 should not be considered for development as this comprises wetland habitat</p>	<p>Amend objective SE-R-06 and add text: Retain the existing trees and hedgerows within the overall development of the site and add text.....and other areas of local biodiversity interest.</p> <p>See Amendment 03.05.05</p>
Ringaskiddy	DLAP16-16-11863539	P Walter	<p>Preserve areas RY-06,RY-07 and Ry-08 for Open Space/Sports and Recreation and Amenity .</p> <p>These areas should not facilitate road improvements.</p>	See Section 2
Ringaskiddy	DLAP16-16-11867128	Jim Doyle & Marian Mullins	<p>Less focus should be given to the location of factories on the shoreline and should be give consideration to those who use the water .</p> <p>Industrial development should be directed inland,</p> <p>The harbour can be preserved whilst achieving industrial progress.</p>	See Section 2
Ringaskiddy	DLAP16-16-11871646	Niall Fitzgerald	<p>Role of Cork Harbour as a recreational resource.</p> <p>Safeguard environmental impacts</p> <p>Protect the bird sanctuary in Ringaskiddy</p>	<p>Add text to paragraph 3.7.47</p> <p>Given the location of Ringaskiddy along the shoreline of Cork Harbour it is important that public access to the water is available and existing facilities are protected and improved to facilitate residents, visitors and local boat and leisure craft owners.</p> <p>During the lifetime of this plan, the Council will undertake to review and update the recreational and amenity analysis previously undertaken by the Forward Planning section of the Council.</p>

				Amendment BC.03.07.01
Ringaskiddy	DLAP16-16-11876893	O'Flynn Construction	This submission supports the existing zoning.	Noted. No change proposed.
Ringaskiddy	DLAP16-16-11877567	Port of Cork	<p>Submission suggests additional and amended text in Paragraphs 3.7.61 to 3.7.64 of the Draft LAP.</p> <p>Suggests amended text in Paragraph 3.7.19 outlining that permission has been granted to extend Port facilities at Ringaskiddy and provide an extension of the existing deepwater berth and that the extension of Port activities will generate additional landside port related requirements for port related industry within Ringaskiddy.</p> <p>Requests additional text within the zoning objectives for Ringaskiddy, to allow the consideration of port related activities on lands zoned for general industry, subject to an assessment of the planning merits of each project;</p> <p>Suggest amendment to General Objective RY-GO-03</p> <p>Seeks that the plan allow temporary use by the Port of Cork, for logistics or open storage of trade cars within zoning objective RY-I-19.</p>	<p>No Change</p> <p>See section 2</p>
Ringaskiddy	DLAP16-16-11880634	Gordon Reid	Submission raises concerns regarding the levels of industrial zoning in Ringaskiddy and the potential effects on the Local population and protected species.	<p>No change proposed</p> <p>See section 2</p>
Ringaskiddy	DLAP16-16-12223332	Gary Jordan	<p>Submission questions many of the terms and statements made in the paragraphs with regard to the Port at Ringaskiddy.</p> <p>The residents of Ringaskiddy and Shanbally have suffered down through the years as traffic noise dust and light pollution have all played their part.</p> <p>Ringaskiddy needs to be recognised as a village and not just an employment centre</p> <p>Industrial developments have not been compatible with environmental nature and</p>	<p>No change proposed see existing paragraph 3.7.7</p> <p>Amendment BC.03.07.01</p>

			<p>landscape protection. Cork Harbour does not present itself well to visiting tourists.</p> <p>Need to clarify what the term – protected from inappropriate development means</p> <p>Objective RY-I-17 should not be zoned for port related industry. Residential development should be considered on RY-I-19</p> <p>The vision of Ringaskiddy and Cork harbour as part of the LAP should be considered with a balance between the respect for residents and the potential for employment</p>	No change proposed
Ringaskiddy	DLAP16-16-12388835	Mary Jordan	<p>Submission expressing concerns with regard to ongoing industrial development in Ringaskiddy and its effect on the amenities of local residents, Further expresses concerns with regard to the M28 and calls for protections for the Martello tower including a buffer zone and protection of the right of way from Gobby Beach to the tower.</p>	<p>Amend RY-I-15 text</p> <p>Amendment BC.03.07.04</p>
Ringaskiddy	DLAP16-16-12614386	Ringaskiddy & District Residents Association	<ol style="list-style-type: none"> 1. Concerned by the amount of industrial zoned land in Ringaskiddy/Coolmore 2. No longer possible to view the sea through Ry-I-18 with the construction of a 4m high barrier. 3. The open space/sports recreation zoning which is a buffer zone in Ringaskiddy is meaningless. 4. The proposed M28 is going through the buffer zone. 5. Request rezoning of RY-I-15 so that its use is compatible and allows for expansion of the adjoining IMERC development. <p>While section 3.7.17 states that there is a need to protect the amenity of the existing communities and seeking a balance the existing zoning map does not reflect this.</p>	<p>No additional land zoned in this Local Area Plan</p> <p>No Change proposed</p> <p>Amendment BC.03.07.04</p>
Ringaskiddy	DLAP16-16-12615327	Paddy O'Mahony	<p>Imbalance on the zoning map between existing built up area,</p>	

			<p>industry and town centre zonings. Does not give any protection to the existing community. The following amendments are proposed: RY-O-06 and RY-O-07 need to be increased Land should be made available for local housing. More protection and buffer zones for the Martello Tower and Castlewarren Rezone lands on the area RY-I-15 to allow for community uses adjacent to Gobby beach. Very little faith in the planning system as many previous refusals have been overturned.</p>	<p>No change proposed</p> <p>Sufficient land available in RY-T-02</p> <p>Amend Ry-I-15 text</p> <p>No change</p> <p>Noted</p> <p>Amendment BC.03.07.04</p>
Ringaskiddy	DLAP16-16-12615498	Cllr. Marcia D'Alton	<p>This submission relates to Ringaskiddy and Cork harbour: Include a commitment to investigate the potential for a shuttle bus service operating from the shannonpark roundabout to Ringaskiddy. Include Ballyhemiken quarry and lake as a Nature Conservation Area Zone ground between Ringaskiddy town and the surrounding Industrial area to act as a buffer zone for residential amenity. Environmental monitoring. Reduce the impact of the Port on the local community. Investigate where local access to the water can be identified and maintained. Paddys point to be identified on a map as an amenity area. Improve the streetscape of Ringaskiddy village. Need to further develop the the university/research hub at the eastern end of Ringaskiddy peninsula Identify the visual envelope which must remain undeveloped so as to protect the sensitive nationally important landscape of Cork harbour. Each waterside development site should have stated in its objective details of visual mitigation. Identify the potential for development of a watersports centre on the eastern shores of the Ringaskiddy peninsula.</p>	<p>Amend RY-I-15 text See amendment 03.07.04</p> <p>The Plan has identified the need for public transport links</p> <p>The site is located within the study area of the M28 and will be assessed.</p> <p>Already in the Plan</p> <p>The new M28 will address this issue</p> <p>Add text to paragraph 3.7.47</p> <p>Given the location of Ringaskiddy along the shoreline of Cork Harbour it is important that public access to the water is available and existing facilities are protected and improved to facilitate residents, visitors and local boat and leisure craft owners. During the lifetime of this</p>

			Include a commitment to working towards providing sustainable landslide pleasure craft storage in Ringaskiddy. Decline of the bird population in Ringaskiddy.	plan, the Council will undertake to review and update the recreational and amenity analysis previously undertaken by the Forward Planning section of the Council. See RY-I-19 lands
Ringaskiddy	DLAP16-16-11868403	Ryan Morgan	Cobh and Great Island Community Friendly Issues	Amend RY-I-15 text Amendment BC.03.07.04
Villages				
Ballynora	DLAP16-16-12147529	Jeremiah Murphy	Proposed Amenity Walk U-01 indicated in Draft Plan to provide a pedestrian link between Ballynora and Waterfall interferes with the working operations of the submitter's farm and it is requested that this route be revised.	Amend U-01 route, final stages of route (Ballynora) to be agreed during the lifetime of this plan Amendment BC.04.01.01
Waterfall	DLAP16-16-11873273	RSM Ireland	We request that the modelled flood extents on the subject lands as contained within the Draft Local Area Plan be amended to reflect the findings of the site-specific flood risk assessment completed by JBA Consulting	Areas of flood risk will be identified
Other Locations				
Curraghbinny	DLAP16-16-11835760	Blackrock Estates Ltd	Amend objective DB-01 to recognise that there are existing commercial/employment services in the area and the LAP will support the retention of these services and allow for some modest growth/expansion where appropriate.	See Section 2 No change proposed.
Curraheen	DLAP16-16-11867076	Curraheen European Healthcare Ltd.	The proximity of the site to both the existing Curraheen Hospital and the proposed health campus within the CSIP site strengthens the case for a specific zoning objective particularly as the health campus may be located within 500m I UCC lands. Submits that an important consideration is the potential for the health campus to generate a significant demand for healthcare-related uses which: (a) may not comply with the strict admissions policy for the CSIP; or (b) take up too much of the available development land within the CSIP. A specific zoning objective for this site may also be of benefit to the Council from a	It is considered that the developments suggested are compatible greenbelt uses and as such a specific zoning objective is not considered necessary in the forthcoming LAP. No change proposed

			<p>development management viewpoint as it could clarify the healthcare uses which are more appropriate for our clients site and those which would be more suitably located within the CSIP health campus.</p> <p>Submission highlights that Paragraph 3.5.15 of the Draft LAP states that At the amendment stage of this plan the County Council will consider the need to make specific provisions within objective SE-X01 to facilitate the potential for a major medical campus.</p> <p>It is the submitters belief that this process of refining the provisions of SE-X-01 would provide an ideal opportunity to consider the appropriate range of healthcare uses for our clients site and we would be grateful for the opportunity to meet the Planning Policy Unit to discuss those issues at that stage of the process.</p>	
Curraheen	DLAP16-16-11845559	Munster Agricultural Society	<p>Requests that the subject lands to the south of the N40 Ring Road be allocated a specific zoning objective (X-05) which would secure and guide the establishment of the new Cork Showgrounds, during the lifetime of the forthcoming Local Area Plan.</p> <p>Supports the inclusion of the land to the North of the N40 Ring Road within Area SLR7 Ballincollig East, Carrigrohane. The prepared Masterplan for the MAS Lands (attached) has not defined a use for this parcel of land and MAS are open to discussions on appropriate development proposals.</p> <p>In addition, the submitted Masterplan outlines how the development of the Cork Showgrounds might facilitate improved connectivity and the integration of the various proposed pedestrian and cycling routes. The presence of an underpass 7 metres in diameter under the N40 and which links the northern and southern parcels of lands provides an opportunity to provide connectivity between lands and potential future uses otherwise severed by the N40.</p>	<p>Uses considered compatible with Metropolitan Greenbelt Uses.</p> <p>No change proposed.</p>

			The opportunities the MAS lands present in the development of the wider area are also highlighted.	
Curraheen	DLAP16-16-11591687	William Anthony O'Mahony	Consider objective to promote the provision of broadband in the Curraheen/Ballinvelg area.	No impediment in Local Area Plan. No change proposed.
Cork International Airport	DLAP16-16-11880706	DAA	<p>Requests reference to National Aviation A Policy for Ireland, 2015 in the LAP.</p> <p>Seeks better recognition of the economic contribution of Cork Airport to the city and South region in the introductory sections of the LAP.</p> <p>Seeks Changes to the Land Use Zoning Maps and accompanying policy objectives, including request for a single airport zoning covering the Cork Airport Campus.</p> <p>Additional flexibility required in the land use zoning for the South East Quadrant to allow for a vibrant mix of business uses. Provision to be made for tourism related uses.</p> <p>Policies required in respect of the Inner and Outer Airport Noise Zones.</p> <p>New policy required giving consideration to Airport Noise Zones in the General Policy Objectives for Cork City South Environs.</p> <p>Update to written text required to clarify purpose of PSZs and to refer to the Public Safety Zones, 2005 ERM Report in the policy objectives.</p> <p>Additional information required in respect of the OLS Chart to assist ordinary understanding of planning issues raised.</p> <p>Update to data required in respect aircraft movements at Cork Airport taking account of the most recent forecasts.</p> <p>Requests that details on passenger numbers to be removed.</p>	<p>Additional recognition of the economic contribution is contained in the Local Area Plan.</p> <p>It is considered that the zonings as proposed present an effective land use management strategy for the Airport and underlines the importance of distinguishing between Landside and Airside activity.</p> <p>The remaining matters will be considered further.</p> <p>Additional Flexibility as been added to CA-E-01 objective</p> <p>CA-T-02 has been updated to provide for additional uses.</p> <p>See Section 2 Amendement No BC.03.08.01,BC.03.08.02,BC.03.08.03, BC.03.08.04,BC.03.08.05, BC.03.08.06</p>
Strategic Land Reserve				
Ballincollig	DLAP16-16-10593072	Patrick O'Leary	Include site within Development Boundary of Ballincollig along the Carriganarra Road.	Site located within SLR location- Development Management issue See Amendment BC.01.02.01 Appendix B2
Ballincollig	DLAP16-16-11586316	The Corkery Family	Zone lands for residential development, separate to SLR	Amendment

			<p>7. Provides development options in the short term and could facilitate future development of SLR & access to same. In light of foregoing, consider extending the development boundary of Ballincollig to encompass these lands</p>	BC.01.02.01 Appendix B2
Ballincollig	DLAP16-16-11864692	C/O Martin Maloney – Martin Maloney, Mary Maloney and James Brennan	<p>Reposition the Development Boundary of Ballincollig,,adjacent to the subject site to fully encompass all elements of the subject lands, thereby removing them from the Metropolitan Green Belt .</p> <p>. The lands encompassed by the expanded development boundary be zoned Residential and designated BG-R-17 with a Site Specific Objective for Medium B residential density to satisfy the exceptional and strategic need for housing in the area comprising larger detached dwellings/ self build options as an alternative to individual houses in the countryside.</p> <p>Submits that this will provide a softening of the urban edge and aims to minimize the impacts on the landscape setting of the townto provide a clear distinction between built-up area and open countryside.</p> <p>.Rezone the BG-C-01 lands from Community / Utility to Town Centre / Neighbourhood Centre and be re-designated BG-T-06.</p>	Amendment BC.01.02.01 Appendix B2
Ballincollig	DLAP16-16-11875391	Montip Horizon Ltd	<p>These lands are part of SLR7. Lands should be residentially zoned in the LAP (residential / student accommodation). Significant infrastructural constraints will threaten the ability to deliver planned housing on a number of UEA sites. Hence, additional zoned lands are required.</p> <p>Potential for pedestrian access to CIT.</p> <p>Potential to facilitate road realignment at Inchigaggin Bridge (potentially also reducing flood risk) and improvement of Curragheen Amenity Route.</p>	Amendment BC.01.02.01 Appendix B2
Ballincollig	DLAP16-16-11874993	O'Flynn Construction	Oflynn Constructions SLR submission to the LAP is referenced in this submission.	Amendment BC.01.02.01 Appendix B2

			<p>The lands that form the basis of this submission are part of CSIP and SLR7.</p> <p>Lands should be residentially zoned in the LAP, as they have the potential to deliver housing in the short term.</p> <p>Lands that fall north of the CSIP distributor road are most appropriate for residential use and should be rezoned as part of a new strategic Urban Expansion Area.</p> <p>Residential use of these lands would provide and benefit from;</p> <ul style="list-style-type: none"> - Integration between residential and employment uses - Consolidation of urban settlement pattern to west of Cork City - Existing water services - Existing road access and future public transport - No natural heritage constraints - No flood risk - Strong housing demand in this area - CSIP distributor road will provide natural segregation between proposed residential lands and CSIP employment uses, and will provide residential support to CSIP - Topography is suitable for residential development - Company has a proven track record in housing supply 	
Ballincollig	DLAP16-16-11878889	Eoin McElroy	<p>The large SLR-7 between Ballincollig & Cork City will contribute to an ever sprawling metropolitan area. The proposed SLR-7 will further 'stretch' the town and make any meaningful connections to & identification with the town centre even more difficult than is already the case.</p> <p>It would be a worthwhile exercise on the part of both Local Authorities to compile a list of vacant brownfield sites before 117reenfie re-zoning land on the outskirts and increasing already difficult transportation & congestion issues.</p>	SLR Text Amendment BC.01.02.01 Appendix B2
Carrigaline	DLAP16-16-11843864	Murnane O'Shea Limited	Submission requests a rezoning of lands which are currently	SLR Text Amendment

		<p>under the control of Fernhill Golf Club, Carrigaline for residential zoning, these lands have been identified as a candidate SLR (2) in the Draft Local Area Plan.</p> <p>Submits that a review of the number of dwellings available on existing permitted sites and the capacity of existing zoned lands it is considered that the existing zoned lands do not have the capacity to accommodate 2,422 units by 2022. It is estimated that the undeveloped lands have the capacity to accommodate a maximum of 1,827 residential units which is a significant shortfall on what is required by 2022 under The Cork County Development Plan 2014.</p> <p>The CDP 2014 highlights the need to encourage a greater mix of house types on zoned land in the County Metropolitan Area in order to help moderate the future rate of population growth in the rural parts of the Greater Cork Ring area. Medium A density zoning as proposed would facilitate a medium density development in the range of 20-50 dwellings per hectare, within a well-connected urban area, thus limiting the need to construct an individual rural dwellings outside Metropolitan Cork.</p> <p>The subject lands, adjoin the existing development boundary of Carrigaline and it is considered that there development will aid the maintenance of a compact urban form. Its proximity to Carrigaline Town and adjacent amenities will also assist in terms of the achievement of wider transport, mobility and sustainability objectives.</p> <p>Shannonpark Masterplan development to the north, is highlighted to potentially deliver 1,100 of the required number of housing units needed to accommodate growth in the Carrigaline area. However, this delivery will be incremental over the plan</p>	<p>BC.01.02.01 Appendix B2</p>
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			<p>period and therefore other lands that can deliver housing within a shorter timeframe need to be given consideration.</p> <p>Suggests that the zoning of the subject lands as suggested would provide for a modest increase in the existing residential zoned land which is required to provide for competition with Carrigalines housing market.</p> <p>Submits that SLR 2 should be selected for further consideration .</p>	
Carrigaline	DLAP16-16-11872652	Michael Bowes	Carrigaline	SLR Text Amendment BC.01.02.01 Appendix B2
Cork City – South Environs	DLAP16-16-11696776	David Horgan	<p>Remove subject lands from the Metropolitan Greenbelt and include them within SLR12 or alternatively a separate strategic residential zoning.</p> <p>Argues that the proposed residential zoning will help to optimise the very significant and proposed infrastructure in this part of the South Environs. The impending delivery of the M28 with a link to Carrs Hill makes these lands accessible and suitable for development. The gradient of these lands is more suitable for development than the lands currently identified as SLR12 in the draft LAP.</p>	SLR Text Amendment BC.01.02.01 Appendix B2
Cork City – South Environs	DLAP16-16-11697965	Mervyn Sweetnam	<p>Requests that the subject lands (50ha) which form the northern portion (Northe East) of SLR6 be removed from the SLR and afforded Medium A Density Residential Zoning.</p> <p>Argues that the current SLR initiative will not allow the Planning Authority achieve enough headroom and that these lands along with other lands in the SLRs should be zoned immediately to address this issue.</p> <p>Submits that residential development on these lands will help complement existing residential development to the north</p> <p>Submits that zoning these lands for residential development will optimise the use of the very substantial</p>	SLR Text Amendment BC.01.02.01 Appendix B2

			<p>infrastructure that already exists and is planned for this area.</p> <p>Requests that the remainder of the lands be included in a new SLR area</p>	
Cork City – South Environs	DLAP16-16-11847731	Murnane O'Shea Limited	<p>Requests that the subject lands (50ha) which form the northern portion (North East) of SLR 3 be removed from the SLR and afforded Medium A Density Residential Zoning.</p> <p>Argues that the current SLR initiative will not allow the Planning Authority achieve enough headroom and that these lands along with other lands in the SLRs should be zoned immediately to address this issue.</p> <p>Submits that residential development on these lands will help complement existing residential development to the north</p> <p>Submits that zoning these lands for residential development will optimise the use of the very substantial infrastructure that already exists and is planned for this area.</p> <p>Requests that the remainder of the lands be included in a new SLR area</p>	SLR Text Amendment BC.01.02.01 Appendix B2
Cork City – South Environs	DLAP16-16-11851138	The Barrett Family	<p>Supports Strategic Land Reserve Area 5 (SLR5), but also proposes that lands identified as suitable and needed for development within certain SLR areas should be zoned for Medium A Residential Development, on an equal footing to other zoned lands within the LAPs, as without effective zoning objectives, the SLR lands will serve no purpose other than the optics of balancing figures within the LAPs.</p> <p>Submission is supportive of SLR 5 of which subject lands form a portion , however proposes that the Northern Portion of these lands be afforded Medium A density Residential Zoning for immediate development.</p>	SLR Text Amendment BC.01.02.01 Appendix B2

			<p>Argues that there is insufficient headroom identified in the plan and that it is unclear how the SLRs will translate to housing delivery and alleviating housing shortages and it merely an optical exercise to balance the “figures”.</p> <p>Requests that the remainder of the landholding be included within a new Strategic Residential Area.</p> <p>Argues that these lands are within the development boundary of the South Environs and that development of the northern portion would complement neighbouring development.</p> <p>Submits that these lands are strategically placed to deliver housing in proximity to important amenities such as schools</p>	
Cork City – South Environs	DLAP16-16-11854253	Coillte Land Solutions	<p>The landowner is willing to engage with the adjoining landowners within the area zoned SLR 12 in the development of a new residential neighbourhood within the former Oldcourt demesne. However their participation is conditional on:</p> <p>a) the allocation of areas for the various residential, community, retail, amenity, recreational and conservation uses being determined by a joint masterplan which will be formally approved by the planning authority;</p> <p>b) agreement on a development contribution and cost equalisation scheme based on the precedent established for the Monard SDZ. Coillte therefore request the planning authority to replace the SLR 12 designation with an X-01 zoning objective to prepare a masterplan and cost equalisation scheme for new residential neighbourhood on the original Oldcourt demesne.</p> <p>c) Extending the current SLR 12 boundary to include the full extent of the ir landholding at Oldcourt and prepare a masterplan and cost</p>	SLR Text Amendment BC.01.02.01 Appendix B2

			equalisation scheme for same.	
Cork City – South Environs	DLAP16-16-11874747	O'Flynn Construction	Submission requests that lands within SLR 6 should be zoned to facilitate large scale housing development in the near term. Land is suitable for development and infrastructure is available,	SLR Text Amendment BC.01.02.01 Appendix B2
Cork City – South Environs	DLAP16-16-11875700	Samuel Geary and family	Lands form part of SLR 5. Lands are currently being farmed and will not be available for sale during the lifetime of the plan.	SLR Text Amendment BC.01.02.01 Appendix B2
Cork City – South Environs	DLAP16-16-11879223	Neil Cafferkey	Concerned about the proposal to rezone the area of land referred to as SLR12. Use of these lands for housing would shrink the already small green belt between the city, Passage West and Carrigaline. The local road infrastructure is also ill equipped to cope with any additional traffic. The proposed M28 route may make this situation worse	SLR Text Amendment BC.01.02.01 Appendix B2
Cork City – South Environs	DLAP16-16-11879697	Denis & Anna Maher	Lands are part of SLR. Additional zoned lands to that identified in the LAPs are required in Metropolitan Cork to ensure that no shortage of supply occurs. The yield assumptions of the Urban Expansion Sites identified in the Lap should be revised downwards. These lands are suitable for residential development and should be included as residentially zoned lands within the LAP, in order to; - Cater for the strategic need for additional zoned lands within South Environs and accelerate housing supply - Complement existing adjoining residential lands, with connectivity achievable - Optimise the use of existing available infrastructure The lands identified meet the SLR assessment criteria as set down in the LAP. There is a high market demand in this area and a high prospect of development commencing. The lands benefit from water supply / transport infrastructure / community infrastructure / physical suitability / sequential to existing built up area / compatible with environmental	SLR Text Amendment BC.01.02.01 Appendix B2

			and heritage policy.	
Cork City – South Environs	DLAP16-16-11880694	Patrick Brennan	Objects to the proposed SLR 12 in the Draft LAP. Cites that this is an important natural amenity which provides recreational facilities to Rochestown and the wider area.	SLR Text Amendment BC.01.02.01 Appendix B2
Cork City – South Environs	DLAP16-16-12675310	JCD Ltd.	This site is c52 hectares is part of the SLR 12 and rather than being designated as an SLR the subject lands by reason of their sustainable planning attributes and existing infrastructural benefits, can be brought forward for high quality residential development in the short term to meet the considerable demand for housing in the area.	SLR Text Amendment BC.01.02.01 Appendix B2
Cork City – South Environs	DLAP16-16-11876895	Susan Treacy	The purpose of this submission is to seek the rezoning of c. 10.86ha (c. 26.84 acres) at Moneygurney the lands as a Strategic Land Reserve for future residential development, which will consolidate the South Environs of Cork City at this location.	SLR Text Amendment BC.01.02.01 Appendix B2

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

This appendix sets out the Chief Executive's recommendations for the material changes to the Draft Ballincollig Carrigaline Municipal District Local Area Plan (Public Consultation Draft – November 2010). These changes have come about following consideration of the submissions and observations received from members of the public and statutory bodies and also from internal deliberations on specific issues.

The preparation of this appendix is an important part of the process that the Council has followed in order to meet the requirements for the preparation of the new local area plans as set out in section 20 of the Planning and Development Acts. These recommendations will become part of the formal amendment proposals to be issued for public consultation unless the Elected Members of the County Council pass a resolution to the contrary within the time allowed under the Acts (*Insert Date*). Once public consultation is completed on all the proposed amendments, the final decision on whether or not they should be included in the plan will be made by a resolution of the Elected Members of the Council. Resolutions in relation to all these matters need to be made at least 50% of the elected members of the Planning Authority. In making the plan, the Council must confine itself to considering the issues of proper planning and sustainable development.

In addition to the material changes detailed in this document, a number of non material changes relating to the procedural and factual content (including factual matters, links and references to objectives in the County Development Plan 2014, the inclusion of mapped information already shown in the County development Plan 2014 and further information concerning the environmental effects of the plan) will be included in the plan before it is finalised.

This appendix should be read in conjunction with the public consultation draft of the plan as published in November 2016.

Appendix B List of Amendments recommended by the Chief Executive

Ref	Draft Change Title	Page No.
Introduction		
Bc.01.01.01	<p>Overall Approach: Key policies Section 1.5. 18 City Gateway’s Initiative insert the following paragraph 1.5.30</p> <p><i>“Initially this initiative will focus on aesthetic and environmental improvements in these areas in advance of an integrated Land Use and development framework to be conducted in collaboration with the relevant stakeholders including, relevant landowners, Cork City Council , the National Transport Authority and Transport Infrastructure Ireland.”</i></p>	18
Bc.01.01.02	<p>Overall Approach: Key policies Insert additional paragraph after the Regeneration Areas Paragraph 1.5.23</p> <p>It is the intention of Cork County Council to implement the provisions of the Urban regeneration and Housing Act 2015, through the establishment of a Vacant sites register, identifying sites on which a vacant site levy can be applied. The planning authority will proactively engage through the Municipal District sub-county structures, to identify suitable vacant sites on lands zoned residential and on lands designated as regeneration areas in this plan, which meet the criteria for inclusion in the vacant site register. This will be achieved through a focussed application of the levy, facilitating sustainable urban development and bring such vacant sites and buildings in urban areas into beneficial use.</p>	17
Bc.01.01.03	<p>Overall Approach: Key policies Section 1.5.57 Add text <i>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.</i></p>	28

BC.01.01.04	<p>Overall Approach: Key policies</p> <p>Section 1.5.56 Add text 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. Will provide analytical basis for integration of land use and transport planning – social, economic and environmental indicators. Strategy will be able to inform sustainable land use policy formulation.</p> <p>Cork County Council and Cork City Council have prepared a cycling network plan for the Cork Metropolitan area and surrounding towns. The objective of the project is to provide a clear plan for the future development of the cycling network within the Metropolitan Area to encourage greater use of cycling for trips to work, school, recreation and leisure. In this Municipal District the relevant maps are attached which shows the proposed network. These are U3 Cork City Southwest and Environs, U6 Ballincollig, U11 Carrigaline/Ringaskiddy and U 10 Cobh/Passage West. Further details can be found in the Cork Cycle Network Plan.</p>	28
BC.01.01.05	<p>Insert new Heading “Housing Density” and text after “Green Infrastructure” as follows;</p> <p>The approach to housing density used in this Plan is explained in Section 3.4 Housing Density, Chapter 3 Housing, Volume One of the Cork County Development Plan , 2014. Objective HOU 4-1, Housing Density on Zoned Land in Section 3.4 sets out the housing density standards applicable to each category, High, Medium A, Medium B, along with an accompanying guide to densities in Table 3.1 Settlement Density Guide.</p>	28
BC.01.01.06	<p>Insert the following text in Section 1.7 of LAP as follows (insert after objective table IN-01)</p> <p>Managing Downstream Flood Impacts.</p> <p>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 to adverse on the standard of defence provided.</p>	

Local Area Strategy								
BC. 02.02.01	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.						36	
	Table 2.2 Ballincollig Carrigaline Municipal District Housing Requirements and Supply							
		Housing Requirement				Housing Supply		
		Census 2011	Population Target	New Units Required	Net Estimated Requirement (ha)	Est. Net Residential area zoned (ha)		Estimated Housing Yield
	Ballincollig	17,368	23,805	4,033	161	182.77		4,872 4,569
	Carrigaline (North)	9,917	11,994	2,422	97	52.8* (45 additional in South Carrigaline)		2,423 2,228
	Cork City South Environs	32,635	31,308	1,284	37	72.59		1,285 1,831^
	Passage West	5,790	6,965	925	51	38.5		929 889
	Main Towns	65,710	74,072	8,663	347	346.66		9,509 8,414 9,447*
	Villages	278	355	55	-	-		37
	Rural	5,958	6,019	425	-	-		-
	Total Villages and Rural	6,236	6,374	480	-	-		37
	Total Municipal District	71,946	80,446	9,144	347	346.66 391.66*		9,546 8,451 9,484*
	Current Estimated Strategic Land Reserve (LAPs and TCPs) for this Municipal District is 41.4 Ha 0 Ha (45 Ha if Carrigaline South incl)							
*including Carrigaline South								
^including max yield for Douglas Woollen Mills (SE-T-01)								
Continued overleaf								

	<p>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.</p> <p>The net estimated requirement to meet the needs of the Municipal District is 347Ha – leaving no headroom, or, including South Carrigaline a headroom of 45Ha or 13%.</p> <p>Note: During the lifetime of this plan, the council will initiate an Active Land Management process to help address the fact that not all residential zoned lands delivers housing. The above table should be considered within the context of this Active Land Management process / Strategic Land Reserve narrative as set out in section 2 and Amendment BC.01.05.01 Appendix 2 of this report.</p>	
BC.02.02 .02	<p>Volume 1, Section 2 Local Area Plan Strategy</p> <p>Add text to paragraph 2.6.9 In addition other areas identified as being of been of local ecological and biodiversity importance will be protected.</p>	41

<p>BC.02.05 .03</p>	<p>Volume 1, Section 2 Local Area Plan Strategy Large Scale Retail Warehousing</p> <p>Delete Paragraph 2.5.2 and replace with revised text as follows; 2.5.2 The Regional Planning Guidelines for the South West (2010-2022) and the Joint City and County Retail Strategy (2013), which was later incorporated into the County Development Plan (2014), recognized that “there may also be scope for the development of an innovative type of large scale retail warehouse in Cork. As detailed in the RPG’s the scale of such outlets requires a regional, if not national, population catchment. In this regard a proposal for such a retail warehouse development in excess of 6,000 sq. metres may be appropriate in Cork Gateway. Specific criteria regarding such developments are set out in the RPG’s and in particular such developments must accommodate a range of bulky goods together with a range of customer facilities which require a national population catchment. Furthermore such developments must not adversely affect the efficiency of the national road network and it be demonstrated that traffic volumes can be accommodated within the design assumptions for such roads taking account of the opportunities for encouraging a modal split towards more sustainable travel modes. Such development should also be served by existing or planned public transport services. The potential impact of a retail warehouse in excess of 6,000 sq. metres will need to be carefully examined in the context of this guidance.” "The Regional Planning Guidelines for the South West (2010-2022) and the Joint City and County Retail Strategy (2013), which was later incorporated into the County Development Plan (2014), recognized that “there may also be scope for the development of an innovative type of large scale retail warehouse in Cork. Specific criteria regarding such developments are set out in the Retail Planning Guidelines as follows;</p> <ul style="list-style-type: none"> a) Will accommodate a range of predominantly bulky goods under one roof, together with a range of customer facilities (e. restaurant, crèche), on a scale which requires a regional, if not national, population catchment; b) Is in accordance with the Planning Guidelines on Spatial Planning and 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; c) Will be served by existing or planned public transport services; d) Will make adequate provision for those opting for home delivery of goods other than by private car; e) Will be accompanied by a traffic impact assessment, demonstrating compliance with the above criteria; and f) Will take account of the vitality/viability criteria in respect of city/town centres set in the Retail Planning Guidelines and avoid the incorporation of uses and activities, as part of the development, which are more appropriate to city and town centre locations. <p>Any proposed sites designated for this use would in particular need to satisfy the locational criteria at (b) and (c) above.</p> <p>The potential impact of a retail warehouse in excess of 6,000 sq. m. will need to be carefully examined in the context of this guidance.</p>	<p>40</p>
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BC.02.05 .04	<p>Volume 1, Section 2 Local Area Plan Strategy</p> <p>Section 2.5 New Heading and Paragraphs Outlet Centres</p> <p>Section 4.5.117 <i>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:</i></p> <p><i>‘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 183 greenfield sites, they can divert a significant amount of expenditure on comparison shopping goods away from established city/town centres and tourist centres even some distance away. Nonetheless, outlet centres within or immediately adjacent to a city or town centre can generate commercial synergies with the established retail outlets, thereby raising the profile of the centre and enhancing aggregate turnover on retail goods and leisure activities.’</i></p> <p><i>‘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.’</i></p> <p>Retail Planning Guidelines for Planning Authorities (2012)</p> <p>Section 4.5.117 <i>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.</i></p> <p>Section 4.5.117 <i>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.</i></p>	40
BC.02.06 .01	<p>Volume 1, Section 2 Local Area Plan Strategy</p> <p>Add text to paragraph 2.6.9 In addition other areas identified as being of been of local ecological and biodiversity importance will be protected.</p>	41

<p>BC.02.06 .02</p>	<p>In order to secure sustainable population growth proposed, appropriate and sustainable water and waste water infrastructure that will help to secure the objectives of the Water Framework Directive, Habitats Directive and Birds Directive, needs to be provided where not already available, in advance of the commencement of discharges from new development permitted.</p> <p>Include additional objectives in LAS-01 as follows:</p> <ul style="list-style-type: none"> f) 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. g) 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. 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. h) 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. i) Preserve and protect the archaeological and architectural heritage which contributes to the character of an area and is intrinsic to its identity and sense of place in accordance with the Heritage objectives (HE 3 -1-5 & HE 4 1-5) of the County Development Plan 2014. This includes formal vernacular, industrial, civic, ecclesiastical, maritime and underwater heritage and features such as historic boundaries, gate piers, street furniture, landscapes. 	
<p>BC.02.06 .03</p>	<p>Insert additional text heading and paragraph after Section 2.2;</p> <p>The National Spatial Strategy is to be replaced by the National Planning Framework (NPF), to be delivered in 2017. This national framework is intended to be a high level strategy document that will provide the framework for future development and investment in Ireland, providing a long term and place-based aspect to public policy and investment, as well as aiming to coordinate sectoral areas such as housing, jobs, transport, education, health, environment, energy and communications. It is anticipated that the NPF will inform the future Regional Spatial and Economic Strategies (RSES) that will follow the adoption of the NPF. The Council will ensure that its forward planning will be aligned with this hierarchy of strategic plans.</p> <p>Text change only</p>	<p>33</p>

Main Towns and Key Assets		
BC.03.01.01	Volume 1, Section 3. Main Towns Delete text and include new Text as per Appendix XX	
BC.03.01.02	Coastal Flood Zone Mapping Amendment: Carrigaline, Ringaskiddy and Passage West It is proposed to delete the Coastal Flood Zone Mapping and replace with the mapping as shown in Appendix D. Mapping change only	
Ballincollig		
BC.03.03.01	Volume 1, Section 3. Main Towns Add text to paragraph 3.3.41 – A Primary Health Care centre will be required in Ballincollig.	49
BC.03.03.02	Volume 1, Section 3. Main Towns Add text to paragraph 3.3.48 A traffic and transportation plan will be carried out during the lifetime of the plan.	50
BC.03.03.03	Volume 1, Section 3. Main Towns Insert new General Objective <i>“All new development will need 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”</i>	62,82,10 6,128,14 1,
BC.03.03.03	Insert additional objective BG-GO-08 <i>“To preserve and protect the archaeological and architectural heritage which contributes to the character of an area and is intrinsic to its identity and sense of place in accordance with the Heritage objectives (HE 3 -1-5 & HE 4 1-5) of the County Development Plan 2014. This includes formal vernacular, industrial, civic, ecclesiastical, maritime and underwater heritage and features such as historic boundaries, gate piers, street furniture, and landscapes”.</i>	62
BC.03.03.04	Volume 1, Section 3. Main Towns Objective BG-R-03 Insert land area 3.66	63

BC.03.03.04	<p>Volume 1, Section 3. Main Towns</p> <p>Objective BG-R-04 <i>Medium A density residential development on a phased basis. Access to this site shall be directly onto the Killumney Road.</i> <i>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.</i> <i>Noise attenuation measures should be provided along the boundary with the N22. (17.2ha)</i></p> <p>Revised Objective now reads as <i>Medium A density residential development on a phased basis. Access to this site shall be directly onto the Killumney Road.</i> <i>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. (18.9ha)</i></p>	63
BC.03.03.05	<p>Volume 1, Section 3. Main Towns</p> <p>Objective BG-R-05 insert land area 3.2</p>	63
BC.03.03.06	<p>Volume 1, Section 3. Main Towns</p> <p>Insert the following text in objective BG-R-06</p> <p><i>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</i></p>	63
BC.03.03.07	<p>Volume 1, Section 3. Main Towns</p> <p>Objective BG-R-08 insert land area 12.25</p>	63
BC.03.03.08	<p>Volume 1, Section 3. Main Towns</p> <p>Objective BG-R-09 insert land area 26.2</p>	63
BC.03.03.09	<p>Volume 1, Section 3. Main Towns</p> <p>Objective BG-R-10 insert land area 24.9</p>	63
BC.03.03.10	<p>Volume 1, Section 3. Main Towns</p> <p>Objective BG-R-11 insert land area 13.62</p>	63
BC.03.03.11	<p>Volume 1, Section 3. Objective BG-R-11 reduce Area size and mapping change</p>	63

BC.03.03.12	Volume 1, Section 3. Main Towns Objective BG-R-12 insert land area 12.8	64
BC.03.03.13	Volume 1, Section 3. Main Towns Objective BG-R-13 insert land area 19.8	64
BC.03.03.14	Volume 1, Section 3. Main Towns Objective BG-R-14 insert land area 10.9	64
BC.03.03.15	Volume 1, Section 3. Main Towns Objective BG-R-15 insert land area 13.8	64
BC.03.03.16	Volume 1, Section 3. Main Towns Delete Objective BG-R-16 BG-R-16 Medium A Density Residential Development. 13.8	64
BC.03.03.18	Volume 1, Section 3. Main Towns Amend BG-T-01 (Town Centre Uses) to BG-R-16 Medium A Density Residential Development 0.6 h	64
BC.03.03.19	Volume 1, Section 3. Main Towns Ballincollig Land Use Zoning Map Labels for U-03,U-04 and U-08 omitted in error	66 Mapping Change
BC-03.03.20	Volume 1, Section 3. Main Towns BG-R-01 include provision of a school and label BG-C -05	66 Mapping Change
BC-03.03.21	Volume 1, Section 3. Main Towns BG-T-03 Completion of the Ballincollig Town Centre' (former Murphy Barracks) site for town centre uses. The redevelopment of vacant properties for office based activities including incubator units and start ups will be considered in this area.	64
BC.03.03.22	Paragraph 3.3.11 insert word (Maglin) and delete has been identified as a Special Policy Area. <i>"The land to the south of the town (Maglin) represents a major strategic housing and employment development opportunity for Metropolitan Cork. This plan will facilitate the delivery of these lands for development and enhance Ballincollig's important residential and employment function in Cork. The majority of Ballincollig's growth will therefore be catered for on a significant portion of this land to the south of the town which has been identified as a Special Policy Area."</i>	

BC.03.03.23	<p>Paragraph 3.3.46 insert additional text outlined in red</p> <p><i>“A new model for public transportation within Metropolitan Cork which includes Ballincollig is currently being developed by the National Transport Authority (NTA) and it is anticipated that this model will become operational during the lifetime of this plan. If improved public transport is to be delivered, then the new development planned for the town will need to deliver housing at appropriate densities in the areas close to the nodal points on the new transportation network.”</i></p>	
BC.03.03.24	<p>Paragraph 3.3.48 insert new text outline in red</p> <p><i>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. 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:</i></p> <ol style="list-style-type: none"> <i>1. Poulavone Roundabout;</i> <i>2. Angler’s Rest junction N22/R618 and</i> <i>3. Killumney Road extension to CIT/CSIP</i> 	
BC.03.03.25	<p>Paragraph 3.3.51 insert additional text outlined in red</p> <p><i>The town and its’ surrounding are relatively flat creating the opportunity to encourage walking and cycling for many local journeys where adequate infrastructure is provided. Consideration will need to be given to providing suitable pedestrian/cycle/vehicular access from the town centre and local schools to the Maglin Urban Expansion area to the south.</i></p>	
BC.03.03.26	<p>Paragraph 3.3.54 insert additional text outlined in red</p> <p>There is a requirement to provide storm water sewers/surface water management systems to serve most of the development sites in the town. All new development should include attenuation measures in accordance with Sustainable Urban Drainage systems.</p>	
	<p>Maglin Urban Expansion Area- See Appendix B1</p>	
	<p>Carrigaline</p>	

BC.03.04.01	<p>Volume 1, Section 3. Main Towns</p> <p>New text in paragraph 3.4.8 and 3.4.9 and delete text with strikethrough <i>The County Development 2014 established a population target of 17,870 for Carrigaline representing growth of just over 3,000 people on Census 2011 figures (14,775). This level of population growth will give rise to a growth of 2138 households with a requirement to provide an additional 2422 dwelling units in the period up to 2022. Data indicates that between 2010 and 2015, 130 dwelling units were constructed or are under construction on zoned land in Carrigaline. There are planning permissions for a further xx dwelling units outstanding on zoned lands in Carrigaline.</i></p> <p><i>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.</i></p>	68
BC.03.04.02	<p>Volume 1, Section 3. Main Towns</p> <p>Paragraph 3.4.22 “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. “</p> <p>Insert revised Text “Over the lifetime of the Plan Cork County Council will review traffic route options within the town and in this context the lack of connectivity between the western and southern relief roads will be examined”.</p>	71
BC.03.04.03	<p>Delete existing paragraph 3.4.37 and replace with the following:</p> <p>The town contains a number of archaeological monuments which reflect the historic significance of the area. These are awarded protection under national legislation and policies contained in the County Development Plan 2014. All known archaeological sites and their setting within the development boundary shall be protected in line with the objectives outlined in the County Development plan 2014.</p>	73
BC.03.04.03	<p>Volume 1, Section 3. Main Towns</p> <p>Amend text in objective CL-R-06 and delete the following sentence</p> <p>Provision will also be made for a primary school (requires at least 1.6 ha site</p>	83
BC.03.04.04	<p>Volume 1, Section 3. Main Towns</p> <p>Amend Paragraph 3.4.25 <i>This Plan recognises the future potential of linking existing cycle and walking routes which exist in Carrigaline to those that exist in Passage West and onto Douglas and Cork City which have been identified in the Cork Metropolitan Cycling Strategy.</i></p> <p>Revised Paragraph <i>This Plan recognises the future potential of linking existing shared-use walking and cycle routes or greenways which exist in Passage West’</i></p>	

BC.03.04.05	<p>Volume 1, Section 3. Main Towns</p> <p>Amend Paragraph 3.4.30 <i>Carrigaline’s attractive location where the Owenboy River enters the Estuary has produced a variety of important areas of local biodiversity. There are two natural heritage designations at this location, namely, the Cork Harbour Special Protection Area (SPA-004030) and the Owenboy River proposed Natural Heritage Area designation (Site Code pNHA 001990), west of the town. An amenity walk has been developed along the southern banks of the Estuary (along the route of the Old Railway line) and there are objectives to extend this link further along the old railway line to link Carrigaline with Raffeen and Monkstown (U-05). There are objectives in the existing Plan to develop a further amenity walk to the north of the estuary (U-07) which should be retained.</i></p> <p>Revised Paragraph <i>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). 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.</i></p>	
BC.03.04.06	<p>Volume 1, Section 3. Main Towns</p> <p>General Objective CL-GO-10 Amend objective Establish a network of designated walking and cycling routes shall be established to provide safe, convenient and pleasant routes between the town’s main residential areas, schools and the town centre.</p> <p>Revised Objective Further expand the network of designated walking and cycling routes to provide safe, convenient and pleasant routes between the town’s main residential areas, schools and the town centre</p>	
BC.03.04.07	<p>Volume 1, Section 3. Main Towns</p> <p>Insert new General Objective All new development will need to make provision for Sustainable Urban Drainage Systems and provide adequate storm water attenuation. Surface water management and disposal should be planned in an integrated way in consideration with land use, water quality, and amenity and habitat enhancements as appropriate.</p>	
BC.03.04.08	<p>Volume 1, Section 3. Main Towns</p> <p>General Objectives Amend Code of CE-GO-08 to CL-GO-08</p>	82
BC.03.04.09	<p>Volume 1, Section 3. Main Towns</p> <p>General Objectives Amend Code of CE-GO-09 to CL-GO-09</p>	82
BC.03.04.10	<p>Volume 1, Section 3. Main Towns</p> <p>Amend Land Area in objective CL –R-07 1.62 hectares and delete 1.5</p>	83

BC.03.04.11	Volume 1, Section 3. Main Towns Amend Land Area in objective CL –R-10 12.27 hectares and delete 10.0	84
BC.03.04.12	Volume 1, Section 3. Main Towns Amend Land Area in objective CL –R-11 6.63 hectares and delete 6.3	84
BC.03.04.13	Volume 1, Section 3. Main Towns Amend Land Area in objective CL –R-14 7.9 hectares and delete 8.56	85
BC.03.04.14	Volume 1, Section 3. Main Towns Amend Land Area in objective CL –R-15 5.99 hectares and delete 6.2	85
BC.03.04.15	Volume 1, Section 3. Main Towns Specific Development Objective Amend Code CE-R-16 to CL-R-16 Amend Land Area in objective CL –R-16 4.21 hectares and delete 3.8	85
BC.03.04.16	Volume 1, Section 3. Main Towns Amend Land Area in objective CL-R 17 5.09 hectares and delete 4.7	86
BC.03.04.17	Volume 1, Section 3. Main Towns Expand CL-T-01 zoning Amend Area size and Map change	86 Mapping change
BC.03.04.18	Volume 1, Section 3. Main Towns Add text to objective CL-T-01 <i>the southern part of the site backing onto existing residential development on the Kilmoney Road will have a mix of residential development.</i>	86
BC.03.04.19	Volume 1, Section 3. Main Towns Amend Objective CL-U-05 Provide pedestrian walkway along old railway line from the river north towards Ballyhemiken. Revised Objective <i>Provide Greenway along old railway line from the river north towards Ballyhemiken.</i>	88
BC.03.04.20	Volume 1, Section 3. Main Towns Amend Objective CL-U-08 Provide pedestrian amenity walk from Mountain road east to join existing amenity walk on the Crosshaven road. Revised Objective <i>Provide pedestrian amenity walk from Mountain road east to join Greenway on the Crosshaven road.</i>	88

BC.03.04.21	<p>Volume 1, Section 3. Main Towns</p> <p>Map change site size 5.7 ha</p> <p>Add new objective CL-R-18 <i>“Medium A density residential development to include a mix of house types accompanied by appropriate landscaping, any development on this site shall be accompanied by associated road and pedestrian network improvements, the costs of which shall be borne by the developer”.</i></p>	<p>86</p> <p>Mapping Change 90</p>
BC.03.04.22	<p>Volume 1, Section 3. Main Towns</p> <p>Indicate the indicative route of the proposed M28 on Zoning Maps RY-U-02</p>	<p>Mapping Change 90</p>
BC.03.04.23	<p>Volume 1, Section 3. Main Towns</p> <p>Indicate CI-U-13 on map</p>	<p>Mapping Change 90</p>
BC.03.04.24	<p>Specific Development Objective CL-R-04 Revised Objective text to be deleted</p> <p><i>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.</i></p> <p><i>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).</i></p>	<p>83</p>
BC.03.04.25	<p>Specific Development Objectives- delete CL-U-07</p> <p><i>Pedestrian walkway along shoreline towards Coolmore. Development of this walk could give rise to disturbance to winter feeding sites and will require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive. The development of the walk may only proceed where it can be shown that it will not have an impact on the adjacent Special Protection Area.</i></p>	<p>88</p>
BC.03.04.26	<p>Specific Development Objective- revised CL-U-07-</p> <p><i>Link road between U-04 and U-10</i></p>	<p>88</p>
BC03.04.27	<p>Amend B-02 to provide site for Carrigaline Rugby Club</p> <p>New zoning CL-O-10</p>	<p>88</p> <p>Mapping Change</p>
BC.03.04.28	<p>Extend CL-RA-01</p>	<p>81</p> <p>Mapping Change</p>

BC.03.04.29	<p>General Objective CL-G—02 Delete Natura Impact Statement</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.</i>—Development proposals in unzoned parts of the settlement adjacent to the SAC and SPA will be likely to require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive and may only proceed where it can be shown that they will not have significant negative impact on these sites.</p>	81
BC.03.04.30	<p>General Objective CI-G-03 Delete Text</p> <p>The boundary of Carrigaline overlaps with and is adjacent to the Cork Harbour Special Area of Conservation and the Cork Harbour Special Protection Area.—Development in the town will only be permitted where it is shown that it is compatible with the requirements of the Habitats Directive and the protection of these sites. Protection and enhancement of biodiversity resources within the receiving environment of the town will be encouraged</p>	81
BC.03.04.31	<p>Specific Objective New Residential Objective CI-R-19</p> <p>Medium A residential development. Any development of this site will be require road and pedestrian improvement to be funded by the developer.</p>	86 Mapping Change
BC.03.04.32	<p>Specific Objective CI-B-01</p> <p>Business development suitable for small to medium sized industrial units, office based industry and provision of Primary Health Care Centre</p>	43
Cork City South Environs		
BC.03.05.01	<p>Volume 1, Section 3. Main Towns</p> <p>Add additional text to paragraph 3.5.62</p> <p><i>during the lifetime of the plan provision shall be made for adequate footpaths and lighting in this area.</i></p>	98
BC.03.05.02	<p>Volume 1, Section 3. Main Towns</p> <p>Regeneration Area SE-RA-01 : “<i>Area around Togher Cross with development centring on the disused Doughcloyne hotel complex. Potential for a mixed use neighbourhood centre and a new Primary Health Care centre to serve the western portion of the City South Environs.</i>”</p> <p>Remove wording disused.</p> <p>Revised Objective : “<i>Area around Togher Cross with development centring on the 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.</i>”</p>	104

BC.03.05.03	Volume 1, Section 3. Main Towns Provide Additional Text in paragraph 3.5.115 research facilities.	104
BC.03.05.04	Volume 1, Section 3. Main Towns Insert new General Objective All new development will need 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.	107

BC.03.05.05	<p>Volume 1 Section 3 Main Towns Specific Development Objective R-06, insert Text, provision of cycleway. Objective currently reads <i>Development of this site is to include the following;</i></p> <p><i>Medium A density residential development to cater for a variety of house types and sizes.</i></p> <p style="padding-left: 40px;">Section 4.. <i>Ha 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</i></p> <p><i>Retain the existing trees and hedgerows within the overall development of the site.</i></p> <p><i>A site for a primary school that could be accessed from the R609 and developed by the Department of Education in the short term.</i></p> <p><i>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.</i></p> <p><i>Consideration will need to be given to the provision of a primary school within this site at the detailed planning application stage.</i></p> <p>Revised Objective to read <i>Development of this site is to include the following;</i></p> <p><i>Medium A density residential development to cater for a variety of house types and sizes.</i></p> <p style="padding-left: 40px;">Section 4.. <i>Ha 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</i></p> <p><i>Retain the existing trees and hedgerows within the overall development of the site And other areas of biological interest.</i></p> <p><i>A site for a primary school that could be accessed from the R609 and developed by the Department of Education in the short term.</i></p> <p><i>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.</i></p> <p><i>Provision of a cycleway.</i></p> <p><i>Consideration will need to be given to the provision of a primary school within this site at the detailed planning application stage.</i></p>	108
BC.03.05.06	<p>Volume 1, Section 3. Main Towns</p> <p>Revised Land Area for R-07, previously stated as 1.04, correct Land Area 9.7</p>	108

BC-03.05.07	Volume 1, Section 3. Main Towns Extend SE-R-08 zoning to include an additional 8 hectares. Mapping changes 16.8ha	109
BC-03.05.08	Volume 1, Section 3. Main Towns Extend SE-R-12 boundary to reflect full ownership of the site, include additional 2.5 ha.	109 Map change
BC-03.05.09	Volume 1, Section 3. Main Towns Extend Development boundary to accommodate single dwelling as per submission	Mapping Change 117
BC-03.05.10	Volume 1, Section 3. Main Towns Specific Development Objective- SE-O-01 Open space, recreation and amenity including playing pitches. Incorrect land area identified-7.7 ha, new land area 4.58ha	112
BC-03.05.11	Volume 1, Section 3. Main Towns Specific Development Objective- SE-O-02 Incorrect Land Area and Objective Description Open space. <i>This prominent slope makes a significant contribution to the setting of the city and the south environs in particular. The lands have certain potential to accommodate a school (primary/post primary) on the northern portion of the site with comprehensive landscaping and strategic planting on the southernmost parts of the site. Development of the site for a school will be dependent on a satisfactory, agreed solution to the surface water drainage problems in the area and a detailed landscaping proposal to reduce the visual impact of the development and to provide a strategic tree planted buffer to the southern boundary of the site which will act as a definite barrier to further encroachment into the green belt in the future (7.7 ha)</i> Replace with <i>Open space for public recreation including the provision of playing pitches. (3.86ha)</i>	112
BC-03.05.12	Volume 1, Section 3. Main Towns Specific Development Objective- SE-O-03 Incorrect Land Area and Objective Description, Open space for public recreation including the provision of playing pitches. (11.3 ha), new text <i>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 be a definite barrier to further encroachment into the green belt in the future (7.7ha)</i>	113

BC-03.05.13	<p>Volume 1, Section 3. Main Towns</p> <p>Specific Development Objective-SE-O-04 Incorrect Land Area and Objective Description, <i>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. This area will also contain a proposed Pedestrian/Cycleway Bridge over the N40 to connect with SE-07 to the south (39.7 ha).</i></p> <p>New Text : <i>Open space to provide for informal public recreation including amenity walk connecting with similar proposals in the City Council Area. (33.7ha)</i></p>	113
BC-03.05.14	<p>Volume 1, Section 3. Main Towns</p> <p>Specific Development Objective- SE-O-05 Incorrect Land Area and Objective Description : <i>Open space to provide for informal public recreation including amenity walks and urban forestry. (8.1ha)</i></p> <p>New Text <i>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. This area will also contain a proposed Pedestrian/Cycleway Bridge over the N40 to connect with SE-07 to the south. (39.7ha)</i></p> <p>Indicate proposed Pedestrian/Cycle link on Map.</p>	113 Mapping Change 117
BC-03.05.15	<p>Volume 1, Section 3. Main Towns</p> <p>Specific Development Objective – SE-O-06-Incorrect Land Area (4.7ha). New land Area (8.1ha)</p>	113
BC-03.05.16	<p>Volume 1, Section 3. Main Towns</p> <p>Specific Development Objective- SE-O-07 Incorrect Land Area (4.7ha), new Land Area (8.1ha)</p>	113

BC-03.05.17	Volume 1, Section 3. Main Towns Specific Development Objective-SE-O-08 Incorrect Land Area and Objective Description (4.8ha), <i>Open space including the provision of playing pitches and a pedestrian walk. New Text Open space for public recreation including the provision of a playing pitch, pedestrian walk, tree planting and protection of the stream. (8.1ha)</i>	113
BC-03.05.18	Volume 1, Section 3. Main Towns Specific Development Objective- SE-O-09 Incorrect Land Area and Objective Description <i>Open space for public recreation including the provision of a playing pitch, pedestrian walk, tree planting and protection of the stream 28.5, new text Open space including the provision of playing pitches and a pedestrian walk. (4.8 ha)</i>	113
BC-03.05.19	Volume 1, Section 3. Main Towns Specific Development Objective- SE-O-10 Incorrect Land Area (3.1ha) new land Area 28.5	113
BC-03.05.20	Volume 1, Section 3. Main Towns Specific Development Objective- SE-O-11. Incorrect Land Area and Objective Description – <i>Douglas Golf Course. (54.07, new text Retention of existing sporting facilities (3.1ha)</i>	113
BC-03.05.21	Volume 1, Section 3. Main Towns Specific Development Objective- SE-O-12- <i>Incorrect Land Area and Objective, new text Douglas Golf Course. (54.07ha)</i>	113
BC-03.05.22	Volume 1, Section 3. Main Towns SE-U-04 , change colour from Green to Red	115 Mapping Change
BC-03.05.23	Volume 1, Section 3. Main Towns Re-label SE-TC-01 –TC-06 as SE-T- in ascending order,	115 Mapping Change
BC-03.05.24	Volume 1, Section 3. Main Towns Specific Zoning Objective SE-I-01 <i>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)</i>	115
BC.03.05.25	Volume 1, Section 3. Main Towns Indicate the indicative route of the proposed M28 on Zoning Maps RY-U-02	117 Mapping Change

BC.03.05.26	<p>General Objective SE-GO-03</p> <p>Delete Text</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>Cork City Environs is situated adjacent to Cork Harbour Special Protection Area, Cork Harbour SAC and in proximity to the Great Island Channel SAC. This plan will protect the favourable conservation status of these sites, and all new development shall be designed to ensure the protection and enhancement of biodiversity generally. Development proposals in unzoned parts of the settlement adjacent to the SAC and SPA will be likely to require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive and may only proceed where it can be shown that they will not have significant negative impact on these sites.</i></p>	106
BC.03.05.27	<p>Specific Objective SE-U-05</p> <p>Delete Text</p> <p>Maintain existing amenity walk. Development of this walk could give rise to disturbance to winter feeding sites and will require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive. The development of the walk may only proceed where it can be shown that it will not have an impact on the adjacent Special Protection Area.</p>	112
BC.03.05.28	<p>Insert new paragraph 3.5.48 During the Lifetime of this plan, the Planning Authority will work to with the local community in Rochestown to identify and initiate improvements which will help re-invigorate and regenerate the Rochestown Core Area.</p>	96
BC.03.05.29	<p>Specific Objective SE-015 insert text</p> <p><i>Active open space for informal public recreation to be landscaped and planted. The development of a school can be accommodated on a portion of this site, subject to satisfying the Planning Authority that issues relating to</i></p> <ul style="list-style-type: none"> • <i>Relationship of School site with remaining active amenity land</i> • <i>Entrance detail and traffic management</i> • <i>Visual impact when viewed from Douglas Village and surrounding areas.</i> 	114
BC.03.05.30	<p>Revise text relating to CSAIP</p> <p>Development Objective</p> <p>The range of uses facilitated by this objective is broad and the intention is to focus on a wide range of science and technological dependent activities. These are described in Objective SE-X-01, at the end of this section.</p> <p>In light of new opportunities and initiatives being developed in the current Economic Recovery climate, that the overall model/approach be reviewed has been reviewed as part of this local area plan review, with a view to the option of putting forward revised updated proposals at the Amendment stage of the Ballincollig Carrigaline Local Area Plan in April 2017. with revised wording included in Objective SE-X-01.</p> <p>The additional wording included in Objective SE-X-01 is considered compatible with the existing uses identified in the previous local area plan and CSAIP</p>	104

	<p>Masterplan, and, also reflect specific uses that have been successfully incorporated into other science and technology parks internationally. The revised wording of Objective SE-X-01 is intended to give greater clarity to the permissible uses within the site.</p> <p>During the preparation of this plan submissions were received drawing attention to the potential to derive major benefits from the co location of science parks with major healthcare developments to create a health campus and it is the County Councils view that such proposals would fall within the terms of objective SE-X-01 as set out in this plan.</p> <p>University College Cork is currently considering relocating the Dental School and Hospital along with related facilities to the CSIP and there may be potential to provide a viable option for a new hospital for the Cork Region within the site. At the amendment stage of this plan the County Council will consider the need to make specific provisions within objective SE-X-01 to facilitate the potential for a major medical campus as envisaged in the UCC proposal.</p> <p>Further details on the proposed development including layouts, phasing and services can be found at CSIP Masterplan.</p>				
<p>BC.03.05.31</p>	<p>Revise text relating to CSAIP</p> <table border="1" data-bbox="424 878 1214 2049"> <tr> <td data-bbox="424 878 483 2049"> <p>SE-X-01</p> </td> <td data-bbox="483 878 1129 2049"> <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"> • High quality park environment, focused on retention of the natural environment and priority for pedestrians and cyclists. • Provision for incubator units, grow-on units and stand-alone units that meet the users evolving needs. • Appropriately phased development that reflects the potential for early phasing of the previously zoned X-01 lands under the 2005 Carrigaline Electoral Area Local Area Plan. • Admissions policy to the park to ensure its future occupiers are appropriately engaged in science, technology and innovation activities. • Proposals to facilitate vehicular, public transport, cyclist and pedestrian access to the site. • Proposals for enhanced accessibility to Cork Institute of Technology via Science Park. • Access by public bus and future Bus Rapid Transit. • Mobility plan for movements to/from the Science Park and within the Science Park. • Appropriate provision for public access to Science Park amenities. • Appropriate road access. • Sustainable infrastructure provision that reflects the distinct infrastructural circumstances of each development area within the park. • Detailed flood risk assessment. • Develop linear park / water feature adjoining Curraheen River. • Provision of high quality telecommunications. • On-site energy generation appropriate to the Science Park's needs. • On-site enterprise, business and leisure support services in accordance with the Science Park's needs. </td> <td data-bbox="1129 878 1214 2049"> <p>100</p> </td> </tr> </table>	<p>SE-X-01</p>	<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"> • High quality park environment, focused on retention of the natural environment and priority for pedestrians and cyclists. • Provision for incubator units, grow-on units and stand-alone units that meet the users evolving needs. • Appropriately phased development that reflects the potential for early phasing of the previously zoned X-01 lands under the 2005 Carrigaline Electoral Area Local Area Plan. • Admissions policy to the park to ensure its future occupiers are appropriately engaged in science, technology and innovation activities. • Proposals to facilitate vehicular, public transport, cyclist and pedestrian access to the site. • Proposals for enhanced accessibility to Cork Institute of Technology via Science Park. • Access by public bus and future Bus Rapid Transit. • Mobility plan for movements to/from the Science Park and within the Science Park. • Appropriate provision for public access to Science Park amenities. • Appropriate road access. • Sustainable infrastructure provision that reflects the distinct infrastructural circumstances of each development area within the park. • Detailed flood risk assessment. • Develop linear park / water feature adjoining Curraheen River. • Provision of high quality telecommunications. • On-site energy generation appropriate to the Science Park's needs. • On-site enterprise, business and leisure support services in accordance with the Science Park's needs. 	<p>100</p>	<p>114</p>
<p>SE-X-01</p>	<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"> • High quality park environment, focused on retention of the natural environment and priority for pedestrians and cyclists. • Provision for incubator units, grow-on units and stand-alone units that meet the users evolving needs. • Appropriately phased development that reflects the potential for early phasing of the previously zoned X-01 lands under the 2005 Carrigaline Electoral Area Local Area Plan. • Admissions policy to the park to ensure its future occupiers are appropriately engaged in science, technology and innovation activities. • Proposals to facilitate vehicular, public transport, cyclist and pedestrian access to the site. • Proposals for enhanced accessibility to Cork Institute of Technology via Science Park. • Access by public bus and future Bus Rapid Transit. • Mobility plan for movements to/from the Science Park and within the Science Park. • Appropriate provision for public access to Science Park amenities. • Appropriate road access. • Sustainable infrastructure provision that reflects the distinct infrastructural circumstances of each development area within the park. • Detailed flood risk assessment. • Develop linear park / water feature adjoining Curraheen River. • Provision of high quality telecommunications. • On-site energy generation appropriate to the Science Park's needs. • On-site enterprise, business and leisure support services in accordance with the Science Park's needs. 	<p>100</p>			

	<p>C. Buildings constructed on the site will be primarily used for the following purposes:</p> <p>Manufacturing, production and service delivery activities that use high-added value technologies or are related to research or higher education institutions.</p> <p>Research activities that are technologically innovative or involve experimentation.</p> <p>Postgraduate or other specialised training activities linked to third level institutions.</p> <p>Undertaking of research or the commercialization of research in a science and technology or a knowledge based enterprise sector.</p> <p>Focus on R&D, process or product design, applications engineering, high level technical support or consultancy – with at least 25% of staff in the relevant unit involved in these functions.</p> <p>Healthcare facilities and health/medical campus (including hospital, dental school and associated research), that are mutually beneficial in co-locating with other permissible users within the site.</p> <p>Where it can be demonstrated that the proposed activity directly supports existing on-site or planned uses under 1.a to 1.d as set out, within the following use categories:</p> <ul style="list-style-type: none"> • Business Support • Conference facilities • Leisure • Restaurants and appropriate shops • Accommodation for park users <p>D. The CSIP will provide for appropriate governance structures for tenant selection in accordance with C as set out above.</p> <p>*</p>	
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	Passage West	
BC.03.06.01	Volume 1, Section 3. Main Towns Transport- Insert text <i>“A revised Traffic and Transportation Study will be carried out during the lifetime of this plan”</i>	121-122
BC.03.06.02	Volume 1, Section 3. Main Towns Insert new General Objective All new development will need 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.	128
BC,03.06.03	Volume 1, Section 3. Main Towns Objective PW-R-02 <i>“Medium A density residential development to include serviced sites and a mix of house types. Medical centre, nursing home and crèche to also be provided”</i> . Remove requirement for Medical Centre, nursing home and crèche also to be provided. New Objective <i>“Medium A density residential development to include serviced sites and a mix of house types”</i>	129
BC,03.06.04	Volume 1, Section 3. Main Towns Amend Paragraph 3.6.28 This Plan recognises the future potential of linking existing cycle and walking routes which exist in Passage West to those that exist in Carrigaline, Douglas and Cork City through the connection to Monkstown via Glenbrook.via the Cork Metropolitan Area Cycle Network New Text This Plan recognises the future potential of linking existing shared-use walking and cycle routes or greenways which exist in Passage West through the connection to Monkstown via Glenbrook.via the Cork Cycle Network Plan.	121
BC,03.06.05	Volume 1, Section 3. Main Towns Amend 3.6.36 There is an off road walking and cycle route with public lighting, connecting Passage West and Rochestown. The route connects the town centre in Passage West with Harty’s Quay in Rochestown (and onwards to Cork City) and generally runs along the old railway line, incorporating a total route of 4.8 kilometres. New Text There is an <i>shared-use walking and cycle route or greenway</i> .with public lighting, connecting Passage West and Rochestown. The route connects the town centre in Passage West with Harty’s Quay in Rochestown (and onwards to Cork City) and generally runs along the old railway line, incorporating a total route of 4.8 kilometres.	122

BC.03.06.06	<p>Volume 1, Section 3. Main Towns</p> <p>Amend 3.6.43</p> <p><i>“Passage West, Glenbrook and Monkstown offer one of the most pleasant walking environments in South Cork. The coastal route along the former railway line from Hop Island in Rochestown to Passage West has been restored and enhanced and is a very popular walk/cycleway along the shores of Lough Mahon. Two car parks serve the route: the first is opposite Ardmore House and the second is at Toureen. Roadside parking is available at Hop Island. This walk is some 3km long and can be tackled by all age groups, is wheelchair and pushchair accessible and is a popular route for cycling. “</i></p> <p>New Text</p> <p><i>The coastal route along the former railway line from Hop Island in Rochestown to Passage West has been restored and is a very popular Greenway along the shores of Lough Mahon’</i></p> <p><i>Two car parks serve the route: at Hartys Quay and Hop Island. This Greenway is some 3km long and can be tackled by all age groups, is wheelchair and pushchair accessible and is a popular route for cycling. “</i></p>	126
BC.03.06.07	<p>Amend 3.6.68</p> <p>Sections of the former railway line from Cork to Passage West and on to Crosshaven have been converted to a walking and cycling route. Many sections are segregated from road traffic and the amenity is well used.</p> <p>New Text</p> <p>Sections of the former railway line from Cork to Passage West and on to Crosshaven have been converted to a Greenway. Many sections are segregated from road traffic and the amenity is well used.</p>	126
BC.03.06.08	<p>Amend Development Description to include text : PW-RA-02 Royal Victoria Dockyard 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>Revised Description</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. Any development proposals on this site should facilitate pedestrian and cycle permeability along the Waterfront.</p>	127

BC.03.06.09	<p>Amend Specific Development Objective X-01 to include text : Current Objective wording 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>Revised wording 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. Any development proposals on this site should facilitate pedestrian and cycle permeability along the Waterfront.</p>	130
BC.03.06.10	<p>Amend Specific Development Objective PW-U-02 Merge Objective with PW-U-05 Current Objective wording Develop and maintain pedestrian walk along old railway line.</p> <p>Revised objective wording Develop and maintain Greenway along old railway line, along the shoreline of Passage West through to Monkstown Creek as part of the network from Rochestown to Carrigaline</p>	130 Mapping Change
BC.03.06.11	<p>Delete Specific Development Objective PW-U-05 <i>'Develop and maintain pedestrian walk along Monkstown Creek as part of the network from Rochestown to Carrigaline. Development of this walk could give rise to disturbance to winter feeding sites and will require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive. The development of the walk may only proceed where it can be shown that it will not have an impact on the adjacent Special Protection Area.'</i> "</p>	130

BC.03.06.12	<p>General Objective PW-GO-02</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>Passage West is situated adjacent to Cork Harbour Special Protection Area, Cork Harbour SAC 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>	128
BC.03.13	<p>General Objective PW-GO-03</p> <p>Delete Text</p> <p><i>The boundary of Passage West overlaps with and is adjacent to the Cork Harbour Special Area of Conservation and the Cork Harbour Special Protection Area. Development in the town will only be permitted where it is shown that it is compatible with the requirements of the Habitats Directive and the protection of these sites. Protection and enhancement of biodiversity resources within the receiving environment of the town will be encouraged.</i></p>	128
Ringaskiddy		
BC.03.07.01	<p>Add text to paragraph 3.7.47 <i>"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. 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 Cork Harbour Strategic Policy Committee to help address these matters.</i></p>	
BC.03.07.02	<p>Volume 1, Section 3. Main Towns</p> <p>Insert new General Objective</p> <p>All new development will need to make provision for Sustainable Urban Drainage Systems and provide adequate storm water attenuation. Surface water management and disposal should be planned in an integrated way in consideration with land use, water quality, and amenity and habitat enhancements as appropriate.</p>	141

BC.03.07.03	<p>Volume 1, Section 3. Main Towns</p> <p>Specific Development Objective RY-I-02 : <i>industry including ancillary uses such as associated offices, laboratories manufacturing and utilities. The open space zonings in specific objectives O-01 and O-02 shall be provided as part of this development. This zone is adjacent to Cork Harbour Special Protection Area.</i></p> <p>Delete :The open space zonings in specific objectives O-01 and O-02 shall be provided as part of this development.</p> <p>Revised Objective : RY-I-02 : <i>industry including ancillary uses such as associated offices, laboratories manufacturing and utilities. This zone is adjacent to Cork Harbour Special Protection Area.</i></p> <p>Revise Map, Area shaded Green now shaded Blue.</p>	143 Mapping Change
BC.03.07.04	<p>Volume 1, Section 3. Main Towns</p> <p>Specific Development Objective RY-I-15-</p> <p>Add the following text in bold</p> <p>Suitable for large stand alone industry with suitable provision for protection and appropriate landscaping and protection of the access points and provision for open space buffer to the Martello Tower and its associated pedestrian access. This area may be used as a feeding ground by bird species for which Cork Harbour SPA is designated.</p> <p>Specific Development Objective RY-I-15-</p>	143
BC.03.07.05	<p>Volume 1, Section 3. Main Towns</p> <p>Land use zoning Map, re-label U-02 as RY-U-02</p>	146
BC.03.07.06	<p>Volume 1, Section 3. Main Towns</p> <p>Relabel U-05 as PW-U-02 and indicate entire route.</p>	146
BC.03.07.07	<p>Volume 1, Section 3. Main Towns</p> <p>Specific Objective</p> <p>New Objective</p> <p><i>RY-C-01 – Provision of Primary School (1.2 ha)</i></p> <p>Amend RY-I-10</p>	144
BC.03.07.08	<p>Volume 1, Section 3. Main Towns</p> <p>Extend RY –T-02 zoning north to boundary with RY-I-18</p>	144
BC.03.07.09	<p>General Objective RY-G-02</p> <p>Delete Text</p> <p><i>The boundary of Ringaskiddy overlaps with and is adjacent to the Cork Harbour Special Area of Conservation and the Cork Harbour Special Protection Area. Development in the town will only be permitted where it is shown that it is compatible with the requirements of the Habitats Directive and the protection of these sites. Protection and enhancement of biodiversity resources within the receiving environment of the town will be encouraged.</i></p>	141
Cork International Airport		
BC.03.08.01	<p>Insert new Paragraph 3.8.3 <i>“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”</i></p>	147

BC.03.08.02	<p>Delete Paragraphs 3.8.37-3.8.38 and Delete Table 3.8 Aircraft Movement Forecasts</p> <p>The Environmental Noise Regulations 2006 transpose the EU Environmental Noise Directive into National Law. These require the preparation of a Strategic Noise Map and an Action Plan for airports where the number of aircraft movements exceeds 50,000 per annum. In 2014 there were 49,246 aircraft movements at Cork Airport, expected to rise to over 60,000 movements during the life time of this plan. A Strategic Noise Map and an Action Plan will therefore be required.</p> <p>At present, noise is not a significant issue at Cork Airport, largely because established planning policies have kept the airport approaches free from development. Notwithstanding this it is appropriate that a noise monitoring programme be carried out as movements will exceed the 50,000 threshold in the current statutory lifetime of this Local Area Plan.</p> <table border="1" data-bbox="411 763 1086 1133"> <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> <p>See section 2</p>	Aircraft Movement Forecasts		Year	Aircraft Movements	2018	54,842	2020	57,498	2022	60,124	2024	66,878	158-159
Aircraft Movement Forecasts														
Year	Aircraft Movements													
2018	54,842													
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BC.03.08.03	<p>Specific objective CA- E-01 include additional text in bold</p> <p><i>“Office based industry requiring an Airport location, internationally traded services, corporate office and uses that are complimentary to those in the existing business park.</i></p> <p>Additional uses would include tourism related projects which would benefit from an airport location.</p> <p><i>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.</i></p> <p><i>Vehicular access to the site will be from the adjoining regional road by means of single access point.”</i></p>	157												
BC.03.08.04	<p>Specific objective CA-T-02 include additional text in bold</p> <p>Ground Operations related uses including –</p> <ul style="list-style-type: none"> • Construction of new fire Station • Provision of Additional Commercial Aircraft Stands • General Aviation Parking • Light and Training Aircraft parking • Relocation of Air Cargo Centre • Provision of a new fuel farm. • Aircraft Hangars • Aerodrome/Airfield 	157												

BC.03.08.05	<p>Insert new Table 3.6 Obstacle Limitation Surfaces-Map Guide to accompany Figure 9 OLS</p> <table border="1" data-bbox="408 264 1145 696"> <thead> <tr> <th colspan="3">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>>10m</td> </tr> <tr> <td>Green</td> <td>0-1km</td> <td>>15m</td> </tr> <tr> <td>Yellow</td> <td>4-6km</td> <td>>45m</td> </tr> <tr> <td>Blue</td> <td>15km</td> <td>>90m</td> </tr> <tr> <td colspan="3">*includes buildings, structures, erections and works</td> </tr> </tbody> </table>	Obstacle Limitation Surfaces- Map Guide			Colour on OLC	Approximate distance from Cork Airport (Note: Refer to OLS Chart for distances for a given location)	Height (meters) Developments to be Assessed/ Referred *	Grey	Immediate Environs	All developments	Red	Localised areas within immediate environs	>10m	Green	0-1km	>15m	Yellow	4-6km	>45m	Blue	15km	>90m	*includes buildings, structures, erections and works			156
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BC.03.08.06	Amend Southern Boundary of Airport as per submission.	159 Mapping Change																								
BC.03.08.07	<p>Paragraph 3.8.47 Amend , delete text and insert new text in bold <i>Planning applications in the vicinity of these zones will be referred to the Irish Aviation Authority (IAA) by Cork County Council’s Planning Department to seek their observations as part of the statutory planning process under Section 28 of the Planning and Development Regulations, 2001. In preparing observations the IAA will, among other considerations, have regard to the proposed development’s height and proximity to these zones</i></p> <p>The Planning Authority will have regard to the recommendations of the ERM Report “Public Safety Zones 2005” commissioned by the Department of Transport and the Department of Environment Heritage and Local Government, in assessing proposals falling within the Public Safety Zones or any update thereof.</p>	107																								
Villages																										
Ballynora																										
BC.04.01.01	<p>Volume 1, Section 4 Villages and Other locations</p> <p>Specific Development Objectives- U-01 Develop and maintain amenity walk to Waterfall.</p> <p>Revise Route, delete latter stage where route enters Ballynora Village, final route to be agreed during lifetime of this plan</p>	165 Mapping Change																								
Other Locations																										
Curraheen																										
BC.04.01.02	<p>Volume 1, Section 4 Villages and Other locations</p> <p>Section 4.3.11</p> <p>Any development proposals in Curraheen, will have to comply with the relevant policy objectives, for lands within the metropolitan greenbelt and on or in close proximity to scenic routes, set out in the Cork County Development Plan 2009. Delete reference to 2009 and insert 2014.</p>	172																								

Appendix B1 : Maglin Major Urban Expansion Area

Ref.	Draft Change Title	Page No.
Maglin Urban Expansion Area		
BC.03.03.27	<p data-bbox="295 347 1157 414">Page 52- Special Policy Areas Major Urban Expansion Areas. Delete Special Policy Areas- Insert Maglin-Major Urban Expansion Area</p> <p data-bbox="295 414 821 436">Paragraph 3.3.70 insert additional text outlined in red</p> <p data-bbox="327 436 1157 459">The key principles in considering sustainable development on the site are as follows:</p> <ul data-bbox="414 481 1332 1736" style="list-style-type: none"> • Ensure that the proposed development provides effective connectivity (walking and cycling) to the town centre, educational and employment centres for the future residents • Support the achievement of high levels of modal shift by collaborating with other agencies to improve public transport services and influence patterns of employment development to support use of sustainable modes and travel by public transport. • Ensure the provision of an appropriate housing mix, considering the changing demographic (needs of older people) and the housing market requirements for Metropolitan Cork and the requirement of the Social Housing as per the County Development Plan 2015. • Make provision for housing density that encourages more efficient land use and infrastructure investment patterns and particularly creates conditions more favourable to the increased use of public transport. • To achieve development areas with a distinctive character that ensures a unique, innovative and distinctive design of houses with high quality finishes and materials. They should include positive characteristics such as reference to topographical and historical features and the inclusion of individual focal points and a priority for the provision of high quality public realm. • Make provision for major new office employment development within or near the site. The preferred option is to lands north of 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. • Provide for at least two primary schools and one secondary school. These schools will be in central accessible locations along the main distributor road (for vehicular and public transport traffic) and along an off road pedestrian/cycleway integrated into the open space. • Where possible provide a community centre and playgrounds with good links to the existing urban area. • Protect and facilitate the enjoyment of Ballincollig Castle by providing a 100m buffer zone surrounding the castle. There is also a need for development to be sympathetic to the visual amenity of the castle, in particular from the N22 and surrounding residential areas. • Provide substantial areas of open space, where possible using land not well suited to other forms of development. Where large areas of open space are provided in this way, maximise the potential for the delivery of new housing by allowing some reduction in the area of open space provided within housing developments. <p data-bbox="295 1758 694 1780">Insert new section 3.3.72 Transportation</p> <p data-bbox="327 1780 1332 1937">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 SYSTRA 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 data-bbox="414 1960 1332 2049" style="list-style-type: none"> • Given the proximity of the Maglin site to the existing town of Ballincollig, if walking and cycling infrastructure are provided, both on and off-site, there is the potential to reduce the extent of reliance on the private car, especially for local journeys. 	

- **The role of bus or other public transport services (e.g. light rail) will primarily focus on medium length journeys such as those to the City or Mahon rather than local journeys or longer distance journeys (e.g. to Little Island or Midleton)**
- **The benefits of public transport can be maximised by providing a new QBC route through the site, linking key nodal points (where schools or some higher housing density could be located in addition to areas of medium density nearby).**
- **High quality QBC bus services will require the delivery of integrated bus priority measures along the entire route**
- **In the medium/longer term it will be necessary to provide a road/public transport link to CSIP**

Paragraph 3.3.75 insert new text outlined in red and delete text as indicated

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

Page 34 Land Use Proposals, amend title to ~~Development Land Use Proposals~~ and **insert new revised paragraphs 3.3.78-3.3.84 and include new tables**

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

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

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

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

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

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

Ballincollig (Maglin) Major Urban Extension Proposed On-Site Infrastructure Programme Delivery Agency: Developer/Cork County Council			
On-Site Infrastructure Bundle	Key projects	Notes	Delivery Programme
A	Eastern Spine Link Road A*	To include water and	Proposed initial

		(Killumney Road (E) to Maglin Road)	waste water networks and surface water disposal network	infrastructure bundle
		Waste Water pumping station and rising main to existing Irish Water Infrastructure		Delivery of Bundle 'A' will facilitate development on the following zones:
		Drinking water connection to IW infrastructure		BG-R-04 BG-R-09 BG-R-10
		Delivery of phase 1 of surface water management system		BG-C-04
B		Western Spine Link Road B* (Maglin Road to Killumney Road (W))	To include water and waste water networks and surface water disposal network	Delivery of this infrastructure bundle is not proposed to commence until after the delivery of Bundle 'A'
		Maglin Road re-alignment		
		Delivery of phase 2 of surface water management system		Delivery of Bundle 'B' will facilitate development on the following zones**:
		Development of Open Space Areas (East & West)		BG-R-11 BG-R-12 BG-R-13 BG-R-14 BG-R-15 BG-C-02 BG-C-03
<p>*Access to serve individual dwellings will not be permitted. New access will be to estate roads only</p> <p>**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:</p> <ul style="list-style-type: none"> • Appropriate connections to water services infrastructure and surface management systems; and • Relevant on/off site road infrastructure. 				
<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>				
<p>Ballincollig (Maglin) Major Urban Extension Proposed Off-Site Infrastructure Programme Delivery Agency: Cork County Council</p>				
	Development Phase	No of Housing Units	Off-Site Infrastructure Project	
	Phase 1	Up to 1,500	Killumney Road Upgrade – Phase 1 (East)	
			Walking/Cycling Network (Phase 1)	
			<ul style="list-style-type: none"> • Ballincollig Link Road 	

			<ul style="list-style-type: none"> • Station Road 	
	Phase 2	1,500 – 3,600	<ul style="list-style-type: none"> Killumney Road Upgrade – Phase 2 (West) Maglin Road Roundabout* Maglin Road re-alignment Walking/Cycling network (Phase 2) • Muskerry Estate • Flynn’s Road 	
	*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 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.</p> <p>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.</p> <p>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.</p> <p>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.</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>Employment</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 20,000m2 in landscaped gardens and support existing public transport proposals and future network improvements along the Killumney Road. In addition, the development of an office park in Ballincollig at this location will complement the existing Link Road employment area.</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.</p>				

As the site is bounded by dwellings to the north and east the layout height of any new buildings should not reduce the existing residential amenity enjoyed by residents.

Community Uses

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

Recreation and Amenity

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

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

Neighbourhood Centre

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

Road Network

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

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

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

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

Pedestrians and Cyclists

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

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

The Cork Area Transit System (CATs) study prepared by Cork County Council in 2008 showed the

importance of an east-west rapid transport corridor from the city Docklands, city centre and out to Ballincollig.

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

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

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

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

Bus Services

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

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

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

Environmental Considerations

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

Surface Water

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

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

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

Phasing and Implementation

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

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

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

Phase 1

This phase of the development covers a developable area of approximately 106 ha and will provide approximately 1,800 residential units which will consist of a mix of medium A and high density development. The lands are located to the south of Killumney Road and east of Maglin Road and west of the Poulavane Road. Approximately four pocket of residential development would be provided around a central spine distribution road through the site. The following table sets out the infrastructure and service requirements for Phase 1, set within the overall carrying capacity of the lands:

Table 3.3 : Phase 1: Development Programme: Ballincollig	
Phasing of Development	Strategic Infrastructure and Service Requirements*
➤ Prior to Commencement of development	<ul style="list-style-type: none"> ● Complete transport assessment of the site ● Undertake SUDS Study for the site
➤ 0 – 1800* Dwelling Units	<p><u>Open Space</u></p> <ul style="list-style-type: none"> ● Completion of Planning and Design for the public open space <p><u>Water Services</u></p> <ul style="list-style-type: none"> ● Provision of Water Supply Reservoir at Ballynora ● Provision of capacity for Waste Water Treatment and collection (as required) ● Implementation of SUDS Study Recommendations <p><u>Transport</u></p> <ul style="list-style-type: none"> ● Construction of eastern Link Street (BC U 0?) ● Implementation of Cork Area Transit System (CATS) ● Planning and Design for Eastern Killumney Road Upgrade and QBC ● Maglin Road Roundabout ● Maglin Road eastern by pass ● Implementation of Ballincollig Cycling and Walking Network <p><u>Education</u></p> <ul style="list-style-type: none"> ● Provision of a site for a primary school

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

Water Services

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

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

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

Paragraphs 3.3.116 -3.3.120 Delete as follows,

Phase 2

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

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

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

Table 3.4 : Phase 2: Development Programme: Ballincollig	
Phasing of Development	Strategic Infrastructure and Service Requirements*
Prior to Granting of Planning Permission for Phase 2	<ul style="list-style-type: none"> Phase 2 Transport Assessment required to identify road and transport infrastructure and required timing for delivery
➤ 1,770 * Dwelling Units	<p><u>Open Space</u></p> <ul style="list-style-type: none"> Completion of Phase 2 area of Linear Park and Castle Protection zone <p><u>Water Services</u></p> <ul style="list-style-type: none"> Provision of capacity for waste water treatment and collection Implementation of SUDs Study Recommendations <p><u>Transport</u></p> <ul style="list-style-type: none"> Killumney Road Upgrade Phase 1 and 2.

	<ul style="list-style-type: none"> ● Construction of Link Road West ● Construction of Link Road /Killumney Road junction roundabout ● Implementation of Ballincollig Cycling and Walking Network <p><u>Education</u></p> <ul style="list-style-type: none"> ● Provision of a sites for a Primary and Secondary School
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Implementation and Funding

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

Funding and Contribution Scheme

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

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

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

Specific Objectives - Residential –changes highlighted in bold

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

	<p>requirement for a buffer zone to accommodate road widening at this location. Development on this site requires provision to be made for the delivery of the infrastructure described in tables XXX and YYY</p> <p>Noise attenuation measures should be provided along the boundary with the N22.</p>	
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>	<p>5.8 3.2</p>
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 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.	<p>10.8 12.25</p>
BG-R-09	Medium A Density Residential Development. Development on this site requires provision to be made for the delivery of the infrastructure described in tables XXX and YYY	<p>12.2 26.2</p>
BG-R-10	Medium A Density Residential Development. Development on this site requires provision to be made for the delivery of the infrastructure described in tables XXX and YYY	<p>26.2 24.95</p>
BG-R-11	Medium A Density Residential Development. Development on this site requires provision to be made for the delivery of the infrastructure described in tables XXX and YYY	<p>25.6 13.62</p>
BG-R-12	Medium A Density Residential Development. Development on this site requires provision to be made for the delivery of the infrastructure described in tables XXX and YYY	<p>13.6 12.8</p>
BG-R-13	Medium A Density Residential Development. Development on this site requires provision to be made for the delivery of the infrastructure described in tables XXX and YYY	<p>12.8 19.8</p>
BG-R-14	Medium A Density Residential Development. Development on this site requires provision to be made for the delivery of the infrastructure described in tables XXX and YYY	<p>19.8 10.9</p>
BG-R-15	Medium A Density Residential Development. Development on this site requires provision to be made for the delivery of the infrastructure described in tables XXX and YYY	<p>10.9 13.8</p>
BG-R-16	Medium A Density Residential Development.	13.8

Appendix B2 Strategic Land Reserve

Amendment BC.01.02.01 Appendix B2

Delete Paragraph 1.5.31 -1.5.44 and replace with text outlined in Bold

Strategic Land Reserve

The 'Core Strategy' chapter of the County Development Plan 2014 indicates that the supply of land for housing development in Metropolitan Cork identified in the 2011 Local Area Plans is sufficient to provide housing for the population growth targets for the area. Just over 27,000 new housing units are required to provide for the population to grow by over 42,000 people. However, the 'strategic reserve' included within the 2011 LAP supply of housing land was estimated in 2013 to be only 14% (when calculated by land area) or 20% (when calculated by housing units).

The County Development Plan 2014 states that the supply of land suitable for housing development in Metropolitan Cork should be increased in order to offset the risk of a major parcel of zoned land failing to commence development or to accommodate additional development pressures if low levels of development activity continue in the City Docklands or elsewhere and it is the County Councils intention to give effect to this provision of the County Development Plan by providing additional zoned land in this local area plan.

In this section, information is provided on the overall quantity of additional land that may need to be zoned to ensure that an adequate element of strategic reserve is included in the overall supply of land for housing and the main locations that could contribute to meeting this requirement for additional zoned land are identified and described. As part of the public consultation process for these local area plans, the County Council will consider submissions from the public and others on this issue generally and in relation to the specific sites or locations identified before making its decision on which of the proposed sites should be included in the Local Area Plan at the amendment stage of the plan making process.

The County Council's Planning and Development Strategic Policy Committee has given consideration to the overall approach which could be taken to the identification of additional land for housing development in Metropolitan Cork and there was broad agreement amongst the membership of the Committee that the element of 'Strategic Reserve' included in the supply of land for housing should be at least

- ~~1/3 of the overall requirement for new housing (calculated by housing units) as set out in the County Development Plan 2014 Core Strategy; and~~
- ~~Equivalent to 12 years house building at the projected construction rate (i.e. two Local Area Plan cycles)~~

The County Development Plan 2014 Core Strategy calculates the overall requirement for new housing necessary to accommodate the planned population target in Metropolitan Cork to be 27,235 units. If a 'Strategic Reserve' of 1/3 of the overall requirement for new housing is to be provided then the total land supply for new housing needs to be at least sufficient for the building of 36,313 units.

The County Council's Planning and Development Strategic Policy Committee has also given consideration to the projected annual building rate for Cork County as a whole and the Metropolitan Cork area. At the peak of housing output in the last decade, County wide output reached over 8,000 dwellings per year although the CASP Plan of 2001 considered that a long term sustainable rate for the County was close to about 4,500 units. 'Construction 2020' suggests that, nationally, about 25,000 housing units need to be built annually. This would indicate that, in Cork, a house building target of 2,825 units per annum would be consistent with the national objective. The Housing Agency (2014) suggested an annual building rate of 1,287 units for the period to 2018 for Metropolitan Cork.

Taking all these factors into account, the Strategic Policy Committee has expressed the view that the County should plan for a house building rate of around 3,500 units per annum. More recently the Committee acknowledged the suggestion that, in Metropolitan Cork, an appropriate projected building

rate would be in the region of 3,000 units per annum. On this basis a 12 year supply of land suitable for new housing would need to provide for the building of 36,000 units

This Draft Local Area Plan, together with the 3 other Draft Municipal District Local Area Plans that together make up Metropolitan Cork, include a supply of zoned suitable for housing (in the County Metropolitan SPA) of 1,208 ha (gross) or 966.4 ha (net). It is estimated that this is sufficient for the building of 27,059 new housing units. In addition, 5,000 units will be provided through the development of the Monard SDZ, and the total housing land supply in the draft LAP's for Metropolitan Cork is therefore sufficient for 32,059 units.

Therefore, to achieve the objectives to provide a 'Strategic Reserve' of 1/3 of the overall requirement for new housing or a land supply equivalent to 12 years building at projected rates additional zoned land with capacity to accommodate approximately 9,019 units needs to be identified.

From the submissions received in response to the preliminary public consultation in relation to the current Local Area Plan review (held in December 2015/January 2016) and from other research undertaken, a number of options have been identified which could meet the requirement to identify additional land for housing. These options are describe in more detail in the following pages but can be summarised as follows:

Active Land Management

In response to an indentified 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”.

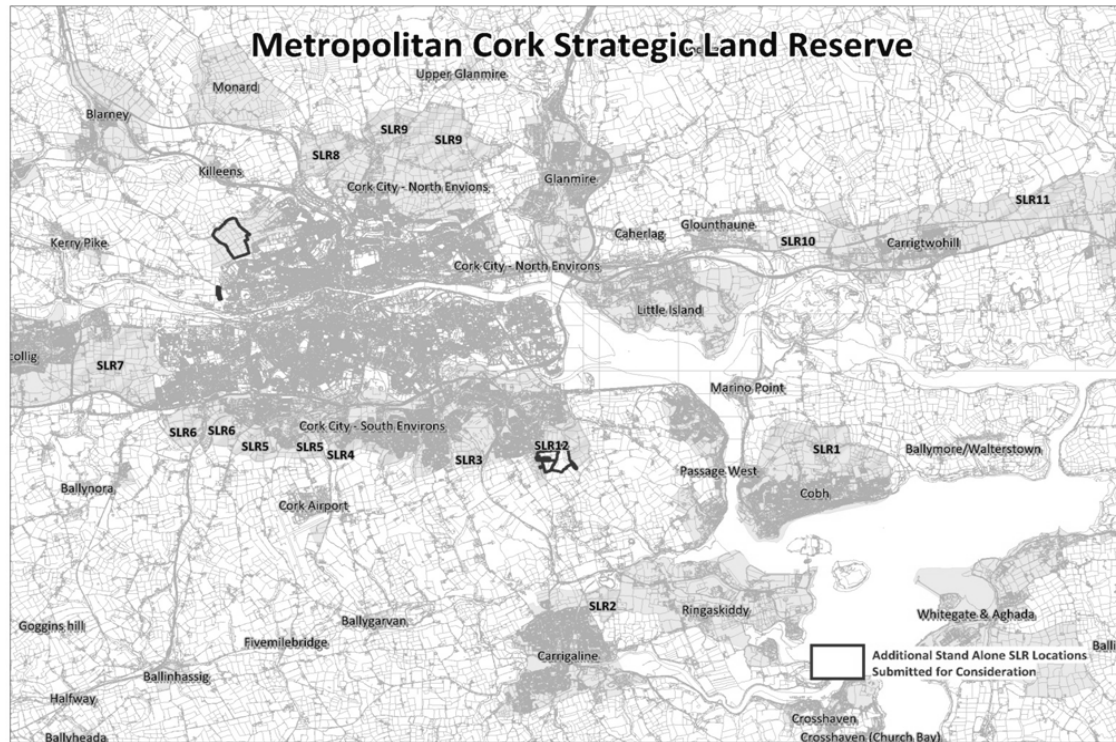
When preparing the Draft Local Area Plan Cork County Council again identified the need for additional

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) - and which are listed below in Table 1.3 and Figure 3.

Table 1.3 List of possible sites for consideration as Strategic Land Reserve options		
Ref	Site Name	Gross Area (Ha)
SLR1	Cobh North Extension	185.0
SLR2	Carrigaline East	47.0
SLR3	Castletreasure	21.4
SLR4	Frankfield /Grange	44.9
SLR5	Togher/Doughcloyne	93.6
SLR6	Ardrostig	100.3
SLR7	Ballincollig East-Carrigrohane	223.9
SLR8	Kilbarry/Carhoo/Kilcully	105.1
SLR9	Ballyvolane-Whites Cross	336.2
SLR10	Carrigtwohill West Extension	32.4
SLR11	Carrigtwohill East	220.7
SLR 12	Oldcourt	78.7
Submissions		
SLR 12 Ext. 1	Adjoining SLR 12	
SLR 12 Ext. 2	Adjoining SLR 12	
SLR 12 Ext. 3	Adjoining SLR 12	
SLR 13	Hollyhill	
SLR14	Shanakiel	

Figure 3: Locations of Strategic Land Reserve Options



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

- **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.
- **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
- **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

Next Steps after the High Level Appraisal Process:

1. The sites selected after the High Level Appraisal are those considered *potentially most suitable for zoning*
2. The selected sites will be designated as Housing Development Zones in the current LAP process
3. Cork County Council will seek to collaborate with key stakeholders including State Agencies and land owners/developers to agree delivery-focussed Framework Plans to inform the appropriate development of the lands identified over the next 12 months
4. Where delivery-focussed 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

5. No more than 400ha of lands contained within the selected Housing Development Zones will be advanced to formal zoning through this process

The High Level Appraisal has resulted in the selection of the following 5 no. SLR sites as those considered *potentially most suitable for zoning* at this stage which will be designated as Housing Development Zones. The 5 no. sites were first identified in the Draft LAP, are located in the Southern Environs and total approx 542ha:

- SLR4 Frankfield/Grange
- SLR5 Togher/Doughcloyne
- SLR6 Ardrostig
- SLR7 Ballincollig East-Carrigrohane
- SLR12 Oldcourt

Appendix C List of submissions by interested parties in the Ballincollig Carrigaline

Name of Interested Party	Unique Reference Number	Settlement Name
Name of Submitter	Submission Reference Number	
Alan O'Donovan and Anne Teape	DLAP16-16-12322757	
Angela Lawless	DLAP16-16-11807354	
Angela Montegrosso	DLAP16-16-11869600	
Anna Aherne	DLAP16-16-11562884	
Anne Foels	DLAP16-16-11789443	
Applegreen	DLAP16-16-11848199	
Ballincollig Business Association	DLAP16-16-11877421	
Barry Coleman	DLAP16-16-11852494	
BioMarin International Ltd	DLAP16-16-11533578	
Blackrock Estates Ltd.	DLAP16-16-11835760	
Blake Walsh	DLAP16-16-11588068	
Box Hedge Ltd, Monahan House, Celtic Business Park, Road, Cork	DLAP16-16-11853882	
Brenda O'Donovan	DLAP16-16-11877183	
Brendan O'Flaherty	DLAP16-16-11769309	
Brian & Tracey Geary	DLAP16-16-10199767	
C/O Martin Maloney - MArtin Maloney, Mary Maloney and James Brennan	DLAP16-16-11864692	
Caitriona Ni Laoire and Anthony Barrett	DLAP16-16-11800830	
Carrigaline CHASE	DLAP16-16-11686018	
Carrigaline Rugby Football Club	DLAP16-16-11514681	
Catriona Reid	DLAP16-16-11878253	
Chandos Investments Plc	DLAP16-16-11876459	
CHASE	DLAP16-16-11797634	
Cian Heffernan	DLAP16-16-12602029	
Ciara Higgins	DLAP16-16-11875033	
Claire Leonard	DLAP16-16-11803845	
Claire Leonard	DLAP16-16-11876356	
Clare Ryan	DLAP16-16-11798708	
Cllr Deirdre Forde	DLAP16-16-11877939	
Cllr Marcia D'Alton	DLAP16-16-12319062	
Cllr Seamus McGrath	DLAP16-16-12602560	
Cllr. Marcia D'Alton	DLAP16-16-12614761	
Cllr. Marcia D'Alton	DLAP16-16-12387789	
Cllr. Marcia D'Alton	DLAP16-16-12615498	
Cobh Tourism	DLAP16-16-11791115	
Coillte Land Solutions	DLAP16-16-11854253	
Colin Johnston	DLAP16-16-11878957	
Construction Industry Ireland (Cork Branch)	DLAP16-16-11810950	
Cork Chamber	DLAP16-16-11878881	
Cork City Council	DLAP16-16-12602839	
Cork Cycling Campaign	DLAP16-16-11696650	
Cork Education & Training Board	DLAP16-16-11592327	
Cork Environmental Forum	DLAP16-16-11882060	

Cork Greens	DLAP16-16-11878557
Cork Harbour Alliance For A Safe Environment	DLAP16-16-11777536
Cork Nature Network	DLAP16-16-11786623
Curraheen European Healthcare Ltd.	DLAP16-16-11880784
Curraheen European Healthcare Ltd.	DLAP16-16-11867076
DAA	DLAP16-16-11880706
Damien O'Leary	DLAP16-16-12321625
David Horgan	DLAP16-16-11696776
DCH Developments Ltd.	DLAP16-16-11841575
Denis & Anna Maher	DLAP16-16-11879697
Denis O Flynn	DLAP16-16-11859768
Denis OFlynn	DLAP16-16-11859768
Denis O'Sullivan	DLAP16-16-11867795
Denise Thomson	DLAP16-16-11869110
Dep. D O Laoghaire, Cllr. Eoghan Jeffers and Cllr. Michael Murphy	DLAP16-16-12319448
Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs (DAHRRGA)	DLAP16-16-11865670
Department of Education & Skills	DLAP16-16-11881448
Department of Education & Skills	DLAP16-16-11879452
DePuy Synthes (J&J) Ireland	DLAP16-16-11413406
Donal Guerin	DLAP16-16-12614189
Douglas Tidy Towns	DLAP16-16-11879918
Douglas Tidy Towns	DLAP16-16-11880983
Doyle Shipping Group	DLAP16-16-11808363
Dr. Jennifer Hayes	DLAP16-16-11569350
Eibhlin Clifford	DLAP16-16-11857654
Eileen O'Meara	DLAP16-16-12223171
Eithne Lynch	DLAP16-16-12388699
Environmental Protection Agency	DLAP16-16-11591435
Eoin Gleeson	DLAP16-16-10945664
Eoin McElroy	DLAP16-16-11878889
Estuary Primary Healthcare Ltd., Estuary Business Park, Kilnaglery, Carrigaline, Co. Cork	DLAP16-16-11803714
Ethel Aherne	DLAP16-16-11772895
Euna Leonard	DLAP16-16-11873434
Euna Leonard	DLAP16-16-11874548
Frank Crowley	DLAP16-16-11860252
Gary Jordan	DLAP16-16-12223332
Gas Networks Ireland	DLAP16-16-11881850
Gas Networks Ireland	DLAP16-16-9891830
Gay Elmes	DLAP16-16-11881532
Gemma Spillane	DLAP16-16-11680538
Gerry Cotter	DLAP16-16-12209834
Gillian carroll	DLAP16-16-11793716
Glenville/Monkstown Branch of CHASE	DLAP16-16-12614931
Gordon Dalton	DLAP16-16-11865349
Gordon Reid	DLAP16-16-11880634
Grange Frankfield Partnership	DLAP16-16-11540115
HALLMARK BUILDING SERVICES LIMITED KATHLEEN OMAHONY MERVIN SWEETMAN	DLAP16-16-10592887
Health and Safety Authority	DLAP16-16-10800942

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Ian Black	DLAP16-16-11800815
Irish Georgian Society	DLAP16-16-11867669
Irish Water	DLAP16-16-11847067
James Goodwin	DLAP16-16-11658486
JCD Ltd.	DLAP16-16-12675310
Jennifer Sleeman	DLAP16-16-11561170
Jeremiah Murphy	DLAP16-16-12147529
Jerry Stuart	DLAP16-16-12222119
Jim Doyle & Marian Mullins	DLAP16-16-11867128
Jo Goodyear	DLAP16-16-12387929
Joe Donovan	DLAP16-16-11807969
John and Joan Masson	DLAP16-16-11871012
John Hegarty BEng	DLAP16-16-12603373
John Higgins	DLAP16-16-11846637
John Morehead	DLAP16-16-11877340
John Murphy and Peter Murphy	DLAP16-16-12604699
John O'Shea	DLAP16-16-11841383
John Saunders	DLAP16-16-11868401
Johnny O'Mahony	DLAP16-16-11367117
Josephine O'Shea	DLAP16-16-11858658
Julie Chambers	DLAP16-16-11741893
Justin Fleming	DLAP16-16-11798385
k dawson	DLAP16-16-11769006
Ken McCarthy	DLAP16-16-11755501
Kevin Cooney and Pat Cooney	DLAP16-16-12223944
Kevin Fielding	DLAP16-16-11843661
Kevin Murray	DLAP16-16-11876105
Kinsale Environment Watch	DLAP16-16-11792377
Lehenaghmore	DLAP16-16-11764204
Lidl Ireland GmbH	DLAP16-16-11608023
Lidl Ireland GmbH	DLAP16-16-11604325
Linda Fitzpatrick	DLAP16-16-11876624
Lissadell Resident's Association	DLAP16-16-11872213
Luke Walsh	DLAP16-16-11776703
M28 Steering Group	DLAP16-16-11862989
Marie Cronin	DLAP16-16-11878038
Marielle Monaghan	DLAP16-16-11760463
Mary & Brian Walsh	DLAP16-16-11773116
MARY HAYES	DLAP16-16-11852819
Mary Jordan	DLAP16-16-12388835
Mary McCaffrey	DLAP16-16-11877751
Mary Rose Desmond - Member of Cork County Council	DLAP16-16-11874506
Mary-Kate & Sam Chambers	DLAP16-16-11686493
Matt Aherne	DLAP16-16-12603766
Meitheal Mara Teoranta	DLAP16-16-11878917
Meitheal Mara Teoranta	DLAP16-16-11877975
Mella Leonard	DLAP16-16-11872573
Mella Leonard	DLAP16-16-11874965
Mervyn Sweetnam	DLAP16-16-11697965
Michael and Una McIlroy	DLAP16-16-11880369
Michael Bowes	DLAP16-16-11872652

Michael Hayes	DLAP16-16-11798610
Michael Keating	DLAP16-16-11875527
Michael Kiely	DLAP16-16-12259325
Michael Silke and Kevin Silke	DLAP16-16-11874380
Michael Silke and Kevin Silke	DLAP16-16-11874805
Michele Boyle	DLAP16-16-11774320
Minister for Housing, Planning, Community and Local Government	DLAP16-16-11876775
Miriam McMahon	DLAP16-16-11789711
Montip Horizon Ltd	DLAP16-16-11875391
Mr Paul Kelleher	DLAP16-16-11875831
Mr R. O Keeffe	DLAP16-16-10793148
Ms Eileen Mulcahy	DLAP16-16-12322503
Ms. Alice Cross	DLAP16-16-11334778
Munster Agricultural Society	DLAP16-16-11845559
Murnane O'Shea Limited	DLAP16-16-11843864
Murnane O'Shea Limited	DLAP16-16-11847731
National Transport Agency	DLAP16-16-11877709
Neil Cafferkey	DLAP16-16-11879223
Niall Fitzgerald	DLAP16-16-11871646
Noel McKeown	DLAP16-16-11791760
Office of Public Works	DLAP16-16-11866198
O'Flynn Construction	DLAP16-16-11874747
O'Flynn Construction	DLAP16-16-11874474
O'Flynn Construction	DLAP16-16-11876893
O'Flynn Construction	DLAP16-16-11874993
P Walter	DLAP16-16-11863539
Paddy O'Mahony	DLAP16-16-12615327
Parish of Togher & Society of African Missions	DLAP16-16-11878627
PASSAGE SOCCER CLUB	DLAP16-16-11800582
Passage West Maritime Heritage Committee/Museum Steering Group	DLAP16-16-11794437
Patrick Brennan	DLAP16-16-11880694
Patrick C. Coughlan and Peter M. Coughlan	DLAP16-16-12604038
Patrick O'Leary	DLAP16-16-10593072
Paula Meenehan	DLAP16-16-11772545
Peadar Donohoe	DLAP16-16-11799507
People Before Profit Alliance Cork	DLAP16-16-11580500
Port of Cork	DLAP16-16-11877567
Raymond Hobbs	DLAP16-16-11869896
Ringaskiddy	DLAP16-16-11789052
Ringaskiddy & District Residents Association	DLAP16-16-12614386
Ringaskiddy Rights of Way Commission	DLAP16-16-11876548
Robert & Marie Shorten	DLAP16-16-11421797
ROCHESTOWN COMMUNITY DEVELOPMENT GROUP	DLAP16-16-11858173
ROCHESTOWN COMMUNITY DEVELOPMENT GROUP	DLAP16-16-11862382
Rochestown Community Development Group	DLAP16-16-12388065
Rochestown Rise Residents Association C/o Domhnall Mac Domhnaill	DLAP16-16-10800592
Rodney Daunt	DLAP16-16-12221314

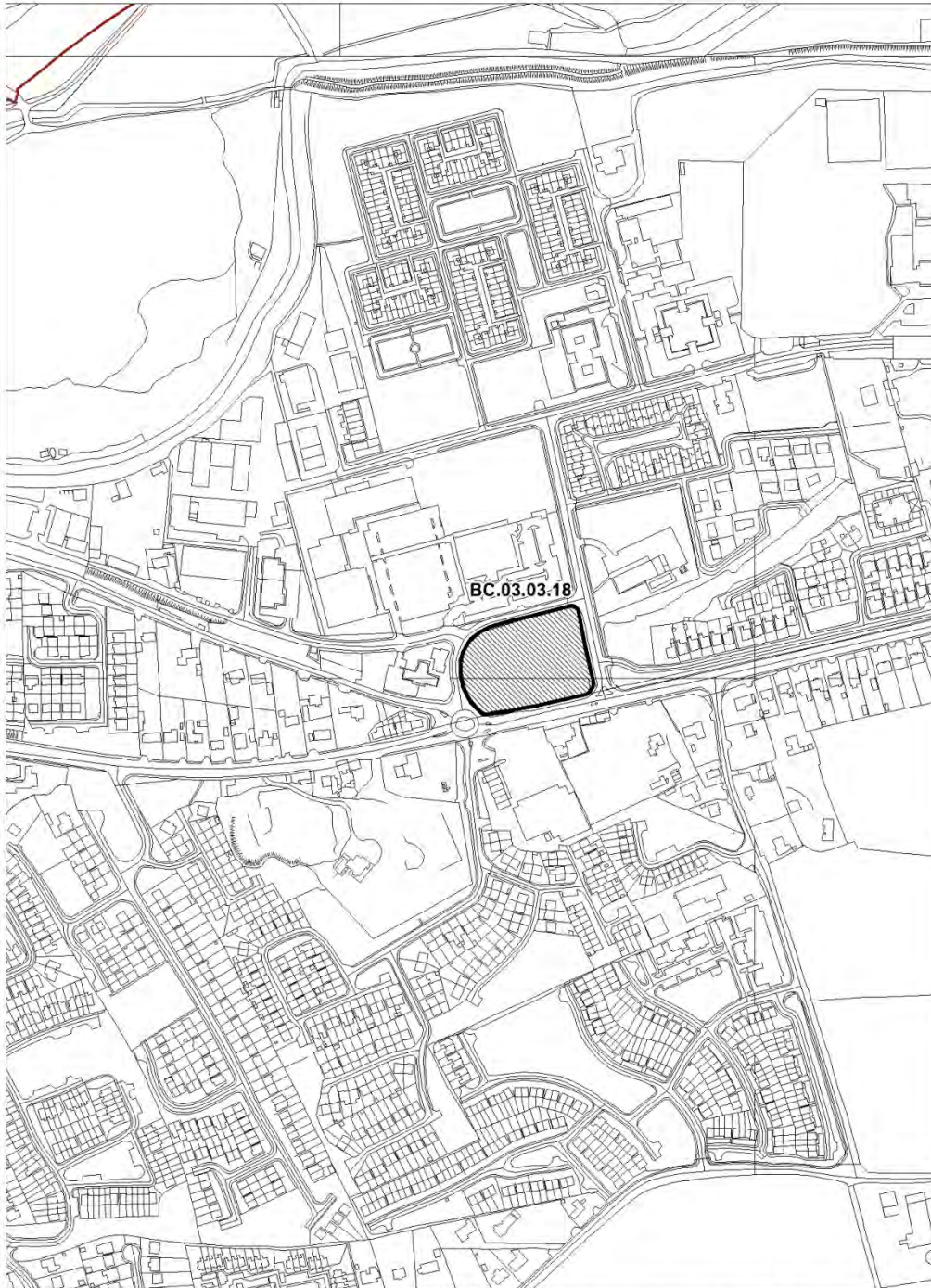
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Rosie. Cargin	DLAP16-16-11790993
Royal Cork Yacht Club	DLAP16-16-12222899
RSM Ireland	DLAP16-16-11874938
RSM Ireland	DLAP16-16-11875450
RSM Ireland	DLAP16-16-11875890
RSM Ireland	DLAP16-16-11875175
RSM Ireland	DLAP16-16-11873273
Ruden Homes Ltd.	DLAP16-16-12222572
Ryan Morgan	DLAP16-16-11868403
Samuel Geary and family	DLAP16-16-11875700
Sandra Mc Namara	DLAP16-16-11871264
SECAD	DLAP16-16-11880909
Shipton Group	DLAP16-16-12603121
Shipton Group	DLAP16-16-12323305
Shirley Andrews	DLAP16-16-11783341
Simone O'Flynn	DLAP16-16-11758950
Soltaz Ltd	DLAP16-16-11877841
South and East Cork Area Development Partnership CLG	DLAP16-16-11867531
Southern Assembly	DLAP16-16-12222372
St Patrick's Woollen Mills Ltd.	DLAP16-16-11867596
Stonecrest Construction Ltd.	DLAP16-16-11684854
Submission from the Southern Regional Assembly	DLAP16-16-11589178
Sue Walsh	DLAP16-16-11674123
Susan Hackett	DLAP16-16-12388537
Susan Healy	DLAP16-16-11844254
Susan Treacy	DLAP16-16-11876895
The Barrett Family	DLAP16-16-11851138
The Corkery Family	DLAP16-16-11586316
The Dwyer Family	DLAP16-16-11805144
The Planning Partnership	DLAP16-16-11676862
The Planning Partnership	DLAP16-16-11849813
Thecla Cronin	DLAP16-16-11874658
Thecla Cronin & Sheehan	DLAP16-16-11876184
Tim O'Connor	DLAP16-16-11843801
Timothy O'Shea	DLAP16-16-11591281
Togher Community Association CLG	DLAP16-16-11869415
Tom Gittings	DLAP16-16-11861105
Transport & Mobility Forum	DLAP16-16-11876170
Transport Infrastructure Ireland	DLAP16-16-12177281
Transport Infrastructure Ireland	DLAP16-16-11592294
University College Cork	DLAP16-16-11859223
Wainsfort Residents Association, Rochestown Road	DLAP16-16-11882884
William Anthony O'Mahony	DLAP16-16-12591687

Appendix D MAPS

Ballincollig Carrigaline Municipal District Local Area Plan
Public Consultation Draft

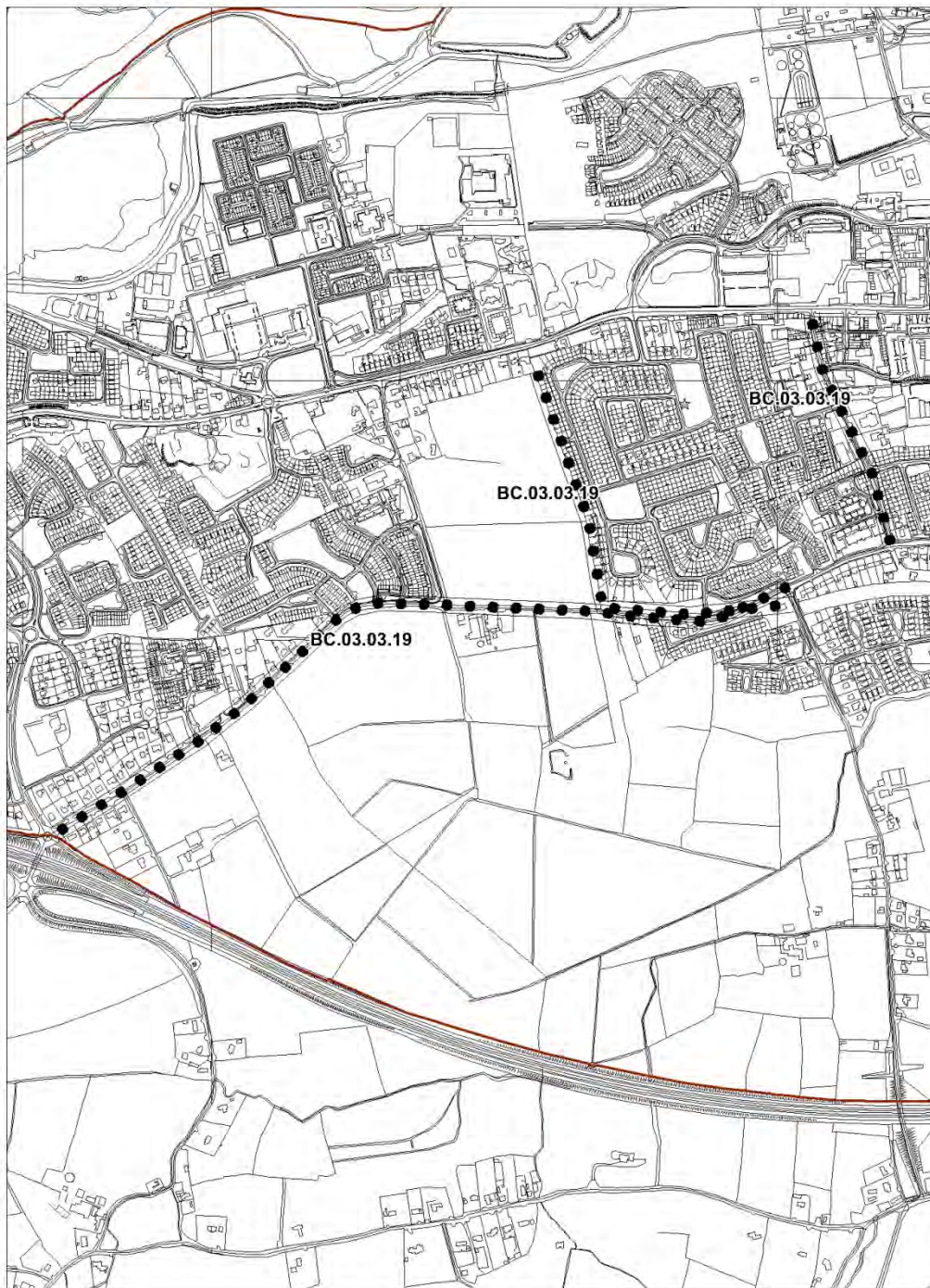
Ballincollig



Amendment Ref:BC.03.03.18

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

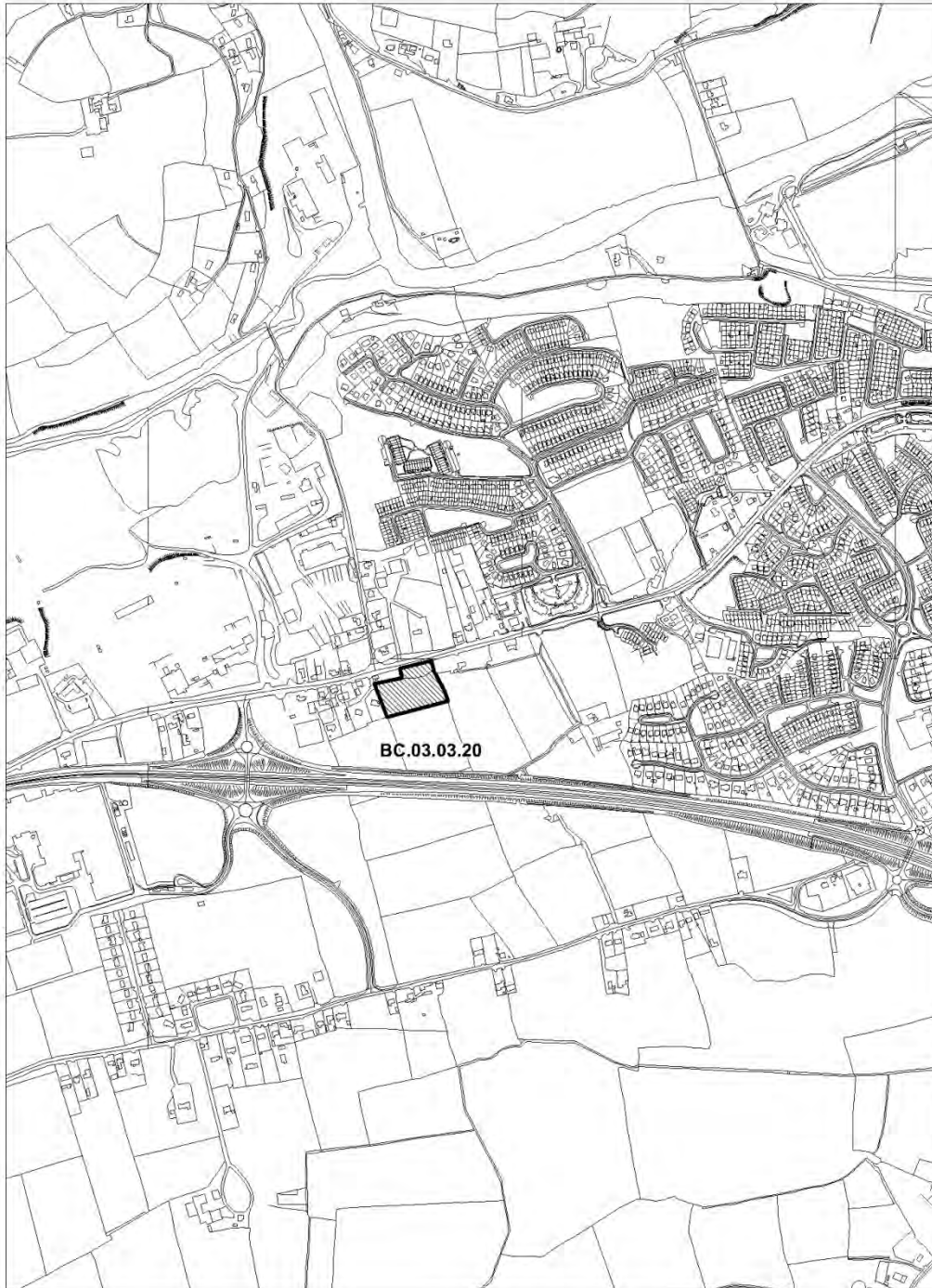
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Amendment Ref:BC.03.03.19

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

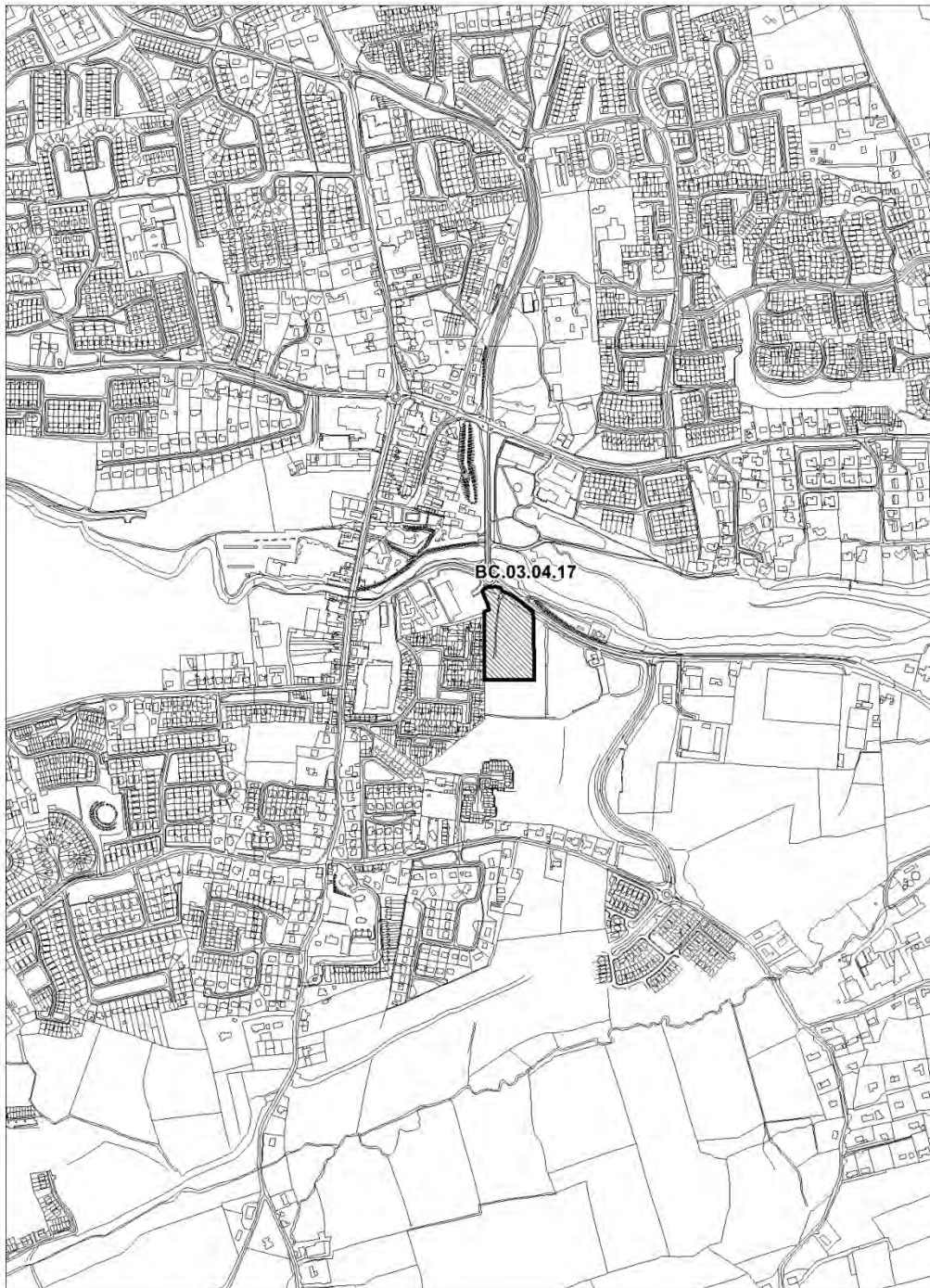
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Amendment Ref:BC.03.03.20

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

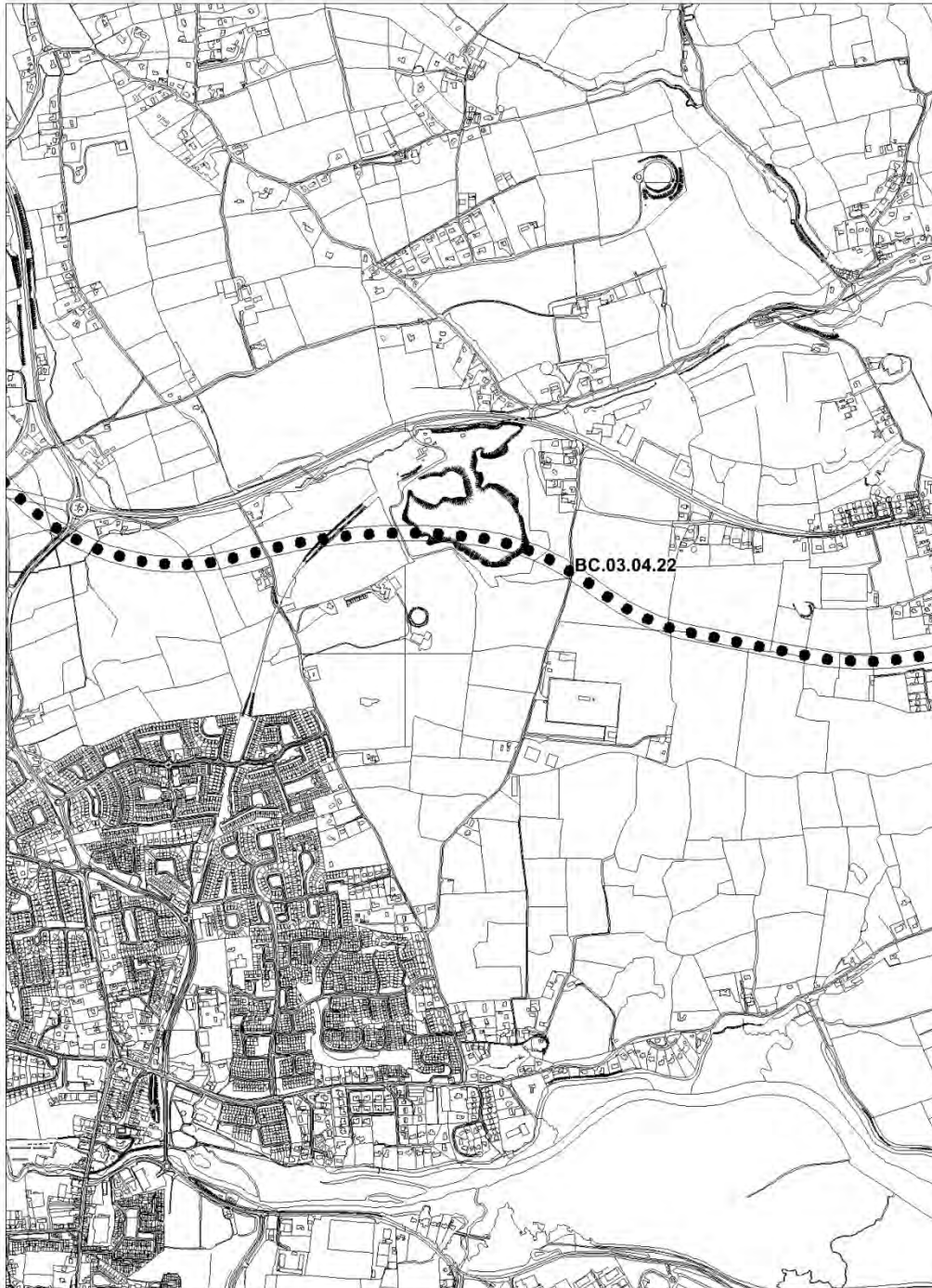
Carrigaline



Amendment Ref:BC.03.04.17

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

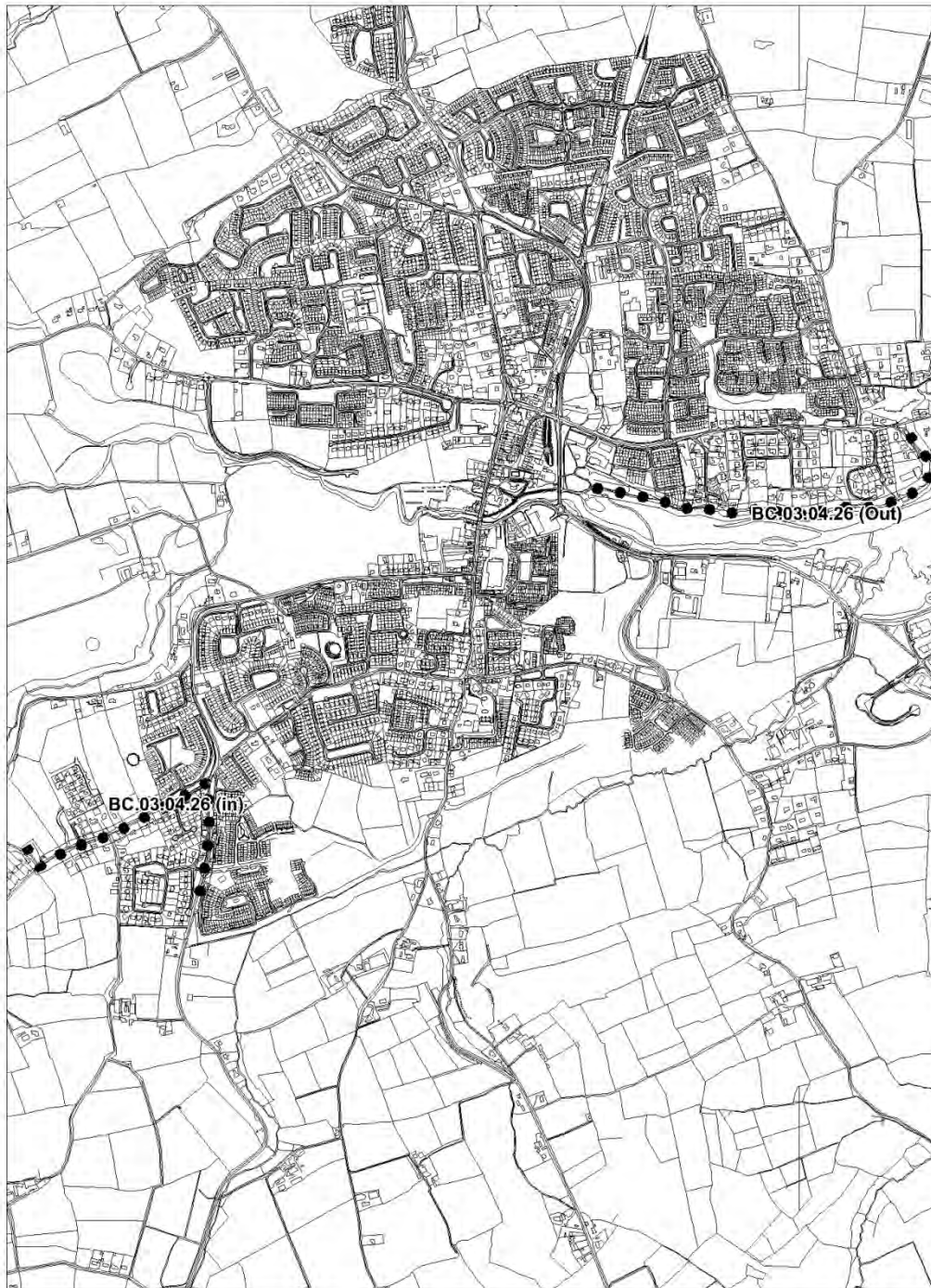
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Amendment Ref:BC.03.04.22

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

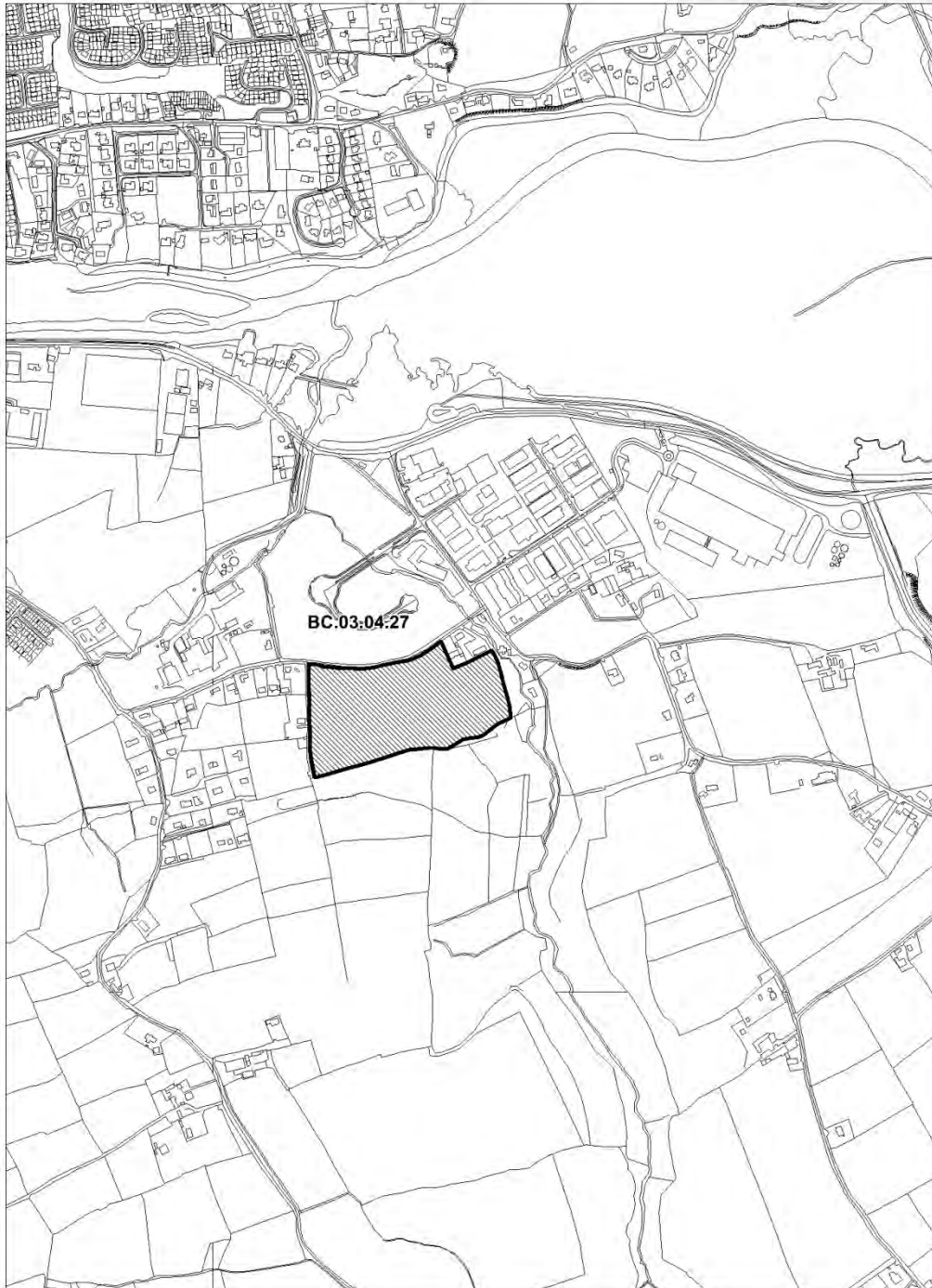
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Amendment Ref:BC.03.04.26

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

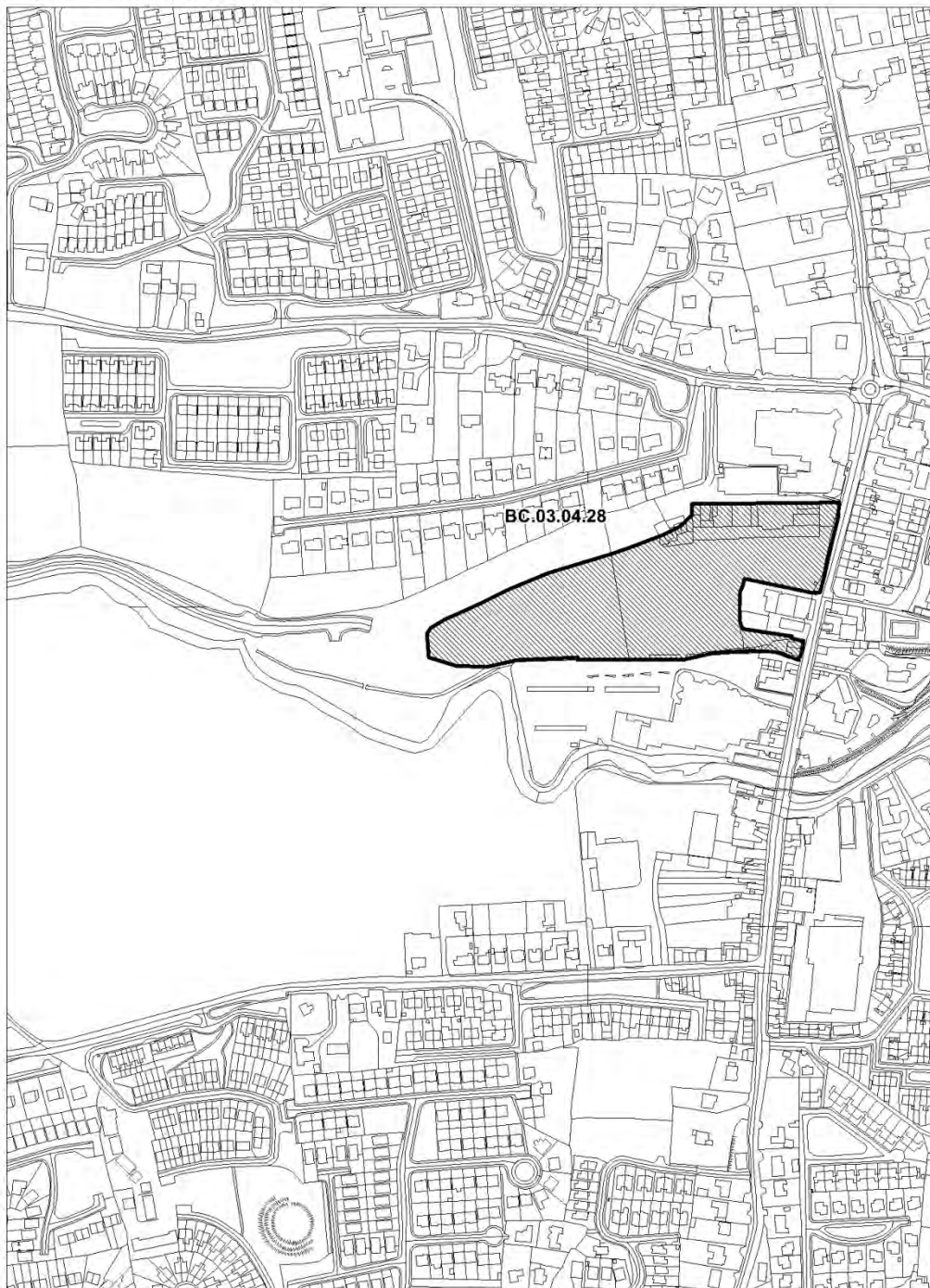
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Amendment Ref:BC.03.04.27

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

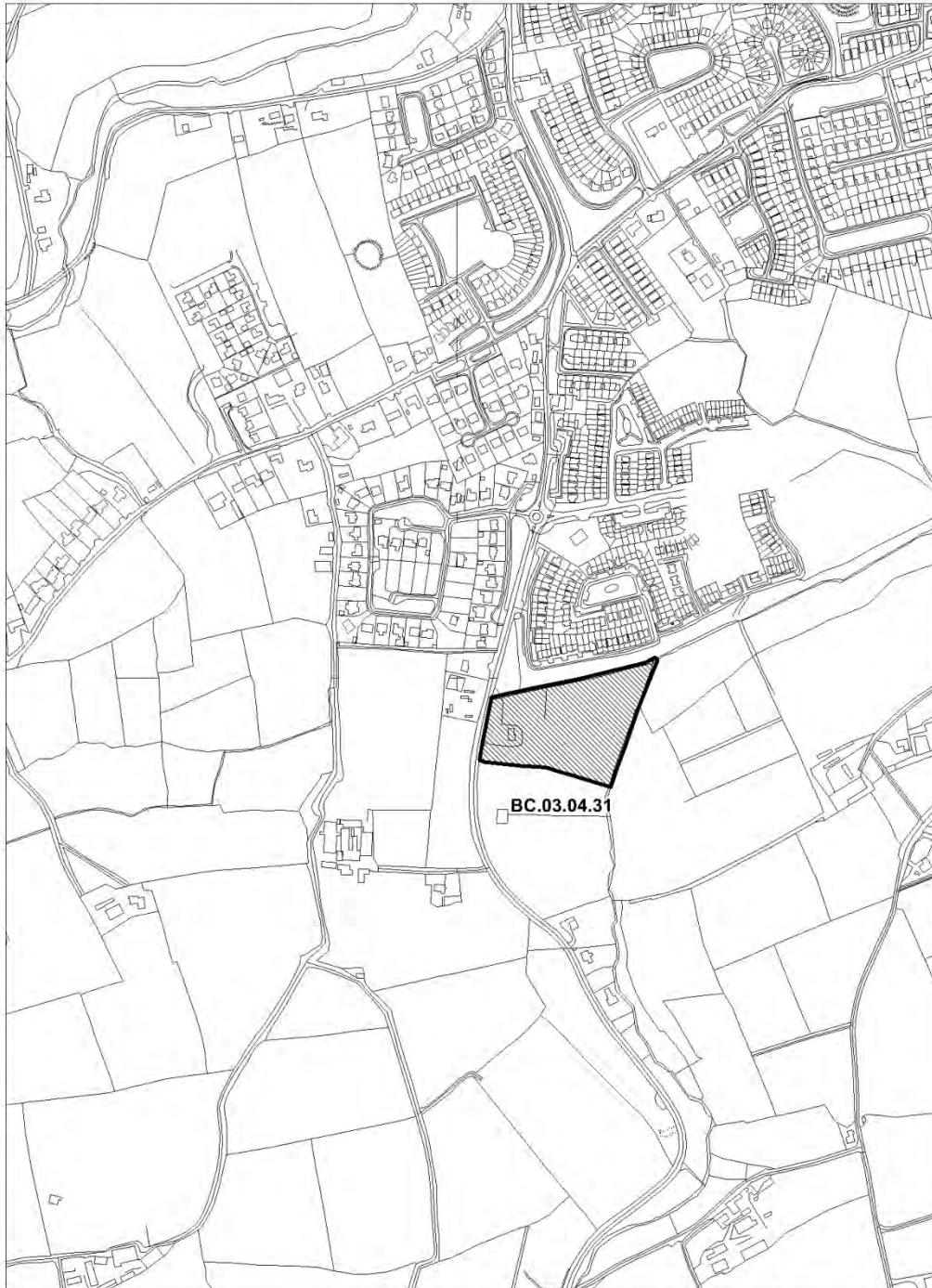
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Amendment Ref:BC.03.04.28

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

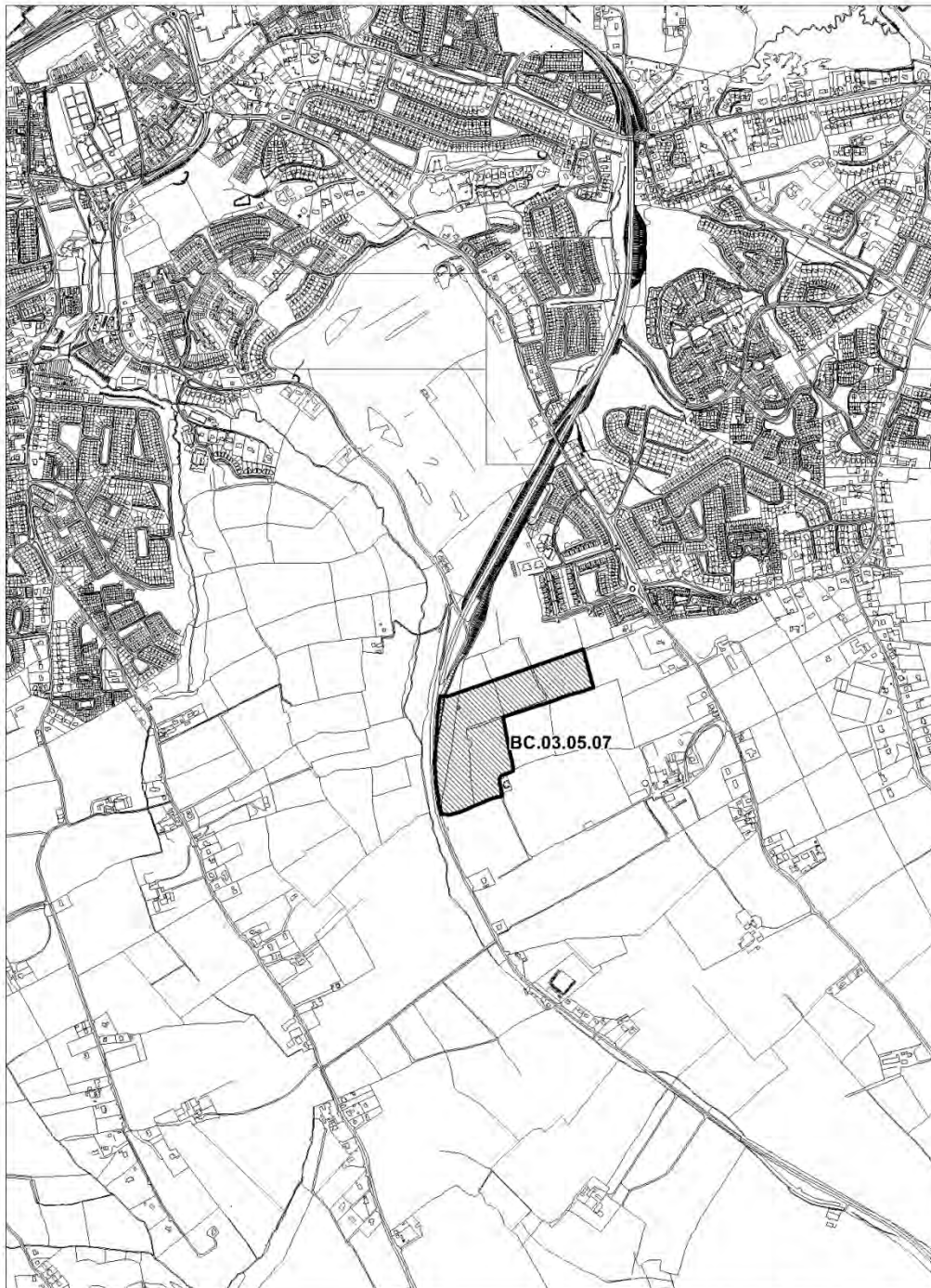
Carrigaline



Amendment Ref:BC.03.04.31

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

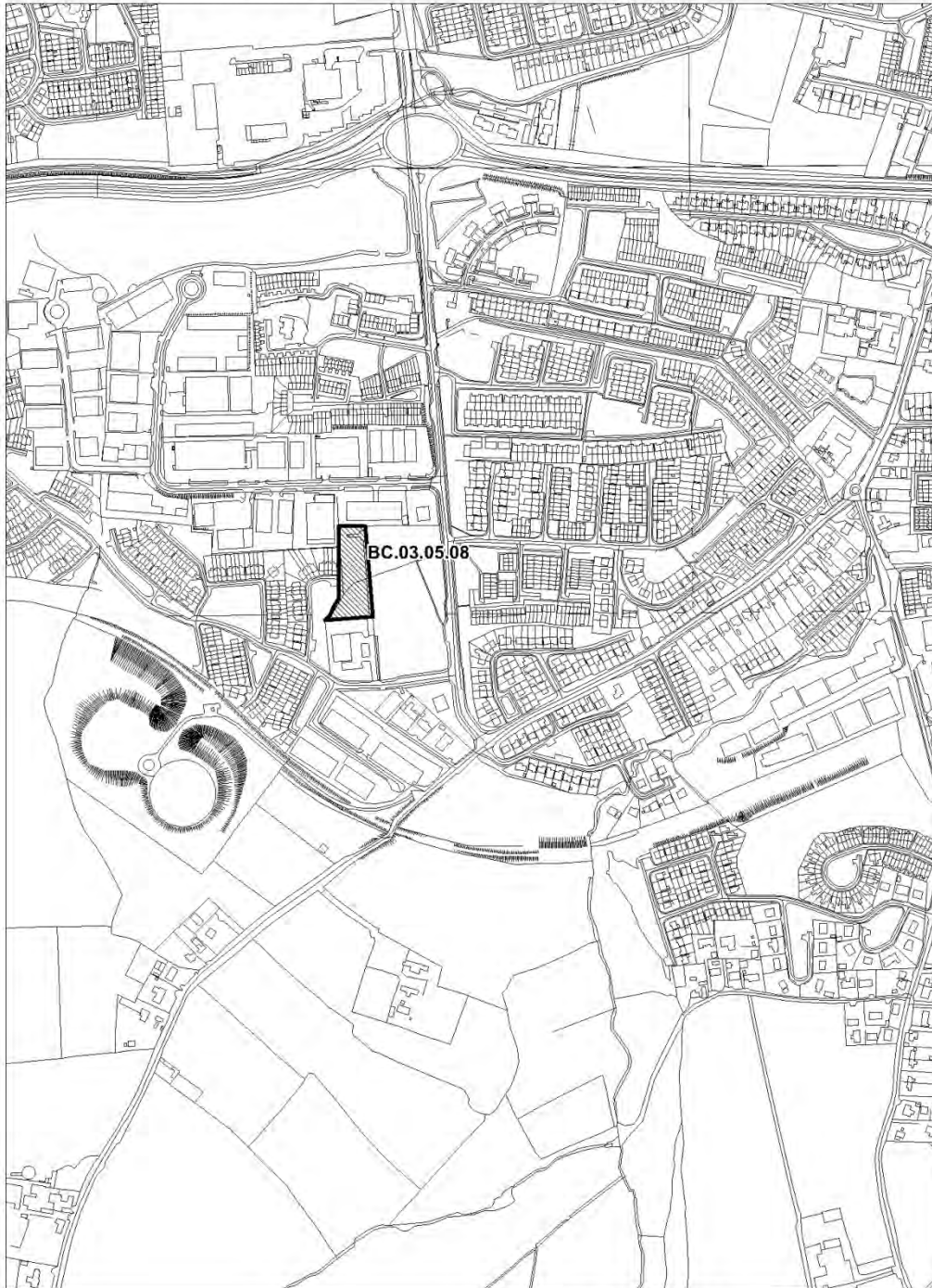
**Cork City
South Environs**



Amendment Ref:BC.03.05.07

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

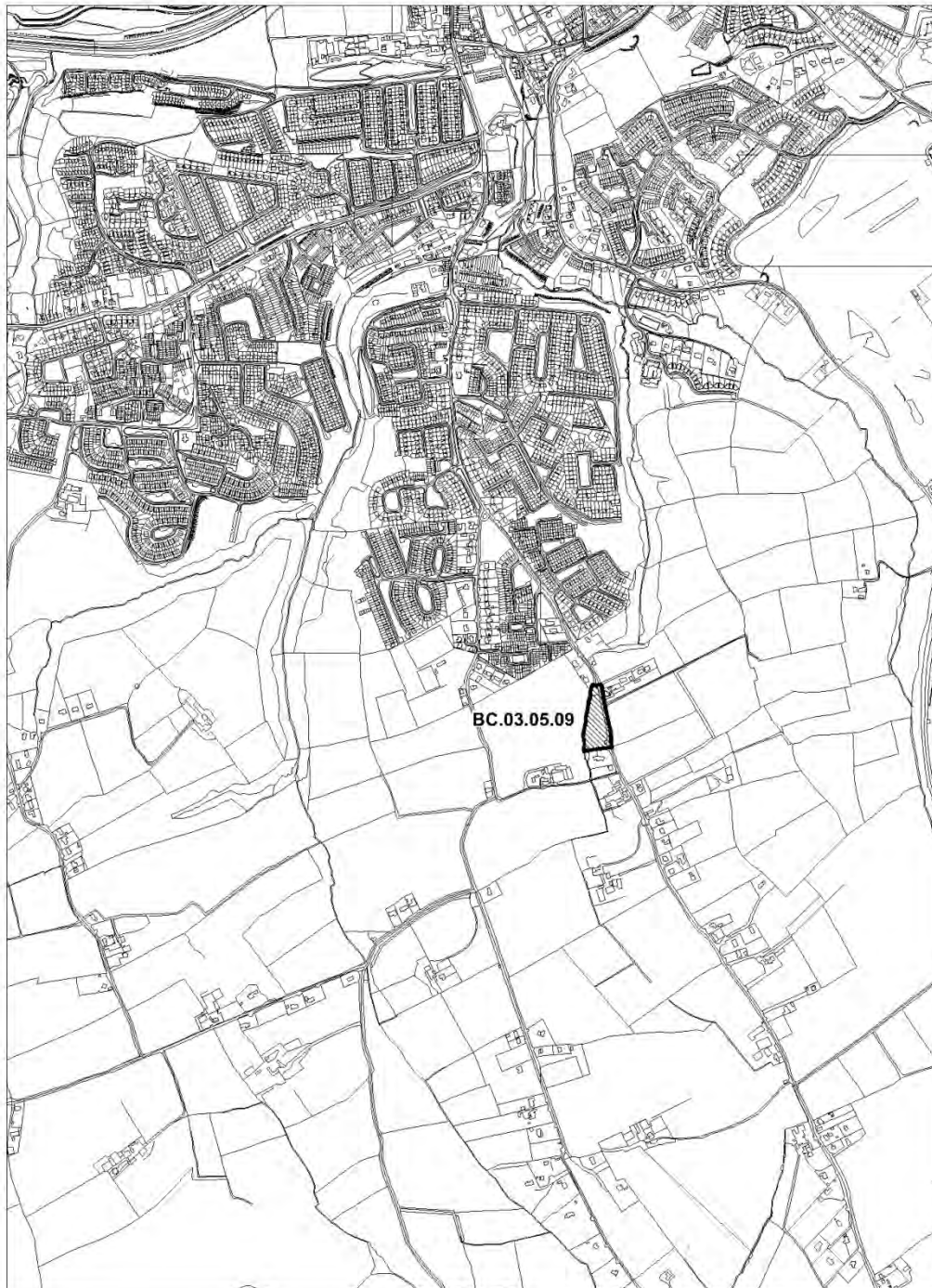
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South Environs**



Amendment Ref:BC.03.05.08

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

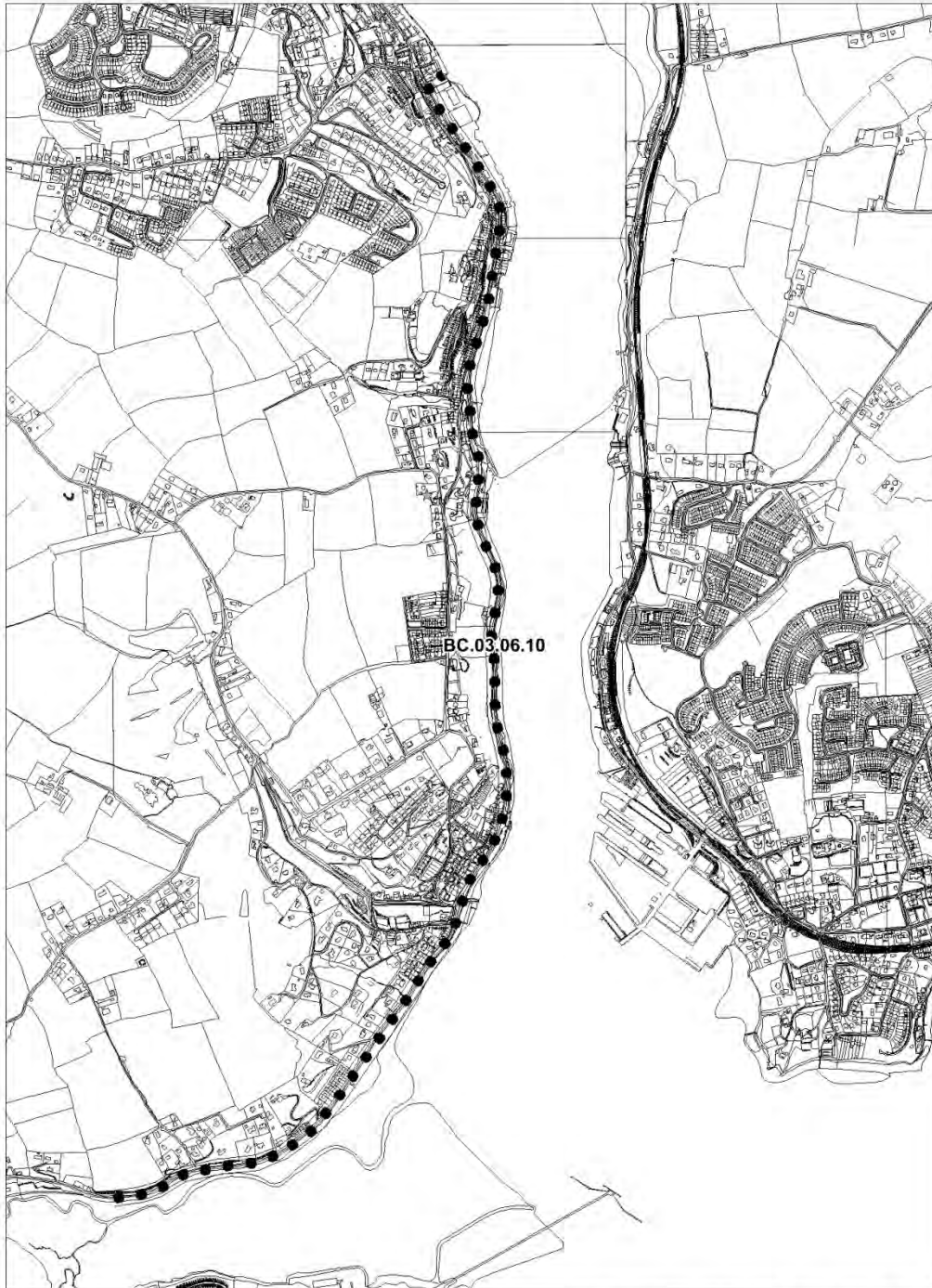
**Cork City
South Environs**



Amendment Ref:BC.03.05.09

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

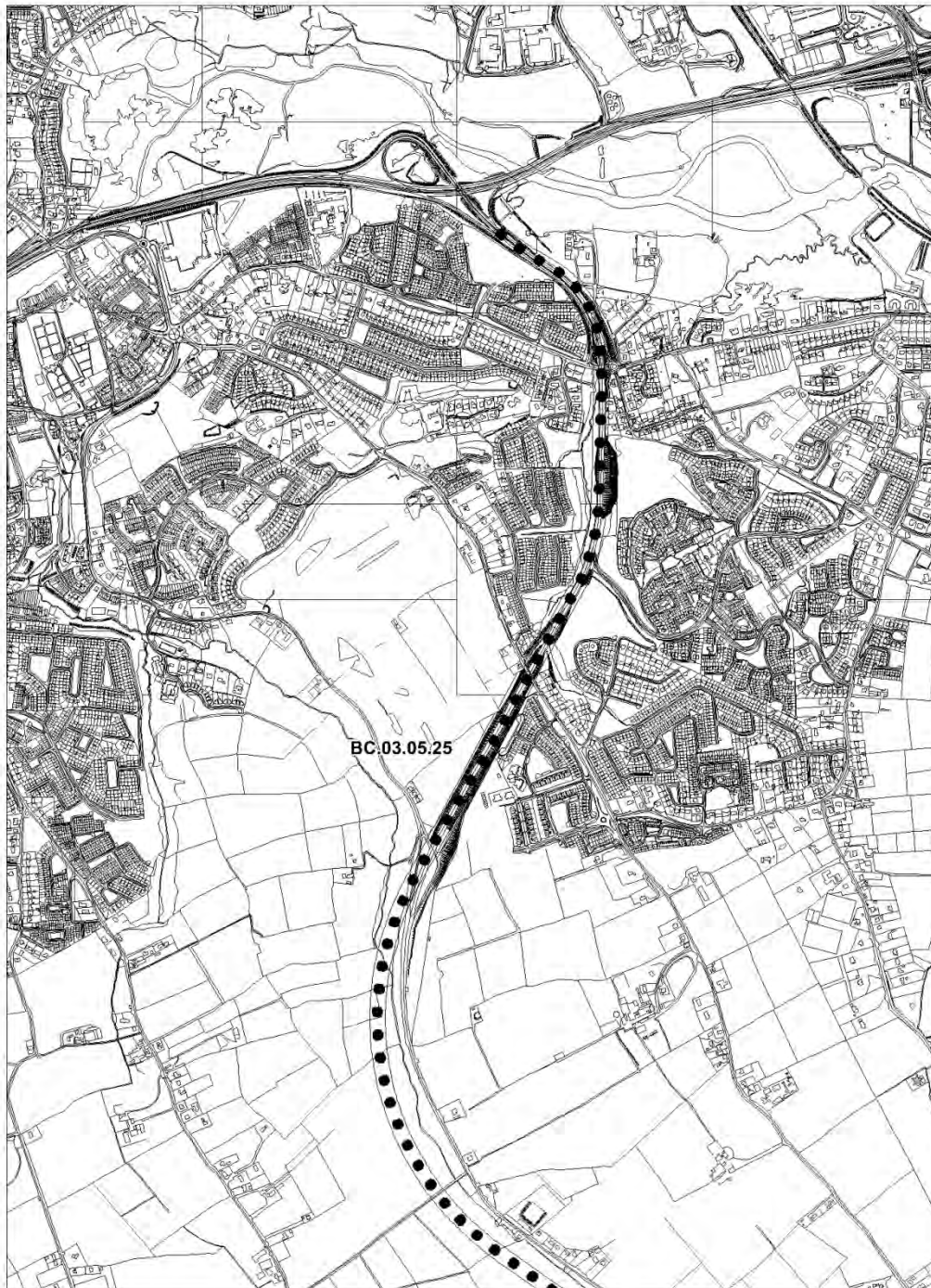
Passage West



Amendment Ref:BC.03.06.10

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

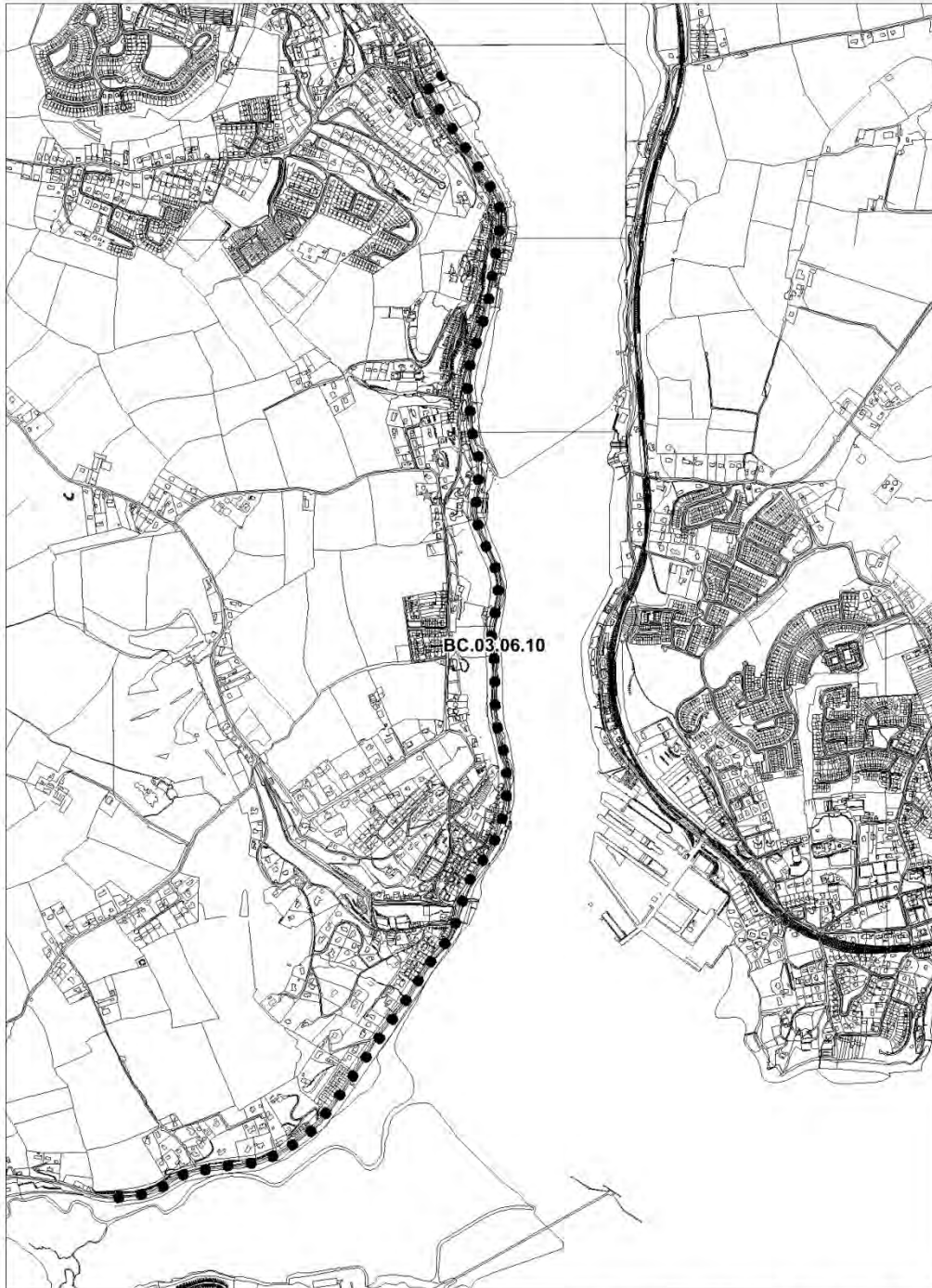
**Cork City
South Environs**



Amendment Ref:BC.03.05.25

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

Passage West

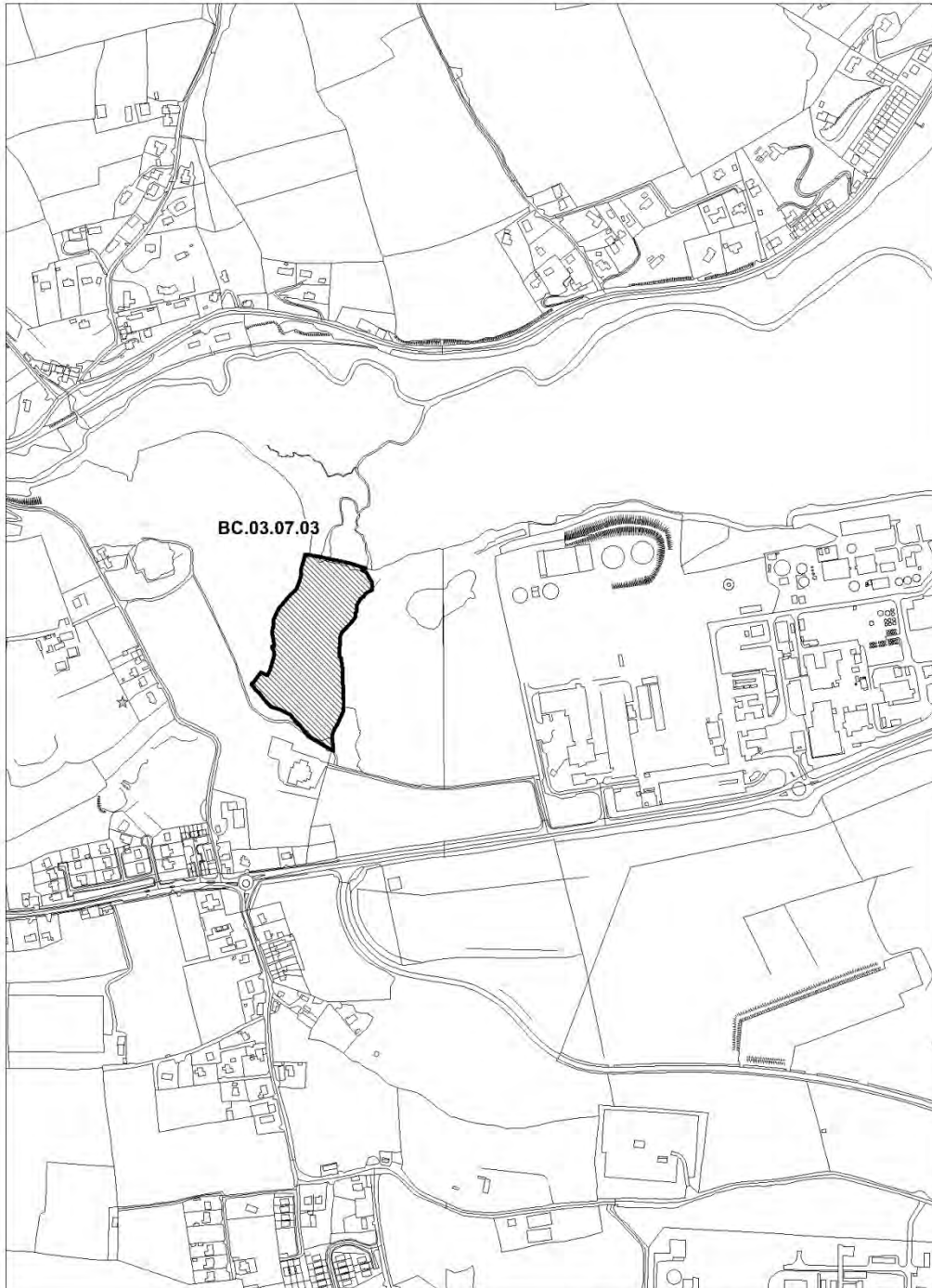


BC.03.06.10

Amendment Ref:BC.03.06.10

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

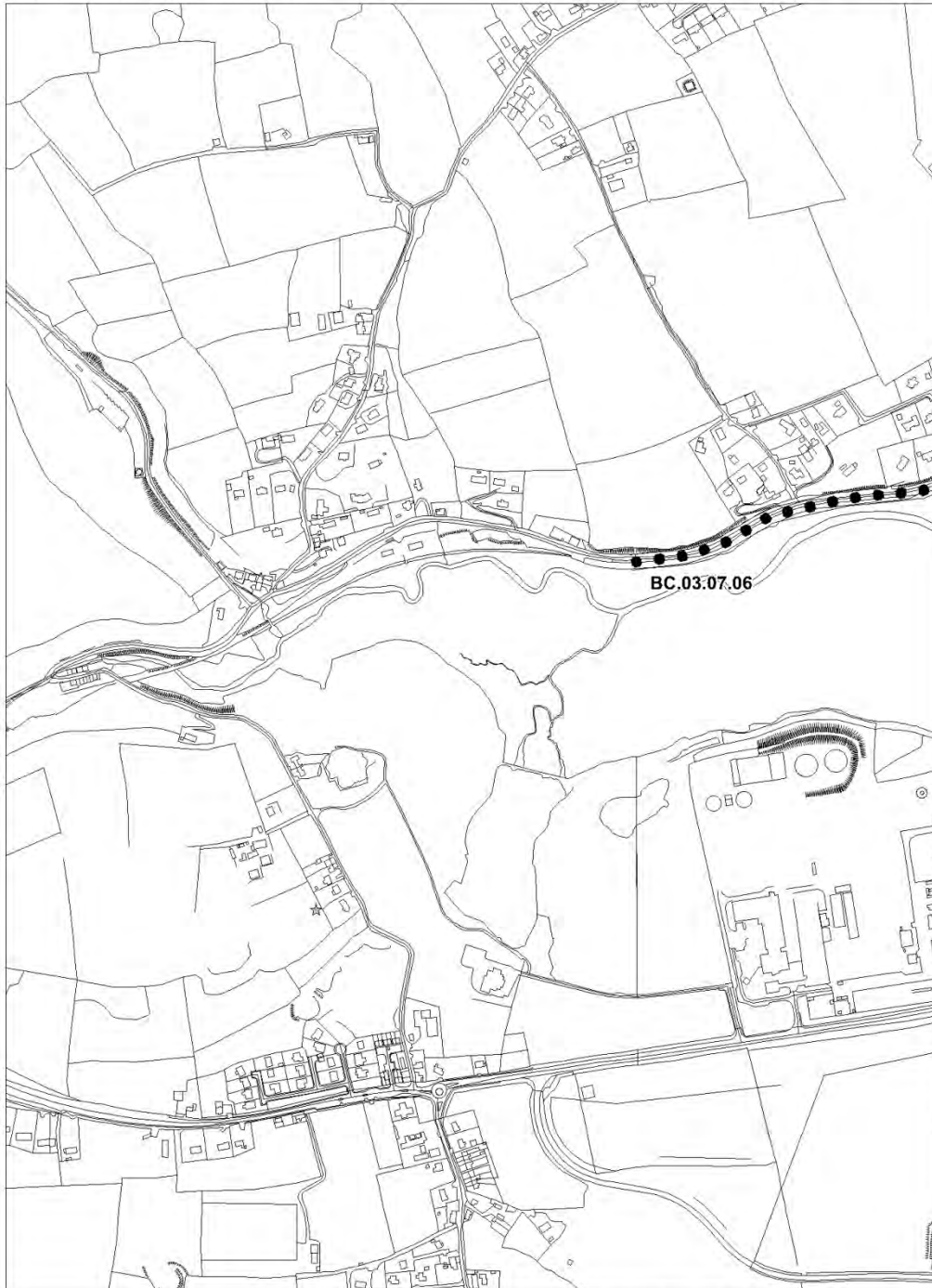
Ringaskiddy



Amendment Ref:BC.03.07.03

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

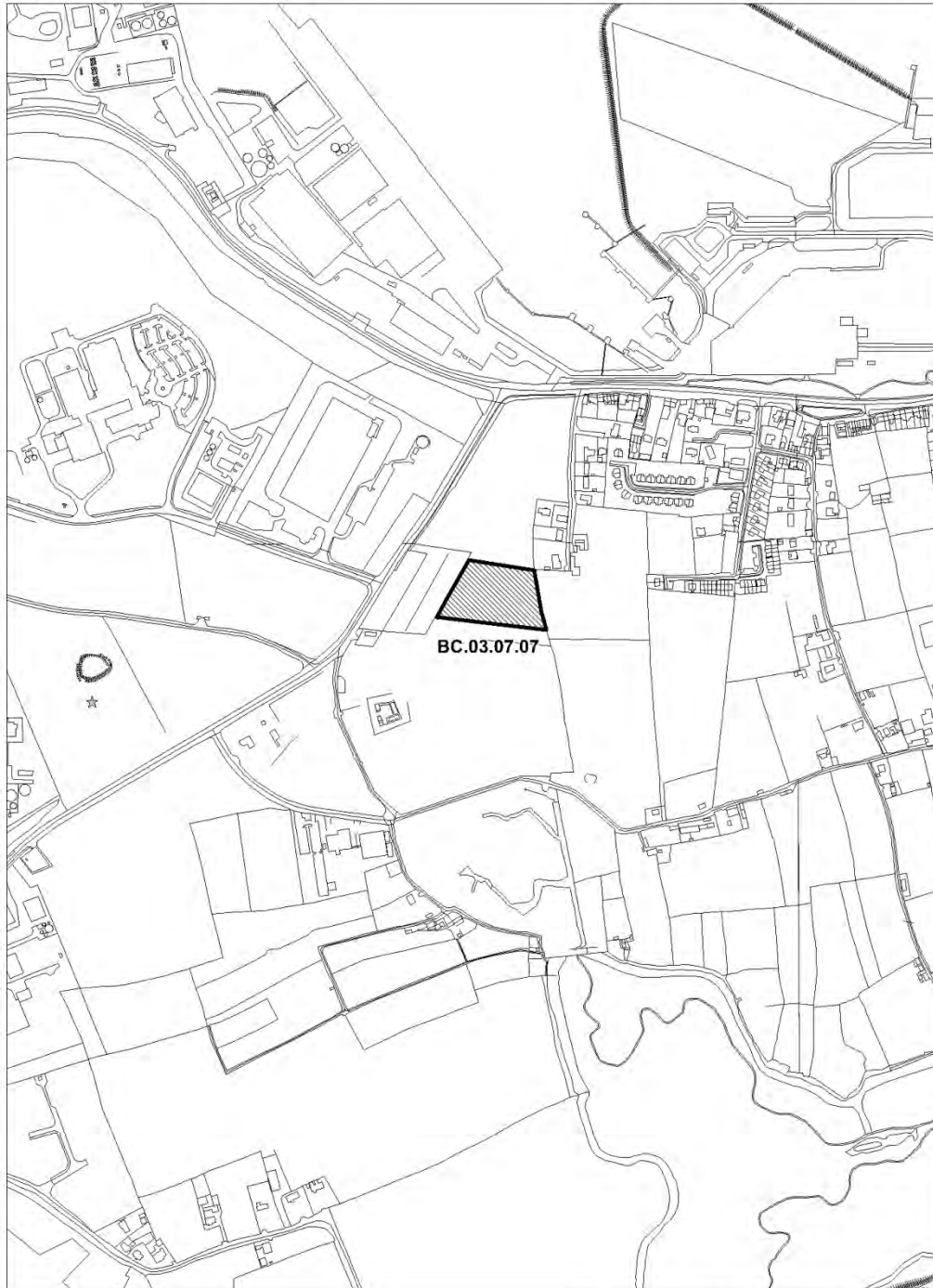
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Amendment Ref:BC.03.07.06

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

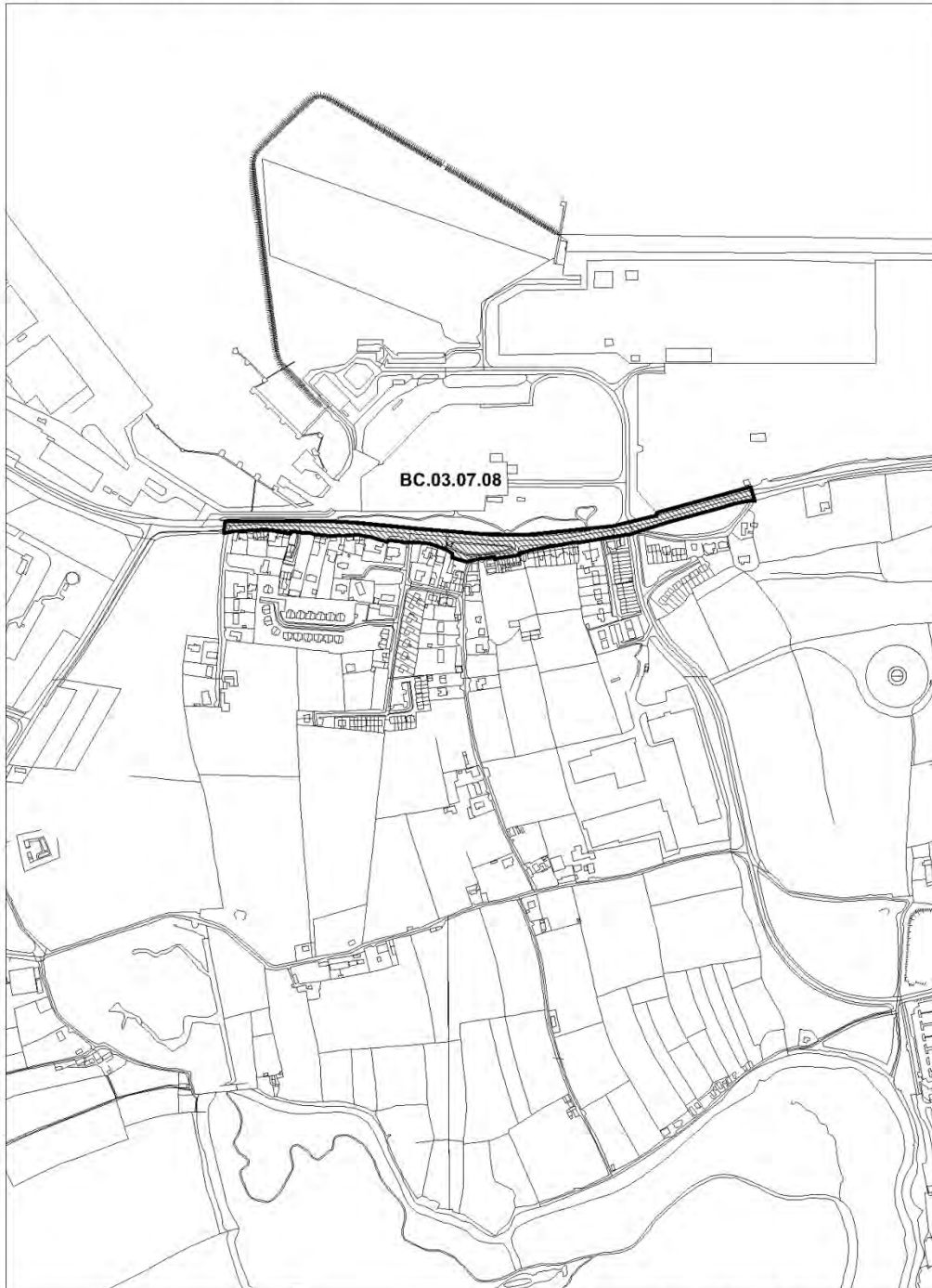
Ringaskiddy



Amendment Ref:BC.03.07.07

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

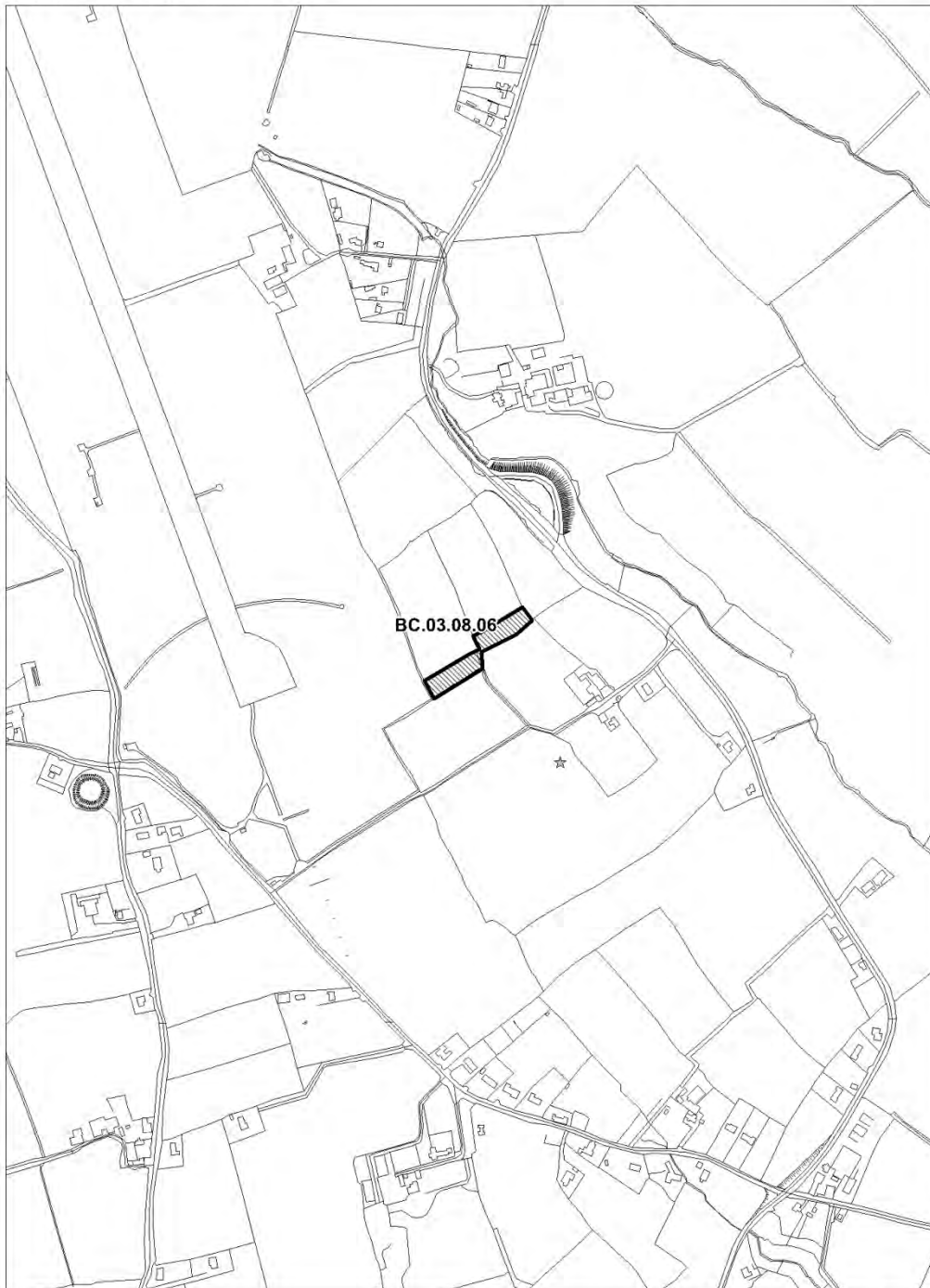
Ringaskiddy



Amendment Ref:BC.03.07.08

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

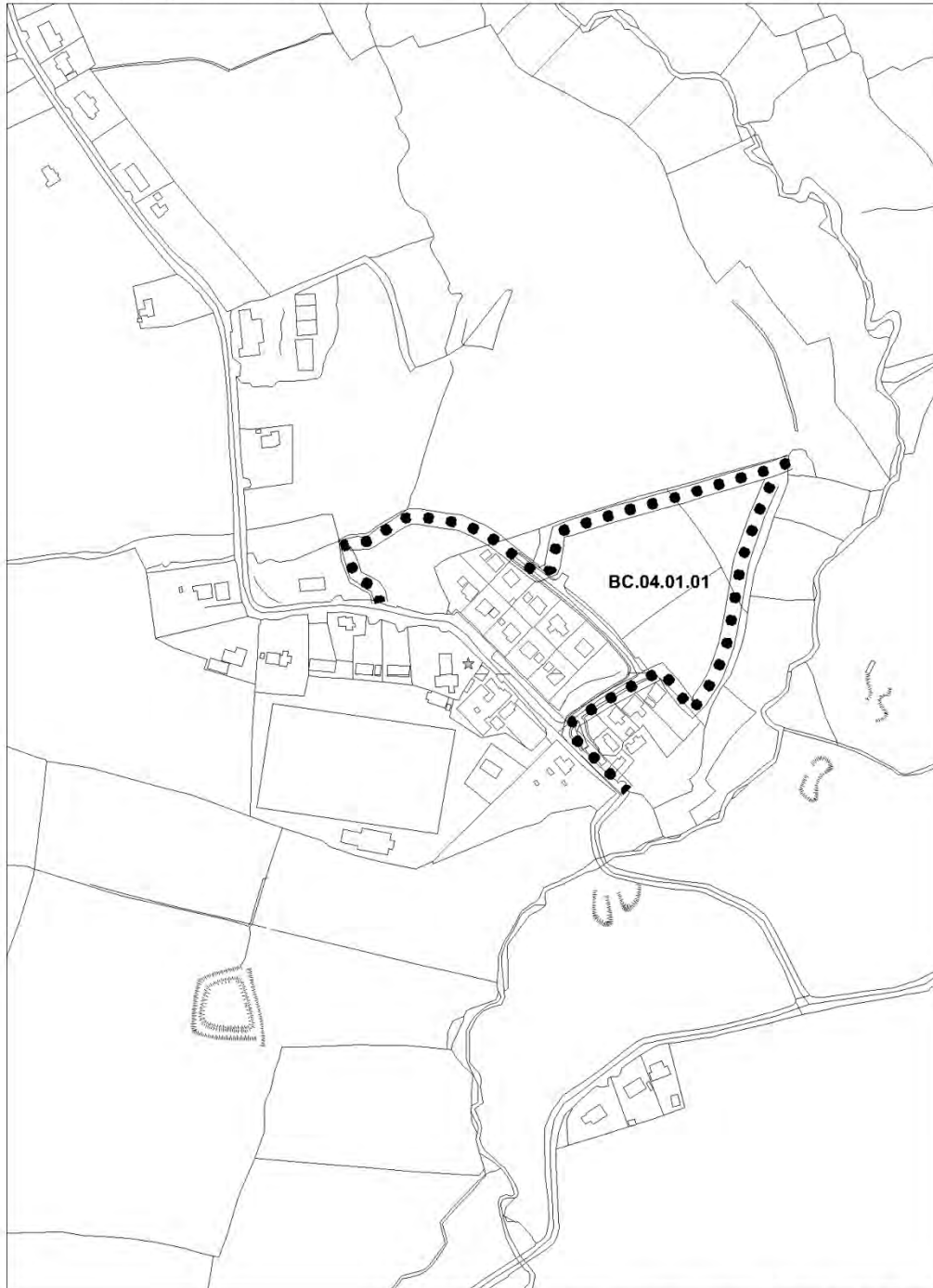
Cork Airport



Amendment Ref:BC.03.08.06

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

Ballynora



Amendment Ref:BC.04.01.01

Appendix E List of Late Submissions

Late Submission - Name	M.D. of late submission
Mark Newenham	Ballincollig/Carrigaline
David Kiely and Patrick	Ballincollig/Carrigaline
Gillian Coughlan	Ballincollig/Carrigaline
Michael McIlroy	Ballincollig/Carrigaline