

# **Report to Members**

## **Cobh Municipal District Local Area Plan Public Consultation Draft**

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

**6<sup>th</sup> March 2017**

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This report focuses on the submissions and observations received from the public following publication of the Cobh 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 Cobh 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 Cobh Electoral Area Local Area Plan, Public Consultation Draft was published on the 16<sup>th</sup> 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 Radisson Hotel, Little Island on December 6th 2016.

**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**

**1.2.1.** There were a total of 244 submissions received during the public consultation period on the Draft Cobh Municipal District Area Local Area Plan (this figure includes County Wide submissions). Of these 244, 26 submissions focused on general, county wide issues, 4 submissions focused on issues facing the Electoral Area overall (as well including settlement specific comments), with a further 196 site specific submissions. There were also 3 late submissions. An additional 18 submissions were received in relation to the proposed Strategic land Reserve.

**1.2.2.** The majority of the submissions received (229) related to issues in the main settlements within the Electoral area. 15 submissions related to issues in the key villages, village nuclei, and 'other Locations.'

### **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 2.2 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.** Appendices B, B1 and B2, set out the details list of proposed recommended material amendments to the Draft Local Area Plan. This list is set out by settlement.

**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 6<sup>th</sup> 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 27<sup>th</sup> 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 23<sup>rd</sup> and Friday 24<sup>th</sup> 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 27<sup>th</sup> 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 beginning 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 Appendices B, B1 and B2 (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.

#### **Former Town Council Towns with a Town Development Plans**

**2.2.2.** The Cobh Municipal District Draft Plan published on 16th November 2016 sought to plan for the development of the main settlements and their respective environs, as one integrated unit. The Draft Plan therefore included proposals for some changes to the policies and objectives of the Cobh Town Plans. The Department of Housing, Planning, Community and Local Government made a submission to the Council during the public consultation stage and advised against this approach. Therefore, it is now proposed to proceed on the basis that the Cobh Municipal District Local Area Plan will deal only with the environs of Cobh town, i.e., the area between the boundary of the administrative area of the former Town Council and the Development Boundary of the Town as delineated in maps included in this LAP. For clarity, the text of the plans will be revised to omit text, policy / objectives on issues covered by the Town Development Plan and the zoning map for Cobh will 'grey out' the area to which the respective Town Development Plan applies.

**2.2.3.** For Cobh, the current Cobh Town Development Plan will remain in force until the review of the Cork County Development Plan adopted in 2014 is completed in 2020. The current Cobh Town Development Plan is the reference point for guidance in relation to issues of proper planning and sustainable development for land located within the administrative area of the former Town Council.

#### **Chief Executive's Recommendation:**

**Amend Section 3.3 of the Plan dealing with Cobh Town so that issues covered by the Cobh Town Plan 2013, are omitted from the Draft Local Area Plan. The Local Area Plan will now only deal with 'Environs' of the town. Amend the zoning map for Cobh Town and 'grey out' the area to which the Cobh Town Development Plan, as varied applies.**

**See the proposed Amendments in Appendix B1**

#### **Flood Zone Mapping for Coastal settlements**

**2.2.4.** 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 Cobh and Haulbowline. See the amendments for these settlements in Appendix B.

#### **Active Land Management and Strategic Land Reserve**

##### *Active Land Management*

**2.2.5.** 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.

**2.2.6.** 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:**

**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. Appendix B2**

*Strategic Land Reserve*

**2.2.7.** 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".

**2.2.8.** 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:**

**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).**

**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 at this stage. 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. 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).
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;

**Issue 1: Statutory Plan Hierarchy and Timelines**

**2.3.4.** In order to ensure clarity in relation to the statutory hierarchy of plans and the relationship between the existing statutory town development plans and the wider municipal district local area plans which incorporate but cannot overwrite the written statements and maps associated with the town development plans, the written statement needs to illustrate that the nine Town Plans are still current and the area of the MD LAP's extends out from the zoning objectives of the town plans to include the urban environs and rural settlements within the MDs.

**2.3.5.** In this context the Department requests that Plans be amended to

1. Illustrate the hierarchy of plans within Cork County and timelines of such within each local area plan;

2. Ensure consistency of zonings between the existing statutory Town Development Plans and draft MD LAP's. For ease of reference, the zonings and objectives contained within the existing Town Development Plans are shown within the relevant local area plans. To comply with the statutory requirements, no modification should occur to the existing zonings and objectives of the Town Development Plans as incorporated into the MD LAP zoning objective maps.
3. Overlay the boundaries of the nine town plans within each of the corresponding local area plan zoning maps. Reference should be made within the written statement that the zonings and objectives of the Town Development Plans are current.

**Chief Executives Opinion:**

**2.3.6.** With regard to the former nine Town Council Towns of Clonakilty, Cobh, Fermoy, Kinsale, Macroom, Mallow, Midleton, Skibbereen and Youghal, it is proposed to proceed on the basis that the MD LAPS will deal only with the environs of these towns, ie the area between the boundary of the administrative area of the former Town Council and the Development Boundary of the Town as delineated in maps included in this LAP. For clarity, the text of the plans will be revised to omit text, policy / objectives on issues covered by the Town Development Plan and the LAP Maps will 'grey out' the area to which the Town Development Plan applies

**2.3.7.** The current Town Council Development Plans for the towns of Clonakilty, Cobh, Fermoy, Kinsale, Macroom, Mallow, Midleton, Skibbereen and Youghal will remain in force until the review of the Cork County Development Plan, 2014 is completed in 2020 and these Town Development Plans are the reference point for guidance in relation to issues of proper planning and sustainable development for land located within the administrative area of the former Town Council.

**2.3.8.** The Municipal District Local Area Plans currently being prepared will provide for the proper planning and sustainable development of each of its towns / environs of the former town Council towns, villages and settlements within the District in accordance with the planning policy framework set out in the County Development Plan 2014.

**Chief Executive's Recommendation: Proposed Amendments;**

**See Amendment ref no. CB 01.01.01**

**See Amendment ref no. CB 01.01.02**

**See Amendment ref no. CB 01.01.03**

**See Amendment ref no. Appendix B1**

**Issue 2: Metropolitan Cork Strategic Land Reserves.**

**2.3.9.** 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:**

Refer to Section 2 above.

**Chief Executive's Recommendation:**

**See Amendment ref no. Appendix B2**

**Issue 3: Alignment of Cork County Development Plan Core Strategy and Quantum of LAP Zonings**

**2.3.10.** 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.

**2.3.11.** 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.

**2.3.12.** Municipal Districts and towns that require further examination and clarification by the Council include: Draft Bandon-Kinsale MD LAP; Draft Blarney-Macroom MD LAP; Draft Cobh MD LAP; Draft Kanturk-Mallow MD LAP; West Cork MD LAP.

**2.3.13.** 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.

**2.3.14.** 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.

**2.3.15.** 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:**

**2.3.16.** 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.

**2.3.17.** 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.

**2.3.18.** c) The amount of zoned land and its yield contributed by the Town Council Development Plans will be included in a revised Table 2.2 and Table 3.1 as appropriate.

**2.3.19.** 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 Appendix B2 of this report.

**Chief Executive's Recommendation:**

**a) See Amendment ref no. CB 02.01.01**

**b) See Amendment ref no. CB 01.01.04**

**c) See Amendment ref no. CB 02.01.01**

**Issue 4: Cork Gateway Large scale retail warehousing (6,000+)**

**2.3.20.** The written statement Cork Metropolitan Area Municipal Districts refers to the scope for the siting of Large Scale Retail Warehousing (above 6,000m<sup>2</sup>) 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.

**2.3.21.** 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.

**Chief Executive's Opinion:**

**2.3.22.** 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. CB 02.01.03**

**Issue 5: Water Services Infrastructure**

**2.3.23.** 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'.

**2.3.24.** 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.

**2.3.25.** 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:**

**2.3.26.** 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:**

**See Amendment ref no. CB 02.01.02**

**Issue 6: Economic Zonings**

**2.3.27.** 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.

**2.3.28.** 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.

**2.3.29.** In relation to the Cobh MD, the Council is asked to demonstrate the requirement for the zoning of CT-I-03, site comprising 56ha of land which is zoned for Industry, as well as CT-B-01, both located in Carrigtwohill. The Department requests that a justification be given for these zonings.

**Chief Executive's Opinion:**

**2.3.30.** 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.

**2.3.31.** CT-I-03 (56ha) and CT-B-01 (19ha) are zoned for future industrial and business uses, located at the north western edge of Carrigtwohill.

**2.3.32.** Carrigtwohill has experienced the most growth in percentage terms of any of the towns in the county in recent years and has a young age profile population – almost half of the town population is between 25 and 44 and only 16% are over 45 yrs. In addition, further population growth is planned for Carrigtwohill and allowance is made for this further growth via significant residential zoning within Carrigtwohill's Urban Expansion Area.

**2.3.33.** As a settlement that is well served by an existing commuter rail service and with a significantly growing local population, Carrigtwohill is well placed to accommodate employment growth that can be accessed sustainably (by rail or locally). In this regard, Carrigtwohill is recognized within the CDP and the Draft LAP as a Strategic Employment Area and has established itself as an important location for high technology manufacturing.

**2.3.34.** In the wider context, Metropolitan Cork is recognized regionally and nationally as the key economic driver of the Southwest region. In this regard, the co-location of residential and employment use lands as part of a settlement that had benefitted from state investment in a commuter rail service is considered appropriate to support Metropolitan Cork's important role.

**Chief Executive's Recommendation:**

**See Amendment ref no. CB 02.01.06**

**Issue 7: Strategic Flood Risk Assessment**

**2.3.35.** 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).

**2.3.36.** 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.

**2.3.37.** Within the Cobh MD, the submission requests specific proposals to ensure that national policy on flood risk assessment is being upheld in relation proposed zonings CT-R-01 and CT-R-04 in Carrigtwohill, where the zonings appear incompatible with the guidelines due to their location within flood zone A and B.

**Chief Executive's Opinion:**

**2.3.38.** 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.

**2.3.39.** 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 it 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.

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

**2.3.41.** With specific regard to the proposed zonings CT-R-01 and CT-R-04 in Carrigtwohill, these zonings are only marginally impacted upon by flooding and, in accordance with the above justification, are proposed to be retained.

**Chief Executive's Recommendation:**

**No amendment recommended.**

**Southern Regional Assembly**

**2.3.42.** 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 demonstration of  
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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.

**2.3.43.** Regarding 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).

**2.3.44.** Regarding Section 5 Description of Alternative Plan Scenarios in the Strategic Environmental Assessment, the SRA note alternative scenarios are described for West Cork MD.

**Chief Executive's Opinion:**

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

**2.3.46.** See Appendix B2 which sets out the Council's strategy with regard to Strategic Land Reserve and Active Land Management.

**2.3.47.** The appropriate Alternative Plan Scenarios will be included in the updated in the Strategic Environmental Assessment.

**Chief Executive's Recommendation:**

**See Amendment no. Appendix B2**

**See Amendment ref no. CB 02.01.01**

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

**2.3.48.** 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.

**2.3.49.** 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.

**2.3.50.** 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).

**2.3.51.** 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:**

**2.3.52.** 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. CB 02.01.02**

**Department of Education and Skills**

**2.3.53.** 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.

**2.3.54.** 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.

**2.3.55.** Within the Cobh Municipal District the Department has outlined the requirement for future educational facilities in the main towns in the Cobh Municipal District.

**Chief Executive's Opinion:**

**2.3.56.** Provision has been already been made for these requirements in the draft plans.

**Chief Executive's Recommendation:**

**No Amendment proposed.**

**Cork City Council**

**2.3.57.** 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.

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

**2.3.59.** 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.

**2.3.60.** 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

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

**2.3.62.** 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:**

**2.3.63.** 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 .

**2.3.64.** See Appendix B2 which sets out the Council's strategy with regard to Strategic Land Reserve and Active Land Management.

**2.3.65.** City Gateway initiative references visual and environmental importance of entry to urban Cork. See Appendix B which clarifies function of City Gateways.

**Chief Executive's Recommendation:**

**See Amendment no. Appendix B2**

**See Amendment ref no. CB 01.01.06**

**Environmental Protection Agency**

**2.3.66.** 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 .

**2.3.67.** Submissions 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.

**2.3.68.** 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:**

**2.3.69.** 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.

**2.3.70.** 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.

**2.3.71.** 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. .

**2.3.72.** 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.

**2.3.73.** 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.

**2.3.74.** 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.

**2.3.75.** 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:**

**Proposed Amendment: Insert additional Objectives into LAS-01 to address issues relating to water services infrastructure, surface water, architectural, archaeological and ecological issues. See Amendment no. CB 02.01.02**

**See Amendment no. CB 03.01.07**

**Irish Water**

**2.3.76.** 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.

**2.3.77.** 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.

**2.3.78.** 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.

**2.3.79.** 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.

**2.3.80.** 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, Midleton, 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.

**2.3.81.** 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.**

**2.3.82.** 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.

**2.3.83.** 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:**

**No Amendment proposed.**

**National Transport Authority (NTA)**

**2.3.84.** 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.

**2.3.85.** 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.

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

**2.3.87.** 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.

**2.3.88.** 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.

**2.3.89.** 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.

**2.3.90.** 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.

**2.3.91.** 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.

**2.3.92.** 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:**

**2.3.93.** 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.

**2.3.94.** 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.

**2.3.95.** See Appendix B2 which sets out the Council's strategy with regard to Strategic Land Reserve and Active Land Management.

**Chief Executive's Recommendation:**

**See Amendment no. Appendix B2**

**See Amendment ref no. CB 01.01.05**

**Office of Public Works (OPW)**

**2.3.96.** 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 defenses 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 Ballincroig.

**2.3.97.** 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 Skibbereen 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.

**Chief Executive's Opinion:**

**2.3.98.** 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.

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

**2.3.100.** 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.

**2.3.101.** See Appendix B2 which sets out the Council's strategy with regard to Strategic Land Reserve and Active Land Management.

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

**Chief Executive's Recommendation:**

See Amendment no. CB 01.01.10

See Amendment no. CB 02.01.02

See Amendment no. Appendix B2

See Amendment ref no. CB 03.04.05

### **Transport Infrastructure Ireland**

**2.3.103.** 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.

**2.3.104.** The submission also makes a number of specific comments in relation to each Municipal District. The following relate to Cobh MD LAP:

**2.3.105.** Regarding Cork North Environs, it is stated by the TII that there is a need to achieve a marked reduction in overall travel demand and commuting distances travelled by private car, and, that all options in catering for trip demand should be addressed in local area plans. It is further noted that while the N40 Cork Northern Ring Road project is currently suspended, a junction strategy has been agreed.

**2.3.106.** Regarding Glanmire, the TII supports the phased development of residential zoned lands within Glanmire, highlighting the need to have clarity on infrastructure provision and funding.

**2.3.107.** Regarding Carrigtwohill, the TII notes that the N25 carrigtwohill – Midleton project is currently suspended. Furthermore, it is stated that the TII will not fund works to facilitate local development. The issue of ensuring appropriate set-back on future development lands adjacent to National Roads is further noted.

**2.3.108.** Regarding Little Island, the TII highlights that the M8 / N25 / N40 Dunkettle Interchange Upgrade scheme has advanced to land purchase stage. Additional mapping is requested. In addition, TII requests to be consulted during the land use and transportation study to be undertaken for Little Island.

### **Chief Executive's Opinion:**

**2.3.109.** 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.

**2.3.110.** In relation to location specific issue within the Municipal District, the follow is relevant:

Cork North Environs;

**2.3.111.** A number of strategic Urban Expansion Areas are identified in the draft LAPs. The scale and location of these areas, including the Ballyvolane UEA, allow for opportunities and efficiencies to be achieved with regard to modal shift away from private car use and to public transport / walking / cycling. This is achieved via strategic investment – in collaboration with all key stakeholders - in movement corridors and services between residential and employment locations, as well as via the implementation of mixed use residential / employment developments. The scale and locations of the

UEAs allow for this to be achieved, via co-ordinated strategies and actions with key transport agencies and Cork City Council. Specific implementation details for UEAs are set out in the draft plans.

Glanmire;

**2.3.112.** The Council has commenced the review of its existing development contribution scheme. It is the Council's ambition to strive to maximize the use of existing transport assets and to maximize public transport / walking / cycling. Specific implementation details for UEAs, including transport specific infrastructure, are set out in the draft plans.

Carrigtwohill;

**2.3.113.** It is noted in the DoECLG Spatial Planning and National Roads Guidelines 2012 that '*national roads can potentially produce significant adverse effects that extend beyond the roads concerned, such as:*

- *traffic noise and vibration;*
- *vehicle generated emissions, including greenhouse gas emissions;*
- *lighting/glare;*
- *dust and non-point source pollution e.g. storm water run-off, spray-drift and litter; and*
- *visual impact.*

*Planning authorities should engage with applicants and their agents to address, as an integral element of their development proposals, potential negative impacts arising from existing or planned national roads. This could include mitigating impacts through appropriate design of buildings, landscaping features and site layout as part of the development proposal.'*

**2.3.114.** Cork County Council, via its development management practices will continue to have regard to these guidelines in directing development within its operational area.

Little Island;

**2.3.115.** The proposed M8 / N25 / N40 Dunkettle Interchange Upgrade scheme has been indicated in the Little Island and Glanmire local area plans and is also shown on the Councils map browser.

**2.3.116.** The Council is currently preparing a study brief for the land use and transportation study to be undertaken for Little Island, and, consultation with all key stakeholders will be an important element of the project.

**Chief Executive's Recommendation:**

**See Amendment no. CB 01.01.06**

**See Amendment no. CB 02.01.03**

**See Amendment no. Appendix B2**

**Health and Safety Authority (HSA)**

**2.3.117.** This submission requests the SEVESO sites across the county be identified on the settlement maps as appropriate. Submissions also advise on most recent legislation on the Seveso Directive.

**Chief Executive's Opinion:**

**2.3.118.** 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:**

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





## 2.1 Settlement Specific Issues

The following paragraphs list the issues raised in the submissions in relation to settlements:

### 2.2 MAIN SETTLEMENTS:

#### Cobh:

A total of 37 submissions were received for Cobh town, of which 8 related to the Town Council area and 7 related to the Ballynoe Urban Expansion Area. The main issues arising out of the submissions are:-

#### **Town Council Area**

With regard to the former Town Council of Cobh, it is proposed by the Department of Housing, Planning, Community and Local Government to proceed on the basis that the MD LAPS will deal only with the environs of these towns, i.e. the area between the boundary of the administrative area of the former Town Council and the Development Boundary of the Town as delineated in maps included in this LAP.

The current Town Council Development Plans for the town of Cobh will remain in force until the review of the Cork County Development Plan, 2014 is completed in 2020 and these town development plans are the reference point for guidance in relation to issues of proper planning and sustainable development for land located within the administrative area of the former Town Council.

#### **Chief Executive's Recommendation:**

**See Amendment ref no. CB 01.01.01**

**See Amendment ref no. CB 01.01.02**

**See Amendment ref no. CB 01.01.03**

**See Amendment ref no. Appendix B1**

#### **Ballynoe Urban Expansion Area**

The submissions received were requesting changes to the alignment of the road proposals and clarity of the provision of adequate pedestrian and cycleways on Tay Road upgrade and Ticknock Road. In addition, several requests were made for changes to zoning of business and open space to residential development. One submission raised the prematurity of the Ballynoe Urban Expansion Area.

#### **Chief Executive's Recommendation:**

**See Amendment ref no. CB 01.01.01**

**See Amendment ref no. CB 01.01.02**

**See Amendment ref no. CB 01.01.03**

**See Amendment ref no. Appendix B1**

#### **Other issues**

A number of other issues have arisen out of submissions; namely:-

- Issues that are outside of the scope of the Local Area Plan but relate to the County Development Plan
- County wide issues such as Cork Harbour
- Issues relating to improvements to the parking, urban design, public transport, tourism,

playgrounds, open space, building heritage, and other matters relating to improvement to the Cobh town area, which is located in the Town Development Plan.

**Chief Executive's Recommendation:**

**No amendments recommended.**

**Glanmire:**

A total of 17 submissions were received for Glanmire town, of which 6 related to the Ballinglanna – Dunkettle Urban Expansion Area. The main issues are as follows:-

**Ballinglanna – Dunkettle Urban Expansion Area**

The main issues identified in the urban expansion area were that of phasing and the timing of development in relation to the construction of the Dunkettle Interchange. There was also a request for more attention to the delivery of open space, recreation and community facilities in the area.

**Chief Executive's Recommendation:**

**See Amendment no. Appendix B1**

**Community Centre**

There was a request for an alternative site to be identified for the community facilities in Glanmire because the existing facilities are deemed inadequate and the proposed site identified is partially prone to flood risk. There is no need for an amendment because there is enough flexibility in the land holding to construct a community centre around the flood risk zones.

**Chief Executive's Recommendation:**

**No amendments recommended.**

**Zoning of land**

There were a number of request for zoning of land for residential development around Glanmire. Many of the requests were located in the Metropolitan Greenbelt. In most cases these requests were rejected because it is considered that there is sufficient zoned land in Glanmire and within the Cobh MD.

**Chief Executive's Recommendation:**

**No amendments recommended.**

**Flood Risk**

The former John Barleycorn site has been identified as a Regeneration site (GM-RA-01) as well as a Town Centre zone (GM-T-02). The two do not share the same boundary and it is suggested that the town centre boundary should be consistent with the Regeneration boundary and incorporate the flood risk zone. A change to the mapping is not supported because the regeneration area can cover the need for public realm improvements along the flood risk area of the Glashaboy River but the retail zoning cannot extend into the flood risk area.

**Chief Executive's Recommendation:**

**No amendments recommended.**

**North Environs:**

A total of 27 submissions were received for Northern Environs, of which 13 related to the Ballyvolane Urban Expansion Area. The main issues are as follows:-

**Ballyvolane Urban Expansion Area**

- Concern was expressed by submissions over the inflexibility of the proposed phasing programme in the draft LAP. No amendment is recommended because the detail of water services and transportation assessment have not been completed. Once this information is available, a more flexible phasing programme will be introduced based on the implementation of key infrastructure.
- Some submissions requested exclusion from the urban expansion area as they felt they could be implemented independently. This exclusion is not supported and no amendment is recommended.
- Some submissions requested extensions to the boundary of the urban expansion area into the Metropolitan Green belt. It is concluded that extension to the boundary at this stage would be premature prior to any implementation of residential development. No amendment is recommended.
- A request for the relocation of the business zoning on NE-B-01 away from the site in favour of residential is not supported because the largely residential neighbourhood of Ballyvolane needs some employment land and this site is centrally located on the junction of the Ballyhooley Road and the Kilbarry Road on relatively flat land. No amendment is recommended.
- Changes to configuration of the layout on certain parts of the site (NE-R-04 and NE-O-05) are acceptable and an amendment is recommended.
- Requests for changes to the layout and density on some of the zones (NE-R-11) is supported and amendments are recommended.
- There are mapping changes for the removal of existing buildings on the eastern portion of NE-05.

**Chief Executive's Recommendation:**

**See Amendment no. Appendix B1**

**Zoning of land**

A number of submissions requested the zoning of land for additional residential development. Generally, the northern environs have sufficient land for residential development and most of the submissions were based on high ground that is visually prominent. No amendment is recommended.

**Chief Executive's Recommendation:**

**No amendments recommended.**

**Extension to APPLE Employment Area**

This submission is to continue with the extension by encroaching into NE-O-01 (Open Space) north of the newly constructed ring road. Apple is a major employer in Cork and has had several extensions to their premises and a further extension is supported to allow for expansion of the existing campus.

**Chief Executive's Recommendation:**

**See Amendment no. CB03.04.01**

**See Amendment no. CB03.04.02**

**See Amendment no. CB03.04.03**

**Monard:**

A total of 3 submissions were received for Monard raising issues about the matters that were discussed in the SDZ. As the SDZ has been approved by the Board Pleanala, there is no need for any amendment to the Local Area Plan.

**Chief Executive's Recommendation:**

**No amendments recommended.**

**Carrigtwohill:**

A total of 23 submissions were received for Carrigtwohill town, of which 7 related to the Carrigtwohill North Urban Expansion Area. The main issues are as follows:-

**Carrigtwohill North Urban Expansion Area**

- Request for modification of land to existing built up area (CT-R-18 and CT-O-02), to be accommodated.
- Change to density medium A to B on CT-R-14 and 15, to be accommodated.
- Request a change to zoning of CT-O-06 into residential land with a requirement for a full Stage 3 Flood Risk Assessment to be carried out on the land affected by flooding. This change is not supported as there is sufficient residential zoned land in this area and the subject site is at risk of flooding.

**Chief Executive's Recommendation:**

**See Amendment no. Appendix B1**

**Flood Risk**

The portion of land affected by flood risk in the north east of the Carrigtwohill North site was not shown in the draft LAP in error. The correct flood risk areas (Flood Zone A and B will now be shown on the mapping change that will become an amendment. There was a request to acknowledge the existing residential buildings with the proposed open space (CT-O-07). This is supported and a change will be recommended.

**Chief Executive's Recommendation:**

**See Amendment no. CB03.05.05**

**Zoning of land**

There were submissions for zoning of additional land for business, light industrial and residential which were not supported and there is no change recommended.

There were objections and clarifications to the proposed zoning of land to residential (CT-R-20). It is considered necessary to zone the land for residential purposes and many of the issues raised by submissions can be dealt with at the planning application stage.

**Chief Executive's Recommendation:**

**No amendments recommended.**

**Transportation Issues**

There were requests for additional information provided about the upgrading to the N25 and junctions onto the N25 in addition to the construction of local roads in CT-R-01. The improvements to the N25 and its junctions are a matter of Transport Infrastructure Ireland (TII) and there is no change recommended. The local road improvements are part of the suite of road and junction improvements identified as a result of the Transport Assessment for the development of Carrigtwohill North Urban Expansion Area.

**Chief Executive's Recommendation:** No amendments

**Existing Open Space and Recreation**

There was a request for the retention of the existing Carrigtwohill United football fields (pitches and clubhouse) within the proposed residential zoning (CT-R-20) and provision for its expansion. It is the

intention that the specific objective be modified to include provision for the retention or relocation of the existing facilities.

**Chief Executive's Recommendation:**

**See Amendment no. Appendix B1** - to include retention or relocation of the Carrigtwohill United Football (pitches and clubhouse)

**Outlet Centre**

Paragraph 3.6.24 will be amended to include reference of Carrigtwohill's strengths in terms of multi-modal accessibility and emerging role as a retail destination within Metropolitan Cork. An amendment to Section 2 about the provision of Outlet Centres in Metropolitan Cork will be included as a result of this submission.

**Chief Executive's Recommendation:**

**See Amendment no. CB 03.05.14**

**Little Island:**

A total of 66 submissions were received for Little Island. The main issues arising are:-

**Mixed Use Development (Harbour Point) and Traffic and Transportation**

Over half of the submissions referred to the proposal to provide a mixed use development including residential on LI-X-01 site. Many of the submissions requested additional numbers (400) residential units coupled with the provision of community (schools), recreation and employment uses. Some of the submissions were against the use of the land for development and wanted its use to be additional open space and community facilities. In addition, a number of submissions have raised the issue of traffic congestion in Little Island and suggest the solution is a third junction on the N25 on the eastern part of the island. This proposal is consistent with the request to rezone much of the industrial land in the north eastern corner of Little Island for a mixed use development comprising office, warehousing and residential in addition to open space.

Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion. Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the island in order to identify specific interventions that will alleviate traffic, create high quality permeable routes through the island, provide for modal choice and assess accessibility onto the national road network.

The Council, through its Development Management function, will continue to seek to ensure that permissions for new development within Little Island maintain the protection of amenities within the island. The council will also continue to seek to enhance amenities within the island where possible.

**Chief Executive's Recommendation:**

**See Amendment no. CB 03.06.01**

**See Amendment no. CB 03.06.06**

**Pedestrian Walkways**

Requests have been made for additional and improved pedestrian walkways around the coastal edge of Little Island. There are concerns that these walkways may create impacts on the nearby Natura sites in the Harbour and estuaries.

**Chief Executive's Recommendation:**

**No amendments recommended.**

**Impact on Natura Sites**

A submission has highlighted that the open space reservation on the eastern banks of Little Island (LI-O-01) contains lands for bird roosting and potential for wetland habitat restoration. In addition, the submission notes that LI-I-01 and 2 are frequently used waterbird species and that any development on these Greenfield sites should be subject to Natura Impact Assessment screening. It is recommended that there be an amendment to the wording of the objectives of these strategic sites.

**Chief Executive's Recommendation:**

**See Amendment no. CB03.06.03**

**See Amendment no. CB03.06.04**

**See Amendment no. CB03.06.05**

**2.3 KEY VILLAGES:**

**Glounthaune:**

A total of 8 submissions were received for Glounthaune. The main issues are as follows:-

**New Zoning**

Several submissions raised the issue of additional land for zoning for residential development and have identified lands suitable. It is considered that there is sufficient land available within Glounthaune for the intended growth over the plan period.

**Chief Executive's Recommendation:**

**No amendments recommended.**

**Traffic and Transport**

It has been said that access to the railway station and parking provision at the station is inadequate and improvements are needed. In addition, it has been suggested that the proposed road access (U-01) needs realignment and traffic calming measures need to be introduced. These matters are notes and no changes are recommended.

**Chief Executive's Recommendation:**

**No amendments recommended.**

**2.4 VILLAGE AND VILLAGE NUCLEI:**

**Kerry Pike, Knockraha and Whitechurch**

Request for additional land for residential development and changes to the scale of development is not supported.

**Chief Executive's Recommendation:**

**No amendments recommended.**

**Marino Point**

Requests have been made to monitor the impact (noise, visual, and traffic) of proposed industrial and marine related development on the surrounding settlements of Passage West and Cobh.

**Chief Executive's Recommendation:**

**See Amendment no. CB05.01.05**

**2.5 Issues raised in relation to the Environment Report**

Regarding Section 5 Description of Alternative Plan Scenarios in the Strategic Environmental Assessment, the SRA note alternative scenarios are described for West Cork MD.

The appropriate Alternative Plan Scenarios will be included in the updated in the Strategic Environmental Assessment.

A number of amendments are proposed to give effect to the recommendation of the appropriate assessment of the Plan. The amendments are detailed in Appendix B.

**2.6 Habitats Directive Screening Report**

A number of amendments are proposed to give effect to the recommendation of the appropriate assessment of the Plan. The amendments are included in Appendix B and Appendix D Maps.

## Appendix A List of Submissions

Settlement	Sub. No.	Interested Party	Summary of Submission	Chief Executive's Opinion
<b>Countywide</b>				
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.  <b>No Amendment Proposed</b>
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.	This matter is appropriately addressed within the future review of the current County Development Plan.  <b>No Amendment Proposed</b>
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-level viability assessment of	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 providing for Active Land



			<p>lands, which considers their;</p> <ul style="list-style-type: none"> <li>- Buildability</li> <li>- Infrastructure Cost / Value Ratio</li> <li>- Marketability</li> </ul> <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 initiative is developed further.</p>	<p>Management as set out in Section XXXXX the Draft Plan.</p> <p><b>See Amendment no. Appendix B2</b></p>
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			<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. SLR</p> <p>The indicated net residential yields along public transport corridors does not represent an efficient use of land. 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. 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 are inadequate.</p> <p>Ballincollig</p> <p>The City Council supports the</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><b>See Amendment no. Appendix B2</b></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><b>See Amendment no. CB 01.01.06</b></p>

			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.	
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, Middleton 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><b>No Amendment Proposed</b></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 issues, and devolved targets, from the National Mitigation Plan to meet our Climate</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><b>No Amendment Proposed</b></p>

			<p>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. Assets such as rivers and coast portrayed negatively e.g. as a flood problem.</p>	
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			<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 doesnt 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/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.</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 specific to each district can be included as recommended by Councils Heritage Unit.</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><b>See Amendment no. CB 02.01.02</b></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>Continue to work closely with the Council in relation to the</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</p>

			<p>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>will be addressed under the individual settlement heading as appropriate.</p> <p>See Section 2.2</p> <p><b>No Amendment Proposed.</b></p>
Countywide	DLAP16-16-11876775	Minister for Housing, Planning, Community and Local Government	See Section 2.2	<b>See Section 2.2</b>
Countywide	DLAP16-16-11591435	Environmental Protection	Submission makes the following comments:	1. This issue is already addressed by the objectives

		<p>Agency</p>	<ol style="list-style-type: none"> <li>1. Development should be linked to the ability to provide water services infrastructure in advance of permission being granted.</li> <li>2. Plans should include a reference to the National Planning Framework and the Regional Spatial and Economic Strategy.</li> <li>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.</li> <li>4. Need for priority secondary WWT in key settlements should be addressed as a priority.</li> <li>5. Commitment to implementing the National Broadband Plan and preparing a Climate Change Adaptation Strategy should be included in each plan.</li> <li>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.</li> <li>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.</li> <li>8. Changes recommended to some of the EPOs and clarification is required on how the alternatives have been assessed.</li> <li>9. Clarification is required on what mitigation measures are proposed to address identified environmental sensitivities and on proposed monitoring programmes.</li> <li>10. Ballincollig Carrigaline Plan MD - submission notes that</li> </ol>	<p>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.</p> <ol style="list-style-type: none"> <li>2. Noted. This will be included.</li> <li>3. Noted. These issues 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 is proposed by way of amendment – See Appendix B. Further clarification will be given in the SEA Addendum Report / SEA Statement where feasible. Prioritisation of the delivery of secondary waste water treatment facilities is a matter for Irish Water</li> <li>4. Prioritisation of the delivery of secondary waste water treatment facilities is a matter for Irish Water.</li> <li>5. Noted. Plans will be amended to include a reference to the National Planning Framework and the Regional Spatial and Economic Strategy and to include a commitment to the issue of Climate Change Adaptation.</li> <li>6. 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</li> </ol>
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			<p>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>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.</p> <p>7. This is not possible within the current time frame.</p> <p>8 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.</p> <p>9 Mitigation measures are built into the objectives of the plan such as objectives re the water services are mentioned at item 1 above. Monitoring will be addressed further in the Environmental Statement.</p> <p>10. 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>See Section 2.3.</p> <p><b>See Amendment no. CB 02.01.02</b></p>
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				<b>See Amendment no. CB 03.01.07</b>
Countywide	DLAP16-16-10945664	Eoin Gleeson	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.	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.  <b>No Amendment Proposed</b>
Countywide	DLAP16-16-11881850  DLAP16-16-9891830	Gas Networks Ireland	Natural gas has a key role is supporting economic development in Ireland and to transition to a more sustainable low carbon economy.  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	Note the continued importance of a robust gas network and reliable supply to the economic well being of the County.  <b>No Amendment Proposed</b>

			<p>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 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	Submission advises that the Seveso II Directive 96/82/EC (as referenced in the documents provided) has been replaced by	Noted.  Reference and identify all Seveso sites – These are non

			<p>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>material amendments, no requirement to include in CE report.</p> <p><b>No Amendment Proposed</b></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>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</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 infrastructure is 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><b>No Amendment Proposed</b></p>

			<p>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>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</p>	
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			in the next investment cycle.	
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><b>No Amendment Proposed</b></p>
Countywide	DLAP16-16-11769006	k dawson	Planners are not listening to local concerns.	<p>Noted. The submissions received during the public consultation were considered carefully and have lead to a number of Proposed Amendments.</p> <p><b>No Amendment Proposed.</b></p>
Countywide	DLAP16-16-11878917	Meitheal Mara Teoranta	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 tourism.	<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 Leisure Infrastructure Strategy for Western Division 2007.</p> <p><b>No Amendment Proposed</b></p>
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>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</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"> <li>- To improve access facilities, i.e. piers, slips, etc.</li> <li>- To make all the piers in the Harbour more user friendly</li> <li>- To provide support for recreational water-based events, like Ocean to City</li> </ul> <p>Inclusion of an objective to;</p> <ul style="list-style-type: none"> <li>- 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.</li> </ul> <p>The Lee Estuary and Cork Harbour should be correctly defined as a waterway as opposed to a watercourse, because of the level of interventions for navigation.</p>	<p>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><b>No Amendment Proposed</b></p>
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;</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>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 &amp; 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 services 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 UEAs.</p> <p>Strategic Land Reserve</p>	<p>See Section 2 which sets out the Council's strategy with regard to Strategic Land Reserve and Active Land Management.</p> <p><b>See Amendment no. Appendix B2</b></p> <p><b>See Amendment no. CB 01.01.05</b></p>
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			<p>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, Carrigtuoil areas and others: Ensure their Scale and location not undermine CASP, not excessively add to current patten 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 investment requirements.</p>	
Countywide	DLAP16-16-11866198	Office of Public Works	<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>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><b>See Amendment no. CB 01.01.10</b></p> <p>See Section 2 which sets out the Council's strategy with regard to Strategic Land</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 Claycastle area. 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</p>	<p>Reserve and Active Land Management.</p> <p><b>See Amendment no. Appendix B2</b></p> <p><b>See Amendment no. CB 02.01.02</b></p> <p><b>See Amendment ref no. CB 03.04.05</b></p> <p>For response to other location specific proposals, please see the CEO's report for that Plan.</p> <p><b>Mapping Change</b></p>
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			<p>areas. 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: SLR 8 ( Kilbarty / Carhoo/ Kilcully) development could adversely impact on the standard of defence being provided in the River Bride (Blackpool). 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. 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. SLR 6 Could increase flood risk along the Galsheen and Twopot rivers. MUEA4 and SLR7 - Curragheen River Catchment / part of the lands are at risk of flooding. SLR12 Oldcourt Impact on flood risk associated with downstream watercourses. MUEA3 and SLR11. Issues associated with Turloughs, Swallows holes and recent flood events to be considered. Midleton : Further consideration of issues needed. Flooding issues at Water rock, swallow hole at Water Rock. 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. Skibbereen - Flood alleviation scheme under construction. Zonings SK-R-04 to SKR-09</p>	
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			<p>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. 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 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</p>	
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			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 Ballincrokig) 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.	
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 identified as being the most advantageous for development should be zoned on an equal footing to other zoned lands within the LAPs.</p> <p>In identification of the most advantageous sites within the SLRs, the following criteria should be included in the assessment;</p> <ul style="list-style-type: none"> <li>- Market demand;</li> <li>- Topography</li> <li>- Prospect of development commencing</li> </ul> <p>Lands within SLRs 6, 7 and 8 have good potential to deliver housing output in the near term. Sufficient lands to facilitate large scale housing development in the near future should be zoned within these areas.</p>	<p>See Section 2 which sets out the Council's strategy with regard to Strategic Land Reserve and Active Land Management.</p> <p><b>See Amendment no. Appendix B2</b></p>
Countywide	DLAP16-16-11867531 DLAP16-16-11880909	South and East Cork Area Development Partnership CLG	<p>Key issues raised include the following: Social and Community Infrastructure: 1. Principles of sustainability,</p>	<p>1. It is a requirement of the Planning and Development Acts that Local Area Plans must be consistent with the</p>

			<p>social inclusion, quality of design and adapting to climate change underpinning the CDP should be carried through to the LAPs.</p> <p>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.</p> <p>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> <p>Rural Enterprise:</p> <p>4. Rural enterprise is needed in towns and villages to develop sustainable communities and allow people to work close to where they live.</p> <p>5. Broadband is essential for all 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</p>	<p>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.</p> <p>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.</p> <p>3. As above.</p> <p>4. See chapter 6 of the County Development Plan for details of the overall strategy for the economic development of the county.</p> <p>5. Noted.</p> <p>6. A broad range and choice of sites have been zoned for business development across the settlement 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><b>No Amendment Proposed</b></p>
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			<p>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 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</p>	
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			<p>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	Submission from the Southern Regional Assembly	<p>Cobh 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 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</p>	<p>The Southern Regional Authority is broadly supportive of the Draft Plan.</p> <p><b>See Section 2.2</b></p> <p><b>See Amendment no. Appendix B2</b></p>



			<p>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;</p> <ul style="list-style-type: none"> <li>- 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.</li> <li>- 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.</li> <li>- It may be appropriate that the</li> </ul>	
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			<p>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> <p>Regarding Section 5 Description of Alternative Plan Scenarios in the Strategic Environmental Assessment, the SRA note alternative scenarios are described for West Cork MD.</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 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"> <li>- Bishopstown Ballicollig (most favoured)</li> <li>- East along rail corridor</li> <li>- Oldcourt, Rochestown (near former railway line greenway)</li> <li>- Douglas - if developed properly could accommodate additional housing and development</li> </ul> <p>Minimum housing density limits should be applied (to SLR lands).</p> <p>The least favoured SLR from a</p>	<p>See Section 2 which sets out the Council's strategy with regard to Strategic Land Reserve and Active Land Management.</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><b>See Amendment no. Appendix B2</b></p>

			<p>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 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 &amp; Ride facilities to be developed in conjunction with the major developments in the</p>	
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			<p>East and West of the City. There is also a need for Park &amp; 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:</p> <ul style="list-style-type: none"> <li>- Higher densities and better standards with allowance for a higher quality than the National Planning Guidelines</li> <li>- 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</li> </ul> <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 &amp; 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</p>	<b>See section 2</b>

			<p>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	<b>See section 2</b>
<b>District Wide</b>				
District Wide	DLAP16-16-12238775	Submission from the Southern Regional Assembly	<p>Cobh 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 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</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><b>See Amendment no. Appendix B2</b></p>

			<p>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;</p> <ul style="list-style-type: none"> <li>- 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.</li> <li>- it may be appropriate that development on any SLR</li> </ul>	
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			<p>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> <p>Regarding Section 5 Description of Alternative Plan Scenarios in the Strategic Environmental Assessment, the SRA note alternative scenarios are described for West Cork MD.</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>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</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 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</p>	<p>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><b>See Amendment no. Appendix B2</b></p>
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			<p>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	DLAP16-16-11791483	Cork Nature Network	<p>This submission notes: Plans are very lengthy and repetitive; Wildlife areas should be encouraged by way of current spaces or creation of new; Assets such as rivers and coast portrayed negatively when they should be seen as a resource; Lacks a holistic approach; Queries how aims will be resourced? Queries how local people can get involved at implementation stage?</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 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><b>No Amendment Proposed</b></p>
District Wide	DLAP16-16-11877210	CHASE	<p>This submission relates to the promotion of sustainable development of the Lower Harbour. The site of the proposed Incinerator should be included in LAP for an appropriate use. Plan for lower harbour should focus on leisure, recreation and education purposes. Develop middle harbour for more recreation. Roads to area should be</p>	<p>Submission is noted. The planning consent application for the proposed incinerator is under consideration by ABP.</p> <p><b>No Amendment Proposed</b></p>

			protected from inappropriate development Consider the development of community composting initiatives.	
<b>Cobh</b>				
Cobh	DLAP16-16-11533716	Margaret Somers	This submission relates to Cuskinny Nature Reserve. Safe pedestrian access is required for locals and tourists. Traffic calming should also be implemented.	Contents of submission are noted but the issues raised are outside of the remit of the Local Area Plan.  <b>No Amendment Proposed</b>
Cobh	DLAP16-16-11535028	Margaret Somers	This submission relates to Carrignafof. Land at Carrignafof identified for residential development contravenes the regeneration and support of the town centre. Area is already heavily congested. More efficient transport options are required.	This submission relates to lands that were zoned residential in the 2011 Cobh Local Area Plan. There are extant residential permissions on those lands.  <b>No Amendment Proposed</b>
Cobh	DLAP16-16-11547731	Anna Aherne	This submission relates to Cuskinny Nature Reserve. The submission notes the importance of the amenity to tourism and locals and requests linkages to the area from the town (paths, trails, cycleways and pedestrian priority).	Contents of submission are noted but the issues raised are outside of the remit of the Local Area Plan.  <b>No Amendment Proposed</b>
Cobh	DLAP16-16-11562952	Anna Aherne	This submission relates to Great Island in general. This submission requests that the Council examines concerns relating to Climate Change and in particular relating to flood risk. Parts of the island are already subject to flooding.	Climate change policies and objectives are covered within the 2014 County Development Plan.  <b>No Amendment Proposed</b>
Cobh	DLAP16-16-11596662	John and Eucharia Mellerick	This submission requests lands be de-zoned from Medium residential development. A map has been submitted identifying the lands in question which forms part of CH-R-12. See also 12328290	The site will be re-zoned as 'existing built up area' in the amendment now proposed.  <b>See Amendment ref no. CB 03.02.04</b>
Cobh	DLAP16-16-11605859	Cobh Hillwalking and Rambling Club	This submission requests: Safer roads for walkers; Safer paths, trails, signposting around the island; Conservation of valuable landscapes.	Landscape policies and objectives are covered within 2014 County Development Plan. Issues raised can inform future work programmes.  <b>No Amendment Proposed</b>
Cobh	DLAP16-16-11714477	Anna Aherne	This submission requests: Safe walking and cycle facilities on the R624; Sustainable transport alternatives to be made available.	Issues raised can inform future work programmes.  <b>No Amendment Proposed</b>
Cobh	DLAP16-16-	Allan Farrell.	This submission requests	Road improvements and

	11765988		pedestrian priority/traffic calming on the Tay Road.	accessibility on Tay Road are being addressed within the Ballynoe Urban Expansion Area.  <b>No Amendment Proposed</b>
Cobh	DLAP16-16-11787002	Marie Fleming	This submission requests improvements to the road serving Glenmore beach.	Contents of submission are noted but the issues raised are outside of the remit of the Local Area Plan.  <b>No Amendment Proposed</b>
Cobh	DLAP16-16-11787093	Elaine Beausang	This submission requests that the proposed incinerator should not be allowed in the harbour.	No designation zoning for same within Cobh MD Draft Local Area Plan.  <b>No Amendment Proposed</b>
Cobh	DLAP16-16-11868601	Ruair de Barra	This submission presents a detailed scheme for a Community Allotment Programme in the general Cobh area.	Contents of submission are noted but the issues raised are outside of the remit of the Local Area Plan.  <b>No Amendment Proposed</b>
Cobh	DLAP16-16-11878779	Ruth Ring	This submission requests traffic calming and improved cycle ways and pedestrian footpaths for Tay Road.	Road improvements and accessibility on Tay Road are being addressed within the Ballynoe Urban Expansion Area.  <b>No Amendment Proposed</b>
Cobh	DLAP16-16-12223795	Shane Hughes	This submission suggests: Infrastructural improvements (road and car park) to provide for new station at Ballynoe; Extension of development boundary and zoned lands to facilitate same.	While the provision of linkages between the Urban Expansion Area at Cobh and rails services would be desirable, development on these lands will break the skyline when viewed from the west at Glenbrook.  <b>No Amendment Proposed</b>
Cobh	DLAP16-16-12236328	Denis Young	This submission requests: Rezoning of proposed zoned lands to remove business zoning from his holding and replaces it with residential only, with provision for a school site.	This submission proposes a reconfiguration of the DLAP zonings on this land holding and these have mainly been accommodated within the amendment now proposed. A proposal to discontinue a business zoning and replace it with a residential zoning is not supported.  <b>See amendment no. CB 03.02.06</b>
Cobh	DLAP16-16-12253407	William K Loftus	Harbour wide submission This submission suggests a broad sweeping plan for the lower harbour including additional residential zoning in Cobh as well as a water based transport system.	Broad sweeping long term plan for harbour. Issues raised can inform future work programmes.  <b>No Amendment Proposed</b>
Cobh	DLAP16-16-12315613	Edgefield Property Dev	This submission relates to the lands which are subject to the Ballynoe Valley urban expansion area. A number of comments are made specifically	The proposed alignment for the new road shown in the DLAP are indicative and are based on the upgrade of the Tay Road providing the core

			<p>in relation to the Utilities objective table on page 69 of the draft plan in relation to the following;</p> <p>i. an omitted road line linking the urban expansion area to the proposed new rail station on the west and the retail/district centre zoning on the east represented by CH-X-01.</p> <p>ii. Having regard to the gradients of the lands, the feasible option to provide a distributor road to cater for pedestrian and cycle movements to serve the area would be through their landholding. A map has been submitted to illustrate this point, this revised route traverses between CH-R-11 and CH-R-12 and through a section of CH-O-08.</p> <p>iii. The submission notes that there is no existing road at U-04 as stated on the plan. it is requested this be route be omitted, and should be altered to reflect the more appropriate road layout recommended in point (ii) above. Suggestions for alternative access arrangements and amendments to open spaces as a result of these changes have been provided in the submission.</p>	<p>distributor road for this development. The proposals in this submission would take through traffic through the centre of the site and this would be detrimental to the overall quality of the development</p> <p><b>No Amendment Proposed</b></p>
Cobh	DLAP16-16-12316044	Edgefield Developments C/o Walsh Design Group	<p>This submission enclosed a copy of a proposed Masterplan for the Ballynoe Urban expansion area and background document which it states was previously submitted for the Councils consideration during the preparation of the draft plan.</p> <p>This submission in particular highlights issues relating to the relevant utilities table in the Draft LAP and in particular to the roads objectives under CH-U-01 and CH-U-08.</p>	<p>The proposed alignment for the new roads shown in the DLAP are indicative and are based on the upgrade of the Tay Road providing the core distributor road for this development. The proposals in this submission would take through traffic through the centre of the site and this would be detrimental to the overall quality of the development</p> <p><b>No Amendment Proposed.</b></p>
Cobh	DLAP16-16-12328290	John and Eucharia Mellerick	<p>This submission requests lands be dezoned from Medium residential development. A map has been submitted identifying the lands in question which forms part of CH-R-12.</p>	<p>The site will be re zoned as 'existing built up area' in the amendment now proposed.</p> <p><b>See amendment no. CB 03.02.04</b></p>
Cobh	DLAP16-16-11874578	Rushbrooke Links Management	<p>This submission requests a number of road safety measures to be carried out</p>	<p>Issues raised can inform future work programme.</p>

		Company	within Rushbrooke Links Housing Estate including road markings, stop signs, pedestrian crossings, safety signage, parking limitations, speed bumps and barriers as well as general maintenance of existing measures and landscaping.	<b>No Amendment Proposed.</b>
Cobh	DLAP16-16-11878647	Kevin Desmond	This submission requests that no further zoning take place on Great Island until such a time as sustainable travel options are made available. Concerns are also expressed about the development of Rushbrooke Links and Ticknock at the expense of the Town Centre. Safer pedestrian access is required along Tay Road.	Issues noted and considered addressed within the policies and objectives of the Cobh MD Draft Local Area Plan.  <b>No Amendment Proposed.</b>
<b>Cobh – Municipal District and Town Council</b>				
Cobh	DLAP16-16-11124308	Gerry Moore	This submission relates to the Cobh Area in general. This submission requests that: Lack of connectivity between retail sites at Ticknock for pedestrian and bus borne shoppers; Need for improved public transport serving not just the town but the wider area offering transport to the town and retail areas; Rail service should be extended to allow for late night transport options after 10.30; Marino Point is an eyesore on an otherwise scenic route; Footpath should be provided from Cow Cross Roads to Cuskinny; Seasonal ferry should be provided for walkers and cyclists from the north/east of the island.	Number of issues being addressed within the 2013 Cobh Town Plan and the Cobh MD Draft Local Area Plan. Remainder to be considered by way of future work programme.  <b>No Amendment Proposed.</b>
Cobh	DLAP16-16-11515588	Cobh Gaa	This submission relates to Open Space within the Cobh area. The submission requests additional zoning of lands for Open Space alongside the existing GAA Club to allow for expansion and to ensure sustainable access (Walking and cycling) by locals.	Additional lands referred to are in the ownership of NAMA. Site has extant residential permissions in place.  <b>No change proposed.</b>
Cobh	DLAP16-16-11617892	Hendrick Verwey	This submission requests: Cork Harbour Masterplan for the entire harbour; Inclusion of hotel zonings within the town; Provision of parking in the town; Provision of bus set down; Public realm improvements; Provision of playgrounds; Ballynoe UEA is premature and too far removed from the	Majority of issues relate to lands that are covered by the provisions of the Cobh Town Development Plan 2013. The Town Development Plan continues to provide the planning policy framework for the administrative area of the former Town Council and is outside the scope of the LAP review process, therefore the submission cannot be

			Town. Number of closer sites and landbanks vacant and should be made available; Increased parking should be provided for new houses; Clustering of industry etc not appropriate and should be more balanced across the county.	considered as part of this process. See Section 2 for further details.  The Urban Expansion proposals at Ballynoe are the preferred option to provide additional housing for Cobh.  <b>No change proposed.</b>
Cobh	DLAP16-16-11663392	Cobhplayground fundraising group	Submission requests planning permission for new playground to be submitted.	This is not considered to be a Local Area Plan issue.  <b>No change proposed.</b>
Cobh	DLAP16-16-11846285	Cobh Playground Fundraising	This submission relates to playgrounds in Cobh provision, fundraising, maintenance etc by way of: Greater provision of playgrounds on basis of population levels currently in Cobh; Specialised facilities for those with special needs; System for reporting damage etc and proper funding in place to resolve same quickly; Play areas and equipment should form part of the basic infrastructure of residential development; Legislation should be in place to pursue facilities that were permitted as part of the development but not built.	This is not considered to be a Local Area Plan issue.  <b>No change proposed.</b>
Cobh	DLAP16-16-11866319	Aideen Whitston	This submission requests: Better protection of built heritage, including The Methodist Church and the former Harbour Commissioners building and Clock Tower; Lack of cycle paths in Cobh, particularly connecting the town to the Cross River Ferry; Cycle lanes on Tay Road and to Cuskinny.	Some of these issues relate to lands that are covered by the provisions of the Cobh Town Development Plan 2013. The Town Development Plan continues to provide the planning policy framework for the administrative area of the former Town Council and is outside the scope of the LAP review process, therefore the submission cannot be considered as part of this process. See Section 2 for further details.  Cuskinny is located outside of the development boundary of Cobh and is therefore not considered to be a Local Area Plan issue. Connectivity of settlement is being partially addressed by way of the Ballynoe Urban Expansion Area infrastructure provisions.

				<b>No change proposed</b>
Cobh	DLAP16-16-11872450	Cliona Allen	<p>This submission requires: improvements to roads throughout the island as well as parking for residents within the town itself; Increased employment, particularly by local enterprises; Careful consideration of improvements around Cathedral (steps, car park etc) re: visual impact of same on historic core; Need to retain larger houses as single residential units and limit subdivision to apartments; Development at Ballynoe should not go ahead without consultation with existing residents. Concerns re: road safety and aesthetics.</p>	<p>A number of these issues relate to lands that are covered by the provisions of the Cobh Town Development Plan 2013. The Town Development Plan continues to provide the planning policy framework for the administrative area of the former Town Council and is outside the scope of the LAP review process, therefore the submission cannot be considered as part of this process.</p> <p><b>See Section 2 for further details.</b></p> <p>Consultation as regards the Ballynoe Urban Expansion Area is taking place by way of this draft Local Area Plan submission process.</p> <p><b>No change proposed</b></p>
Cobh	DLAP16-16-11876379	Kevin Desmond	<p>This submission suggests no further development until sustainable transport options available. Grant scheme should incentivise renovation of town properties rather than new builds.</p>	<p>Issues raised can inform future work programme.</p> <p><b>No change proposed.</b></p>
Cobh	DLAP16-16-11878016	Rushbrooke Links Management Company	<p>This submission requires improvements to road markings, public lighting, drains, footpaths, overgrowth of private property, improved access to the train stations and cross river ferry for pedestrians and cyclists.</p>	<p>Some issues are being addressed within the draft Cobh MD Local Area Plan. Others are not relevant to this process.</p> <p><b>No change proposed.</b></p>
<b>Cobh Town Council</b>				
Cobh	DLAP16-16-11722489	Anna Aherne	<p>This submission suggests no further development until sustainable transport options available. Grant scheme should incentivise renovation of town properties rather than new builds.</p>	<p>This submission relates to lands that are covered by the provisions of the Cobh Town Development Plan 2013. The Town Development Plan continues to provide the planning policy framework for the administrative area of the former Town Council and is outside the scope of the LAP review process, therefore the submission cannot be considered as part of this process.</p> <p><b>See Section 2 for further details.</b></p>
Cobh	DLAP16-16-11787446	Cobh Tidy Towns	<p>This submission requests: Town Centre Improvement</p>	<p>This submission relates to lands that are covered by the</p>

			<p>Scheme for Cobh to address vacancy and dereliction;  Creation of local employment opportunities;  Zoning provisions for and reference to hotels;  Residential zonings should be close to the town and existing remote developments require better connectivity buses, footpaths etc;  Belvelly bridge incapable of managing traffic levels yet more growth planned;  Provision of bus service, including late night;  Cohesive plan for harbour area required;  Simple Cobh Town Centre Design Statement to be completed within the timeframe of the Local Area Plan;  Playground for existing residents;  Removal of car park objective from historic core;  Improved berthing facilities and better provision of water based leisure activities;  Protection of built heritage.</p>	<p>provisions of the Cobh Town Development Plan 2013. The Town Development Plan continues to provide the planning policy framework for the administrative area of the former Town Council and is outside the scope of the LAP review process, therefore the submission cannot be considered as part of this process.</p> <p><b>See Section 2 for further details.</b></p>
Cobh	DLAP16-16-11794445	Cobh Tourism	<p>This submission requests:  Framework to achieve vision for integrated tourism product including specific references/zonings for hotels as per other Local Area Plans;  Inclusion of regeneration areas within the Town specific areas suggested;  Inclusion of references to water based infrastructure piers, slipways, access to water crafts, berthing facilities etc.  Reference to maintenance should also be included;  Parking provision should be included for the town as well as safe bus drop off areas;  Town Centre Improvement Scheme should prioritise Cobh given the tourism product available and before the Cork Lower Main Drainage Scheme ends;  Loss of rights of way should be addressed walkways, stepped access corridors, coastline walks etc.</p>	<p>This submission relates to lands that are covered by the provisions of the Cobh Town Development Plan 2013. The Town Development Plan continues to provide the planning policy framework for the administrative area of the former Town Council and is outside the scope of the LAP review process, therefore the submission cannot be considered as part of this process.</p> <p><b>See Section 2 for further details.</b></p>
Cobh	DLAP16-16-11806192	Doyle Shipping Group	<p>This submission seeks amendments to the wording of Condition CH-I-01 by way of:  Removal of reference to</p>	<p>This submission relates to lands that are covered by the provisions of the Cobh Town Development Plan 2013. The</p>



			<p>complementary marine related uses to open the site up to various industrial uses to increase employment opportunities and industrial activity in Cobh;</p> <p>Remove reference to provision of park and ride facility to serve Rushbrooke Train Station. A case is made that previous such planning conditions were removed by the High Court as ultra vires and therefore should not be included within the zoning objective.</p>	<p>Town Development Plan continues to provide the planning policy framework for the administrative area of the former Town Council and is outside the scope of the LAP review process, therefore the submission cannot be considered as part of this process.</p> <p><b>See Section 2 for further details.</b></p>
Cobh	DLAP16-16-11811636	Port of Cork	<p>This submission relates to the proposed cruise liner berth in Cobh. The submission requests that the wording of the Draft Local Area Plan be amended as follows:</p> <p>Text in paragraph 3.2.73 be amended to clarify that Lynchs Quay is one option for the development of a second berth but that alternative locations will also be considered; and Objective CH-U-11 be amended to clarify potential phasing of development opportunities at Lynchs Quay.</p>	<p>This submission relates to lands that are covered by the provisions of the Cobh Town Development Plan 2013. The Town Development Plan continues to provide the planning policy framework for the administrative area of the former Town Council and is outside the scope of the LAP review process, therefore the submission cannot be considered as part of this process.</p> <p><b>See Section 2 for further details.</b></p>
Cobh	DLAP16-16-11879663	Anna Aherne	<p>This submission requests:</p> <ul style="list-style-type: none"> <li>Better protection of built heritage, including The Methodist Church and the former Harbour Commissioners building nad Clock Tower;</li> <li>Assistance in the implementation of the Great Island Biodiversity Statement and Plan (2016) as produced by Cobh Tidy Towns;</li> <li>Monitoring of pollution from cruise liners berthing at Cobh.</li> </ul>	<p>This submission relates to lands that are covered by the provisions of the Cobh Town Development Plan 2013. The Town Development Plan continues to provide the planning policy framework for the administrative area of the former Town Council and is outside the scope of the LAP review process, therefore the submission cannot be considered as part of this process.</p> <p><b>See Section 2 for further details.</b></p>
Cobh	DLAP16-16-11880343	Ruair de Barra	<p>This submission relates to improvements to the footpaths and maintenance of vacant buildings.</p>	<p>This submission relates to lands that are covered by the provisions of the Cobh Town Development Plan 2013. The Town Development Plan continues to provide the planning policy framework for the administrative area of the former Town Council and is outside the scope of the LAP review process, therefore the submission cannot be considered as part of this process.</p>

				<b>See Section 2 for further details.</b>
Cobh	DLAP16-16-12833052	Hendrick Verway	This submission seeks amendments to the text and objectives, with particular emphasis on Regeneration Areas, for the provision of a hotel development within Cobh Town as part of the integrated tourism product. The submission notes that this has been carried out within the LAP for Bandon and the same should apply in Cobh	This submission relates to lands that are covered by the provisions of the Cobh Town Development Plan 2013. The Town Development Plan continues to provide the planning policy framework for the administrative area of the former Town Council and is outside the scope of the LAP review process, therefore the submission cannot be considered as part of this process. <b>See Section 2 for further details.</b>
<b>Glanmire</b>				
Glanmire	DLAP16-16-10442961	Brian Doyle, resident of Glanmire	This submission relates to the phasing proposed for the provision of the cycle path connecting Tivoli roundabout to Sallybrook, which is stated as Phase 2 of the Dunkettle-Ballinglanna Scheme. The submission requests that the cycle path be provided for sooner than phase 2.	Although cycle lanes would be of significant benefit, the priority is to initially improve general connectivity between the Ballinglanna site and the town in the first phase of development .  <b>No change proposed</b>
Glanmire	DLAP16-16-10599876	Land owner Mr. Aiden P. Dunlea	This submission relates to the extension of the Glanmire development boundary at Brooklodge. The submission requests the inclusion of existing industrial units within the area designated as Existing Built Up Area.	It is intended that the development boundary of Glanmire be extended to include the existing light industrial property referred to within this submission and to be shown as Existing Built Up Area.  <b>See Amendment No. CB 03.03.01</b>
Glanmire	DLAP16-16-10994090	Tim Murphy	This submission relates to the provision of additional community facilities and services to cater for the existing and proposed populations of Glanmire. The submission requests the re-zoning of 9 acres of greenbelt lands to form part of the development boundary and to allow for the provision of a community centre, day centre, youth centre, health service facility, Garda Station, sheltered housing, integrated social housing and contingency housing.	It is considered that there is sufficient land zoned for residential and community development in Glanmire within the Cobh MD Draft Local Area Plan.  <b>No change proposed.</b>
Glanmire	DLAP16-16-11609601	Sallybrook Village Tidy Towns Group	This submissions requests traffic calming and road safety measures at the junction of Brook Inn; Construction of boundary wall	A number of these issues are not considered to be Local Area Plan issues.  Provision of cycleways to

			<p>along Glansillagh Mill Animal Rescue Centre;</p> <p>Fly tipping on certain vacant sites needs to be addressed;</p> <p>Continuation of management of Japanese Knotweed;</p> <p>Stone wall and bridge adjacent to culvert servicing overflow from L2979 in need of repair;</p> <p>Provision of additional footpaths and lighting throughout village;</p> <p>Provision of additional bus shelter and lighting to existing;</p> <p>Provision of underground ESB cables;</p> <p>Provision of cycle ways to serve schools;</p> <p>Inclusion of Mill Race as a protected site under the Habitats Directive.</p>	<p>schools, provision of lights and footpaths as well as traffic calming can inform future work programmes.</p> <p><b>No change proposed.</b></p>
Glanmire	DLAP16-16-11702398	Ted Murphy	<p>This submission requests an alteration to the development boundary of Glanmire to include a strip of land off the Sarsfield Road adjacent to Cul Chluthair for low density residential scheme.</p>	<p>The lands are currently in the green belt adjacent to a small built up area in Sarsfield Court. The lands are at a much lower level in a wooded area. The lands adjacent to Sarsfield Court are very marginal in terms of width and gradient, gaining access would be difficult having regard to the topography. Any units would have limited natural light. It would be preferable to retain this land as passive open space associated with the housing development.</p> <p><b>No change proposed.</b></p>
Glanmire	DLAP16-16-11766214	Cian and Eileen O'Donoghue	<p>This submissions highlights concerns in relation to:</p> <p>Need for provision of services and not just housing. Should function as stand alone town;</p> <p>Improved community and recreation facilities required prior to further development;</p> <p>Significant improvements required to roads infrastructure &amp; footpaths prior to further development;</p> <p>Need for improved public transport bus and rail;</p> <p>Suggestions made for improvements to Ballinglanna/Dunkettle infrastructure.</p>	<p>These issues are considered to be addressed within the proposals for Glanmire as set out within the Cobh MD Draft Local Area Plan.</p> <p><b>No change proposed</b></p>
Glanmire	DLAP16-16-11780903	David Nodwell Ltd.	<p>This submission seeks partial re-zoning of existing Open Space (O-01) to residential on the basis of:</p> <p>Housing need and immediate</p>	<p>This submission is a scaled back version of a previous submission to the LAP process - previous sub, 2744.</p>

			<p>availability of land; Accessibility. Issues relating to visual impact and road network capacity are addressed within the submission also.</p>	<p>Housing is now proposed on an area of the site immediately to the south of the Elmgrove housing estate. This portion of the site, while locally elevated, does not have the same negative visual impacts of those lands immediately to the east (the portion of lands excluded from development in the submission).</p> <p>Access is proposed via the adjoining residential development under construction to the northwest.</p> <p>Due to the topography of the lands and to protect the amenities of existing adjoining housing, while Medium B density is utilised for main settlements within Metropolitan Cork, the densities that can be achieved on this site will be at the lower end of the Medium B density range.</p> <p>Subject to a) retention of existing natural growth on the site boundaries, b) supplementing of boundary planting to protect amenities of existing adjoining housing and to protect the visual integrity of the setting of the site, and, c) access provided via the adjoining residential development under construction to the northwest, Medium B housing is recommended for this site – with anticipated yield at the lower end of the 12 to 25 per ha range.</p> <p><b>See amendment no. CB 03.03.14</b></p>
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Glanmire	DLAP16-16-11835190	Peter Casey	This submission requests that the wording of 3.3.29 be amended to state that the flood relief scheme is now at an advanced stage and will result in large parts of the town being defended from flood risk the Council will consider and recognise these and other flood defences when considering site specific development proposals.	Section 1.7 Flooding Risk Assessment and Management Section and the Flood Risk Assessment Guidelines addresses the approach to situations where flood defenses exist. The flood risk maps in the plan are based on the undefended scenario, this is to allow for the fact that there is still a residual risk of flooding. Refer to section 1.7.  <b>No change proposed</b>
Glanmire	DLAP16-16-11846427	Bluescape Limited	This submission requests the removal of GM-R-06 from Phase 2 of the overall Dunkettle/Ballinglanna scheme to allow it to be developed independently of that scheme on the basis that: It never previously formed part of that scheme/policy area; Forms part of an unfinished estate PP for 4no. dwellings never commenced; Requires less infrastructural investment than overall scheme; Ready and available for development.	The development of GM-R-06 is reliant on the delivery of the same infrastructure bundles as other land in this locality and therefore no amendments to the draft LAP are proposed on foot of this submission.  <b>No change proposed.</b>
Glanmire	DLAP16-16-11862649	Barry Coleman	This submission broadly accepts the regeneration zoning attached to the John Barleycorn site but requests that the town centre zoning is extended to cover the entire site. Notes that flood risk is being addressed by the Glashaboy River Drainage Scheme.	The former John Barleycorn site has been identified as a Regeneration site (GM-RA-01) as well as a Town Centre zone (GM-T-02). The two do not share the same boundary and it is suggested that the town centre boundary should be consistent with the Regeneration boundary and incorporate the flood risk zone. A change to the mapping is not supported because the regeneration area can cover the need for public realm improvements along the flood risk area of the Glashaboy River but the retail zoning cannot extend into the flood risk area.  <b>No change proposed</b>
Glanmire	DLAP16-16-11875632	O'Flynn Construction	This submission requests: Removal of the limit of 400 houses within GM-R-04 to allow for a higher density/yield subject to phased development linked with infrastructure provision. Amendments to	Amendments to specific objective GM-R-04 and paragraphs 3.3.2/3.3.52 are recommended to reflect the issues raised in this submission

			<p>tables 3.3.2 and 3.3.3 accordingly;</p> <p>Amendments to para 3.3.52 also to address increased density but also to make reference to land set aside for a primary school rather than provision of a school as currently stated;</p> <p>Amendment to text within table 3.3.2 to omit reference to barring of right turn movement onto Glanmire Road in favour of other acceptable traffic design solution to be agreed with Cork County Council.</p>	<b>See Amendment No. CB 03.03.08</b>
Glanmire	DLAP16-16-11876057	O'Flynn Construction	This submission requests amendments be made to the wording of 3.3.53 to include text to allow for the development of building proposals and construction works concurrent with the upgrade of the Dunkettle interchange and associated road network.	It is recommended that paragraph 3.3.53 be amended to reflect the issue raised in this submission. <b>See Amendment CB 03.03.09</b>
Glanmire	DLAP16-16-12235953	Michael Kearney	This submission relates to lands at Knocknahorgan, Glanmire which are currently part of the Metropolitan Greenbelt. Submission makes case for rezoning of lands to allow for low density development but also requests Medium B density to be applied to continue on established development pattern.	These lands currently form part of the Prominent & Strategic Metropolitan Greenbelt and define the edge of the settlement of Glanmire at Knocknahorgan. Development would be difficult given the topography and would be visually prominent. <b>No change proposed.</b>
Glanmire	DLAP16-16-12310110	Cllr. Pdraig O'Sullivan	This submission relates to zonings GM-R-04, 05, 06, and 07, and considers that the lack of amenities proposed to serve this scale of development is unacceptable. The land allocated for a community centre under GM-C-01 is subject to flood risk and therefore unacceptable. Existing centre unsuitable, therefore an additional site needs to be identified; suggested this could be either GM-T-02 or GM-O-06 which are located in populated areas.	Recreation facilities will be provided as part of the development of these sites in accordance with the Cork County Council Recreation and Amenity Policy and there are other proposals in the Glanmire town for additional community facilities. No amendment is proposed. Not all of the Community zoned site is flood risk. Compatible uses can be proposed for more vulnerable areas (ie. pitches etc). GM-O-06 is Sarsfield GAA Club. Not in favour of loss of same. <b>No change proposed.</b>
Glanmire	DLAP16-16-12367608	Glanmire Area Community Assoc C/O Kevin Tobin	This submission relates to Glanmire and expresses concern regarding the lack of Community facilities particularly a community	It is considered that the GM-C-01 lands are sufficient to accommodate development for community uses, including water compatible

			centre. GM-C-01 is located in a Flood Zone. Alternative more suitable locations have been suggested on map submitted.	uses (pitches etc) on the lands within the flood risk extent. All development on these lands will be subject to flood risk assessment.  <b>No change proposed.</b>
Glanmire	DLAP16-16-12369013	Michael Murphy and the Murphy Family	This submission requests the inclusion of 20 acres of land be zoned for residential development with access from the Barnavara Road on the western side of the settlement. The lands are considered adequately serviced and a natural extension of the settlement.	These lands currently form part of the Prominent & Strategic Metropolitan Greenbelt and define the edge of the settlement between Glanmire and the North Environs. Development would be visually prominent. It is considered that there is sufficient residential zoned lands for Glanmire within the Cobh MD Draft Local Area Plan.  <b>No change proposed.</b>
Glanmire	DLAP16-16-12833356	Anthony Moore	This submission requests an extension to the development boundary at Brooklodge East and for the lands to be rezoned as Medium B residential development.	These lands currently form part of the Metropolitan Greenbelt at the eastern edge of Glanmire. It is considered that there is sufficient residential zoned land available within the Local Area Plan for Glanmire.  <b>No change proposed.</b>
<b>Cork City - North Environs</b>				
Cork City - North Environs	DLAP16-16-11314384	IDA Ireland	This submission relates to IDA lands at Kilbarry Business Park, Dublin Hill. The submission requests that the zoning boundary be extended to allow the IDA owned Business Park to be zoned as Industry.	This submission relates to lands located within the administrative boundary of Cork City Council.  <b>No change proposed.</b>
Cork City - North Environs	DLAP16-16-11332054	Michael Donovan	This submission relates to a parcel of land on Rathcooney Road. The submission requests rezoning of part of his holding from open space to residential with narrow band of landscaping along northern boundary of site.	Only part of the land owned by the author of this submission is zoned in the DLAP for open space, the balance is zoned for residential development. Given the scale of development and the strategic nature of the open space proposed, this is considered reasonable. An amendment is proposed to take parts of the site where there are existing buildings out of the open space zoning. <b>See Map Amendment CB.03.04.45</b>
Cork City - North Environs	DLAP16-16-11390949	Dermot O'Regan	This submission relates to Lower Killeens within the North Environs boundary. The submission requests	This is one of multiple submissions: NE-O-01 to rezoning to residential land and would lead to erosion of Greenbelt

			extension to development boundary to allow for residential zoning opposite NE-O-01.	in this area. Visually prominent from north and north west. Elevated and visually prominent lands – Prom & Strategic GB (former A1). Sufficient residential zonings in North Environs. Prev submissions in CE Report April 2016 (2732) See also: 11876195 11847822 11800912 11850472 11874009  <b>No change proposed</b>
Cork City - North Environs	DLAP16-16-11478187	Cormac & Helena Manning	This submission relates to the North Environs area and specifically the NE-R-12 zoning. The submission queries the allowance for one-off development of these lands for those with a local need, prior to overall development of same.	The proposed zoning provides for residential development on this land when appropriate infrastructure is provided.  <b>No change proposed</b>
Cork City - North Environs	DLAP16-16-11601928	LEO SEWARD AND IAN CROCKETT	This submission requests: Removal of NE-R-13 zoned lands from the Urban Expansion Area to allow for their development on a stand-alone basis as all site services and infrastructure are readily available; Removal of detailed site descriptions and constraints from the text within the Plan; Removal of Fig. 3.4.2 from the plan as the layout etc is premature.	The removal of NE-R-13 from the Urban Expansion Area is not supported. However, the rezoning of proposed open space (NE-O-04) to residential is proposed and an amendment facilitating this is recommended together with the proposed alignment of the Northern Ring Road access road reservation.  <b>See Amendment CB.03.04.30</b>
Cork City - North Environs	DLAP16-16-11606705	Lidl Ireland GmbH	This submission requests two changes to the NE-TC-01 zoning of the Draft Plan, as follows: Amend wording of NE-TC-01 to allow for an appropriate range and scale of retail facilities; Extension of TC boundary to include adjacent lands to the east.	This rezoning of an area designated as 'existing built up area' to facilitate future town centre development is formed from the private gardens to a group of existing residential properties is not supported. <b>No change proposed</b> The submission also seeks the insertion of a reference to 'appropriate scale' in objective NE-TC-01. An amendment facilitating this request is proposed. <b>See Amendment CB.03.04.44</b>
Cork City - North Environs	DLAP16-16-11697346	Joe Donovan	This submission requests the extension of the development boundary to accommodate an additional residential zoning.	<b>No change proposed.</b>
Cork City - North Environs	DLAP16-16-11800912	Barry ODonovan, 145 Cathedral Road,	This submission requests that a portion of NE-O-01 be rezoned to residential to balance the	This is one of multiple submissions: NE-O-01 to rezoning to residential land.



		Cork.	provision of housing from NE to NW.	These lands are visually prominent from north and north west. It is considered that there is sufficient residential zoned lands in North Environs. Prev submissions in CE Report April 2016 (2732) See also: 11876195 11847822 11850472 11874009 11390949  <b>No change proposed.</b>
Cork City - North Environs	DLAP16-16-11842218	Sorciem Ltd.	This submission broadly supports the NE-T-01 zoning but requests that the it be amended to state that the health centre/community hall/facility for new residents be located on the northern portion of the NE-T-01 objective and in close proximity to the new/proposed residential areas.	The issue raised in this submission is best addressed at the planning application stage. <b>No change proposed.</b>
Cork City - North Environs	DLAP16-16-11844831	Murnane O'Shea Ltd.	This submission requests the extension of the Ballyvolane Urban Expansion Area to include additional lands to the immediate east of NE-R-11 for Medium B density Residential Development.	This submission seeks additional residential zoning on land which is currently Metropolitan Green Belt in the 2014 CDP. The site is not served by relevant infrastructure and there is no advantage to zoning it at this stage <b>No change proposed.</b>
Cork City - North Environs	DLAP16-16-11845938	Miata Ltd.	This submission requests: Rezoning of part of NE-O-06 to Medium A Residential; and Re-alignment of NE-U-07 to pass around their site.	This site is critical to the design and delivery of the proposed Mayfield Link Road (U-07). Once the new road is designed the balance of the site is unlikely to be suitable for residential development and therefore no amendment is proposed. <b>No change proposed.</b>
Cork City - North Environs	DLAP16-16-11847822	Na Piarasaigh Hurling and Football Club	This submission follows on from previous and requests two amendments to the Draft Local Area Plan: Re-zoning of 0.88ha of lands along the Lower Killeens Road, north of the river, to existing built up area from the Open Space (NE-O-01) zoning shown; and Rezone 7ha of NE-O-01 to low to medium density development along Nashs Boreen.	This is one of multiple subs re: NE-O-01 to rezoning to residential land. These lands are visually prominent from north and north west. It is considered that there is sufficient residential zoned lands in the North Environs. Prev submissions in CE Report April 2016 (2732) See also: 11876195 11800912 11850472 11874009 11390949

				<b>No change proposed.</b>
Cork City - North Environs	DLAP16-16-11859224	Lee Road Syndicate Co. Ltd	This submission requests that the development boundary be amended to wrap around their clients property as it currently cuts through the site.	The site does not lie within a defined settlement boundary and is therefore not located within an existing built up area. The provisions of the County Development Plan 2014 therefore apply to this area of the Lee Road. Proposals for development would be considered in accordance with objective ZU 2-3 of the county development plan  <b>No change proposed</b>
Cork City - North Environs	DLAP16-16-11864756	Various Industrial Operators, Churchfield	This submission represents a number of industrial and waste management operators on lands adjoining NE-R-01. The submission requests that the zoning objective be amended to protect the commercial interests of these operators and the residential amenity of future residents by preventing development within 75m of the southern boundary of the NE-R-01 site and to include a 50m landscape buffer and appropriate sound barriers.	This submission relates to a legacy residential zoning. It is considered that to add restrictions to an existing residential zoning at this stage would be unreasonable. Issues relating to buffers between existing industry and proposed residential development can be addressed at Development Management stage.  <b>No change proposed</b>
Cork City - North Environs	DLAP16-16-11868746	Estate of Rose McCarthy	This submission relates to: An area to the west of the North Environs (Lee Road) which is not currently mapped within the Draft Local Area Plan; Requests an extension to the development boundary; Requests that their clients site be zoned for Medium B residential development with appropriate landscaping; Lands readily available and serviceable.	The site does not lie within a defined settlement boundary and is therefore not located within an existing built up area. The provisions of the County Development Plan 2014 therefore apply to this area of the Lee Road. Proposals for development would be considered in accordance with objective ZU 2-3 of the county development plan  It is considered that there is sufficient land within the development boundary at this location and that there is no further scope for extending the boundary further.  <b>No change proposed.</b>
Cork City - North Environs	DLAP16-16-11869972	Horgan Carroll Architects	This submission supports the zonings put forward in Ballyvolane Urban Expansion Area and requests a more flexible approach to zoning, especially where lands in earlier phases not available and where it can be shown that	An amendment is proposed in response to the issues raised in this submission.  <b>There are a no. of amendments which facilitate this. See Appendix B1.</b>

			other lands in later phases can be shown to be at an advanced stage of provision of necessary services etc	
Cork City - North Environs	DLAP16-16-11871304	Tina and Kay Whelan	This submission requests the allowance for limited residential development in exceptional circumstances within NE-O-08 to allow for individual residential units within existing residential properties in this zoning.	It is considered that small scale residential development such as a granny flat type development is acceptable in principle as it would not compromise the Open space zoning designation.  <b>No change proposed</b>
Cork City - North Environs	DLAP16-16-11875410	O'Flynn Construction	This submission requests that the entire parcel of O'Flynn lands be zoned as NE-R-04 rather than be split into NE-R-04 and NE-O-07 as currently proposed.	An amendment is proposed in response to the issues raised in this submission.  <b>See Amendment CB.03.04.46</b>
Cork City - North Environs	DLAP16-16-11876141	Jim Horgan	This submission relates to two parcels of land within the Ballyvolane area which have been zoned for Business (parcel A) and residential, open space and community (parcel B) within the Draft Local Area Plan. The submission requests re-zoning of said lands to residential (Medium A & B) to allow for more immediate development of parcel A and better infrastructure provision for parcel B.	The land to the west of the Ballyhooley Road is zoned in the DLAP for business development and the commencement of this development is not contingent on the delivery of major infrastructure. <b>No change proposed.</b>  To the east of that road, some amendments are proposed to reflect the issues raised in the submission. <b>See Amendment Appendix B1.</b>
Cork City - North Environs	DLAP16-16-11876195	The McCarthy Family	This submission reiterates the previous submission made on the same holding and seeks to address the previous concerns set out within the Chief Executives Report (April 2016). A case is made for the re-zoning of part of the current NE-O-01 lands at Nashs Boreen/Fair Hill for residential on the basis of: The land is already serviced; Lands are accessible via established right of way; Sufficient open space zoning available in North Environs; and Availability of land for purchase/development.	This is one of multiple submissions: NE-O-01 to rezoning to residential land. These lands are visually prominent from north and north west. It is considered that there is sufficient residential zoned lands in North Environs. Prev submissions in CE Report April 2016 (2732) See also: 11847822 11800912 11850472 11874009 11390949  <b>No change proposed.</b>
Cork City - North Environs	DLAP16-16-11877390	John Murphy & Helen Murphy	This submission makes reference to previous submissions and requests that those issues be addressed.	This submission seeks additional residential zoning on land which is currently Metropolitan Green Belt in the 2014 CDP. The site is not served by relevant infrastructure and there is no advantage to zoning it at this

				stage <b>No change proposed.</b>
Cork City - North Environs	DLAP16-16-11877460	Apple Operations Europe	This submission requests: Change 5.0ha part of NE-O-01 to Business Use to allow for potential future expansion of the Apple Campus.; Improvement to transportation links and connectivity to the Hollyhill Campus reference to provision of improved services for existing/established employment locations; Provision of specific objective/text to support growth of Apple Campus and additional zoning for same, as requested above.	The lands proposed for Business Use are alongside existing car park and while they are somewhat visually sensitive, there is existing development in place. It is intended to rezone the area of land required by Apple Operations Europe to accommodate expansion of the existing campus. It is also intended to amend the text of this Chapter of the Plan to support improvement to the Apple Campus.  <b>See Amendment no. CB03.04.01</b>  <b>See Amendment no. CB03.04.02</b>  <b>See Amendment no. CB03.04.03</b>
Cork City - North Environs	DLAP16-16-12218962	kathleen O'Sullivan	This submission relates to: Separation of zonings per landowner to allow for individual site development. not agreeable to overall zoning; Higher density residential for own lands; Removal of NE-U-11 as it dissects holding.	An amendment is proposed to provide for Medium A density residential development and for the zoning to reflect the ownership boundary, as requested. <b>See Amendment Appendix B1</b> The requirement for proposed road U-11 remains and no amendment is proposed. <b>No change proposed.</b>
Cork City - North Environs	DLAP16-16-12219261	Cormac and Helena Manning	This submission relates to the North Environs area and specifically the NE-R-12 zoning. The submission queries the allowance for one-off development of these lands for those with a local need, prior to overall development of same.	The proposed zoning provides for residential development on this land when appropriate infrastructure is provided. No amendment is proposed.  <b>No change proposed</b>
Cork City - North Environs	DLAP16-16-12252905	Mary O'Brien	This submission requests the inclusion of a landholding located in townland of Ballysheehy within the development boundary and for residential zoning.	These lands are currently located within the Metropolitan Greenbelt. It is considered that there is sufficient residential zoned lands available within the North Environs and further land is not required for same.  <b>No change proposed.</b>
Cork City - North Environs	DLAP16-16-12316539	O'Leary and O'Sullivan Development Ltd	This submission requests that lands identified and shown on map enclosed be omitted from the Ballyvolane Urban Expansion area and be given stand alone residential zoning	This submission seeks the subdivision of NE-R-13. An amendment to this effect is recommended. <b>See Amendment CB03.04.27</b> <b>See Amendment CB03.04.28</b>

			objectives that would facilitate the commencement of development in 2018. Lands are considered serviced and adjoining existing residential areas and therefore should not be in phase 2.	
Cork City – North Environs	DLAP16-16-12828916	Michael & Kathleen O’Connell	This submission requests the extension of the development boundary for Cork City North Environs and the zoning of the lands for Medium Density Residential Development.  <b>Submission Withdrawn</b>	These lands are currently located within the Prominent & Strategic Metropolitan Greenbelt. It is considered that there is sufficient residential zoned lands available within the North Environs and further land is not required for same. The lands may be subject to Seveso restrictions, particularly for residential development.  <b>No change proposed.</b>
<b>MONARD</b>				
Cork City - North Environs	DLAP16-16-11581652	Monard Concerned Residents Group	This submission raises a number of points in relation to the approved planning scheme at Monard regarding provision of infrastructure, schools, amenity facilities etc.	This submission relates to an approved Planning Scheme and is therefore not considered to be Local Area Plan issues.  <b>No change proposed.</b>
Cork City - North Environs	DLAP16-16-11772485	People Before Profit, Cork	This submission seeks: Development of Monard as a Social and Affordable settlement only with no private housing development; No reductions in the development contribution scheme for developers.	This submission relates to an approved Planning Scheme and is therefore not considered to be Local Area Plan issues.  <b>No change proposed.</b>
Cork City - North Environs	DLAP16-16-12238013	Monard Concerned Residents Group	Monard - This submission raises a number of points in relation to the approved Planning Scheme at Monard regarding provision of infrastructure, schools, amenity facilities etc.	This submission relates to an approved Planning Scheme and is therefore not considered to be Local Area Plan issues.  <b>No change proposed.</b>
<b>Carrigtwohill</b>				
Carrigtwohill	DLAP16-16-11034070	Cummins Family Carrigtwohill	This submission relates to a parcel of land in the masterplan area. Previous submission also made under CPCD 16/2547. This submission requests: Family lands zoned as part of larger CT-R-18 zoning are in separate ownership and should revert back to Existing Built Up Area; Family home and adjoining garden zoned as Open Space CT-O-02 should revert back to Existing Built Up Area.	The proposal to re-zone part of CT-R-18 and part of CT-O-02 to 'existing built up area' is acceptable and is reflected in a proposed amendment to the LAP.  <b>See Amendment CB 03.05.03</b> <b>See Amendment CB 03.05.04</b>
Carrigtwohill	DLAP16-16-11468359	David Walsh & Karen Morrissey	This submission relates to Ballybointra and requests that 18 acres be re-zoned to light	These lands are located within the Metropolitan Greenbelt at a remove from

			industrial.	the development boundary of Carrigtwohill and from other light industrial uses.  <b>No change proposed.</b>
Carrigtwohill	DLAP16-16-11668320	Cllr Anthony Barry	This submission requires the use of more definitive language in the Local Area Plan as regards traffic and infrastructure upgrades and particularly, the N25 upgrade.	The Council supports the upgrading of the National Roads Network and will continue to work with TII in this regard.  <b>No change proposed.</b>
Carrigtwohill	DLAP16-16-11675865	Cllr Anthony Barry	This submission requests that the Tullegreine exit off the N25 be upgraded prior to any major developments in Carrigtwohill or Cobh.	The Council supports the upgrading of the National Roads Network and will continue to work with TII in this regard.  <b>No change proposed.</b>
Carrigtwohill	DLAP16-16-11802831	John O'Lomasney, Donal O'Sullivan, Anthony Nicholson	This submission seeks the full or partial re-zoning of CT-O-04 from open space to commercial/industrial on the basis of the surrounding land uses and to allow for future expansion of same.	<b>No change proposed</b>
Carrigtwohill	DLAP16-16-11805386	Jim and Mary Fenton	This submission seeks the partial rezoning of a small area of the CT-B-02 lands which are in separate family ownership to the remainder. The lands are sought to be rezoned to Existing Built Up Area.	This submission relates to a plot of land on which a family home is located. It is intended to amend the boundary of CT-B-02 to allow for the removal of this family holding and revert it to Existing Built Up Area.  <b>See Amendment CB 03.05.01</b>  <b>Mapping change</b>  <b>See Amendment CB 03.05.16</b>  <b>Text change</b>
Carrigtwohill	DLAP16-16-11806719	Cllr Anthony Barry	This submission requests that no major planning permissions be issued in Carrigtwohill until the road that links Castl lake to Station Road be completed and with proper traffic speed controls in place.	This issue relates to lands within third party ownership. Road upgrades, including Station Road, are included within the Plan for Carrigtwohill.  <b>No change proposed.</b>
Carrigtwohill	DLAP16-16-11806793	Carrigtwohill United AFC	This submission requests the partial rezoning of CT-R-20 to preserve the established football club grounds (pitches and clubhouse) and allow capacity for future growth of same.	It is considered that the residential zoning attached to this large parcel of land does not preclude the provision of sports pitches etc.  <b>No change proposed.</b>
Carrigtwohill	DLAP16-16-11808608	Cllr Anthony Barry	This submission requests that an area of ground to the east of the entrance to Ban na Greine be zoned amenity for community use.	These lands are zoned Existing Built Up Area, which does not preclude the development of this space for community use.  <b>No change proposed.</b>
Carrigtwohill	DLAP16-16-	Box Hedge Ltd,	This submission requests:	A new section on Outlet

	11853452	Monahan House, Celtic Business Park, Road, Cork	3.6.24 be amended to include reference to Carrigtwohill's existing and established role as a location for large scale retail provisions; Reference to outlet centres should be included to the section on retail, allowing for consideration of same and with different parking standards.	Centres has been proposed. <b>See Amendment no. CB 02.01.05</b> Additional text regarding Carrigtwohill is proposed. <b>See Amendment no. CB 03.05.14</b>
Carrigtwohill	DLAP16-16-11854532	Owen Hurley, Longstown House, Middleton, Co. Cork	This submission seeks the inclusion of a slip road reservation off the N25 to allow traffic to bypass the northern roundabout and access Fota Retail Park more directly.	This submission relates to improvements to a national road junction and therefore a TII issue. <b>No change proposed.</b>
Carrigtwohill	DLAP16-16-11861901	Edgefield Property Investments Ltd	This submission requests that the zoning of CT-R-15 and CT-R-16 be rezoned to Medium B density residential rather than Medium A. Requests greater flexibility in the phasing programme for allow for development of these lands in the short term.	The change to the zoning objective of CT-R-15 and 16 from Medium A to Medium B is acceptable as this area is on the periphery of the site. Flexibility in the phasing programme for allow for development of these lands in the short term has been addressed in the amendment. <b>See Amendment ref Appendix B1</b>
Carrigtwohill	DLAP16-16-11862502	Edgefield Property investments Ltd.	This summary requests that the CT-R-19 zoning be extended to include CT-O-06. A Drainage Improvement Report has been submitted in support of the re-zoning to demonstrate that there would be no significant flood risk attached to the site.	See section two – main settlements section - for response. <b>No change proposed</b>
Carrigtwohill	DLAP16-16-11877020	Peter Kelly	This submissions relates to pollution impacts from industry in Carrigtwohill and Little Island affecting the harbour and general area. Seeks cycle lanes within Glounthaune and new development areas.	Pollution from existing industry is not considered to be a Local Area Plan issue. Cycle lanes can be considered where new development is proposed and it addressed within the 2014 County Development Plan. <b>No change proposed.</b>
Carrigtwohill	DLAP16-16-11877179	Denis Barrett	Proposal for the modification of the CT-B-01 zoning objective for Carrigtwohill This submission seeks revisions to the wording of CT-B-01 to remove the reference that will ensure that any buildings or other structures erected have minimal impact in longer distance views. Vehicular access to the site will be from the adjoining industrial area to the south only.	This submission relates to a legacy zoning. The site is somewhat prominent which lead to the inclusion of such a reference in the policy objective. It is considered that the wording is reasonable having regard to the nature of the site. <b>No change proposed.</b>
Carrigtwohill	DLAP16-16-12214996	Dominic Cotter	Open Space Zoning in Carrigtwohill This submission requests a change of zoning of open space	Part of the land that is the subject of this submission is liable to significant risks of flooding and has therefore

			on family lands to allow for family dwellings to be constructed.	been zoned for open space. The remainder of the land is zoned for residential development (CT-R-14 (part) & CT-R-15(part)). A mapping change showing the full extent of the flood risk is included in the amendment <b>See mapping amendment CB03.05.05</b>
Carrigtwohill	DLAP16-16-12215226	Audrey O'Brien	This submission requests a change of zoning of open space on family lands to allow for family dwellings to be constructed.	The land that is the subject of this submission is liable to significant risks of flooding and has therefore been zoned for open space. A mapping change showing the full extent of the flood risk is included in the amendment <b>See mapping amendment CB03.05.05</b>
Carrigtwohill	DLAP16-16-12235509	John and Alan Loftus C/o John Crean CSR	Land at Barrycourt, Carrigtwohill This submission seeks rezoning of part of greenbelt for Business use to accommodate open storage/light industry.	There is a strong possibility that development of this site could have negative implications for SPA and possibly SAC. Further assessment required to determine possible impacts of zoning this land on the SAC and SPA before PA could proceed to zoning this land.  <b>No change proposed.</b>
Carrigtwohill	DLAP16-16-12237250	Patrick O'Driscoll	Carrigtwohill - East This submission expresses concern with regard to the rezoning of Industrial lands to provide 80 additional acres of residential zoning as per CT-R-20 at the eastern end of the town. This submission requests the rezoning of these lands back to industrial and if that is not possible, that the development of those lands be phased to take place following the completion of all other existing residential zonings in Carrigtwohill and Carrigtwohill North Urban Expansion Area.	The Council considers that this land is more appropriately used as residential.  <b>No change proposed.</b>
Carrigtwohill	DLAP16-16-12237838	Catherine and Fergal Gough C/o of M Peter Buckley	This submission relates to the Ballyadam area of Carrigtwohill. The submission raises concerns with the CT-R-20 zoning at Medium B density. A lower density of 4/acre is considered more appropriate; Residential zoning should include provision of pitches as site is used by local soccer club at present; Large part of these lands is liable to flooding;	The proximity of these lands to a suburban rail line requires a medium density of development at the least. Issues such as localised flooding, esb lines and road access and connectivity can be dealt with at Development Management stage. Open space will be included within any proposed layout.  <b>No change proposed.</b>



			No reference to high tension esb lines traversing the site; Need for upgrade and improvement of local roads and pedestrian connectivity to Carrigtwohill; Need for open space and landscape buffer between existing dwellings and zoned lands.	
Carrigtwohill	DLAP16-16-12307808	Shane Cotter C/o McCutcheon Halley	Lands at Carrigtwohill This submission relates to lands adjacent to Industrial Zoning I-01 and notes that Mr. Cotters remaining farm landholding will be landlocked by I-01 should they be developed. Requests that the remainder of his land be included within I-01 zoning as a viable contribution to strategic employment land.	This land is accessible by an existing laneway which would likely be preserved within any development of the adjoining lands. Extension of the development boundary at this location would erode greenbelt lands at the western edge of Carrigtwohill. It is considered that there is sufficient Industrial zoned land in this area and further industrial land is not required.  <b>No change proposed</b>
Carrigtwohill	DLAP16-16-11468803	David Walsh & Karen Morrissey	Request that circa. 18 acres of land at Ballinabointra, Midleton be re-zoned for light Industrial development noting that it is ideally situated adjacent to the N25.	These lands are located within the Metropolitan Greenbelt at a remove from the development boundary of Carrigtwohill and from other light industrial uses. Duplication of DLAP16-16-11468359. <b>No change proposed.</b>
Carrigtwohill	DLAP16-16-12834206	Edward Murphy	This submission objects to CT-O-07 running through their property and requests that it be moved further west to avoid existing residential properties.	The land that is the subject of this submission is liable to significant risks of flooding and has therefore been zoned for open space. A mapping change showing the full extent of the flood risk is included in the amendment <b>See mapping amendment CB03.05.05</b>
<b>Little Island</b>				
Little Island	DLAP16-16-1151924	Councillor Padraig O Sullivan	This submission summarises a community meeting held in Little Island relating to proposals for Harbour Point Golf Course (LI-X-01) and traffic issues throughout the island.	Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion. Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional

				<p>                     dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the island in order to identify specific interventions that will alleviate traffic, create high quality permeable routes through the island, provide for modal choice and assess accessibility onto the national road network. The Council, through its Development Management function, will continue to seek to ensure that permissions for new development within Little Island maintain the protection of amenities within the island. The council will also continue to seek to enhance amenities within the island where possible.                 </p> <p> <b>See Amendment No. CB 03.06.01</b> </p>
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<p>Little Island</p>	<p>DLAP16-16-11795744</p>	<p>Patrick Murphy</p>	<p>This submission relates to LI-X-01 and requests that it be rezoned to accommodate a retirement village with accommodation and ancillary facilities, a secondary school, local amenities such as swimming pool, golf course, restaurants and bars.</p>	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion.</p> <p>Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the island in order to identify specific interventions that will alleviate traffic, create high quality permeable routes through the island, provide for modal choice and assess accessibility onto the national road network.</p> <p>The Council, through its Development Management function, will continue to seek to ensure that permissions for new development within Little Island maintain the protection of amenities within the island. The council will also continue to seek to enhance amenities within the island where possible.</p> <p><b>See Amendment No. CB 03.06.01</b></p>
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Little Island	DLAP16-16-11198096	Little Island Business Association	<p>This submission relates to Little Island. The submission requests:</p> <p>Requirement for additional infrastructure to serve the island including by TII;</p> <p>Additional residential development required;</p> <p>Harbour Point development welcomed provided access is managed and area taken in charge by Cork County Council;</p> <p>Upgrade of public services, open space and waterfront;</p> <p>Traffic study overdue.</p>	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion.</p> <p>Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the island in order to identify specific interventions that will alleviate traffic, create high quality permeable routes through the island, provide for modal choice and assess accessibility onto the national road network.</p> <p>The Council, through its Development Management function, will continue to seek to ensure that permissions for new development within Little Island maintain the protection of amenities within the island. The council will also continue to seek to enhance amenities within the island where possible.</p> <p><b>See Amendment No. CB 03.06.01</b></p>
Little Island	DLAP16-16-11353154	Erins Own GAA Club	<p>This submission relates to sporting provisions in Little Island.</p> <p>The submission requests that if the proposed development goes ahead, that some area be reserved for sporting groups in the parish.</p>	<p>It is considered that there is significant open space zoned for Little Island.</p> <p><b>No change proposed.</b></p>
Little Island	DLAP16-16-11353835	Jamie Murphy	<p>This submission relates to traffic issues at Little Island.</p> <p>The submission requests that no further development takes place in Little Island until such a time as the roads and entry to the island are improved.</p>	<p>A traffic and transportation study is being undertaken for the area.</p> <p><b>No change proposed.</b></p>

Little Island	DLAP16-16-11358390	Patrick Twomey	This submission relates to further zoning and development on Little Island. The submission notes that large land areas available for development, brownfield and Greenfield, and requests that no further occupation of building take place until a major traffic plan for the island is put in place, for both long and short term. Additional entrance to island required at eastern end.	Issues raised are covered within the Draft Local Area Plan.  A traffic and transportation study is being undertaken for the area.  <b>No change proposed.</b>
Little Island	DLAP16-16-11358640	Paddy Twomey	This submission relates to the Harbour Point area of Little Island. The submission requests that: additional residential development take place on the Harbour Point Golf Course and no further industry; No further industrial lands should be zoned; Amenity area opposite Fota Island should be scrapped in lieu of improved facilities at Carrigrennnan walkway and area; Extensions required to the graveyard at St. Josephs or at Saint Lappins (Wallingstown).	No new industrial zonings have been proposed within this Local Area Plan.  Residential development is proposed as part of zoning objective X-01 for Harbour Point Golf Course site.  <b>No change proposed</b>
Little Island	DLAP16-16-11422110	Martin & Siobhan O' Riordan	This submission relates to Little Island and specifically traffic issues. The submission requests: No further industrial zonings in the area. High level of vacancy already; Proposed development will move traffic problem from one side of the island to the other; Third entrance to N25 would alleviate the current and future traffic issues.	A traffic and transportation study is being undertaken for the area.  <b>See Amendment No. CB 03.06.01</b>
Little Island	DLAP16-16-11513685	Eamonn Crowley	This submission relates to Little Island and relates to: 90 no. residential units is too low having regard to the scale of the site. Significant open space should also be provided on this LI-X-01 site; LUTS is welcomed. However, 3rd access point from N25 required if development of lands at eastern end of island to take place; Provision of recreation/amenity for thousands of employees in the area, ie. walkway on waterfront.	Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion. Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the

				<p>Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the island in order to identify specific interventions that will alleviate traffic, create high quality permeable routes through the island, provide for modal choice and assess accessibility onto the national road network. The Council, through its Development Management function, will continue to seek to ensure that permissions for new development within Little Island maintain the protection of amenities within the island. The council will also continue to seek to enhance amenities within the island where possible.</p> <p><b>See Amendment No. CB 03.06.01</b></p>
Little Island	DLAP16-16-11525504	Little Island NS	<p>This submission relates to Little Island.</p> <p>The submission notes:</p> <ul style="list-style-type: none"> <li>Further residential development is required to ensure the future viability of the school;</li> <li>Residential development would also lessen traffic onto the island;</li> <li>Road network requires vast improvement;</li> <li>Rebalancing of residential v industry required;</li> <li>If further residential development proposed, a larger school site will be required.</li> </ul>	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion.</p> <p>Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the island in order to identify specific interventions that will alleviate traffic, create high quality permeable routes through the island, provide for modal choice and assess accessibility onto the national road network.</p>

				<p>The Council, through its Development Management function, will continue to seek to ensure that permissions for new development within Little Island maintain the protection of amenities within the island. The council will also continue to seek to enhance amenities within the island where possible.</p> <p><b>See Amendment No. CB 03.06.01</b></p>
Little Island	DLAP16-16-11544877	Anne Murphy	<p>This submission relates to the LI-X-01 zoning in Little Island. The submission:</p> <ul style="list-style-type: none"> <li>objects to the provision of a road at the rear of existing houses;</li> <li>states that there are serious traffic problems in Little Island, especially at peak periods when local services cannot be accessed.</li> </ul>	<p>A traffic and transportation study is being undertaken for the area.</p> <p><b>No change proposed.</b></p>
Little Island	DLAP16-16-11558797	Adam McMahon	<p>This submission relates to Little Island and requests a large community park to be provided within the LI-X-01 site similar to Ballincollig Regional Park and to include an astro turf pitch and cycle path. Further housing should also be provided close to the park.</p>	<p>It is considered that there is significant open space zoned within the Cobh MD Draft Local Area Plan for Little Island.</p> <p><b>No change proposed.</b></p>
Little Island	DLAP16-16-11558887	Alison Ryan	<p>This submission relates to Little Island and requires consideration of the following:</p> <ul style="list-style-type: none"> <li>Need for balance of residents and commuters and the impacts of such numbers on the community;</li> <li>90 houses for provision of 2000 jobs is too low and fails to address housing crisis. Need for more housing given strategic location of Little Island;</li> <li>Safe pedestrian and cycle paths needed given level of HGVs in area, especially connection to the school;</li> <li>Development of LI-X-01 for industry instead of continued open space will result in Clash Road being sandwiched between two industrial developments;</li> <li>Community Zoning located in flood risk area;</li> <li>Open space provision within the settlement is poor. Golf club is a private facility and many open space zonings are within flood risk zones;</li> </ul>	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion.</p> <p>Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the island in order to identify specific interventions that will alleviate traffic, create</p>

			Need for significant road improvements	<p>high quality permeable routes through the island, provide for modal choice and assess accessibility onto the national road network. The Council, through its Development Management function, will continue to seek to ensure that permissions for new development within Little Island maintain the protection of amenities within the island. The council will also continue to seek to enhance amenities within the island where possible.</p> <p><b>See Amendment No. CB 03.06.01</b></p>
Little Island	DLAP16-16-11561918	marian daly	<p>This submission relates to a number of issues within Little Island, as follows:                      Additional industrial zoning not required due to existing vacancy and brownfield sites;                      Traffic is already problematic;                      Lack of amenities within the area. Need for playgrounds and improved walkways etc;                      LI-X-01 site should allow for residential, school, community hall, public pool, supermarket etc.</p>	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion. Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the island in order to identify specific interventions that will alleviate traffic, create high quality permeable routes through the island, provide for modal choice and assess accessibility onto the national road network. The Council, through its Development Management function, will continue to seek to ensure that permissions for new development within Little Island maintain the protection of amenities within the island. The council will also continue to seek to</p>



				<p>enhance amenities within the island where possible.</p> <p><b>See Amendment No. CB 03.06.01</b></p>
Little Island	DLAP16-16-11693731	Siobhan collins	<p>This submission seeks: Rebalance of industrial v residential and open space; Provision of open space for residents.</p>	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion.</p> <p>Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the island in order to identify specific interventions that will alleviate traffic, create high quality permeable routes through the island, provide for modal choice and assess accessibility onto the national road network. The Council, through its Development Management function, will continue to seek to ensure that permissions for new development within Little Island maintain the protection of amenities within the island. The council will also continue to seek to enhance amenities within the island where possible.</p> <p><b>See Amendment No. CB 03.06.01</b></p>
Little Island	DLAP16-16-11774260	Cambridge Family - Geraldine, Ciara and Emer	<p>This submission notes the extent of vacant and disused sites and commercial/industrial units and questions the need for further zonings of this type. Development of Harbour Point Golf Course would be an eyesore and would impact on existing residences in the area.</p>	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work</p>

				<p>place environment for the existing and future workforce population, with limited residential expansion.</p> <p>Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the island in order to identify specific interventions that will alleviate traffic, create high quality permeable routes through the island, provide for modal choice and assess accessibility onto the national road network. The Council, through its Development Management function, will continue to seek to ensure that permissions for new development within Little Island maintain the protection of amenities within the island. The council will also continue to seek to enhance amenities within the island where possible.</p> <p><b>See Amendment No. CB 03.06.01</b></p>
Little Island	DLAP16-16-11784668	Rose power	This submission requests residential and recreational uses on Little Island rather than further industrial development.	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion.</p> <p>Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land</p>

				<p>purchase stage) and is commencing a Transportation Study for the island in order to identify specific interventions that will alleviate traffic, create high quality permeable routes through the island, provide for modal choice and assess accessibility onto the national road network. The Council, through its Development Management function, will continue to seek to ensure that permissions for new development within Little Island maintain the protection of amenities within the island. The council will also continue to seek to enhance amenities within the island where possible.</p> <p><b>See Amendment No. CB 03.06.01</b></p>
Little Island	DLAP16-16-11790089	Barry O Driscoll	<p>This submission requests: Creation of substantial buffer between existing residential and proposed development on LI-X-01 to protect existing wildlife; Public bus service for the area; Improvements to traffic.</p>	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion. Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the island in order to identify specific interventions that will alleviate traffic, create high quality permeable routes through the island, provide for modal choice and assess accessibility onto the national road network. The Council, through its Development Management function, will continue to seek to ensure that permissions for new</p>

				<p>development within Little Island maintain the protection of amenities within the island. The council will also continue to seek to enhance amenities within the island where possible.</p> <p><b>See Amendment No. CB 03.06.01</b></p>
Little Island	DLAP16-16-11791380	Mick Meade	<p>This submission requests: Business use and extensive public amenity (all weather pitches, cycle and walking routes, retention of clubhouse for community use) within LI-X-01; Provision of third access point at eastern end of island.</p>	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion.</p> <p>Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the island in order to identify specific interventions that will alleviate traffic, create high quality permeable routes through the island, provide for modal choice and assess accessibility onto the national road network.</p> <p>The Council, through its Development Management function, will continue to seek to ensure that permissions for new development within Little Island maintain the protection of amenities within the island. The council will also continue to seek to enhance amenities within the island where possible.</p> <p><b>See Amendment No. CB 03.06.01</b></p>
Little Island	DLAP16-16-11807615	Carol Murray	<p>This submission requests more residential and walkways near the water front</p>	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in</p>

				<p>Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion.</p> <p>Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the island in order to identify specific interventions that will alleviate traffic, create high quality permeable routes through the island, provide for modal choice and assess accessibility onto the national road network.</p> <p>The Council, through its Development Management function, will continue to seek to ensure that permissions for new development within Little Island maintain the protection of amenities within the island. The council will also continue to seek to enhance amenities within the island where possible.</p> <p><b>See Amendment No. CB 03.06.01</b></p>
Little Island	DLAP16-16-11845335	Cllr Ger Keohane	This submission requests making access easier to enter and exit Little Island.	<p>A traffic and transportation study is being undertaken for the area.</p> <p><b>No change proposed.</b></p>
Little Island	DLAP16-16-11850808	Tom Gittings	<p>This submission identifies zonings in Little Island that impact on Natura designations: LI-I-01, LI-I-02 and LI-O-01 consist of last remaining open agri lands in Little Island and are frequently used by waterbird species that are Special Conservation Interests of the Cork Harbour SPA. These zonings may result in complete loss of field feeding habitat for these species in the Little Island/Dunkettle area. An assessment of the implications</p>	<p>Noted.</p> <p><b>See amendment no. 03.06.02</b>  <b>See amendment no. 03.06.03</b>  <b>See amendment no. 03.06.04</b>  <b>See amendment no. 03.06.10</b></p>

			<p>of these zonings on the conservation status of these species in Cork Harbour may be required;</p> <p>Low lying land in LI-O-01 contains a minor roost site used by waterbird species that are Special Conservation Interests in the Cork Harbour SPA. Area has potential for wetland habitat restoration and may be appropriate to reserve the area to provide mitigation banking to offset the wetland habitat loss that has occurred elsewhere in Cork Harbour.</p>	
Little Island	DLAP16-16-11851588	Caitriona Power	<p>This submission requests:</p> <ul style="list-style-type: none"> <li>Retention of LI-X-01 for recreational/public open space uses;</li> <li>Provision of some housing;</li> <li>Provision of third access point from N25.</li> </ul>	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion.</p> <p>Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the island in order to identify specific interventions that will alleviate traffic, create high quality permeable routes through the island, provide for modal choice and assess accessibility onto the national road network.</p> <p>The Council, through its Development Management function, will continue to seek to ensure that permissions for new development within Little Island maintain the protection of amenities within the island. The council will also continue to seek to enhance amenities within the island where possible.</p> <p><b>See Amendment No. CB</b></p>

				<b>03.06.01</b>
Little Island	DLAP16-16-11860661	Catherine Cogan	This submission requests: Third entrance/exit from N25 at eastern end of island; Eastern end of island should be reserved for residential development.	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion.</p> <p>Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the island in order to identify specific interventions that will alleviate traffic, create high quality permeable routes through the island, provide for modal choice and assess accessibility onto the national road network.</p> <p>The Council, through its Development Management function, will continue to seek to ensure that permissions for new development within Little Island maintain the protection of amenities within the island. The council will also continue to seek to enhance amenities within the island where possible.</p> <p><b>See Amendment No. CB 03.06.01</b></p>
Little Island	DLAP16-16-11865617	Joe, Margaret and Mark Scally	A proposed amendment to the draft X-01 zoning objective that pertains to the former Harbour Point Golf Course, to provide a ready-made, highly landscaped and serviced development site of c. 26.5ha (c. 65.5 acres) for the short-to-medium term delivery of up to 390 dwellings (a Medium B density of c. 15 units/hectare), as well as significant public open space (c. 8ha (c. 19.8 acres) and a local	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited</p>

			<p>centre (c. 0.5ha (c. 1.2 acres) for the benefit of existing and future residents and employees. The remaining 10.5ha (25.9 acres) can be developed as an extension to the existing Harbour Point Business Park.</p>	<p>residential expansion. Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the island in order to identify specific interventions that will alleviate traffic, create high quality permeable routes through the island, provide for modal choice and assess accessibility onto the national road network. The Council, through its Development Management function, will continue to seek to ensure that permissions for new development within Little Island maintain the protection of amenities within the island. The council will also continue to seek to enhance amenities within the island where possible.</p> <p><b>See Amendment No. CB 03.06.01</b></p>
Little Island	DLAP16-16-11870156	Nicholas Casey	<p>This submission seeks the rezoning of LI-X-01 to allow for a new national school and ancillary facilities as well as for community uses.</p>	<p>Department of Education have not identified a need for another school in Little Island.</p> <p><b>See Amendment No. CB 03.06.01</b></p>
Little Island	DLAP16-16-11870675	Leeside AFC	<p>This submission seeks the rezoning of LI-X-01 for residential and recreational uses to cater for local sporting clubs.</p>	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion. Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional</p>



				<p>dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the island in order to identify specific interventions that will alleviate traffic, create high quality permeable routes through the island, provide for modal choice and assess accessibility onto the national road network. The Council, through its Development Management function, will continue to seek to ensure that permissions for new development within Little Island maintain the protection of amenities within the island. The council will also continue to seek to enhance amenities within the island where possible.</p> <p><b>See Amendment No. CB 03.06.01</b></p>
Little Island	DLAP16-16-11874452	Billy Kelleher	This submission supports a third entrance/exit onto Little Island.	<p>A traffic and transportation study is being undertaken for the area.</p> <p><b>See Amendment No. CB 03.06.01</b></p>
Little Island	DLAP16-16-11874962	Emmett Guest	<p>This submission relates to traffic concerns within Little Island at peak periods. Improved access to the island is required. Additional recreation facilities also required.</p>	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion. Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the</p>

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Little Island	DLAP16-16-11875458	Tom & Elayne Spillane	<p>This submission requests: Additional residential development in the area and no further industrial; Adequate traffic management measures to be put in place, including a relief road; Traffic lights at Island Cross to include a filter light; Improved public facilities recreation, open space, walkways etc; Improved commercial signage.</p>	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion. Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the island in order to identify specific interventions that will alleviate traffic, create high quality permeable routes through the island, provide for modal choice and assess accessibility onto the national road network. The Council, through its Development Management function, will continue to seek to ensure that permissions for new development within Little Island maintain the</p>

				<p>protection of amenities within the island. The council will also continue to seek to enhance amenities within the island where possible.</p> <p><b>See Amendment No. CB 03.06.01</b></p>
Little Island	DLAP16-16-11876346	O'Flynn Construction	<p>This submission requests: Modifications to wording of 3.7.40 to include support for medium sized anchor unit; and Inclusion of a general objective to state same.</p>	<p>There is a current planning application for a retail unit in Eastgate. This is a matter for Development Management.</p> <p><b>No change proposed.</b></p>
Little Island	DLAP16-16-11876594	Philip and Katie Walsh	<p>This submission requests: That the Harbour Point Golf Course be retained as Open Space. Inclusion of a hotel on the Golf Course is encouraged as is some residential development. LI-U-02 should be kept away from existing residential areas. Third exit to N25 is welcomed.</p>	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion.</p> <p>Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the island in order to identify specific interventions that will alleviate traffic, create high quality permeable routes through the island, provide for modal choice and assess accessibility onto the national road network.</p> <p>The Council, through its Development Management function, will continue to seek to ensure that permissions for new development within Little Island maintain the protection of amenities within the island. The council will also continue to seek to enhance amenities within the island where possible.</p> <p><b>See Amendment No. CB 03.06.01</b></p>
Little Island	DLAP16-16-	O Connor family	This submission seeks the	Little Island is identified in

	11877188		<p>rezoning of Harbour Golf Course (LI-X-01) to retain its use as a golf course or other recreation use.</p> <p>A third entrance/exit to the N25 is also requested.</p>	<p>the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion.</p> <p>Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the island in order to identify specific interventions that will alleviate traffic, create high quality permeable routes through the island, provide for modal choice and assess accessibility onto the national road network.</p> <p>The Council, through its Development Management function, will continue to seek to ensure that permissions for new development within Little Island maintain the protection of amenities within the island. The council will also continue to seek to enhance amenities within the island where possible.</p> <p><b>See Amendment No. CB 03.06.01</b></p>
Little Island	DLAP16-16-11878907	Donal Collins	<p>This submission relates to the extension of the buffer zone between residential and other uses and to preserve the natural habitat of the area as well as the associated wildlife. Concerns are also expressed about traffic.</p>	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion.</p> <p>Notwithstanding this, the plan has allowed for a</p>

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Little Island	DLAP16-16-11879904	Tapella Ltd.	<p>This submission requests: Hoffman Park, Inchera, be identified as a Strategic Opportunity Site to accommodate Large Scale Retail Warehousing; Identification of key criteria (as listed) when assessing site suitability for same.</p>	<p>An amendment to the Large scale retail section of the plan has been proposed.</p> <p><b>See Amendment no. CB 02.01.03</b></p>
Little Island	DLAP16-16-12215861	John O'Flynn	<p>This submission requests the retention of the Harbour Point Golf Course (LI-X-01) as open space with an allowance for a small number of residential units.</p>	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion. Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support</p>

				<p>the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the island in order to identify specific interventions that will alleviate traffic, create high quality permeable routes through the island, provide for modal choice and assess accessibility onto the national road network. The Council, through its Development Management function, will continue to seek to ensure that permissions for new development within Little Island maintain the protection of amenities within the island. The council will also continue to seek to enhance amenities within the island where possible.</p> <p><b>See Amendment No. CB 03.06.01</b></p>
Little Island	DLAP16-16-12217810	Tadgh Hanley	This submission proposes additional housing and amenity for Little Island.	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion. Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the island in order to identify specific interventions that will alleviate traffic, create high quality permeable routes through the island, provide for modal choice and assess accessibility onto the national road network.</p>

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Little Island	DLAP16-16-12218397	Gerard Neary	<p>This submission relates to: Proposed new road should continue to N25 on east side; Loss of open space by way of Harbour Point Golf Course (LI-X-01). Development of same should be for housing and recreation facilities.</p>	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion. Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the island in order to identify specific interventions that will alleviate traffic, create high quality permeable routes through the island, provide for modal choice and assess accessibility onto the national road network. The Council, through its Development Management function, will continue to seek to ensure that permissions for new development within Little Island maintain the protection of amenities within the island. The council will also continue to seek to enhance amenities within the island where possible.</p> <p><b>See Amendment No. CB</b></p>

				<b>03.06.01</b>
Little Island	DLAP16-16-12219984	Joan O'Donoghue	This submission requests: 3rd entrance/exit to the island; LI-X-01 should be residential and recreational only; Improvement to existing amenities; Traffic issues should not be made worse by development.	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion.</p> <p>Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the island in order to identify specific interventions that will alleviate traffic, create high quality permeable routes through the island, provide for modal choice and assess accessibility onto the national road network.</p> <p>The Council, through its Development Management function, will continue to seek to ensure that permissions for new development within Little Island maintain the protection of amenities within the island. The council will also continue to seek to enhance amenities within the island where possible.</p> <p><b>See Amendment No. CB 03.06.01</b></p>
Little Island	DLAP16-16-12220131	Eddie Horgan	This submission requests: Additional housing and amenity at LI-X-01, possible school site; No further employment or industry due to quality of life; Traffic concerns as roads not suitable. Lack of cycle lanes and footpaths.	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion.</p> <p>Notwithstanding this, the</p>



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Little Island	DLAP16-16-12220699	Ann Daly	<p>This submission requests: Improved amenity in the area existing and proposed. Retention of large part of Harbour Point GC (LI-X-01) for amenity; Additional housing in area and no further industrial development; Considerable traffic concerns and need for third access at eastern end of island.</p>	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion.</p> <p>Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the island in order to identify specific interventions that will alleviate traffic, create high quality permeable</p>

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Little Island	DLAP16-16-12221759	Stephen Ford	<p>This submission requests: Additional housing at Harbour Point GC (LI-X-01); Retention of cul-de-sac on Clash Road.</p>	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion.</p> <p>Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the island in order to identify specific interventions that will alleviate traffic, create high quality permeable routes through the island, provide for modal choice and assess accessibility onto the national road network. The Council, through its Development Management function, will continue to seek to ensure that permissions for new development within Little Island maintain the protection of amenities within the island. The council will also continue to seek to enhance amenities within the island where possible.</p>

				<b>See Amendment No. CB 03.06.01</b>
Little Island	DLAP16-16-12221877	Sandra Horgan	<p>This submission requests:</p> <ul style="list-style-type: none"> <li>Additional housing and amenity at Harbour Point GC (LI-X-01), possible school site;</li> <li>Improvement of existing amenities;</li> <li>No further employment or industry due to quality of life;</li> <li>Traffic concerns as roads not suitable. Lack of cycle lanes and footpaths.</li> </ul>	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion.</p> <p>Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the island in order to identify specific interventions that will alleviate traffic, create high quality permeable routes through the island, provide for modal choice and assess accessibility onto the national road network. The Council, through its Development Management function, will continue to seek to ensure that permissions for new development within Little Island maintain the protection of amenities within the island. The council will also continue to seek to enhance amenities within the island where possible.</p> <p><b>See Amendment No. CB 03.06.01</b></p>
Little Island	DLAP16-16-12222105	Des Daly	<p>This submission requests:</p> <ul style="list-style-type: none"> <li>Additional exit at eastern end of island;</li> <li>Harbour Point GC (LI-X-01) for residential and amenity uses with minor industrial uses.</li> </ul>	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited</p>

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Little Island	DLAP16-16-12222202	Noel and Ann Kelleher	<p>This submission relates to: Need for additional residential development; Provision of open space; No further industrial development.</p>	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion. Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the island in order to identify</p>

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Little Island	DLAP16-16-1222299	Ken Kelleher	<p>This submissions requests: Additional housing; Retain amenity area within Harbour Point Golf Club (LI-X-01); No logistics/warehousing etc within residential areas.</p>	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion. Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the island in order to identify specific interventions that will alleviate traffic, create high quality permeable routes through the island, provide for modal choice and assess accessibility onto the national road network. The Council, through its Development Management function, will continue to seek to ensure that permissions for new development within Little Island maintain the protection of amenities</p>

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Little Island	DLAP16-16-1222392	Denis Hanley	<p>This submission relates to: LI-X-01 should provide for playing pitches and housing; Continuation of footpath to playground required; Improved walking surface for LI-U-04; Open space areas shown are not all accessible and usable; Level of job provision will cause serious problems with traffic.</p>	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion.</p> <p>Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the island in order to identify specific interventions that will alleviate traffic, create high quality permeable routes through the island, provide for modal choice and assess accessibility onto the national road network.</p> <p>The Council, through its Development Management function, will continue to seek to ensure that permissions for new development within Little Island maintain the protection of amenities within the island. The council will also continue to seek to enhance amenities within the island where possible.</p> <p><b>See Amendment No. CB 03.06.01</b></p>
Little Island	DLAP16-16-1222488	Pat McDonald	<p>This submission relates to: Traffic congestion at peak periods. Need for third access point at eastern end; Need for new school as no room for expansion within existing; Loss of Harbour Point Golf</p>	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main</p>

			Course (LI-X-01) and open space.	<p>vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion. Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the island in order to identify specific interventions that will alleviate traffic, create high quality permeable routes through the island, provide for modal choice and assess accessibility onto the national road network. The Council, through its Development Management function, will continue to seek to ensure that permissions for new development within Little Island maintain the protection of amenities within the island. The council will also continue to seek to enhance amenities within the island where possible.</p> <p><b>See Amendment No. CB 03.06.01</b></p>
Little Island	DLAP16-16-12222571	M Higgins	This submission relates to Little Island. The submission relates to lack of public open space and loss of Harbour Point Golf Course. LI-X-01 should allow for additional open space as well as housing and offices and no further industrial development. Traffic is also a key concern.	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion. Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange</p>

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Little Island	DLAP16-16-12223092	Eilish O'Flynn	<p>This submission objects to further industrial development in Little Island and requests additional schools, amenity and housing on LI-X-01.</p>	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion. Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the island in order to identify specific interventions that will alleviate traffic, create high quality permeable routes through the island, provide for modal choice and assess accessibility onto the national road network. The Council, through its Development Management function, will continue to</p>



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Little Island	DLAP16-16-12223365	Bernie Hanley	This submission relates to LI-O-01 and recommends a 3rd entrance/exit to the island as well as additional housing on these lands.	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion.</p> <p>Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the island in order to identify specific interventions that will alleviate traffic, create high quality permeable routes through the island, provide for modal choice and assess accessibility onto the national road network.</p> <p>The Council, through its Development Management function, will continue to seek to ensure that permissions for new development within Little Island maintain the protection of amenities within the island. The council will also continue to seek to enhance amenities within the island where possible.</p> <p><b>See Amendment No. CB 03.06.01</b></p>
Little Island	DLAP16-16-12223577	Brendan O'Connor	This submission suggests a reconfiguration of zoning for LI-X-01 to allow for three way	<p>Little Island is identified in the County Development Plan and the Cobh Local Area</p>

			split for housing, amenity and industry.	<p>Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion.</p> <p>Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the island in order to identify specific interventions that will alleviate traffic, create high quality permeable routes through the island, provide for modal choice and assess accessibility onto the national road network. The Council, through its Development Management function, will continue to seek to ensure that permissions for new development within Little Island maintain the protection of amenities within the island. The council will also continue to seek to enhance amenities within the island where possible.</p> <p><b>See Amendment No. CB 03.06.01</b></p>
Little Island	DLAP16-16-12236498	Jane Whooley	<p>This submission requests: A third exit from the N25 at the eastern end of the island; Additional residential zoning; Community amenities, including swimming pool, playing pitches and Track &amp; Field area.</p>	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion.</p> <p>Notwithstanding this, the plan has allowed for a relatively significant residential population</p>

				<p>expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the island in order to identify specific interventions that will alleviate traffic, create high quality permeable routes through the island, provide for modal choice and assess accessibility onto the national road network. The Council, through its Development Management function, will continue to seek to ensure that permissions for new development within Little Island maintain the protection of amenities within the island. The council will also continue to seek to enhance amenities within the island where possible.</p> <p><b>See Amendment No. CB 03.06.01</b></p>
Little Island	DLAP16-16-12237427	n/a	This submission requests more green open spaces on Little Island.	<p>It is considered that there are significant zoned lands for Open Space within the Cobh MD Draft Local Area Plan for Little Island.</p> <p><b>No change</b></p>
Little Island	DLAP16-16-12238397	Wyon and Christel Stansfield	This submission relates to: Proposed new road should continue to N25 on east side; Loss of open space by way of Harbour Point Golf Course (LI-X-01). Development of same should be for housing and recreation facilities.	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion. Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a</p>

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Little Island	DLAP16-16-12253170	Billy and Ann Hegarty	<p>This submission requests: Provision of third entrance at eastern end of island from N25; Inclusion of more residential and less industry zonings; Use of Harbour Point Golf Course (LI-X-01) as recreational use and residential.</p>	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion. Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the island in order to identify specific interventions that will alleviate traffic, create high quality permeable routes through the island, provide for modal choice and assess accessibility onto the national road network. The Council, through its Development Management function, will continue to seek to ensure that permissions for new development within Little</p>

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Little Island	DLAP16-16-12258761	n/a	<p>This submission requests: Increased buffers between residential and industry, at least 75m; Traffic improvements by creation of third entrance from N25; Additional recreation spaces and facilities.</p>	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion.</p> <p>Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the island in order to identify specific interventions that will alleviate traffic, create high quality permeable routes through the island, provide for modal choice and assess accessibility onto the national road network. The Council, through its Development Management function, will continue to seek to ensure that permissions for new development within Little Island maintain the protection of amenities within the island. The council will also continue to seek to enhance amenities within the island where possible.</p> <p><b>See Amendment No. CB 03.06.01</b></p>
Little Island	DLAP16-16-12309672	Cllr Padraig O'Sullivan	<p>This submission includes the outcome of an online petition seeking a third entrance/exit to the adjoining motorway as a pre-requisite for the continued growth and development of Little Island. Submission notes</p>	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic</p>

			<p>that approx. 3100 positive responses and 15 negative responses were received. Also enclosed signed letter by members of Cobh Municipal District who believe merits of third entrance/exit to Little Island should be seriously examined and supported by Cork County Council.</p>	<p>Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion. Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the island in order to identify specific interventions that will alleviate traffic, create high quality permeable routes through the island, provide for modal choice and assess accessibility onto the national road network. The Council, through its Development Management function, will continue to seek to ensure that permissions for new development within Little Island maintain the protection of amenities within the island. The council will also continue to seek to enhance amenities within the island where possible. <b>See Amendment No. CB 03.06.01</b></p>
Little Island	DLAP16-16-12310405	Cllr. Padraig O'Sullivan	<p>This submission relates to the future development and zoning of Little Island representing views of those present at a public meeting and seeking the following;</p> <ul style="list-style-type: none"> <li>Less industrial land</li> <li>More amenities and open space</li> <li>Additional residential zoning</li> <li>3rd entrance/exit to the existing motorway, text and indicate layout should be included</li> <li>Specifically, consideration should be given to the level of existing vacant industrial Units/brownfield sites and surplus of lands already zoned Industry. Proposed that LI-X-01 be designated open space.</li> <li>LI-I-02 should be rezoned residential</li> </ul>	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion. Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange</p>

			<p>Portion of land at LI-O-1 should be zoned for residential and amenity purposes.</p> <p>Considers attempts in the past to buffer residential areas from Industrial development have been unsuccessful.</p> <p>No attempt has been made to address existing infrastructure deficiencies in the plan.</p> <p>Connect LI-X-01 to the existing U-04 walk and enhance same and Formalise existing walks.</p> <p>Map of 7 suggested changes included.</p>	<p>Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the island in order to identify specific interventions that will alleviate traffic, create high quality permeable routes through the island, provide for modal choice and assess accessibility onto the national road network.</p> <p>The Council, through its Development Management function, will continue to seek to ensure that permissions for new development within Little Island maintain the protection of amenities within the island. The council will also continue to seek to enhance amenities within the island where possible.</p> <p>Proposed walkway around former Mitsui Denman site cannot be formalised with a specific objective at this time due to concerns about the potential impacts on nearby Natura sites.</p> <p><b>See Amendment No. CB 03.06.01</b></p>
Little Island	DLAP16-16-12367386	Dave Carty	<p>This submission requests that lands zoned LI-X-01 be zoned entirely for residential use and open space rather than the proposed Industrial zoning, there is considered to be enough Industrial zoning in Little Island.</p>	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion.</p> <p>Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the</p>

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Little Island	DLAP16-16-12368019	Dermot Kelleher	<p>This submission makes the following points in relation to future development of Little Island;</p> <ul style="list-style-type: none"> <li>Proper walk along the waterfront</li> <li>No public access to lands zoned LI-I-02 Cork Golf Course. More amenities should be provided</li> <li>Walkways should be provided on LI-O-01</li> <li>Improved access to the Island should be provided</li> </ul>	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion. Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the island in order to identify specific interventions that will alleviate traffic, create high quality permeable routes through the island, provide for modal choice and assess accessibility onto the national road network. The Council, through its Development Management function, will continue to seek to ensure that permissions for new development within Little Island maintain the</p>



				<p>protection of amenities within the island. The council will also continue to seek to enhance amenities within the island where possible.</p> <p><b>See Amendment No. CB 03.06.01</b></p>
Little Island	DLAP16-16-12832787	Jim Meehan	<p>This submission is clear in its objection to further industry and commercial development on Little Island. It requests:</p> <ul style="list-style-type: none"> <li>• Provision of significant amenities on the island;</li> <li>• Provision of all elements of LI-U-06 to allow for Dunkettle upgrade to work;</li> <li>• Retention of LI-X-01 as an amenity in its entirety;</li> <li>• Rezoning of LI-I-02 for residential development;</li> <li>• Removal of LI-U-02 and junction with Clash Road; and</li> <li>• Provision of relief flyover at NE end of the island, connecting to the N25.</li> </ul>	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion.</p> <p>Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the island in order to identify specific interventions that will alleviate traffic, create high quality permeable routes through the island, provide for modal choice and assess accessibility onto the national road network. The Council, through its Development Management function, will continue to seek to ensure that permissions for new development within Little Island maintain the protection of amenities within the island. The council will also continue to seek to enhance amenities within the island where possible.</p> <p><b>See Amendment No. CB 03.06.01</b></p>
Little Island	DLAP16-16-12833621	Jim O'Sullivan	<p>This submission objects to the provision for 90no. houses within LI-X-01 unless the following can also be included:</p> <ul style="list-style-type: none"> <li>• Pitch &amp; Putt course;</li> <li>• New school;</li> </ul>	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is</p>

			<ul style="list-style-type: none"> <li>• Hotel; and</li> <li>• Playground.</li> </ul>	<p>designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion. Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the island in order to identify specific interventions that will alleviate traffic, create high quality permeable routes through the island, provide for modal choice and assess accessibility onto the national road network. The Council, through its Development Management function, will continue to seek to ensure that permissions for new development within Little Island maintain the protection of amenities within the island. The council will also continue to seek to enhance amenities within the island where possible.</p> <p><b>See Amendment No. CB 03.06.01</b></p>
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Little Island	DLAP16-16-12831061	Ruden Homes Ltd.	<p>This submission requests a number of changes be made to the text and objectives for Little Island, as follows:</p> <ul style="list-style-type: none"> <li>• Realignment of LI-U-05 to split the LI-I-02 land to be half industrial and half residential;</li> <li>• Re-zoning of the western half of LI-I-02 to be residential and Open Space;</li> <li>• LI-U-05 to form buffer between residential and industrial;</li> <li>• Removal of the cap of 90no. residential units;</li> <li>• Creation of a social/community cluster in this area.</li> </ul>	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion. Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the island in order to identify specific interventions that will alleviate traffic, create high quality permeable routes through the island, provide for modal choice and assess accessibility onto the national road network. The Council, through its Development Management function, will continue to seek to ensure that permissions for new development within Little Island maintain the protection of amenities within the island. The council will also continue to seek to enhance amenities within the island where possible.</p> <p><b>See Amendment No. CB 03.06.01</b></p>
Little Island	DLAP16-16-12833904	Sean Twohig	<p>This submission requests:</p> <ul style="list-style-type: none"> <li>• Rezoning of LI-I-01 and LI-C-01 to residential allowing for 300-400 units;</li> <li>• Retention of LI-X-01 as Amenity/Open Space only.</li> </ul>	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion. Notwithstanding this, the</p>

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Little Island	DLAP16-16-12835423	Anne O’Driscoll, Maurice Cogan, Mr Murnan & Mr Twoumey	<p>This submission presents a masterplan type of approach to rezoning on the LI-O-01 lands at the eastern end of the island. The submission seeks:</p> <ul style="list-style-type: none"> <li>• Rezoning of 25ha of Open Space zoned lands to residential to act as a buffer between the proposed industry to the west and the harbour to the east;</li> <li>• Develop a recreational park along the waterfront;</li> <li>• Extension of LI-U-05 to open up these lands to the industrial and residential development proposed.</li> </ul>	<p>Little Island is identified in the County Development Plan and the Cobh Local Area Plan as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population, with limited residential expansion. Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 additional dwellings. In addition, the Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade (which is at land purchase stage) and is commencing a Transportation Study for the island in order to identify specific interventions that will alleviate traffic, create</p>

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<b>Key Villages</b>				
Glounthaune	DLAP16-16-11458695	Paddy Twomey	<p>CAHERLAG SUBMISSION</p> <p>This submission relates to Caherlag and requests: Caherlag lacks all services typical of a village nuclei other than a sports pitch; Three of the five houses allowed for in the plan already constructed; Substantial land bank available at NE of village which could be developed as services could be extended; Local GAA Club requires residential lands to allow for local players to stay and live in the area.</p>	<p>It is considered that there is sufficient land available within Caherlag to cater for the provisions set out within the Cobh MD Draft Local Area Plan for Caherlag.</p> <p><b>No change proposed.</b></p>
Glounthaune	DLAP16-16-12366997	Mr.Kennelly C/o Cllr. Pdraig O'Sullivan	<p>CAHERLAG SUBMISSION</p> <p>This submission requests that the extension of the development boundary to the south to include land lands identified on map attached. Lands considered serviced and visually unobtrusive.</p>	<p>It is considered that there is sufficient land available within Caherlag to cater for the provisions set out within the Cobh MD Draft Local Area Plan for Caherlag.</p> <p><b>No change proposed.</b></p>
Glounthaune	DLAP16-16-11847722	Glounthaune Community Association	<p>The submissions makes the following main points in relation to Glounthaune; Scale of future growth excessive consider decreasing to 100-200 houses; Road network not adequate to cater for increased growth; A number of proposals are suggested to improve traffic and accessibility and parking in the area and to improve facilities for cyclists and pedestrians connecting Glounthaune and neighbouring villages; Proposed new road connection U-01 needs to be realigned</p>	<p>These issues are considered to be appropriately addressed within the Cobh MD Draft Local Area Plan for Glounthaune.</p> <p><b>No change proposed.</b></p>

			Access to railway station inadequate and parking serving existing primary school. Improved traffic measures required to protect heritage of Glounthaune.	
Glounthaune	DLAP16-16-11859804	The Planning Partnership	New Settlement Proposal for Kilcoolishal This submission seeks: The creation of a new development boundary around Factory Hill/Tower Hill etc to form new village nuclei of Kilcoolishal village; Specific residential zoning on part of the lands at Dunsland to provide for low density housing; Amendment to the draft Local Area Plan to make the necessary statutory provisions for this new settlement.	There is no requirement for a new settlement between Glanmire and Glounthaune.  <b>No change proposed.</b>
Glounthaune	DLAP16-16-11864929	Yvonne & Bernie Casey	This submission requests that additional wording be included in the text for Glounthaune that would specifically encourage the development of individual dwellings within the village to be assessed on their merits. These should be accepted if it can be demonstrated that this would not preclude or compromise the development of larger projects of up to 40 dwellings at suitable locations rather than assessing such proposals on an ad hoc basis in order to provide more certainty to applicants and improve consistency in decision making.	Such matters are dealt with on a case by case basis.  <b>No change proposed.</b>
Glounthaune	DLAP16-16-11876613	Michael Power	This submission requests a pedestrian walkway linking from the old N25 from Glounthane railway bridge to the flyover on the entrance to Little Island.	This issue is considered to be sufficiently addressed by LI-U-02.  <b>No change proposed.</b>
Glounthaune	DLAP16-16-11878676	Tommy Maher	This submission request that the settlement boundary of Glounthaune be modified and extended to include an additional 5.5 hectares of lands in the townland of Ballyhennick within the development boundary west of village. Approx. 6.5 ha of the landowners land have already been included within the development boundary of Glounthaune. Request that remaining 5.5ha also be included as it currently lies outside development boundary	It is considered that there is sufficient land zoned for residential development in Glounthaune to date and further extensions to the development boundary for same are not required.  <b>No change proposed.</b>

			to help deliver more appropriate and suitable lands for residential development in the short-medium term.	
Glounthaune	DLAP16-16-12828245	Marie Corry	This submission seeks the extension of the development boundary of Glounthaune to accommodate additional zoned residential lands to provide for Medium B density serviced sites at a density of 4 units/ha for immediate development.	Proposed scheme is low density at 4units per hectare. It is considered that there is sufficient land available within Glounthaune to cater for the provisions set out within the Cobh MD Draft Local Area Plan for Glounthaune.  <b>No change proposed.</b>
<b>Villages</b>				
Kerry Pike	DLAP16-16-11847353	Con O'Sullivan	This submission requests an extension to the development boundary for Kerry Pike to encompass subject lands currently in use as a Nursery and rezoning of same to Existing built up area in the interests of proper planning and sustainable development of the village.	It is considered that there is sufficient land within the development boundary of Kerry Pike to provide for the number of units that can be accommodated as per the Cobh MD Draft Local Area Plan for Kerry Pike.  <b>No change proposed.</b>
Kerry Pike	DLAP16-16-12147260	Michael J. Healy	This submission requests an extension of the foul sewer to service 8 dwellings in the village.	This is not considered to be a Local Area Plan issue.  <b>No change proposed.</b>
Kerry Pike	DLAP16-16-12316694	Frank O'Brien	This submission requests public roads and footpaths to be upgraded urgently. Also, consider rezoning additional land on northern side of the village as development can be facilitated when site to the south is developed.	It is considered that there is sufficient land within the development boundary of Kerry Pike to provide for the number of units that can be accommodated as per the Cobh MD Draft Local Area Plan for Kerry Pike.  <b>No change proposed.</b>
Knockraha	DLAP16-16-10898954	O'leary O'Sullivan Developments	This submission relates to the expansion of the development boundary of Knockraha as well as the increase in the residential cap of 5no. dwellings per planning application. The submission requests: The extension of the development boundary in the NE of the village to allow for the provision of the required pumping station; Increase of the residential cap of 10-12 units per annum.	The cap of 5 units per application is reflective of Sustainable residential density guidelines of 10-15% for small towns and villages. It is considered that this approach is acceptable. Duplication with 12316333  <b>No change proposed.</b>
Knockraha	DLAP16-16-12223220	William Murphy	This submission requests a boundary extension for Knockraha incorporating additional residential lands.	It is considered that there is sufficient land within the development boundary of Knockraha to provide for the number of units that can be accommodated as per the Cobh MD Draft Local Area Plan for Knockraha.  <b>No change proposed.</b>

Knockraha	DLAP16-16-12235817	William Murphy	This submission relates to the proposed amenity walk within Knockraha. The submission supports the provision of same but notes that his lands are located on either side of same. The road at present is narrow and lacks footpath and lighting.	This submission is noted.  <b>No change proposed.</b>
Knockraha	DLAP16-16-12237628	Knockraha Area Community Assoc.Ltd	This submission relates to the Knockraha area. The submission relates to: serious deficiency in waste water and clean water supply and existing houses should be connected to WWTU being currently constructed; Provision/extension of footpaths etc welcomed; Proposed amenity walk should extend further; Lands zoned for Community use not currently available but services badly required to cater for existing and future populations.	It is considered that there is sufficient land zoned within the Plan to cater for the Community needs and these are legacy zonings. No changes to same have been proposed within the current plan. Waste water and public water supply are issues for Irish Water and not the Local Area Plan.  <b>No change proposed.</b>
Knockraha	DLAP16-16-12316333	O'Leary and O'Sullivan Dev. Ltd	This submission requests that That the lands identified to the north east of the village (Ard Abhainn Phase 2) be included within the development boundary The overall development target of 24 homes be increased to 60 homes during the lifetime of the LAP The residential cap be increased from 5 units to 10-12 per application/per year.	It is considered that there is sufficient land within the development boundary of Knockraha to provide for the number of units that can be accommodated as per the Cobh MD Draft Local Area Plan for Knockraha. The cap of 5 units per application is reflective of Sustainable residential density guidelines of 10-15% for small towns and villages. It is considered that this approach is acceptable. Duplication with 10898954.  <b>No change proposed.</b>
Upper Glanmire	DLAP16-16-11847399	Pauline Hyde	This submission requests that the vision for Upper Glanmire be revised. The scale of development envisaged is considered excessive and detrimental to the character of the area. The term village is not considered appropriate for the area and there is no demand for the services proposed. Plans should instead focus on roads, footpath upgrades and protection of rural character.	The current Plan is considered to be sufficient for the purposes of the Local Area Plan for Upper Glanmire.  <b>No change proposed.</b>
Upper Glanmire	DLAP16-16-12218526	Richard and Ann Hyde	This submission requests the extension of development boundary for low density residential development.	It is considered that there is sufficient land within the development boundary of Upper Glanmire to provide for the number of units that can be accommodated as per the Cobh MD Draft Local Area Plan for Upper Glanmire.



				<b>No change proposed.</b>
Whitechurch	DLAP16-16-11709223	Whitechurch Development Committee c/o Whitechurch Community Association	This submissions welcomes many of the policies contained in the plan for Whitechurch, however, requests the safe upgrading of T-junction in the village and to make provision for a cemetery extension.	The development boundary does not preclude the extension of the cemetery.  <b>No change proposed.</b>
Whitechurch	DLAP16-16-11876883	Hallmark Building Services Ltd	This submission requests that the current restriction of 50 units within the development boundary of the village and the restriction of 20 units for individual units be removed as is not supported by guidelines and not in line with existing permissions and the availability of infrastructure. Whitechurch should be allowed accommodate significant additional growth up to c. 200 units in line with CASP with proposals for 50 unit schemes. Additional text should be introduced allowing additional development within villages that have benefitted from significant investment in infrastructure.	Sustainable residential density guidelines of 10-15% for small towns and villages. It is considered that this approach is acceptable.  <b>No change proposed.</b>
<b>Village Nuclei</b>				
Ballymore/Walterstown	DLAP16-16-12214746	Ballymore Community Assoc. Ltd	This submission relates to improvements required to local road network, including footpaths and lighting.	Issues raised can inform future work programmes.  <b>No change proposed.</b>
<b>Other Locations</b>				
Marino Point	DLAP16-16-11811985	Port of Cork	This submission relates to Marino Point. This submission requests minor amendments to the wording of X-01 to improve flexibility as regards potential uses, as follows: The development of any new berthing or unloading facilities to have regard to the amenities of the Harbour and Passage West; Any development which will result in an increase in road based traffic to be considered subject to the development of a Mobility Management Plan. Marino Point identified for relocation of existing upper port facilities, eg. Specialist bulk cargo.	Impact on Passage West and Harbour is a matter for development management should an application for new development be proposed. Roads issue relates to limited capacity of R624 and Belvelly Bridge in particular. Mobility Management Plan may address same, but will depend on nature and extent of proposed use.  <b>No amendment proposed.</b>
Marino Point	DLAP16-16-12310895	Clr. Marcia D'Alton	This submission request that specific reference be made in the Cobh Municipal District Local Area Plan on the impact of potential development at Marino Point on Passage West be taken into consideration	Amendment recommended for Marino Point Text to reference visual impact on Passage West and Harbour.  <b>See Amendment no. CB 05.01.05</b>

			particular in relation to noise, visual, dust, light pollution. Requests that a special local area plan for the Cork Harbour be prepared.	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.  <b>No amendment proposed.</b>
<b>Strategic Land Reserve</b>				
Carrigtwohill	DLAP16-16-11449955	Jonathan Lane	This submission relates to a parcel of land at Ballyrichard More and forming part of SLR 11. The submission requests that the land be rezoned for development due to its location. See also 12218014 & 11451184.	See Section 2 which sets out the Council's strategy with regard to Strategic Land Reserve and Active Land Management.  <b>See Amendment no. Appendix B2</b>
Carrigtwohill	DLAP16-16-11451184	Jonathan Lane	Request that land parcel of 7.05 Ha at Ballyrichard More, Midleton be re-zoned for development. Submission notes that this land is strategically located adjacent to the Waterrock Master-plan, the N25, the Railway Line and is approximately 350 meters away from the proposed new waterrock train station. This land forms part of the area designated SLR11.	See Section 2 which sets out the Council's strategy with regard to Strategic Land Reserve and Active Land Management.  <b>See Amendment no. Appendix B2</b>
Carrigtwohill	DLAP16-16-11870279	Horgan Carroll Architects	This submission requests the removal of SLR 10 Carrigtwohill West from consideration on the basis of: Existing greenbelt area; Residential not compatible with the proposed business/industrial zonings on western edge of Carrigtwohill; Site located at a remove from Town Centre and station; Loss of important wildlife corridor between estuary and elevated lands to north.	See Section 2 which sets out the Council's strategy with regard to Strategic Land Reserve and Active Land Management.  <b>See Amendment no. Appendix B2</b>
Carrigtwohill	DLAP16-16-12218014	Jonathan Lane	This submission relates to a parcel of land at Ballyrichard More and forming part of SLR 11. The submission requests that the land be rezoned for development due to its location. See also 11449955 & 11451184	See Section 2 which sets out the Council's strategy with regard to Strategic Land Reserve and Active Land Management.  <b>See Amendment no. Appendix B2</b>
Cobh	DLAP16-16-11761534	Belvelly Carrigaloe and	This submission notes: Impact on traffic where	See Section 2 which sets out the Council's strategy with

		District Community Association	population increases but without relevant infrastructure; Unsuitability of Cobh North Extension as land reserve.	regard to Strategic Land Reserve and Active Land Management.  <b>See Amendment no. Appendix B2</b>
Cobh	DLAP16-16-11777225	O'Mahony Developments Ltd.	This submission relates to the SLR1 Cobh North Extension, specifically 15.5 ha of land in Carrigafoy at northern end of Cobh town. Submission supports the SLR1 designation which it is considered scores highly in relation to each criteria. However, c. 5 ha of these lands should be rezoned to Medium A for immediate residential development.	See Section 2 which sets out the Council's strategy with regard to Strategic Land Reserve and Active Land Management.  <b>See Amendment no. Appendix B2</b>
Cork City - North Environs	DLAP16-16-11421417	Sean O'Droighnean	This submission relates to SLR 9 and states that the inclusion of SLR 9 is reasonable on the basis of existing residential development, proximity to Ballyvolane Urban Expansion Area and proposed Northern Ring Road.	See Section 2 which sets out the Council's strategy with regard to Strategic Land Reserve and Active Land Management.  <b>See Amendment no. Appendix B2</b>
Cork City - North Environs	DLAP16-16-11850472	James OMahony, Beatrice Conlon & Others	Submission relates to SLR initiative.  Second half of this submission requests residential zoning in part of the NE-O-01 lands for Medium A Residential Development.	See Section 2 which sets out the Council's strategy with regard to Strategic Land Reserve and Active Land Management.  <b>See Amendment no. Appendix B2</b>  One of multiple subs re: NE-O-01 to rezoning to residential land. Erosion of Greenbelt in this area. Visually prominent from north and north west. Elevated and visually prominent lands – Prom & Strategic GB (former A1). Sufficient residential zonings in North Environs. Prev submissions in CE Report April 2016 (2732) See also: 11876195 11847822 11874009 11390949 11800912  <b>No Change Proposed.</b>
Cork City - North Environs	DLAP16-16-11853200	Conor Crowley	This submission supports the inclusion of 25ha of lands as part of SLR8 given favourable conditions, including proximity	See Section 2 which sets out the Council's strategy with regard to Strategic Land Reserve and Active Land

			to existing services, public transport and suitable topography, but also requests that this entire holding be rezoned to Medium A density residential with immediate effect to provide for housing in the short term.	Management.  <b>See Amendment no. Appendix B2</b>
Cork City - North Environs	DLAP16-16-11854738	Irish Immigration Fund Limited (IIFL)	This submission requests the rezoning of 2.1ha of lands to the north of Atkins Hall as an SLR to allow for a Build to Rent Apartment Scheme for up to 66no. units.	See Section 2 which sets out the Council's strategy with regard to Strategic Land Reserve and Active Land Management.  <b>See Amendment no. Appendix B2</b>
Cork City - North Environs	DLAP16-16-11860569	John McCarthy and Joe Buckley	This submission supports the inclusion of SLR8 given favourable conditions, including proximity to existing services, public transport and suitable topography, but also requests that this entire holding be rezoned to Medium A density residential with immediate effect to provide for housing in the short term.	See Section 2 which sets out the Council's strategy with regard to Strategic Land Reserve and Active Land Management.  <b>See Amendment no. Appendix B2</b>
Cork City - North Environs	DLAP16-16-11874009	Julia Walsh Neville	Submission relates to SLR initiative.  This submission requests consideration of a large part of NE-O-01 to be rezoned as an SLR for the medium term delivery of residential.	See See Section 2 which sets out the Council's strategy with regard to Strategic Land Reserve and Active Land Management.  <b>See Amendment no. Appendix B2</b>  One of multiple subs re: NE-O-01 to rezoning to residential land. Erosion of Greenbelt in this area. Visually prominent from north and north west. Elevated and visually prominent lands – Prom & Strategic GB (former A1). Sufficient residential zonings in North Environs. Prev submissions in CE Report April 2016 (2732) See also: 11876195 11847822 11850472 11390949 11800912
Cork City - North Environs	DLAP16-16-11875229	O'Flynn Construction	This submission supports the inclusion of 4.6ha of lands as part of SLR8 given favourable conditions, including proximity to existing services, public transport and suitable topography, but also requests	See See Section 2 which sets out the Council's strategy with regard to Strategic Land Reserve and Active Land Management.  <b>See Amendment no.</b>

			that this entire holding be rezoned to residential development with immediate effect to facilitate large scale housing in the short term.	<b>Appendix B2</b>
East Cork MD – Midleton	DLAP16-16-11878898	Jack Lynch	This submission requests:  Lands to SW of Midleton, currently shown as SLR 11, be rezoned as residential/enterprise as an extension to Midleton and/or the Water-rock masterplan site; Support for promotion of SLR 11 as most suitable for development.	See See Section 2 which sets out the Council’s strategy with regard to Strategic Land Reserve and Active Land Management.  <b>See Amendment no. Appendix B2</b>
Glounthaune	DLAP16-16-11776485	O'Mahony Developments Ltd.	This submission relates to a 6.9 ha site at eastern edge of Glounthaune. It requests the following; Amend Section 4.5.8 to re-affirm the Councils objective to encourage 400 additional dwelling unit by 2023; Remove or relax the restriction of 40 units on larger strategic sites to allow a greater number of residential units on these sites; Add text to DB-01 to state that in order to realise the development potential of larger sites (those with potential to deliver more than 40 units, these sites will be developed on a phased basis at Medium B density; Modify section 4.5.12 to ensure the extension of the 50/60km/h speed limit to the Amber petrol station Encourages the retention of SLR 10 in Draft plan.	It is considered that there is sufficient land available within Glounthaune to cater for the provisions set out within the Cobh MD Draft Local Area Plan for Caherlag and that the scaling of development is appropriate.  <b>No change proposed.</b>  See See Section 2 which sets out the Council’s strategy with regard to Strategic Land Reserve and Active Land Management.  <b>See Amendment no. Appendix B2</b>
North Environs	DLAP16-16-12830302	Patrick & Eileen O’Flynn	This submission relates to lands at Carhoo which are currently designated as SLR 8. The submission outlines the immediate availability of the lands and the services available and recommends that it be utilised for low to medium density development.	See See Section 2 which sets out the Council’s strategy with regard to Strategic Land Reserve and Active Land Management.  <b>See Amendment no. Appendix B2</b>
North Environs	DLAP16-16-12828943	Patrick & Eileen O’Flynn & Kilcully Partnership	This submission relates to lands directly adjoining Kilcully which are currently designated as SLR 8. The submission outlines the immediate availability of the lands and the services available and recommends that it be utilised for low to medium density development with immediate effect.	See See Section 2 which sets out the Council’s strategy with regard to Strategic Land Reserve and Active Land Management.  <b>See Amendment no. Appendix B2</b>
North Environs	DLAP16-16-12829081	David Mullins & Louise Sheehan	This submission requests the removal of these lands from	See See Section 2 which sets out the Council’s strategy

			SLR 9 and the zoning of the lands for Medium B Density Residential development for immediate use.	with regard to Strategic Land Reserve and Active Land Management.  <b>See Amendment no. Appendix B2</b>
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## **Appendix B Chief Executive's Recommended Amendments to the Draft Cobh Municipal District Local Area Plan**

This appendix sets out the County Manager's recommendations for the material changes to the Draft Cobh Electoral Area Local Area Plan (Public Consultation Draft). 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. 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

Amendment Ref.	Draft Proposed Change				Page No.																																																		
<b>Section 1: Introduction</b>																																																							
CB 01.01.01	<p>Delete Table 1.1 Municipal Districts in County Cork and replace with new Table 1.1 which includes list of Town Council Development Plans.</p> <table border="1" data-bbox="320 577 1382 1608"> <thead> <tr> <th colspan="5" data-bbox="320 577 1382 633">Table 1.1: Municipal Districts in County Cork</th> </tr> <tr> <th data-bbox="320 633 392 719"></th> <th data-bbox="392 633 659 719">Municipal District</th> <th data-bbox="659 633 810 719">Population 2011</th> <th data-bbox="810 633 1267 719">Main Towns</th> <th data-bbox="1267 633 1382 719">No of villages</th> </tr> </thead> <tbody> <tr> <td data-bbox="320 719 392 837">1</td> <td data-bbox="392 719 659 837">Ballincollig-Carrigaline</td> <td data-bbox="659 719 810 837">71,946</td> <td data-bbox="810 719 1267 837">Ballincollig, Carrigaline, Passage West/ Monkstown/ Glenbrook, Cork City South Environs, Ringaskiddy</td> <td data-bbox="1267 719 1382 837">5</td> </tr> <tr> <td data-bbox="320 837 392 922">2</td> <td data-bbox="392 837 659 922">Bandon-Kinsale</td> <td data-bbox="659 837 810 922">42,454</td> <td data-bbox="810 837 1267 922">Bandon, Kinsale (<b>Kinsale Town Development Plan, 2009</b>)</td> <td data-bbox="1267 837 1382 922">34</td> </tr> <tr> <td data-bbox="320 922 392 1008">3</td> <td data-bbox="392 922 659 1008"><b>Blarney-Macroom</b></td> <td data-bbox="659 922 810 1008"><b>43,398</b></td> <td data-bbox="810 922 1267 1008">Blarney, Macroom (<b>Macroom Town Development Plan, 2009</b>)</td> <td data-bbox="1267 922 1382 1008"><b>54</b></td> </tr> <tr> <td data-bbox="320 1008 392 1162">4</td> <td data-bbox="392 1008 659 1162">Cobh</td> <td data-bbox="659 1008 810 1162">53,544</td> <td data-bbox="810 1008 1267 1162">Carrigtwohill, Cobh (<b>Cobh Town Development Plan 2013</b>), Glanmire, Little Island, Cork City North Environs. (Monard is proposed new town and a designated Strategic Development Zone)</td> <td data-bbox="1267 1008 1382 1162">24</td> </tr> <tr> <td data-bbox="320 1162 392 1281">5</td> <td data-bbox="392 1162 659 1281">East Cork</td> <td data-bbox="659 1162 810 1281">42,399</td> <td data-bbox="810 1162 1267 1281">Midleton (<b>Midleton Town Development Plan 2013</b>), Youghal (<b>Youghal Town Development Plan, 2009</b>)</td> <td data-bbox="1267 1162 1382 1281">30</td> </tr> <tr> <td data-bbox="320 1281 392 1366">6</td> <td data-bbox="392 1281 659 1366">Fermoy</td> <td data-bbox="659 1281 810 1366">42,226</td> <td data-bbox="810 1281 1267 1366">Charleville, Fermoy (<b>Fermoy Town Development Plan, 2009</b>), Mitchelstown</td> <td data-bbox="1267 1281 1382 1366">29</td> </tr> <tr> <td data-bbox="320 1366 392 1451">7</td> <td data-bbox="392 1366 659 1451">Kanturk-Mallow</td> <td data-bbox="659 1366 810 1451">47,305</td> <td data-bbox="810 1366 1267 1451">Buttevant, Kanturk, Mallow (<b>Mallow Town Development Plan, 2009</b>) Millstreet, Newmarket</td> <td data-bbox="1267 1366 1382 1451">46</td> </tr> <tr> <td data-bbox="320 1451 392 1606">8</td> <td data-bbox="392 1451 659 1606">West Cork</td> <td data-bbox="659 1451 810 1606">56,530</td> <td data-bbox="810 1451 1267 1606">Bantry, Castletownbere, Clonakilty (<b>Clonakilty Town Development Plan, 2009</b>), Dunmanway, Schull, Skibbereen (<b>Skibbereen Town Development Plan, 2009</b>)</td> <td data-bbox="1267 1451 1382 1606">67 &amp; 7 Inhabited Islands</td> </tr> </tbody> </table>				Table 1.1: Municipal Districts in County Cork						Municipal District	Population 2011	Main Towns	No of villages	1	Ballincollig-Carrigaline	71,946	Ballincollig, Carrigaline, Passage West/ Monkstown/ Glenbrook, Cork City South Environs, Ringaskiddy	5	2	Bandon-Kinsale	42,454	Bandon, Kinsale ( <b>Kinsale Town Development Plan, 2009</b> )	34	3	<b>Blarney-Macroom</b>	<b>43,398</b>	Blarney, Macroom ( <b>Macroom Town Development Plan, 2009</b> )	<b>54</b>	4	Cobh	53,544	Carrigtwohill, Cobh ( <b>Cobh Town Development Plan 2013</b> ), Glanmire, Little Island, Cork City North Environs. (Monard is proposed new town and a designated Strategic Development Zone)	24	5	East Cork	42,399	Midleton ( <b>Midleton Town Development Plan 2013</b> ), Youghal ( <b>Youghal Town Development Plan, 2009</b> )	30	6	Fermoy	42,226	Charleville, Fermoy ( <b>Fermoy Town Development Plan, 2009</b> ), Mitchelstown	29	7	Kanturk-Mallow	47,305	Buttevant, Kanturk, Mallow ( <b>Mallow Town Development Plan, 2009</b> ) Millstreet, Newmarket	46	8	West Cork	56,530	Bantry, Castletownbere, Clonakilty ( <b>Clonakilty Town Development Plan, 2009</b> ), Dunmanway, Schull, Skibbereen ( <b>Skibbereen Town Development Plan, 2009</b> )	67 & 7 Inhabited Islands	6
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CB 01.01.02	<p>Delete the following text in paragraph 1.1.3</p> <p>This Draft Local Area Plan for Cobh Municipal District has been prepared, so that once finalised, it can replace the previous Electoral Area Local Area Plans adopted in 2011–and the Cobh Town Development Plan 2013, adopted by the former Cobh Town Council.</p> <p><b>Text change only</b></p>				7																																																		



<p>CB 01.01.03</p>	<p>Delete paragraph 1.6.6 and replace with new text as follows;</p> <p><del>1.7.6—Given that many of the Town Development Plans date from 2009 and are now quite out of date, the Council has decided to proceed on the basis of preparing new Local Areas Plans which plan for the development of each town, and its environs, as one integrated unit. It is proposed to Vary the Town Development Plans, such that the zoning provisions and associated policy objectives of the Town Development Plans are updated and incorporated into the new Local Area Plans. The Town Plans will remain in force but the relevant zonings provisions will be those of the new Local Area Plan. In the event of a conflict between the provisions of a Town Development Plan, and the provisions of the County Development Plan 2014, or the new Local Area Plan 2017, then the County Development Plan/ Local Area Plans 2017, take precedence.</del></p> <p><b>Therefore it is proposed to proceed on the basis that the Municipal District Local Area Plans will deal only with the environs of these towns, ie the area between the boundary of the administrative area of the former Town Council and the Development Boundary of the Town as delineated in maps included in this LAP. For clarity, the text of the plans will be revised to omit text, policy / objectives on issues covered by the Town Development Plan and the LAP Maps will ‘grey out’ the area to which the Town Development Plan applies.</b></p> <p><b>The current Town Council Development Plans will remain in force until the review of the Cork County Development Plan, 2014 is completed in 2020 and these Town Development Plans are the reference point for guidance in relation to issues of proper planning and sustainable development for land located within the administrative area of the former Town Council.</b></p> <p><b>Text change only</b></p>	<p>13</p>
<p>CB 01.01.04</p>	<p>Insert new Heading “Housing Density” and text after paragraph 1.7.13 “Green Infrastructure” as follows;</p> <p><b>The approach to housing density used in this Plan is set out in Section 3.4 Housing Density, Chapter 3 Housing, Volume One of the Cork County Development Plan, 2014. Objective HOU 4-1, Housing Density on Zoned Land in Section 3.4 sets out the housing density standards applicable to each category, High, Medium A and Medium B, along with an accompanying guide to the densities in Table 3.1 Settlement Density Guide.</b></p> <p><b>Text change only</b></p>	<p>30</p>
<p>CB 01.01.05</p>	<p>Insert additional paragraphs after 1.7. 12 as follows;</p> <p><b>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.</b></p> <p><b>Cork County Council and Cork City Council have prepared a cycling network plan for the Cork Metropolitan area and surrounding towns. The objective of the project is to provide a clear plan for the future development of the cycling network within the Metropolitan Area to encourage greater use of cycling for trips to work, school, recreation and leisure. The relevant routes are mapped for each of the settlements of Cobh, Glanmire, Glounthaune, Little Island, Carrigtwohill and the north environs and can be found in the Cork Cycle Network Plan.</b></p> <p><b>Text change only</b></p>	<p>30</p>

CB 01.01.06	<p>Insert an additional paragraph after 1.6.30 in the City Gateways section as follows ;</p> <p><b>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.</b></p> <p><b>Text change only</b></p>	18
CB 01.01.07	<p>Delete Sections 1.6.33 to 1.6.44 Strategic Land Reserve and replace with the Active Land Management / Strategic Land Reserve Text in B2.</p> <p><b>Text change only</b></p>	19
CB 01.01.08	<p>Insert a new paragraph after 1.6.25 Regeneration areas as follows</p> <p><b>It is the intention of Cork County Council to implement the provisions of the Urban regeneration and Housing Act 2015, through the establishment of a Vacant sites register, identifying sites on which a vacant site levy can be applied. The planning authority will proactively engage through the Municipal District sub-county structures, to identify suitable vacant sites on lands zoned residential and on lands designated as regeneration areas in this plan, which meet the criteria for inclusion in the vacant site register. This will be achieved through a focused application of the levy, facilitating sustainable urban development and bring such vacant sites and buildings in urban areas into beneficial use.</b></p> <p><b>Text change only</b></p>	17
CB 01.01.09	<p>Insertion the following after paragraph 1.7.13</p> <p><b>During the lifetime of this plan, the Council will undertake to review and update the recreational and amenity analysis previously undertaken by the Forward Planning section of the Council.</b></p> <p><b>Text change only</b></p>	30
CB 01.01.10	<p>Insert the following text in Section 1.7 of LAP as follows (insert after objective table IN-01)</p> <p><b>Managing Downstream Flood Impacts.</b></p> <p><b>When planning a development upstream of an area at risk of flooding, intending developers need to be mindful of the need to consider the potential downstream flood impacts of a development, even when the development itself is not in an area of flood risk. This relates in particular to the management of surface water and to the wider issues of pluvial flood risk, which may have downstream impacts. Detailed assessment of the potential downstream impacts is particularly important in areas where flood defences have already been provided or are planned downstream of a development, in order to ensure that there are no to adverse on the standard of defence provided.</b></p>	

Section Two: Local Area Plan Strategy							
Delete Table 2.2 "Housing requirements and Land Supply" and replace with the following revised Table 2.2.							
<b>Text change only</b>							
Table 2.2 Cobh Municipal District Housing Requirements and Supply							
	Housing Requirement					Housing Supply	
	Census 2011	Population Target	Total New Households	New Units Required	Net Estimated Requirement (ha)	Est. Net Residential area zoned in LAP / TCP (ha)	Estimated Housing Yield (LAPs and TCPs) (Units)
Cobh	12,347	14,543	1,625	1,778	71	<del>72.53</del> <b>89.84</b>	<del>1,907</del> <b>1,913.5</b>
Carrigtwohill	4,551	11,618	3,195	3,656	146	<del>127.8</del> <b>143.5</b>	<del>3,656</del> <b>3,410</b>
Glanmire	8,924	10,585	1,205	1,320	53	<del>57.70</del> <b>87.2</b>	<del>1,321</del> <b>1,891</b>
Monard	0	3,619	1,502	1,727	69	170.00	5,000
Cork North Environs	6,692	10,719	2,058	2,281	91	<del>143.80</del> <b>220.6</b>	<del>3,371</del> <b>4,489</b>
Main Towns	32,514	51,084	9,585	10,762	430	<del>571.83</del> <b>711.14</b>	<del>15,255</del> <b>16,703.5</b>
Villages	4,366	5,979	922	1,045	--	--	770
Rural	16,664	15,517	87	560	--	--	--
Total Villages and Rural	21,030	21,496	1,409	1,605	--	--	770
Total Municipal District	53,544	72,580	10,993	12,367	430	<del>571.83</del> <b>711.14*</b>	<del>16,025</del> <b>17,473.5</b>
Current Estimated Strategic Land Reserve (LAPs and TCPs) for this Municipal District is <del>141.83</del> <b>281.14</b>							
<b>*Includes Monard</b>							
Insert additional text in Section 2.4 Growth Strategy as follows;							
<p><b>During the course of the preparation of the current Draft Local Area Plan the supply of residentially zoned land and its potential yield was reviewed in light of current circumstances. In a number of cases issues arose where adjustment to the amount of residentially zoned land was required to meet some of the Strategic Land Reserve/Headroom deficit in the Metropolitan Cork Strategic Planning Area identified in Chapter 2 Core Strategy of the CDP 2014.</b></p> <p><b>The core strategy requires the village network to accommodate 1,045 units, the current appropriate scale of development would allow 770 units. Therefore the balance of 275 additional units will have to be accommodated in the main settlements.</b></p> <p><b>In order to accommodate 275 units approximately 11ha of zoned land based on a density of 25 units per ha would be required. This would bring the net estimated requirement to meet the needs of the Municipal District to 441ha leaving a headroom of 270ha or 62%.</b></p> <p><b>Note: During the lifetime of this plan, the council will initiate an Active Land Management process to help address the fact that not all residential zoned lands delivers housing. The above table should be considered within the context of this Active Land Management process / Strategic Land Reserve narrative as set out in section 2 and amendment reference Appendix B2 of this report.</b></p>							

CB  
02.01.01

38

<p>CB 02.01.02</p>	<p><b>Local Area Plan Objective LAS-01</b></p> <p>Delete LAS-01 (a) and replace with new Objective LAS-01 as follows;</p> <p><del>a) In order to secure sustainable population growth proposed in each Main Town appropriate and sustainable water and waste water infrastructure that will help secure the objectives of the relevant River Basin Management Plan, needs to be provided in tandem with the development and where applicable protect the integrity of Natura 2000 sites.</del></p> <p><b>a) In order to secure sustainable population growth proposed, appropriate and sustainable water and waste water infrastructure that will help to secure the objectives of the Water Framework Directive, Habitats Directive and Birds Directive, needs to be provided where not already available, in advance of the commencement of discharges from new development permitted.</b></p> <p>Insert additional Objectives in LAS-01 as follows;</p> <p><b>g) All developments will need to comply with Water Services Objectives WS 2-1, WS 3-1, WS 4-1 and Management of Surface Water Objectives WS 5-1, WS 5-2 and WS 5-3 as detailed In Chapter 11, Volume 1of the Cork County Development Plan, 2014.</b></p> <p><b>h) No developer provided infrastructure will be allowed into the future except where agreed with Irish Water and where an appropriate transitional and longer term maintenance and repair programme has been provided for.</b></p> <p><b>i) All developments where appropriate will need to comply with Objective TM 3-1 National Road Network as detailed in Chapter 10, Volume 1of the Cork County Development Plan, 2014.</b></p> <p><b>j) All developments will need to comply with Management of Surface Water Objectives WS 5-1, WS 5-2 and WS 5-3 as detailed In Chapter 11, Volume One of the Cork County Development Plan, 2014, in order to make provision for Sustainable Urban Drainage Systems and provide adequate storm water attenuation. Surface water management and disposal should be planned in an integrated way in consideration with land use, water quality, and amenity and habitat enhancements as appropriate.</b></p> <p><b>k) Preserve and protect the archaeological and architectural heritage which contributes to the character of an area and is intrinsic to its identity and sense of place in accordance with the Heritage Objectives HE 3 -1, HE 3-2, HE 3-3, HE 3-4, HE 3-5, HE 4-1, HE 4-2, HE 4-3, HE 4-4 and HE 4 -5 as detailed in Chapter 12, Volume One of the County Development Plan 2014. This includes formal vernacular, industrial, civic, ecclesiastical, maritime and underwater heritage and features such as historic boundaries, gate piers, street furniture, and landscapes.</b></p> <p><b>Text change only</b></p>	<p>43</p>
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<p>CB 02.01.03</p>	<p><b>Large Scale Retail Warehousing</b></p> <p>Delete Paragraph 2.5.2 and replace with revised text as follows;</p> <p>2.5.2 <del>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.”</del></p> <p><b>"The Regional Planning Guidelines for the South West (2010-2022) and the Joint City and County Retail Strategy (2013), which was later incorporated into the County Development Plan (2014), recognized that “there may also be scope for the development of an innovative type of large scale retail warehouse in Cork. Specific criteria regarding such developments are set out in the Retail Planning Guidelines as follows;</b></p> <ul style="list-style-type: none"> <li>a) <b>Will accommodate a range of predominantly bulky goods under one roof, together with a range of customer facilities (e. restaurant, crèche), on a scale which requires a regional, if not national, population catchment;</b></li> <li>b) <b>Is in accordance with the Planning Guidelines on Spatial Planning and National Roads in that proposals can demonstrate the development will not adversely affect the efficiency of the national road network and key junctions and interchanges and that it can be demonstrated that traffic volumes can be accommodated within the design assumptions for such roads, taking account of the opportunities for encouraging a modal shift towards more sustainable travel modes;</b></li> <li>c) <b>Will be served by existing or planned public transport services;</b></li> <li>d) <b>Will make adequate provision for those opting for home delivery of goods other than by private car;</b></li> <li>e) <b>Will be accompanied by a traffic impact assessment, demonstrating compliance with the above criteria; and</b></li> <li>f) <b>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.</b></li> </ul> <p><b>Any proposed sites designated for this use would in particular need to satisfy the locational criteria at (b) and (c) above.</b></p> <p><b>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.</b></p>	<p>41</p>
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CB 02.01.04	<p>Include additional text following 2.6.10, as follows:</p> <p>2.6.11: The Municipal District has an interesting and varied range of built heritage and features, both architectural and archaeological, that give the area a unique sense of place and identify an important link with the past. Each settlement chapter of this plan refers to the unique aspects of a settlement built, archaeological and natural heritage where relevant. Many of the settlements are historical in origin and some contain archaeological sites but much of the archaeology subsurface archaeology or incorporated into later buildings. For reference to all known archaeological monuments in the district see <a href="http://www.archaeology.ie">www.archaeology.ie</a>.</p> <p><b>Text change only.</b></p>	42
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<p>CB 02.01.05</p>	<p>Insert additional heading and paragraphs in Section 2.5.4 – after Large Scale Retail Warehousing section.</p> <p><b>Outlet Centres</b></p> <p><b>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:</b></p> <p><b>‘The success of these outlet centres depends on attracting customers from a wide catchment area, and from the tourism sector. When they are located out-of-town on greenfield sites, they can divert a significant amount of expenditure on comparison shopping goods away from established city/town centres and tourist centres even some distance away. Nonetheless, outlet centres within or immediately adjacent to a city or town centre can generate commercial synergies with the established retail outlets, thereby raising the profile of the centre and enhancing aggregate turnover on retail goods and leisure activities.’</b></p> <p><b>‘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.’</b></p> <p style="text-align: right;"><b>Retail Planning Guidelines for Planning Authorities (2012)</b></p> <p><b>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.</b></p> <p><b>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.</b></p> <p><b>Any proposal for an outlet centre must demonstrate that the proposal meets the following criteria:</b></p> <ul style="list-style-type: none"> <li>• will accommodate predominantly the retailing of end-of-season or discontinued items;</li> <li>• demonstrate that the products sold will not be in competition with those currently on sale in typical city/town centre locations;</li> <li>• demonstrate ability to reinforce existing tourism sector;</li> <li>• the provisions of the Cork County Development Plan and Metropolitan Cork Joint Retail Strategy;</li> <li>• the sequential test set out in chapter 4 of the Retail Planning Guidelines for Planning Authorities;</li> <li>• is in accordance with the Planning Guidelines on Spatial Planning and National Roads in that the proposal can demonstrate that the development will not adversely affect the efficiency of the national road network and key junctions and interchanges and that it can be demonstrated that traffic volumes can be accommodated within the design assumptions for such roads, taking account of the opportunities for encouraging a modal shift towards more sustainable travel modes; will be served by existing or planned public transport services;</li> <li>• will make adequate provision for private car use;</li> <li>• will be accompanied by a traffic impact assessment, demonstrating compliance with the above criteria; and, will take account of the vitality/viability criteria in respect of city/town centres set out in the Retail Planning Guidelines for Planning Authorities (2012) and avoid the incorporation of uses and activities, as part of the development, which are more appropriate to city and town centre location.</li> </ul>	<p>41</p>
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CB 02.01.06	<table border="1" data-bbox="363 235 1342 629"> <thead> <tr> <th colspan="4">Table 2.4 Employment Land Supply (hectares) (Current LAP / TDP Zonings)</th> </tr> <tr> <th>Settlement</th> <th>Business</th> <th>Industrial</th> <th>Enterprise</th> </tr> </thead> <tbody> <tr> <td>Cobh</td> <td>17</td> <td><del>16.5</del>ha*</td> <td>0</td> </tr> <tr> <td>Glanmire</td> <td>0</td> <td>17</td> <td>0</td> </tr> <tr> <td>City North Environs</td> <td>42 ♦</td> <td></td> <td>29 ♦</td> </tr> <tr> <td>Carrigtwohill</td> <td>30</td> <td>201</td> <td>20</td> </tr> <tr> <td>Little Island</td> <td>43**</td> <td>91</td> <td>0</td> </tr> <tr> <td>Monard</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>Marino Point (Port related development)</td> <td>0</td> <td>46</td> <td>0</td> </tr> </tbody> </table> <p data-bbox="379 539 603 566">* <del>Rushbrook Dockyard.</del></p> <p data-bbox="379 568 836 595">** Business use as part of X-01 site (estimated)</p> <p data-bbox="379 598 1171 624">♦ includes an estimate of what may be accommodated on the Kilbarry lands X-02.</p> <p data-bbox="296 647 528 674">Text Change to Table</p>	Table 2.4 Employment Land Supply (hectares) (Current LAP / TDP Zonings)				Settlement	Business	Industrial	Enterprise	Cobh	17	<del>16.5</del> ha*	0	Glanmire	0	17	0	City North Environs	42 ♦		29 ♦	Carrigtwohill	30	201	20	Little Island	43**	91	0	Monard	0	0	0	Marino Point (Port related development)	0	46	0	40
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CB 03.01.07	<p data-bbox="296 703 1094 730">Insert additional text heading and paragraph after para 2.2.3 in section 2;</p> <p data-bbox="296 801 416 828">Para 2.2.4:</p> <p data-bbox="296 851 1417 1104"><b>The National Spatial Strategy is to be replaced by the National Planning Framework (NPF), to be delivered in 2017. This national framework is intended to be a high level strategy document that will provide the framework for future development and investment in Ireland, providing a long term and place-based aspect to public policy and investment, as well as aiming to coordinate sectoral areas such as housing, jobs, transport, education, health, environment, energy and communications. It is anticipated that the NPF will inform the future Regional Spatial and Economic Strategies (RSES) that will follow the adoption of the NPF. The Council will ensure that its forward planning will be aligned with this hierarchy of strategic plans.</b></p> <p data-bbox="296 1173 491 1200"><b>Text change only</b></p>	35																																				



Section Three: Main Towns		
Cobh		
CB 03.02.01	Remove all text relating to lands that are covered by the provisions of the Cobh Town Development Plan 2013. Deleted text is illustrated by strikethrough and underlined in Section 3.2 Appendix B1.  <b>Text change only</b>	<b>32- 70</b>
CB 03.02.02	Delete the following sentence 3.1.11 <del>Where a town had a former Town Development Plan for the Town Council these have been included in this plan to form a coherent planning policy framework for the town as a whole.</del>  <b>Text Change only</b>	<b>46</b>
CB 03.02.03	Delete land use zoning map for the Cobh Town development Plan 2013 and replace with new land use zoning map. See Appendix D.  <b>Map change only</b>	<b>71</b>
CB 03.02.04	Amend a section of the land use zoning map CH-R-12 Medium residential development and rezone as an Existing built up area.  <b>Map change only</b>	<b>71</b>
CB 03.02.05	Include <u>additional</u> objective to the table Specific List of objectives for Cobh, this will now read as follows:  <b>CH-U-12: Upgrading of Ticknock to Cobh Road including pedestrian walkways and cycleways.</b>  <b>Text and map change</b>	<b>70</b>

CB 03.02.06	<p>Delete Objective CH-O-09 in the table Specific List of objectives for Cobh; and increase area of CH-R-16 to incorporate CH-O-09.</p> <table border="1" data-bbox="295 414 1404 481"> <tr> <td data-bbox="295 414 430 481">CH-O-09</td> <td data-bbox="430 414 1292 481">Active Open Space</td> <td data-bbox="1292 414 1404 481">2.7</td> </tr> </table> <p><b>Text and Map change</b></p>	CH-O-09	Active Open Space	2.7	69 & 71
CH-O-09	Active Open Space	2.7			
CB 03.02.07	<p>Include additional text to CH-GO-13, as follows: Retain a substantial portion of existing landscape features, including field banks, hedgerows, treelines and <b>masonry walls</b> within zoned lands.</p> <p><b>Text change only.</b></p>	66			
CB 03.02.08	<p>Include additional objective to the General List of objectives for Cobh as follows: <b>CH-GO-15 To preserve and protect the archaeological and architectural heritage both formal and vernacular and heritage features which contributes to the character of Cobh including historic boundaries, walls, gate piers, street furniture.</b></p> <p><b>Text change only</b></p>	66			
CB 03.02.09	<p>Regeneration Sites text in Section 3.2.110 and Table 3.2.4: Regeneration Areas in Cobh – to be relocated to Marino Point (Other Settlements)</p> <p><b>Text change only</b></p>	64			
CB 03.02.10	<p>Amend paragraph 3.2.104 of Phasing and Implementation, this will now read as follows - See Appendix B1:</p> <p>3.2.104: A total of 2 <b>indicative</b> development phases are identified <del>within the site</del>. This Local Area Plan specifies for each phase; the number of residential units, open space requirements, educational facilities, social facilities, amenities, physical infrastructure and access strategy required, thereby setting out the enabling works that are required to allow development to commence.</p> <p><b>Text change only</b></p>	62			

CB 03.02.11	<p>Insert three additional paragraphs in Phasing and Implementation following 3.2.104 as follows:</p> <p><b>As the ownership of this site is fragmented amongst several land owners, one of the challenges faced in implementing these proposals is the need to develop a model for the funding and provision of critical ‘on’ and ‘off’ site infrastructure so that the cost is equitably shared by those subsequently carrying out development. The County Council has established a Housing Infrastructure Implementation Team which is currently developing proposals that will secure the delivery of the relevant infrastructure on this site.</b></p> <p><b>Because of the importance of the site to the overall delivery of new housing in Metropolitan Cork and because of its strategic location close to the Cobh railway line, the County Council is giving consideration to the potential for it to step in and deliver the core infrastructure (including access roads, water services and particular areas of open space) that will enable individual parcels of zoned land to be developed independently of each other but in accordance with appropriate planning principles as set out in this Local Area Plan. Once firm proposals are developed, the County Council will consult with landowners/developers and other stakeholders.</b></p> <p><b>In the interim, development proposals that can provide the necessary infrastructure can be considered for permission.</b></p> <p><b>Through the system of development contributions and agreements (provided for by sections 47, 48 and 49 of the Planning &amp; Development Act 2000), developers will be required to reimburse the full costs incurred by the County Council as the development progresses.</b></p> <p><b>Text change only</b></p>	62
CB 03.02.12	<p>Delete all phasing text in paragraphs; 3.2.105 – 3.2.109 - see appendix B1</p> <p><b>Text change only</b></p>	62
CB 03.02.13	<p>Replace Table 3.2.3 “Phased Development Programme: Ballynoe Urban Expansion Area” with revised Table 3.2.3 as detailed in Appendix B1 Section 3.2 emphasising <b>indicative</b> nature of Development Programme for Ballynoe UEA.</p> <p><b>Text change only</b></p>	63
CB 03.02.13	<p>Coastal Flood Zone Mapping Amendment: Cobh and Haulbowline</p> <p>It is proposed to delete the Coastal Flood Zone Mapping and replace with the mapping as shown in Appendix D.</p> <p><b>Mapping change only</b></p>	71 & 228
<b>Glanmire</b>		
CB 03.03.01	<p>Extend settlement boundary to east, to include the existing light industrial property as Existing Built up area.</p> <p><b>Map change only</b></p>	88
CB 03.03.02	<p>Insertion of GM-U-08 on settlement map.</p> <p><b>Map change only</b></p>	88
CB 03.03.03	<p>Insert a flood risk objective denoted by an asterisks in the GM-T-01 specific development objective for Glanmire.</p> <p><b>Text change only</b></p>	85

CB 03.03.04	<p>Amend 3.3.29 to indicate the current status of the flood relief scheme in Glanmire.</p> <p>Parts of Glanmire have been identified as being at risk of flooding. The areas at risk follow the path of the Glashaboy River, that runs to the south of the town and are illustrated on the settlement map. Those areas most directly affected include the Meadowbrook estate, lands to the north west of the town and open space and town centre zonings. In 2012 and again in 2015, the town was seriously affected by flooding and as a result of these flood event, the OPW have prepared a Glashaboy flood relief scheme that needs to be implemented. The scheme is intended to be implemented within the lifetime of this Plan <b>and will be used to uniform the implementation of protective works in the area.</b></p> <p><b>Text change only</b></p>	75
CB 03.03.05	<p>Replace objective GM-U-08: with the following text; <del>Upgrade of Dunkettle Road (L2999) as far as the existing slip road to Dunkettle Interchange</del></p> <p><b>Upgrade of Dunkettle Road (L2999) from the junction with East Cliff Road as far as the slip-road to the Dunkettle Interchange.</b></p> <p><b>Text change only</b></p>	86
CB 03.03.06	<p>Amend paragraph 3.3.17 of Infrastructure: Public Transport Connectivity section, this will now read as follows:</p> <p>The CASP Update 2008 has acknowledged that there was a lack of appropriate public transport connectivity relative to the population of Glanmire. Significant improvements have been made and Glanmire now has two Bus services the No.221 bus route Glyntown to Cork City Bus Station and the No.245 Mitchelstown to Cork inter town service. The 221 service in general provides a 30 minute bus between Glanmire and Cork city during the morning and evening peak hours. <b>If future movement patterns are to be less reliant on the private car, then significant further improvements to public transport will be necessary. The development of the Ballinganna/Dunkettle suite will trigger the delivery of significant new road links and other road improvements that will facilitate further improvements to bus services. Consideration is being given to the better integration of the Glanmire services with the Cork City bus network which will help deliver a greater choice of routes and destinations.</b></p> <p><b>Text change only</b></p>	74
CB 03.03.07	<p>Insert additional paragraph in Infrastructure: Public Transport Connectivity section following 3.3.17 as follows:</p> <p><b>The Cork Master Plan Transport Assessment carried out by NTA/CCC has identified that in future, the Cork bus services should link the proposed development areas of Ballinglanna and Dunkettle to the existing Glanmire service. In addition, consideration should be given to connections from Glanmire to the Northern Orbital bus route through Blackpool and Ballyvolane/Mayfield as well as to the east to Little Island.</b></p> <p><b>Text change only</b></p>	74

CB 03.03.08	<p>Amend paragraph 3.3.21 of Infrastructure: Water Supply section, this will now read as follows:</p> <p>3.3.21 There are two water supply schemes serving Glanmire; the Glanmire Regional Water Supply Scheme and the Glashaboy Water Supply Scheme. There is sufficient capacity at the Glashaboy scheme to accommodate the targeted population growth. <b>Intending developers will need to enter agreements with Irish Water regarding the connection of new development to Irish Water infrastructure.</b></p> <p><b>Text change only</b></p>	74
CB 03.03.09	<p>Amend 3.3.48 , 3.3.49 and 3.3.50 and insert new paragraph following 3.3.49 in the Dunkettle/Ballinglanna Urban Expansion section as per new Section 3.3 text inserted in Appendix B1 to describe the phasing approach in relation to infrastructure delivery and in particular the upgrade of the Dunkettle Interchange.</p> <p><b>Text change only</b></p>	78
CB 03.03.10	<p>Amend 3.3.52 and 3.3.53 in relation to Phase 1 and 2, this will now read as follows:</p> <p><b>Phase 1</b></p> <p>3.3.52 This phase of the development covers a developable area of approximately 36.05 hectares and <del>will provide up to 400 residential units which</del> will consist of a mix of Medium A and Medium B density development. The lands are located to the north of the Dunkettle Road with access primarily through the Elmwood Estate further north <b>and Dunkettle Road in the south. A new configuration of the junction between the Dunkettle Road and the proposed development has been designed to provide an improved link with the town of Glanmire through a signalized tee junction with the Dunkettle Road. The early delivery of the road link to the Elmwood development to the north is considered critical to the integration of this site into the built fabric of the town of Glanmire. The Transport Assessment identified that approximately 400 houses can be constructed prior to the upgrading of the Dunkettle Interchange.</b> Phase 1 will also require the provision of a local centre and <b>land set aside for the provision of</b> a primary school.</p> <p><b>Phase 2</b></p> <p>3.3.52 This phase of the development covers an area of approximately 37.7 ha, the majority of which is considered to be suitable for residential development. This will provide up to 800 residential units which will consist of a mix of Medium A and Medium B density residential development. <b>The Transport Assessment stated that no residential development can be occupied in this phase until the completion of the Dunkettle Interchange but that development may proceed in planning, design and construction in tandem with the construction of the Interchange.</b></p> <p><b>Text change only</b></p>	78&79

CB 03.03.11	<p>Amend 3.3.55 and 3.3.56 of Implementation and Infrastructure Provision section, this will now read as follows:</p> <p>3.3.55 An implementation programme will be applied to each phase of the development which will ensure that <b>construction</b> 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.</p> <p>3.3.56 Irish Water will be responsible for the funding and provision of water supply and waste water treatment capacity and it is the intention of Irish Water to include funding of these projects as part of their next investment cycle. The design and layout of water services will require consultation with Irish Water. <b>Intending developers will need to enter a new connection agreement with Irish Water.</b></p> <p><b>Text change only</b></p>	79
CB 03.03.12	<p>Replace Table 3.3.2 “Dunkettle/Ballinglanna Road Improvements” with revised Table 3.3.2 in Appendix B1 Section 3.3 including deletion of Riverstown bridge from Phase 1 and incorporation of additional bridge on Riverstown Road L3010 in Phase 2.</p> <p><b>Text change only</b></p>	80
CB 03.03.13	<p>Amend text of Objective GM-R-04 in the Specific Development Objectives for Glanmire, this will now read as follows:</p> <p>GM-R-04: Development in this area will be a mix of Medium A and Medium B density residential development. Development on this site is to <del>limited to 400 units</del> be linked to <b>the provision of the</b> infrastructure requirements as set out in Tables 3.3.2 and 3.3.3. <del>Land should set aside for also be made within the site for</del> a new 16 classroom primary school and a local shopping centre <b>should be provided</b> with a range of appropriate convenience retail services in tandem with the development of these lands.</p> <p><b>Text change only</b></p>	84

<p>CB 03.03.14</p>	<p>Include additional residential zoned land within Glanmire – GM-R-08.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3" style="text-align: center; background-color: #d3d3d3;"><b>Local Area Plan Objective</b></th> </tr> <tr> <th colspan="3" style="text-align: center; background-color: #d3d3d3;"><b>Specific Development Objectives for Glanmire</b></th> </tr> <tr> <th colspan="2" style="background-color: #d3d3d3;"><b>* Flood Risk Obj. IN-01 of Section 1 applies</b></th> <th style="background-color: #d3d3d3;"><b>^ TIA and RSA Required.</b></th> </tr> <tr> <th style="background-color: #d3d3d3;">Objective No.</th> <th style="background-color: #d3d3d3;"></th> <th style="background-color: #d3d3d3;">Approx. Area (Ha)</th> </tr> </thead> <tbody> <tr> <td colspan="3" style="text-align: center;"><b>Residential</b></td> </tr> <tr> <td style="text-align: center;">GM-R-01</td> <td>Medium B density residential development, with advanced strategic planting, to be retained in the long-term, on the northern and western edges of the site to act as a definite limit to any further development in this area. Development of these lands should include landscaping and protection of the more vulnerable slopes. <b>^</b></td> <td style="text-align: center;">8.4</td> </tr> <tr> <td style="text-align: center;">GM-R-02</td> <td>Medium B density residential development</td> <td style="text-align: center;">0.9</td> </tr> <tr> <td style="text-align: center;">GM-R-03</td> <td>Medium B density residential development</td> <td style="text-align: center;">5.8</td> </tr> <tr> <td style="text-align: center;">GM-R-08</td> <td><b>Medium B density residential development, subject to a) retention of existing natural growth on the site boundaries, b) supplementing of boundary planting to protect amenities of existing adjoining housing and to protect the visual integrity of the setting of the site, and, c) access provided via the adjoining residential development under construction to the northwest.</b></td> <td style="text-align: center;">5.26</td> </tr> </tbody> </table> <p><b>Text and mapping change</b></p>	<b>Local Area Plan Objective</b>			<b>Specific Development Objectives for Glanmire</b>			<b>* Flood Risk Obj. IN-01 of Section 1 applies</b>		<b>^ TIA and RSA Required.</b>	Objective No.		Approx. Area (Ha)	<b>Residential</b>			GM-R-01	Medium B density residential development, with advanced strategic planting, to be retained in the long-term, on the northern and western edges of the site to act as a definite limit to any further development in this area. Development of these lands should include landscaping and protection of the more vulnerable slopes. <b>^</b>	8.4	GM-R-02	Medium B density residential development	0.9	GM-R-03	Medium B density residential development	5.8	GM-R-08	<b>Medium B density residential development, subject to a) retention of existing natural growth on the site boundaries, b) supplementing of boundary planting to protect amenities of existing adjoining housing and to protect the visual integrity of the setting of the site, and, c) access provided via the adjoining residential development under construction to the northwest.</b>	5.26	<p>84</p>
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Cork City – North environs											
CB.03.04 .01	<p>Insert an additional objective in the Specific Development Objectives Tables for ballyvolane Urban Expansion Area as follows;</p> <p><b>Text change only</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3" style="text-align: center;">Employment</th> </tr> </thead> <tbody> <tr> <td style="width: 15%; text-align: center;">NE-B-01</td> <td>Business development at Ballyvolane. -The majority of the units should gain access from the Ballyhooley Road. Smaller units maybe gain access off the local road above the ridge line however capacity on this road is very limited. Connectivity between Ballyvolane and Kilbarry and the major concentrations of employment existing and proposed should be prioritized. In particular the proposed Northern Ring Road and access to the National Road Network will improve connectivity.</td> <td style="text-align: center;">13.5</td> </tr> <tr> <td style="text-align: center;"><b>NE-B-02</b></td> <td><b>NE-B-02 Business Development (approx. 5 ha in area).</b></td> <td style="text-align: center;"><b>13.5</b></td> </tr> </tbody> </table>	Employment			NE-B-01	Business development at Ballyvolane. -The majority of the units should gain access from the Ballyhooley Road. Smaller units maybe gain access off the local road above the ridge line however capacity on this road is very limited. Connectivity between Ballyvolane and Kilbarry and the major concentrations of employment existing and proposed should be prioritized. In particular the proposed Northern Ring Road and access to the National Road Network will improve connectivity.	13.5	<b>NE-B-02</b>	<b>NE-B-02 Business Development (approx. 5 ha in area).</b>	<b>13.5</b>	<b>117</b>
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<b>NE-B-02</b>	<b>NE-B-02 Business Development (approx. 5 ha in area).</b>	<b>13.5</b>									
CB.03.04 .02	<p>Amend land use zoning map by rezoning circa 5 ha of the O-01 Open space zoning and rezoning it for Business development.</p> <p><b>Map change only</b></p>	<b>121</b>									
CB.03.04 .03	<p>Insert additional text in paragraph 3.4.23 as follows</p> <p><del>The number of business zonings has reduced in this plan.</del> The operations at the Apple in Holyhill have expanded since the 2011 Local Area Plan including the car parking facilities and realignment of the road that surrounds the site. Permission has been granted within the City Council for further development of the complex at Apple. <del>The remaining undeveloped lands are quite small.</del> <b>Additional lands to the north of their existing operations have been zoned for business development to provide Apple flexibility into the future.</b></p> <p>There is a new business zoning on the edge of the Ballyvolane Urban Expansion Area which will be located adjacent to the proposed housing and very close to the industrial lands of Kilbarry. The development of the business lands are linked to Phase two in the overall development of lands at Ballyvolane.</p> <p><b>Text change only</b></p>	<b>92</b>									



CB.03.04 .04	<p>Insert additional text in paragraph 3.4.32 as follows</p> <p>At present, public transport in the North environs is restricted to bus services only. The development of a proposed rail station at Kilbarry, which lies within the City Council Administrative Boundary, will enhance public transport permeability within the western portion of the area and will form an important component of enhanced transport options in the North Environs. The Ballyvolane area is not served by the Cork Suburban Rail network. There is an existing bus route serving Gurrabrath and parts of Ballyvolane however enhanced bus priority infrastructure, would represent the most appropriate solution to the transport needs of the area. <b>Cork County Council will support proposals to enhance public transport connections to the Holyhill and Apple Campus particularly public bus infrastructure and through improvements to the local road connection.</b></p> <p><b>Text change only</b></p>	<b>93</b>
CB.03.04 .05	<p>Insert new section 3.4. Flooding and Surface Water Management section as follows;</p> <p><b>In the development of the River Bride (Blackpool) Certified Drainage Scheme a number of potential flood storage areas were identified. It was considered that these were not suitable for use as part of the preferred option for the scheme which is currently to be implemented by the OPW. However, it is considered that these areas may well be of use in terms of enabling the adaption of the scheme to the Climate Change scenario in the future. The following mapped areas represent potential future flood storage areas and future development in these areas can only proceed if it is determined that such development will not negatively impact on the future required flood storage capacity as may be required.</b></p> <p><b>Text change and map change</b></p>	<b>94</b>
CB.03.04 .06	<p>Remove Youghal label over Glanmire end of map</p> <p><b>Map change only</b></p>	<b>121</b>
CB.03.04 .07	<p>Amend the title of the Local area plan objective table as follows;</p> <p><b>General Development Objectives for <del>Ballyvolane Urban Expansion area</del> Cork City North Environs.</b></p> <p><b>Text change only</b></p>	<b>114-119</b>
CB.03.04 .08	<p>Insert NE-O-01 label on Cork City North Environs 1 Map.</p> <p><b>Map change only</b></p>	<b>120</b>

CB.03.04 .09	<p>Amend paragraphs 3.4.12 of the Special Policy Areas – Ballvolane Urban Expansion Area section, this will now read as follows:</p> <p>3.4.12 <del>As such, an integrated transport strategy will need to be prepared in conjunction with Cork City Council.</del> This plan will need to identify proposals <del>for</del> <b>to facilitate</b> enhanced public transport between the site and the city centre and improved road connectivity in the area. It will also need to include provision for improved pedestrian and cycling connectivity within the site and with the city centre. Other localised issues that are dealt with at the end of this section include; the sloping topography and visual prominence, the need for additional water and waste water infrastructure and the number of transmission lines which form part of the ESB network. Concentration of development in one strategic area will facilitate a coordinated, phased approach to development and infrastructure provision.</p> <p><b>Text change only</b></p>	91
CB.03.04 .10	<p>Amend paragraph 3.4.14 of Funding and Contributions Scheme section, which will now read as follows:</p> <p>3.4.14 To overcome these difficulties the County Council is proposing to co-ordinate development and infrastructure provision between the various agencies and landowners through the <b>powers available</b> <del>use of agreements</del> under Sections 47, 48 and 49 of the Planning and Development Acts. <del>as described in Section 1</del></p> <p><b>Text change only</b></p>	91
CB.03.04 .11	<p>Amend paragraph 3.4.64 of Ballyvolane Urban Expansion Area – Policy Background section, which will now read as follows:</p> <p>3.4.64 The CASP update (2008) proposed the expansion of Cork’s Northern suburbs. Cork County Development Plan 2014 provides for the population of the area to grow to 10,719 persons, representing growth of 4,027 persons on the 2011 population. Most of this growth will occur in the Ballyvolane Urban Expansion area. The 2011 Local Area Plan required the preparation of a masterplan to guide development using a brief prepared by Cork County Council. <del>The masterplan was not completed,</del> it is now intended that the Draft Local Area Plan will put forward a framework for the development of this urban expansion area. <del>A scoping report was also produced following the masterplan which dealt with issues in more detail.</del></p> <p><b>Text change only</b></p>	98
CB.03.04 .12	<p>In paragraph 3.4.68 delete adjective “satellite” and replace with “<b>Metropolitan</b>” town of Glanmire.</p> <p><b>Text change only</b></p>	99
CB.03.04 .13	<p>In paragraph 3.4.72 delete “no” and replace with “<b>limited</b>” space for junction realignment.</p> <p><b>Text change only</b></p>	100
CB.03.04 .14	<p>Insert additional descriptive text in paragraph 3.4.80 regarding the key principles in considering sustainable development on the site as per Appendix B1 Section 3.4.80.</p> <p><b>Text change only</b></p>	102

CB.03.04 .15	Amend paragraph 3.4.82 of Residential Development section, this will now read as follows:  3.4.82 The quantum of houses envisaged for Ballyvolane was between 2337 and 3,600 units. The number proposed in this plan is <b>approximately</b> 3000. A total of 3 phases are recommended for the phased delivery of housing in tandem with <b>the key infrastructure</b> , facilities and amenities to serve a development. <del>The average density across the entire site is 23 units per hectare. The highest density is 35 the lowest is 18, however there is scope to reduce densities on sloping sites. The overall number of units proposed in this report is 3,000.</del>  <b>Text change only</b>	102
CB.03.04 .16	Deletion of text in paragraph 3.4.84, this will now read as follows:  3.4.84 The Council's Housing Strategy states that on zoned lands, it will be a requirement that 10% of all land zoned for residential uses (or for a mix of residential and other uses) be reserved for the purpose of social housing. This housing should be scattered through the development. <del>The following table outlines the phases, type and likely housing yield from the proposed development zones within the area:</del>  <b>Text change only</b>	103
CB.03.04 .17	Delete Table 3.4.2: Phasing, Type and Housing Yield  <b>Text change only</b>	103
CB.03.04 .18	Delete text "due at the end of October" in paragraph 3.4.92 regarding the City's Study of the Northside.  <b>Text change only</b>	105
CB.03.04 .19	Delete paragraphs 3.4.108 and 3.4.109 and replace with section named "Phasing and Implementation of Ballyvolane Urban Expansion Area" in Appendix B1 Section 3.4 (5 paragraphs)  <b>Text change only</b>	108
CB.03.04 .20	Insert word "indicative" into the Heading of Table 3.4.3 " <b>Indicative</b> Development Programme: Ballyvolane"  <b>Text change only</b>	109
CB.03.04 .21	Delete paragraphs 3.4.110 - 3.4.125 regarding sequential phasing.  <b>Text change only</b>	109- 113
CB.03.04 .22	Delete Table 3.4.4 and replace with new Table 3.4.4 in Appendix B1 Section 3.4 with amended heading "Phase 1: <b>Indicative</b> Development Programme: Ballyvolane" and with reference to the Northern Orbital Road (formerly known as the Northern relief road).  <b>Text change only</b>	p111

CB.03.04 .23	Delete Table 3.4.5 and replace with new Table 3.4.5 in Appendix B1 Section 3.4 with amended heading “Phase 2: <b>Indicative</b> Development Programme: Ballyvolane” and with reference to the Northern Orbital Road (formerly known as the Northern relief road).  <b>Text change only</b>	p113
CB.03.04 .24	Delete Table 3.4.6 and replace with new Table 3.4.6 in Appendix B1 Section 3.4 with amended heading “Phase 3: <b>Indicative</b> Development Programme: Ballyvolane” and with reference to the Northern Orbital Road (formerly known as the Northern relief road).  <b>Text change only</b>	p114
CB.03.04 .25	Amend Headings for General List of Objectives for Ballyvolane, which will now read as follows: <b>General Development Objectives for <del>Ballyvolane Urban Expansion Area</del> Cork City North Environs.</b>  <b>Text change only</b>	p114 -119
CB.03.04 .26	Amend headings in Specific List of Objectives for Ballyvolane – Ballyvolane Urban Expansion Area to those in Appendix B1 Section 3 which deletes references to phases 1,2 and 3.  <b>Text change only</b>	116
CB.03.04 .27	Include additional objective to the list of specific residential development objectives for the Ballyvolane Urban Expansion Area as follows:  NE-R-15 Medium B residential development and insert new site area  <b>Text and Map change</b>	116
CB.03.04 .28	Include additional objective to the list of specific residential development objectives for the Ballyvolane Urban Expansion Area as follows:  NE-R-17 Medium B residential development and insert new site area  <b>Text and Map change</b>	116
CB.03.04 .29	Include additional objective to the list of specific residential objectives for the Ballyvolane Urban Expansion Area as follows:  NE-R-16 Medium A residential development and insert new site area  <b>Text and Map change</b>	116
CB.03.04 .30	Delete objective NE-O-04 in the list of specific development objectives for the Ballyvolane Urban Expansion Area and incorporate into NE-R-13.  <b>Text and Map change</b>	118

CB.03.04 .31	<p>Renumber NE-O-05 as NE-O-04 in the list of specific development objectives for the Ballyvolane Urban Expansion Area as per Appendix B1 Section 3.4 as follows:</p> <p>NE-O-04 Open Space for public recreation as an Urban Park. The amenity parkland should provide passive amenity for residents of the North Eastern suburbs and the site. It should also contain the necessary walkways and cycle-ways for accessibility between residential, business, retail and community uses.</p> <p>Delete <del>40 ha</del> and replace it with <b>new site area</b>.</p> <p><b>Text and map change</b></p>	118
CB.03.04 .32	<p>Renumber NE-O-06 to NE-O-05 in the list of specific development objectives for the Ballyvolane Urban Expansion Area</p> <p><b>Text and Map change</b></p>	118
CB.03.04 .33	<p>Insert Ballyvolane Masterplan Phasing Map (amend title of map to “Ballyvolane Urban Expansion Area – Phasing Map”)</p> <p><b>Map change only</b></p>	
CB.03.04 .34	<p>Include additional text in objective NE-O-03 in the Specific Development Objectives table for Ballyvolane Urban expansion area. This objective will now read as follows</p> <p>NE-O-03 Open Space for public recreation. This site includes a number of playing pitches which are an important amenity for the area. It is important to retain this site for open space uses. <b>The remainder of the site serves to protect the visual amenity.</b></p> <p>Delete <del>22.9 ha</del> and replace with <b>30.0 ha</b>.</p> <p><b>Text change only</b></p>	118
CB.03.04 .35	<p>Amend objective NE-O-07 (to be re-numbered NE-O-06) in the Specific Development Objectives table for Ballyvolane Urban expansion area. This objective will now read as follows</p> <p>NE-O-07 Open Space for public recreation. This site includes a playing pitch that is an important amenity for the area. <del>The remainder of the site serves to protect the visual amenity of the area.</del> <b>It is important to retain this site for open space uses.</b></p> <p>Insert area 22.9 ha.</p> <p><b>Text change only</b></p>	118
CB.03.04 .36	<p>Renumber NE-O-08 to NE-O-07 in the list of specific development objectives for the Ballyvolane Urban Expansion Area</p> <p><b>Text and map change only</b></p>	p118

CB.03.04 .37	<p>Delete Transport Infrastructure Objectives in the Specific Development Objectives table for Ballyvolane Urban expansion area and replace with the following Objectives. This objective will now read as follows;</p> <p><b>Transport Infrastructure</b></p> <p><del>NE-U-01 Pedestrian walk with access through proposed North Western Regional Park and connection to Glenamought River Valley.</del></p> <p><del>NE-U-02 Proposed Link Road through Kilbarry employment area, linking the Kilcully Road with the road to Monard.</del></p> <p><del>NE-U-03 Proposed Link Road between Ballyhooley Road and Northern Ring Road in Mayfield</del></p> <p><b>U-01 Service road within the Ballyvolane Urban Expansion Area</b></p> <p><b>U-02 Service road within the Ballyvolane Urban Expansion Area</b></p> <p><b>U-03 Service road within the Ballyvolane Urban Expansion Area</b></p> <p><b>U-04 Service road within the Ballyvolane Urban Expansion Area</b></p> <p><b>U-05 Upgrade of the Ballyhooley road in tandem with the development of the Ballyvolane Urban Expansion Area</b></p> <p><b>U-06 Proposed Link Road between Ballyhooley Road and Northern Ring Road in Mayfield</b></p> <p><b>U-07 Upgrade of the Rathcooney Road in tandem with the development of the Ballyvolane Urban Expansion Area.</b></p> <p><b>U-08 Link Road through Kilbarry employment area, linking the Ballyhooley Road to the Kilcully road.</b></p> <p><b>U-09 Completion of pedestrian walk with access through proposed North Western Regional Park and connection to Glenamought River Valley</b></p> <p><b>U-10 Service road within the Ballyvolane Urban Expansion Area to provide for potential bus loop.</b></p> <p><b>U-11 Proposed link road between Northern Ring Road and Ballyvolane</b></p> <p><b>Text and map change</b></p>	119
CB.03.04 .38	<p>Include additional text to paragraph 3.4.77 as follows:</p> <p><b>These archaeological sites are awarded protection under national monuments legislation and policies in the County Development Plan 2014 and site should be zoned out or designated a Greenfield area and preserved in situ with an appropriate buffer zone. In addition the concentration of sites indicates significant human activity in prehistoric and Early Christian period in the wider area and it is recommended that the Archaeological Assessment in advance of development includes a geophysical survey and testing.</b></p> <p><b>Text change only</b></p>	101
CB.03.04 .39	<p>Include additional text to NE-GO-05 as follows:</p> <p>Retain a substantial proportion of existing landscape features including field banks, hedgerows, treelines and <b>masonry walls</b>. Provide a landscape framework plan for each of the six phases of development as part of a landscape strategy. Provide for advanced mixed planting of coniferous and broadleaf trees to ensure year round tree coverage to protect the visual amenities of the area.</p> <p><b>Text change only.</b></p>	115

CB.03.04 .40	<p>Include additional text in objective NE-O-02 in the Specific Development Objectives table for Ballyvolane Urban expansion area. This objective will now read as follows</p> <p>Open space including the provision of playing pitches. <b>The open space contains three archaeological sites which awarded protection under national monuments legislation and policies in the County Development Plan 2014. Any development of amenities shall preserve and protect these monuments and their setting and will require an Archaeological Assessment.</b></p> <p><b>Text change only.</b></p>	118
CB.03.04 .41	<p>Include additional text to NE-R-04 as follows:</p> <p>High and Medium A density residential development. <b>The site contains three archaeological monument CO074-172; CO074-131; CO074-131 Archaeological sites are awarded protection under national monuments legislation and policies in the County Development Plan 2014. These archaeological sites should be zoned out or designated a Greenfield area and preserved in situ with an appropriate buffer zone protecting the setting of the monuments. In addition the Zone of Archaeological Potential (ZAP) associated with these sites can be quite extensive. Any development at the will require a detailed Archaeological Assessment in advance of development includes a geophysical survey and testing.</b></p> <p><b>Text change only</b></p>	116
CB.03.04 .42	<p>Include additional text to NE-R-12 as follows:</p> <p>Medium B residential development. <b>The site contains two archaeological monument CO075-113 and CO074-022 which are awarded protection under national monuments legislation and policies in the County Development Plan 2014. The archaeological site should be zoned out or designated a Greenfield area and preserved in situ with an appropriate buffer zone protecting the setting of the monuments. In addition the Zone of Archaeological Potential (ZAP) associated with these sites can be quite extensive. Any development at the will require a detailed Archaeological Assessment in advance of development includes a geophysical survey and testing.</b></p> <p><b>Text change only</b></p>	116
CB.03.04 .43	<p>Include additional text to NE-R-13 as follows:</p> <p>Medium B Residential development. <b>The site contains three archaeological monument CO063-114 &amp; CO063-115 and CO063-072. Archaeological sites are awarded protection under national monuments legislation and policies in the County Development Plan 2014. This archaeological site should be zoned out or designated a Greenfield area and preserved in situ with an appropriate buffer zone protecting the setting of the monuments. In addition the Zone of Archaeological Potential (ZAP) associated with these sites can be quite extensive. Any development at the will require a detailed Archaeological Assessment in advance of development includes a geophysical survey and testing.</b></p> <p><b>Text change only</b></p>	116

CB.03.04 .44	<p>Include additional text to NE-TC-01 as follows:</p> <p>Provide a district centre with provision for an appropriate range of retail and commercial facilities to support the new population and taking into consideration the existing retail developments at Fox and Hounds, Dunnes Store and Lidl. The site should also allow for the development of a health centre and community hall/facility for the new residents.</p> <p><b>The site contains three archaeological monument CO074-131; CO074-172 and CO074-132 which are awarded protection under national monuments legislation and policies in the County Development Plan 2014. This archaeological site should be zoned out or designated a Greenfield area and preserved in situ with an appropriate buffer zone protecting the setting of the monuments. In addition the Zone of Archaeological Potential (ZAP) associated with these sites can be quite extensive. Any development at the will require a detailed Archaeological Assessment in advance of development includes a geophysical survey and testing.</b></p> <p>The existing neighbourhood centre at the Fox and Hounds will form part of the district retail Centre subject to the resolution of a number of issues:</p> <p>a) Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines ‘The Planning System and Flood Risk Management’.</p> <p>b) Provision should be made on site, for improved recreational facilities, including informal public recreation with the provision of a pedestrian walk along the Glen River. Any proposals should protect the Glen River Valley, an area considered to be of high landscape value.</p> <p>Λ*</p>	117
CB.03.04 .45	<p>Amend a section of the land use zoning map denoted NE-O-05 open space and rezone as an Existing built up area.</p> <p><b>Map change only</b></p>	121
CB.03.04 .45	<p>Extend NE-R-04, partially rezoning open space, to the line of the proposed realigned U-07.</p>	121
<b>Monard</b>		
CB.03.05 .01	<p>Insert additional paragraph on <b>Archaeology</b> after 3.5.44 as follows:</p> <p><b>There are a number of archaeological sites within the development area. These are awarded protection under national monuments legislation and policies in the County Development Plan 2014. This archaeological site should be zoned out or designated a Greenfield area and preserved in situ with an appropriate buffer zone protecting the setting of the monuments. In addition the Zone of Archaeological Potential (ZAP) associated with these sites can be quite extensive. Any development at the will require Archaeological Assessment of potential for subsurface archaeology through a program of geophysical survey and licenced archaeological testing in advance to guide layout and design.</b></p> <p><b>Text change only</b></p>	129
<b>Carrigtwohill</b>		



CB .03.05.0 1	Amend settlement boundary to include the existing property previously zoned CT-B-02 to be replaced as an Existing Built up area. This is a mapping change. <b>Map change only</b>	153
CB .03.05.0 2	Reposition U-08 label to location of Ballymcadam bridge. <b>Map change only</b>	153
CB .03.05.0 3	Remove eastern section of CT-R-18 from Residential zoning and convert to "Existing Built Up Area". See map. <b>Map change only</b>	153
CB .03.05.0 4	Rezone section of O-02 Active Open space/Sports recreation Amenity to Existing built up area. <b>Map change only</b>	153
CB .03.05.0 5	Insert floor risk map for the north eastern section of the Urban Expansion Area <b>Map change only</b>	153
CB .03.05.0 6	<p>Include additional text in paragraph 3.6.29 of the Infrastructure: Roads section, this will now read as follows:</p> <p>3.6.29 Carrigtwohill is well served by national road infrastructure being located on the N25 Cork – Waterford road. There is a problem with traffic congestion and on street parking in the town centre which detracts from the public realm. The Midleton and Carrigtwohill Transportation Study, published in August 2010 made recommendations to address these issues and, where appropriate, these recommendations have been reflected in the planning proposals of this plan. The distributor road through Carrigtwohill North is also likely to resolve some of the traffic issues in the town. As part of the restoration of the rail line to Midleton, a pedestrian underpass has also been installed the railway linking lands south of the rail line and the masterplan site. <b>During the lifetime of the plan, growth in background traffic levels, new development in the area and the need to provide additional capacity for future growth are likely to necessitate the following road network improvements:</b></p> <ul style="list-style-type: none"> <li>(a) Cobh/Carrigtwohill Junction and Roundabouts;</li> <li>(b) Upgrades to the road network within Carrigtwohill itself; and</li> <li>(c) <u>Upgrade to the N25 between Carrigtwohill and Midleton</u></li> </ul> <p><b>Text change only</b></p>	136

CB .03.05.0 7	<p>Amend paragraph 3.6.82 of the Carrigtwohill North Urban Expansion Area section, this will now read as follows:</p> <p><del>It remains the aim of Cork County Council to provide for a new residential neighbourhood located to the north of the rail line in Carrigtwohill that will enable the town to expand to meet the growth targets of the Cork County Development Plan 2014. A framework masterplan for the area was prepared in adopted in 2015 by Cork County Council and identified the most sustainable development strategy for this substantial land bank. Intending developers in Carrigtwohill North will have regard to the provisions set out in the Framework Masterplan adopted in 2015, particularly in relation to the phasing of development, the provision of infrastructure, greenways and open space.</del></p> <p><b>Future growth in Carrigtwohill is to be in the form of</b></p> <p><b>Text change only</b></p>	143
CB .03.05.0 8	<p>Delete paragraphs 3.6.83 - 3.6.87 , 3.6.89 and 3.6.91 – 3.6.95 respectively.</p> <p><b>Text change only</b></p>	143-144
CB .03.05.0 9	<p>Delete Table 3.6.2: Carrigtwohill North Infrastructure Requirements</p> <p><b>Text change only</b></p>	144
CB .03.05.1 0	<p>Insert new section “Phasing and Implementation of Carrigtwohill North” following paragraph 3.6.85 as per Appendix B1 Section 3.6 (11 paragraphs) in addition to new Table 3.6.2 “<b>Carrigtwohill North Major Urban Extension: Proposed On-Site Infrastructure Programme</b>” and Table 3.6.3 “<b>Carrigtwohill North Major Urban Extension : Proposed Off-Site Infrastructure Programme</b>”</p> <p><b>Text change only</b></p>	143
CB .03.05.11	<p>Delete List of Specific Objectives for Carrigtowhill and insert new List of Specific Objectives in Appendix B1.</p> <p><b>Text change only</b></p>	148-149
CB .03.05.1 2	<p>Insert a specific residential development objective CT-R-20 for Carrigtwohill which will state the following;</p> <p><b>Medium density B residential development. Proposals shall provide for the retention, expansion or relocation of the existing playing pitches and club house.</b></p> <p>*</p> <p><b>Text change only.</b></p>	149
CB .03.05.1 3	<p>Insert a new paragraph after 3.6.41 in the Flooding section to state the following;</p> <p><b>It is important to note that the flood risks shown in this document refer to fluvial (river) and tidal flooding only. Some areas may also be at risk of groundwater flooding or pluvial flooding (intense periods of rainfall) but these are NOT shown on the flood zone maps included in this Plan. However, such risks still need to be assessed when planning a development.</b></p> <p><b>Text change only</b></p>	137

<p>CB .03.05.1 4</p>	<p>Include additional text to paragraph 3.6.24, this will now read as follows:</p> <p>As a key growth area within Metropolitan Cork it is essential that Carrigtwohill develops an attractive vibrant urban centre of its own with shops, services, attractive streets, buildings and public spaces to meet the needs of the local population, attract investment to the area and send a positive signal to investors about the importance of Carrigtwohill as a key growth centre for the future, <b>reflecting Carrigtwohill's strengths in terms of multi-modal accessibility and emerging role as a retail destination within Metropolitan Cork.</b> A key priority for the future therefore, is to develop a strategy to guide the coherent development of the town centre in terms of land use and urban design, addressing issues such as the range of uses to be accommodated, priority areas for development, improved pedestrian facilities, traffic and connectivity issues and improvements to the public realm.</p> <p><b>Text change only</b></p>	<p>135</p>
<p>CB .03.05.1 5</p>	<p>Insert additional paragraph on <b>Archaeology</b> after 3.6.46 as follows:</p> <p><b>There are five of archaeological sites within the Town development boundary. These are awarded protection under national monuments legislation and policies in the County Development Plan 2014. Any development close to these sites will require an Archaeological Assessment.</b></p> <p><b>Text change only</b></p>	<p>138</p>
<p>CB .03.05.1 6</p>	<p>Amend text of CT-B-02 as follows:</p> <p>Business development. Proposals shall optimize connectivity with the proposed rail passenger station at Fota Business and Retail Park, particularly for pedestrians and cyclists. A significant landscaped buffer shall be provided along the western <b>and southern boundaries to safeguard the Great Island Channel Special Area of Conservation.</b></p> <p><b>Text change only</b></p>	<p>150</p>
<p>CB .03.05.1 7</p>	<p>Amend text of CT-B-01 as follows:</p> <p>Business development, excluding retail warehousing, non-retail general offices and car showrooms. Proposals for this site will include a comprehensive layout and structural landscaping scheme. <del>that will ensure that any buildings or other structures erected have minimal visual impact in longer distance views.</del> Vehicular access to the site will be from the adjoining industrial area to the south only.</p> <p><b>^</b></p> <p><b>Text change only</b></p>	<p>150</p>

	<b>Little Island</b>	
CB 03.06.01	<p>Amend paragraph 3.7.19 by inserting the following text</p> <p>Provision was made in the 2011 LAP to upgrade the existing junction with the N25. These improvements have not been implemented and traffic congestion at peak hours remains a concern. In 2013, An Bord Pleanála approved a major upgrade to the Dunkettle Interchange. As part of the upgrade, a new link will be provided with the R623 regional road in Wallingstown. This link will serve the western end of Little Island and should help address the issue of congestion at the existing junction. These upgrades are expected to proceed in the short term.</p> <p>It is intended that a detailed <del>Land Use and</del> <b>Traffic and</b> Transportation Study for Little Island is carried out within the lifetime of this Plan, to address:</p> <ul style="list-style-type: none"> <li><del>— Future land use requirements on the Island, specifically in terms of open space provision,</del></li> <li><del>— The development of brownfield lands,</del></li> <li><del>— Accessibility to the National Road Network</del></li> <li><del>— The upgrade of the Dunkettle interchange, having regard to any National Road Authority studies or proposed improvement works,</del></li> <li><del>— The delivery of the Dunkettle Park and Ride,</del></li> <li><del>— Public transport permeability within Little island, and</del></li> <li><del>— Pedestrian and cycling improvement within Little Island, in line with the measures outlined within the Draft Cork Cycle Network Plan 2015.</del></li> </ul> <ul style="list-style-type: none"> <li>– <b>Transport requirements of the existing community and of development lands, specifically in terms of; protection of the strategic employment function of the island; appropriate scale of residential development; and accessibility for community facilities and the protection and enhancement of existing residential areas and amenity,</b></li> <li>– <b>Accessibility to the National Road Network including feasibility of a third entrance/exit point at the eastern end of the Island</b></li> <li>– <b>Compatibility with the upgrade of the Dunkettle Interchange by Transport Infrastructure Ireland (TII)</b></li> <li>– <b>The feasibility of Park and Ride as part of the solution to the provision of sustainable access to/from Little Island,</b></li> <li>– <b>Public transport proposals as part of the solution to the provision of sustainable access to/from Little Island</b></li> <li>– <b>Pedestrian and cycling improvement within Little Island, and connectivity to the local cycle network, in line with the measures outlined within the Cork Cycle Network Plan 2016.</b></li> </ul> <p><b>Text change only</b></p>	<b>156</b>




CB 03.06.02	<p>Amend text of LI-I-01 as follows:</p> <p>Industry with provision for planting and landscaping along the northern and eastern boundaries to recognize the sensitive location of the site in terms of the NHA at the northern edge of the site and to protect views of Little Island from the N25 and Fota Island. <b>The south western boundary contains the site of CO077-025 Castle site. This is a Recorded Archaeological Monument. The Zone of Archaeological Potential associated with the medieval castle can be quite extensive. Any development at the south west quadrant of the site will require a detailed Archaeological Assessment to clarify there is not subsurface archaeology within the development site before development can be considered in this area including geophysical survey and licenced archaeological testing. Development will only be permitted where it is shown that it is compatible with the requirements of the Habitats Directive and the Birds Directive and the protection of the Great Island Channel Special Area of Conservation and the Cork Harbour Special Protection area.</b></p> <p><b>Text change only</b></p>	161
CB 03.06.03	<p>Amend text of LI-I-02 as follows:</p> <p>Industrial estate and/or warehousing and distribution with provision for local access road. Minimum 20-metre wide tree planted buffer along northern and western boundary of site. 20-metre wide. <b>Development will only be permitted where it is shown that it is compatible with the requirements of the Habitats Directive and the Birds Directive and the protection of the Great Island Channel Special Area of Conservation and the Cork Harbour Special Protection area.</b></p> <p><b>Text change only</b></p>	161

CB 03.06.04	<p>Amend text of LI-O-01 as follows:</p> <p>Open space. This area makes a significant contribution to the setting of Little Island and offers scenic views of the island when viewed from Fota and on eastern approaches to Cork City. It also functions as an important buffer for the adjoining strategic industrial area. There is a general presumption against development on these lands, although there is some potential for recreation/amenity uses (e.g. waterside park). <b>This site is an important site for populations of species of birds for which Cork Harbour SPA is designated. Development will only be permitted where it is shown that it is compatible with the requirements of the Habitats Directive and Birds Directive and the protection of the Great Island Channel Special Area of Conservation and the Cork Harbour Special Protection area.</b></p> <p><b>The south western boundary contains the site of CO077-025 Castle site. This is a Recorded Archaeological Monument. The Zone of Archaeological Potential associated with the medieval castle can be quite extensive. Any development at the south west quadrant of the site will require a detailed Archaeological Assessment to clarify there is not subsurface archaeology within the development site before development can be considered in this area including geophysical survey and licenced archaeological testing.</b></p> <p>*</p> <p><b>Text change only</b></p>	162
CB 03.06.05	<p>Amend text of LI-GO-05 as follows;</p> <p>In order to secure the sustainable population growth and supporting development proposed in LI-GO-01, appropriate and sustainable water and waste water infrastructure that will secure the objectives of the relevant River Basin Management Plan as well as the Cork Harbour Special Protection Area and the Great Island Channel <del>Special Protection Area</del>, <b>Special Area of Conservation</b> must be provided and be operational in advance of the commencement of any discharges from the development. Waste water infrastructure must be capable of treating discharges to ensure that water quality in the receiving harbour does not fall below legally required levels.</p> <p><b>Text change only</b></p>	160

<p>CB 03.06.06</p>	<p>Amend General Objective LI-GO-05 inserting the following text:</p> <p>To complete a detailed <del>Land Use and</del> <b>Traffic and</b> Transportation Study for Little Island. This study will need to specifically address the following issues:</p> <ul style="list-style-type: none"> <li><del>— Future land use requirements on the Island, specifically in terms of open space provision,</del></li> <li><del>— The development of brownfield lands,</del></li> <li><del>— Accessibility to the National Road Network</del></li> <li><del>— The upgrade of the Dunkettle interchange, having regard to any National Road Authority studies or proposed improvement works,</del></li> <li><del>— The delivery of the Dunkettle Park and Ride,</del></li> <li><del>— Public transport permeability within Little island, and</del></li> <li><del>— Pedestrian and cycling improvement within Little Island, in line with the measures outlined within the Draft Cork Cycle Network Plan 2015.</del></li> </ul> <ul style="list-style-type: none"> <li>– <b>Transport requirements of the existing community and of development lands, specifically in terms of; protection of the strategic employment function of the island; appropriate scale of residential development; and accessibility for community facilities and the protection and enhancement of existing residential areas and amenity,</b></li> <li>– <b>Accessibility to the National Road Network including feasibility of a third entrance/exit point at the eastern end of the Island</b></li> <li>– <b>Compatibility with the upgrade of the Dunkettle Interchange by Transport Infrastructure Ireland (TII)</b></li> <li>– <b>The feasibility of Park and Ride as part of the solution to the provision of sustainable access to/from Little Island,</b></li> <li>– <b>Public transport proposals as part of the solution to the provision of sustainable access to/from Little Island</b></li> <li>– <b>Pedestrian and cycling improvement within Little Island, and connectivity to the local cycle network, in line with the measures outlined within the Cork Cycle Network Plan 2016.</b></li> </ul> <p><b>Text change only</b></p>	<p><b>160</b></p>
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CB 03.06.08	<p>Amend text of LI-I-01 as follows:</p> <p>Industry with provision for planting and landscaping along the northern and eastern boundaries to recognize the sensitive location of the site in terms of the NHA at the northern edge of the site and to protect views of Little Island from the N25 <del>and Fota Island</del>. <b>The south western boundary contains the site of CO077-025 Castle site. This is a Recorded Archaeological Monument. The Zone of Archaeological Potential associated with the medieval castle can be quite extensive. Any development at the south west quadrant of the site will require a detailed Archaeological Assessment to clarify there is not subsurface archaeology within the development site before development can be considered in this area including geophysical survey and licenced archaeological testing.</b></p> <p><b>Text change only</b></p>	161
CB 03.06.09	<p>Amend Existing Built Up Area to Open Space zoning at Carrigrennan where there is an overlap with Natura sites. Insert additional objective LI-O-05 in the Specific development Objectives for Little Island table. This objective will read as follows.</p> <p><b>LI-O-05 Open space. There is a general presumption against development on these lands due to the area's status as a Natura site.</b></p> <p><b>Text and map change.</b></p>	163
CB 03.06.10	<p>Insert new paragraph after 3.7.41 as follows;</p> <p><b>This plan recognises the importance of open space areas on Little Island for Wintering Birds.</b></p> <p><b>Text change only</b></p>	159
<b>Section Four: Key Villages</b>		
CB 04.01.01	<p>Include additional text to objective O-03, this will now read as follows;</p> <p>Open space – maintain existing GAA grounds for active open space use. <b>This area contains archaeology sites CO052-056. Any development within this areas shall preserve the site and its Zone of Archaeology potential. An archaeological assessment will be required.</b></p> <p><b>Text change only.</b></p>	173
<b>Section Five: Villages, Village Nuclei and Other Locations</b>		
CB 05.01.01	<p>Amend label on Knockraha map from C-03 to C-02 to correspond with the text box on p.198.</p> <p><b>Map change only</b></p>	199



<p>CB 05.01.02</p>	<p>Amend text of X-01, Spike Island to state:</p> <p>The promotion of the continued development of the island as a major tourism attraction and unique cultural heritage and activity destination in accordance with the recommendations of the masterplan. This will require considerable investment in facilities and services both on the island itself and at origin and access points, including car parking ticketing facilities etc. It is vital that the future development complements the character and grain of the existing structures and protects the unique environment of the island.</p> <p><b>Development proposals on the island shall ensure that the adjoining Great Island Channel Special Area of Conservation is managed appropriately.</b></p> <p><b>Text change only</b></p>	<p>234</p>						
<p>CB 05.01.03</p>	<p>Insertion of specific Regeneration Area Objective in the Marino Point section as follows:</p> <p>Marino Point Regeneration Sites</p> <table border="1" data-bbox="284 779 1441 1727"> <thead> <tr> <th colspan="2" data-bbox="284 779 1441 837">Regeneration Area – Marino Point</th> </tr> <tr> <th data-bbox="284 837 882 898">Map of Regeneration Areas</th> <th data-bbox="882 837 1441 898">Number and Description</th> </tr> </thead> <tbody> <tr> <td data-bbox="284 898 882 1727">  </td> <td data-bbox="882 898 1441 1727"> <p><b>Marino Point</b></p> <p><i>This plan recognises areas of Cobh which are currently identified as Industry but merit additional guidance in the event of the opportunity to redevelop them arises during the term of this plan.</i></p> <p><i>This site comprises the redundant infrastructure of IFI but excludes the currently operating Dynea Ltd. industrial development (Seveso II Directive site). The site is largely degraded and vacant. It is visually prominent from Passage West on the opposite side of the harbour.</i></p> <p><i>Development on this site should be port-related or utilise the existing industrial installations and should be of a scale and form appropriate to this prominent site.</i></p> <p><i>Marino house is a Recorded Monument (RMP No. CO075-13) along with the Orangery (RMP No CO075-076) and landscape feature (RMP No. CO075-027). Any development in this area will be required to protect the buildings and their setting and will require an Archaeological &amp; Architectural Assessment.</i></p> <p><i>Any such development shall ensure that all existing infrastructure on the site which serves the adjoining Dynea Ltd. site shall be protected.</i></p> </td> </tr> </tbody> </table>	Regeneration Area – Marino Point		Map of Regeneration Areas	Number and Description		<p><b>Marino Point</b></p> <p><i>This plan recognises areas of Cobh which are currently identified as Industry but merit additional guidance in the event of the opportunity to redevelop them arises during the term of this plan.</i></p> <p><i>This site comprises the redundant infrastructure of IFI but excludes the currently operating Dynea Ltd. industrial development (Seveso II Directive site). The site is largely degraded and vacant. It is visually prominent from Passage West on the opposite side of the harbour.</i></p> <p><i>Development on this site should be port-related or utilise the existing industrial installations and should be of a scale and form appropriate to this prominent site.</i></p> <p><i>Marino house is a Recorded Monument (RMP No. CO075-13) along with the Orangery (RMP No CO075-076) and landscape feature (RMP No. CO075-027). Any development in this area will be required to protect the buildings and their setting and will require an Archaeological &amp; Architectural Assessment.</i></p> <p><i>Any such development shall ensure that all existing infrastructure on the site which serves the adjoining Dynea Ltd. site shall be protected.</i></p>	<p>230</p>
Regeneration Area – Marino Point								
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<p>CB 05.01.04</p>	<p>Coastal Flood Zone Mapping Amendment: Haulbowline</p> <p>It is proposed to delete the Coastal Flood Zone Mapping and replace with the mapping as shown in Appendix D.</p> <p><b>Mapping change only</b></p>	<p>228</p>						

CB 05.01.05	Insertion of text amendment for X-01 Marino Point		
	<b>Local Area Plan Objective</b>		
	<b>Development Boundary Objectives for Marino Point</b>		
	Objective No.		Area
X-01	<p>To facilitate the development of this site for port related industrial development. The following considerations will apply to any proposals for development:</p> <ul style="list-style-type: none"> <li>• Development will be confined to the existing reclaimed area and to activities which are port-related or which use the existing industrial installations. Any new berthing /unloading facilities would be limited.</li> <li>• Development involving significant traffic volumes will not be permitted, pending the upgrading of the adjoining R624 regional road in the direction of both Carrigtwohill and Cobh. A detailed Traffic Impact Assessment would be required prior to any development to assess the impact on the existing road network.</li> <li>• Existing recorded monuments on site shall be protected.</li> <li>• <b>In permitting development regard shall be had to mitigating potential adverse impacts.</b></li> <li>• This zone is adjacent to the Great Island Channel Special Area of Conservation and the Cork Harbour Special Protection Area. New developments 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 impact on the SAC and SPA.</li> <li>• Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines ‘The Planning System and Flood Risk Management’ as described in objectives of this plan.</li> </ul>	46.2	
<b>Text change only</b>			

## **Appendix B1**

# 4 Main Towns

## 4.1 Purpose of this Section

- 4.1.1 The purpose of this section of the Plan is to set out the main planning policy guidance for the towns within the Cobh Municipal District, as set out below and referring specifically to Cobh, Glanmire, Cork City North Environs, Ballyvolane Urban Expansion Area, Monard, Carrigtwohill and Little Island.
- 4.1.2 The most significant material asset of this electoral area is the main towns. They represent the product of many decades of investment in buildings (including houses, business, commercial buildings etc), hospitals and other health facilities, schools, social and community facilities and wealth of supporting infrastructure. Across the county as a whole, the 2006 census recorded that over 46% of the population lived in the main towns. In addition, many people who live in villages, smaller settlements or rural areas rely on the main towns for at least one important aspect of their daily lives (eg. Work, shopping, education etc).
- 4.1.3 Main towns will normally have the following facilities: A permanent resident population of over 1000 persons, primary and secondary school(s), a significant choice of convenience and comparison shopping, industrial service sector or office based employment, public library, significant visitor facilities (eg. Hotels, B&B's), church or other community facility, mains sewerage, mains water, public transport, served by a regional or national road, traffic calming/management scheme/off-street parking, bring site/recycling facilities.
- 4.1.4 In line with the overall core strategy of the County Development Plan 2014, it is a key component of this plan to set out objectives that will:
- 4.1.5 Make the best use of previous investments in built fabric or infrastructure in the main towns;
- 4.1.6 Establish the main towns as the principal location for future investment in housing, jobs, infrastructure and social and community facilities;
- 4.1.7 Identify land for future development that will meet the planned requirements for each main town and offer a reasonable choice of location to those intending to carry out development;
- 4.1.8 Prioritise future investment in infrastructure to support the sequential or phased development of the land identified for the future needs of the town;
- 4.1.9 Confirm the role of the town centre as the preferred location for future retail development; and
- 4.1.10 Protect the setting of the town from sprawling or sporadic development by maintaining the existing 'green belt' where only limited forms of development are normally considered.
- 4.1.11 ~~Where a town had a former Town Development Plan for the Town Council these have been included in this plan to form a coherent planning policy framework for the town as a whole.~~

## 4.2 Cobh

### Vision

- 4.2.1 The vision for Cobh going forward is to continue to implement the strategy of the current Local Area Plan and the 2013 Cobh Town Development Plan, which provide for growth in population and employment, promoted greater self sufficiency within the town in terms of the role of the town centre and retail services, and seek to optimize the potential of the waterfront and the heritage of the town as a platform for economic growth.
- 4.2.2 In this Local Area Plan, Cobh is identified as a Main Settlement in the Cobh Municipal District while retaining its status as a Metropolitan town in the County Metropolitan Strategic Planning Area in the overall strategy of the Cork County Development Plan 2014, as detailed in Volume 1, Chapter 2 of that Plan. Cobh is the third largest of the Metropolitan Cork Towns after Ballincollig and Carrigaline with a population that has steadily increased over the last two decades to a 2011 census population of 12,347 persons.
- 4.2.3 As a Metropolitan town on the suburban rail corridor, Cobh forms part of the 'Cork Gateway'. Proposals for development have been framed to complement the City Council's own development proposals and the County Councils proposals in other Metropolitan Towns. Work has recently commenced on the €91m Cork Lower Harbour Main Drainage Project which will facilitate development within the town and significantly enhance water quality in Cork Harbour.
- 4.2.4 The central part of the town was administered by Cobh Town Council until 2014. A Town Development Plan was adopted in 2013 setting out a strategy for the development of the lands within the Town Council area and to complement the County Council's plans for growth in the environs of the town. The provisions of the Town Plan have informed this Local Area Plan.
- 4.2.5 The Cork Area Strategic Plan identified the opportunity to increase Cobh's residential population further to sustain and deliver additional retail, commercial and service functions and proposed the most appropriate location for this to the north of the town along the Ballynoe Valley. A large mixed use residential area (700 units) was subsequently identified for development at Ballynoe which will consolidate the commercial function established at Ticknock. It is suggested that growth here should be linked to the provision of a new rail station at Ballynoe and should have connectivity to the town of Cobh.

### Context

- 4.2.6 Cobh is located approximately 20 km south east of Cork City. The town is prominently positioned on the south of Great Island commanding spectacular views over the western harbor as well as providing impressive views from the harbor owing to its attractive architectural heritage. The town has a rich maritime, military and ecclesiastical heritage which combined with proposed developments at Spike Island, Haulbowline and Camden Fort Meagher, affords the town significant potential for tourism development to be a strong feature of its economic growth. Cobh also has the only dedicated cruise liner berth in the country and many cruise liners visit the town every year offering the potential for spin off trade.
- 4.2.7 In previous decades the town relied heavily for employment on the Irish Steel plant on Haulbowline Island and Irish Fertilisers at Marino Point but since the close of these plants in 2001/2002 many of the population now commute off Great Island for work to Cork City, Ringaskiddy or other locations in the metropolitan area. The Irish Navy headquarters and

naval base is located on Haulbowline. The main point of sea access to the Naval Base is from Cobh Pier.

- 4.2.8 The retail and commercial base of the town has contracted significantly. Cobh Town Plan 2013 includes important proposals in terms of strengthening the town centre and capitalizing on the attractiveness of the waterfront area and these will be reflected in this Local Area Plan. Cobh also has a strategic dry dock facility at Rushbrooke which is an important economic asset for the town.
- 4.2.9 Investment in roads infrastructure is a significant issue for Cobh in order to facilitate the sustainable growth of the town. The town is solely dependent for road access on the R624 and Belvelly Bridge to connect Great Island to the national road network and the lack of an alternative road access route raises concerns over emergency services access should this route become blocked. This section of the route from Carrigtwohill to Belvelly (to which there is no alternative) requires significant upgrading and there are difficulties in other parts of the route network also.

## Planning Considerations

### Population and Housing

- 4.2.10 The strategy for Cobh, as set out in the Cork County Development Plan 2014 provides for the population of the town to grow to 14,543, representing growth of just over 2,196 people on Census 2011 figures (12, 347). In order to accommodate this level of population growth, an additional 1,778 housing units will be required. A net housing land requirement of 71 ha has been identified to cater for this level of housing provision.
- 4.2.11 The current Local Area Plan (2011) and the current Town Development Plan (2013) for Cobh make provision for a residential land supply of 129ha with the capacity to provide approximately 1,907 dwelling units. A large component of this supply (700 units) is located within the Ballynoe Valley land bank to the north of the town and a landuse framework has been prepared for its co-ordinated development.
- 4.2.12 In addition to zoned lands, there are various infill brownfield sites suitable for mixed-use development or rejuvenation of vacant property. Housing from these 'unforeseen' sources could provide up to 10% additional units but it is difficult to provide certainty in relation to the timing of its delivery.
- 4.2.13 ~~It is proposed that this plan will not make significant changes to residential zonings which originated in either the LAP 2011 or the Town Development Plan 2013 where the site has remained undeveloped, with the exception of the inclusion of residential land parcels in the former masterplan site at Ballynoe.~~
- 4.2.14 Development in Cobh has now extended over the ridge behind the old town, spilling in to the valley behind. The majority of this new development has been concentrated on the western side of the town on the hillside above Rushbrooke. Development has generally taken the form of large estate development in the environs, dominated by semi-detached and terraced style housing.
- 4.2.15 In early 2010 just under 3% of the housing stock in the environs was recorded as vacant (construction complete but never occupied), which is a similar level of vacancy experienced in Carrigtwohill and less than that recorded for Midleton. There are outstanding valid permissions on some residential sites in Cobh however many permissions have expired and are no longer valid.

	Housing Requirement					Housing Supply	
	Census 2011	Population Target	Total New Households	New Units Required	Net Estimated Requirement (ha)	Est. Net Residential area zoned in LAP / TCP (ha)	Estimated Housing Yield (LAPs and TCPs) (Units)
<b>Cobh</b>	12,347	14,543	1,625	1,778	71	72.53	1,907
<b>Total for Municipal District</b>	53,544	72,580	10,993	12,367	430	572	16,025
Current Estimated Strategic Land Reserve (LAPs and TCPs) for this Municipal District is 7.1 Ha Source: Cork County Development Plan 2014- Appendix B, Table B 10							

4.2.16 As the proportion of older people in the population increases, housing options for this age group is likely to be more of an issue and demand for more specialised accommodation where elderly people can more readily live independently is likely to increase. Housing affordability will also continue to be an issue and should be reflected in the range of house types provide.

4.2.17 ~~Some of the existing building stock in the town centre area is under utilised and opportunities exist to provide additional residential accommodation through renovation/sensitive adaptation of the building stock or new infill development and this will be encouraged. In addition, it is intended that a greater emphasis will be placed on the design and finishes of new development in order to enhance the amenity and character of the town.~~

### Urban Expansion Area – Ballynoe Valley

4.2.18 In order to provide for the lands necessary to accommodate the target population growth in Cobh, a significant greenfield site was identified in the Ballynoe Valley in the 2011 Local Area Plan. The Ballynoe site comprises an area of 83.5 hectares on the northern fringe of Cobh Town, lying in the Ballynoe Valley west of Cow Cross Roads. The site has road frontage access on to the local road network at a number of locations along the western, northern and eastern site boundaries. There are a number of residential properties located within and adjoining the site boundaries, while the commercial developments of recent years at Ticknock abut the eastern boundary.

4.2.19 A framework proposal has been prepared for this site and is set out in further detail below. The proposal includes a number of zonings within the boundary of the site which provide for residential, open space, recreation, community, educational uses and business use. No lands have been zoned for town centre use but instead, a Special Policy Area (CH-X-01) has been provided to the east of the site at Ticknock and adjoining the existing retail offering in that location, which will adequately meet the retail needs of the target population for the area.

4.2.20 The site has some difficulties which will determine how it is developed, including topographical constraints and the presence of high tension ESB power lines which transverse the site at two locations. The site also has habitats of County wide importance

which include one area of semi natural grassland and three areas of Scrub/Transitional Woodland. In 2015 planning permission was granted for 11 units which has an extension of duration of planning permission granted in 2010.

## Funding and Contributions Scheme

- 4.2.21 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.
- 4.2.22 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.
- 4.2.23 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.

## Employment and Economic Activity

- 4.2.24 The Cork County Development Plan 2014 identifies, Cobh (including Marino Point) as one of a number of principle employment locations within the Cork Gateway, where the overall strategy includes providing a choice of sites for large, medium and small scale enterprise/business and industrial uses.
- 4.2.25 The 2011 Census shows that Great Island has a working population of 5,335 employees of whom 1,421 work in Cobh and 211 elsewhere on Great Island, with the majority of the working population (3,703 persons) commuting out of the town for work. In Cobh town, professional services are the largest employment sector, followed by commerce and trade.
- 4.2.26 The main location of employment in the town is within the town centre itself and at Rushbrooke Dockyard which provides a strategic, specialized facility with deep water access, graving dock and dry docks used for repairs and maintenance of ships. This facility is the only facility of its kind in the state and other similar facilities are only to be found in Belfast, Merseyside etc. The current Town Development Plan appropriately considers that the site should primarily be used for industrial activities that need to utilize the specialized infrastructure on site and accordingly zones it for marine related industrial use.
- 4.2.27 Marino Point, a largely brownfield industrial area located approximately 5km north of Cobh adjacent to Cork –Cobh rail line, forms part of the employment land supply within Metropolitan Cork and for Great Island. The area comprises approximately 46ha, of which c3ha is occupied by a currently functioning hazardous industrious installation (Dynea). The remainder of the site is primarily degraded and vacant since the closure of the IFI plant. There is a deep water wharf at the site and it is served by high capacity water, gas and electricity supplies. Under the current Local Area Plan Marino Point is identified as an ‘Other Location’ and is subject to a Special Policy Area zoning objective to facilitate the development of the area for port related industrial development.
- 4.2.28 The greatest potential for economic and employment growth in Cobh lies in developing the tourism function and this is multi faceted. Cobh’s harbour setting is a key natural asset of the town providing opportunities for recreation and marine leisure activities while the town’s rich historical heritage, and relationship with Spike Island and the other military fortifications within the harbour, also offers significant tourism potential. The Cobh Cruise terminal operated by the Port of Cork currently attracts about 50 cruise liners a year providing a large potential clientele for heritage/ retail attractions within the town.

- 4.2.29 In order to reduce the reliance on commuting for employment and to supplement employment in the more traditional engineering and marine sectors, it would be advantageous to increase the range and quantity of employment opportunities in the town. In this context improving road access is an issue. Tourism has a key role to play in terms of employment opportunities. In addition to the potential of the town as a significant attraction in itself, there is also additional benefit to be optimized from the cruise liner industry and the town's position as a gateway to other harbor attractions including Spike Island.
- 4.2.30 There is scope to accommodate small business, offices, restaurants and residential development within the town centre to reduce vacancy and improve vibrancy. This will assist in increasing footfall in the town centre, strengthening its retail function and particularly allowing increased tourism related comparison retail. Given Cobh's established tourist centre status there is additional potential for high quality specialist and niche shops and restaurants.
- 4.2.31 The availability of business land is a crucial issue for Cobh if it is to make any progress towards the 2022 jobs target. In the 2011 Plan, there was just a single site zoned and available for business development in the Environs of 5.4ha, and even this site presents a number of challenges, such as the difficult topography and high voltage powerlines that cross the site.

## Town Centre/Retailing

- 4.2.32 ~~Cobh's unique character is derived from its largely 19th century plan and architectural heritage, and its location in the Lower Harbour. The town's southerly aspect on a steeply sloping hill has created a tight urban grain in places characterised by narrow steep streets and terraced housing. The town's main spine runs east-west, parallel with the waterfront and includes two attractive squares and impressive buildings.~~
- 4.2.33 ~~While the physical character of the town remains very strong the town centre has declined economically and most recent residential and commercial development has taken place in the suburbs, which have little connectivity with the historic town centre, thus impacting negatively on footfall levels and overall vitality.~~
- 4.2.34 ~~The town centre is dominated by car parking, which, coupled with the narrow steep streets, can make the town difficult to navigate. There are high levels of vacancy along the Main Street which is detracting from the image of the town. It is essential, as the town as a whole continues to grow and develop as part of the Cork Gateway, that the town centre is re-established as the retail and commercial focus for the town and the potential offered by the Waterfront, and the town's unique heritage, is realised.~~
- 4.2.35 Cobh town is served by a number of retail convenience multiples however due to constraints in the town centre these stores, which include Supervalu, Lidl and Aldi, are located outside the town centre at Ticknock. There is also a neighbourhood centre fulfilling an important local need at Elmwood/Newtown and a small Centra and an independent convenience store in the town centre. The lands at Ticknock and Elmwood are identified as part of the existing built up area. As the town grows, there may be demand for additional modern convenience floor space.
- 4.2.36 ~~There is considerable opportunity to strengthen the public realm of the town centre afforded by the attractive townscape and waterfront location. This in turn will assist uptake of retail and business opportunities. Vibrancy of the town centre can be enhanced by encouraging offices, small businesses, restaurants and residential development as well as retail. It is important that new development should contribute to the character of the town~~



as the success of the growth strategy for Cobh is dependent on a vibrant and attractive town centre.

## Community Facilities

- 4.2.37 Cobh has a reasonably good range of community facilities and amenities serving its current population. The population target for Cobh envisages growth of over 17%. This will give rise to a demand for augmented social and community infrastructure. It is important that new community infrastructure is delivered in tandem with planned population growth and in this context significant investment will be required in community infrastructure to meet the needs of the growing population.
- 4.2.38 There are six primary schools and two secondary schools in the town. An additional primary school will be required at Ballynoe. There is a community hospital and a community centre in the town. The town does not have a nursing home or primary health care centre.
- 4.2.39 The town has a good supply of private sports and recreational facilities including Rugby, Soccer and GAA, tennis and croquet facilities, and a leisure centre including a swimming pool. Rushbrooke Park and, in the town centre, Kennedy Park provide the main public amenity spaces in the area while the waterfront and natural amenities of the harbour provide additional recreational opportunities. In the 2011 Local Area Plan over 13 ha of passive open space was zoned on the western side of Cobh in an area which includes Rushbrooke Park. The development objectives for the open space indicated that the area would benefit from the provision of structural landscaping and a seating area along with the provision of a children's playground on the eastern part of the site.
- 4.2.40 Additional recreational facilities are proposed at Ballynoe. The X-01 objective for the site required a minimum of 3 ha to be provided for recreation, sports and leisure facilities therefore lands at Ballynoe are proposed in conjunction with an assessment of the overall adequacy of active and passive open space in the town. This assessment will need to address requirements for pedestrian and cycle links to existing and proposed recreational areas. The potential to augment Rushbrooke Park through the provision of recreational land at Ballynoe has also been examined as part of the preparation of this plan.
- 4.2.41 A waterfront amenity walkway/cycleway from the western shore of Whitepoint to the eastern end of the Mall at Bishop Roche Park is proposed in this plan. This proposal, which was originally identified in the Cobh Town Development Plan in 2013, includes an objective to achieve a 10 metre wide amenity route or 10 metre boardwalk to achieve a continuous linked amenity route within the town. Bishop's Park forms the final node on this route and there is an opportunity to create a destination to draw people to this node.
- 4.2.42 The attractive setting of the town offers many opportunities for the development of new recreational and cultural amenities for the town which would enhance the overall quality of life for residents. This plan seeks to place greater emphasis on the development of such amenities in order to optimise the benefits of the town's natural amenities for the people of Cobh.

## Infrastructure

### Roads

- 4.2.43 Great Island and the town of Cobh are accessed via the R624, which diverges from the N25, the main east west route from Cork to Waterford. This is the only fixed link to the mainland and the road experiences serious capacity issues at peak times, is poorly aligned in many parts and also contends with flooding problems at Belvelly Bridge. Road access to the

town therefore requires significant upgrading while the road infrastructure within the town also needs to be improved to facilitate development.

### Walking/ Cycling

4.2.44 Walking: Notably, modern development at Rushbrooke, does not have pedestrian links to the town centre. There is need to ensure that any new development provides quality pedestrian and cycle links to the town centre, to schools and to recreational facilities and that opportunities to enhance or provide pedestrian links to existing developments are sought. In some areas retrospective provision of pedestrian links is currently required. The potential for improvement of pedestrian links such as the stairs from the Cathedral to the town, widening of narrow footpaths, and provision of facilities for mobility impaired also needs to be considered.

4.2.45 Cycling: The Local Area Plan should address the complete lack of cycle facilities in the town. It could also highlight the opportunity to provide a cycle path to the passenger ferry to link to the Passage West to Rochestown cycle network across the harbour as well as improvements to Tay Road and Ballynoe in line with the recommendations of the Draft Cork Cycle Network Plan, 2015.

### Public Transport

4.2.46 Rail Service: Cobh has a regular commuter rail service to Kent Station in Cork City providing a half hourly service in the peak. The journey time is just 24 minutes and the train serves five intermediate stations on route to the city; Rushbrooke, Carrigaloe, Fota, Little Island, and Glounthaune. It is also possible to travel to Carrigtwohill and Midleton by changing at Glounthaune. This is an important asset to the town and measures to increase its use, such as facilitating easier access to the station are proposed in this plan. Provision for a new station near the ferry at Ballynoe was proposed in the previous Local Area Plan and has been carried forward as a proposal in this plan.

4.2.47 Bus service: The absence of a bus service for the town effectively means that only those areas of the town close to the rail route have a public transport service. The need for a town bus linking with the rail service, and a bus service linking Cobh with other areas such as Mahon, Douglas, Wilton, Carrigtwohill/Midleton could be explored as the train only serves Cork City Centre and Little Island employment locations. There is also a need to consider improved connections at Kent Station and improved access at Little Island.

4.2.48 Ferry: A cross river car and passenger ferry service operates between Carrigaloe (north of Rushbrooke) and Glenbrook (Passage West). The ferry runs daily and the crossing takes four minutes. The ferry offers the ability to cross from one side of the harbour to the other while avoiding traffic congestion at the Dunkettle and Bloomfield Interchanges and the city centre and giving easy access to the Strategic Employment Centre of Ringaskiddy as well as Carrigaline and Monkstown.

### Water Supply

4.2.49 Generally, water supply is considered sufficient to meet the needs of the town. Water is supplied to the Cobh Regional Water Supply Scheme from the Tibbotstown reservoir via an abstraction from the Owenacurra River at Ballydesmond. Significant increases in demand led to an augmentation of that supply from the waterworks at Glasaboy via the 750/900mm Little Island trunk main and the Ballard Hill pumphouse. The bulk of the town's water supply now comes from Glashaboy.

4.2.50 Pipes have been replaced in areas of the town previously affected by lead. Pressure problems in the town have been resolved through the construction of a 2,000 cubic metre reservoir on Ballard Hill that was commissioned in 2000 and which boosts water into the

Tibbotstown/Cobh trunk main. This supply is considered adequate to cater for any future development in the town.

## Wastewater

4.2.51 Untreated effluent from Cobh Town currently discharges into Cork Harbour contributing to the problem of poor water quality in the harbour. The Cork Lower Harbour Sewerage Scheme is intended to upgrade the existing wastewater infrastructure in the Lower Harbour and Environs including separation of foul and storm water, new pipelines, new pumping stations, a marine crossing and the construction of a new Wastewater Treatment Plant at Ringaskiddy, resulting in a significant improvement in water quality in the harbour. This scheme is currently under construction and is expected to be commissioned during the lifetime of this Plan.

4.2.52 The North Cobh Sewerage Scheme serves the northern part of the town and provides foul and surface water drainage with a temporary foul outfall to Cork Harbour as part of an advance contract to the Cork Lower Harbour Sewerage Scheme. The temporary wastewater treatment plant has a design capacity of 4,000 PE but has the capacity on site to expand to 8,000 PE if required in the future. When the Cork Lower Harbour Sewerage Scheme is complete the foul wastewater from the North Cobh area will be diverted to this scheme.

## Surface Water

4.2.53 All new development will be required to address surface water disposal via sustainable urban drainage systems in line with surface water management policy set out in Section 11.5 of the County Development Plan 2014.

## Flooding

4.2.54 Flood risk is not a significant issue for the town. There are areas of flood risk associated with the harbour along the waterfront, parts of the towns centre and parts of Rushbrooke Dockyard.

## Environment and Heritage

### Water Quality

4.2.55 The water quality of the coastal waters of Cobh are designated as moderate quality and it is an objective of the South West River Basin District Management Plan to restore this water body to good status by 2021. The water of the outer harbour adjoining the south of Great Island have been assessed as failing good chemical status against established EU wide standards. Untreated wastewater currently discharges from Cobh Town (except for the northern parts of the town served by the temporary treatment plant) and the absence of an urban wastewater treatment plant is contributing to the only moderate water quality recorded in the Harbour.

4.2.56 The delivery of the Lower Harbour Sewerage Scheme is crucial to achieving improvements in water quality in the harbour. Completion of the scheme will provide high quality waste water treatment capacity for the population/industrial centres of Cobh, Carrigaline, Passage West, Monkstown, Glenbrook, Ringaskiddy, Shanbally and Coolmore.

## Landscape

4.2.57 The Draft Landscape Strategy 2008 prepared by Cork County Council identifies Cobh as being within a landscape categorized as 'City Harbour and Estuary' which is described as being a landscape of very high value, very high sensitivity and of national importance. Objectives for this landscape type include the promotion of sustainable growth in Cobh and maintaining and enhancing views of the harbour.

### Natural Heritage Sites

4.2.58 There are no nature conservation designations adjoining the boundary of the town, there are a number of pNHA's, SPA's and a candidate SAC within a 2km radius.

### Scenic Routes

4.2.59 The regional road R624 is a designated scenic route, the S53 from Belvelly Bridge to the centre of the town. The town is also highly visible from the S54 scenic route located across the harbour running from Passage West, on to Monkstown and ending in Ringaskiddy.

### Record of Protected Structures

4.2.60 There is an abundance of listed buildings and structures in the town of Cobh with over 370 entries on the Record of Protected Structures of the 2015 Cobh Town Development Plan.

### Architectural Conservation Areas

4.2.61 There are five ACAs included in Cobh as follows;

- Town Centre
- Victorian villas adjacent to and in Midleton Park
- The Crescent
- Patrick's Square
- Athenian Terrace, Willmott Terrace and St. Maur's Terrace

### Archaeology

4.2.62 The Record of Monuments and Places (RMP) of County Cork identify archaeological sites throughout the County. Cobh is identified as a historic town in the Urban Archaeological Survey of County Cork (1995) thus the RMP designates part of the Cobh town as a Zone of Archaeological Importance. There are 6 archaeological sites recorded in Cobh Town.

### Planning Proposals

4.2.63 Over the lifetime of this plan it is envisaged that there will be significant growth in both housing and employment so as to make the town more self-sustaining. The strategy for Cobh, as set out in the Cork County Development Plan 2014 provides for the population of the town to grow to **14,543** up to 2022, representing growth of just over 2,196 people on Census 2011 figures (12,347). In order to accommodate this level of population growth, an additional 1,778 housing units will be required. A net housing land requirement of 71ha has been identified to cater for this level of housing provision.

4.2.64 There is currently provision for a residential supply of 129 ha in Cobh with the capacity to provide approximately 1,907 dwelling units. A large component of this supply is located to the north of the town at Ballynoe and proposals for this land along with a co-ordinated phasing programme are outlined in this chapter. In the medium term the land supply is limited to approximately 33ha zoned residential land which can deliver approximately 850 units.

4.2.65 In addition to zoned lands, there are various infill brownfield sites in the town suitable for mixed use development of rejuvenation of vacant property. Housing on these lands

could provide up to 10% additional units but it is difficult to provide certainty in relation to the timing of its delivery.

4.2.66 The historic street network and urban fabric of the town does not lend itself to ease of connectivity between the older core and the more recent suburban development to the north of the town. It is therefore important that opportunities to provide and enhance connectivity between the town centre and the environs be exploited, particularly for pedestrian and cyclist movements.

## Development Boundary

4.2.67 The development boundary of Cobh has changed to include additional lands, in addition to ~~this Cobh Town Council area and the Cobh Environs area have now been combined therefore this plan relates to lands within this new functional area. The development boundary includes~~ the existing built up area and those areas that are the subject of specific zoning objectives. Development proposals on lands not covered by a specific zoning objective, will be considered in relation to the following:

- The objectives of the County Development Plan 2014;
- Any general or other relevant development objectives of this local area plan;
- The character of the surrounding area; and
- Other planning and sustainable development considerations considered relevant to the proposal or its surroundings

4.2.68 Outside the development boundary, the land forms part of the Metropolitan Green Belt which includes areas which are zoned as prominent and strategic metropolitan greenbelt areas. The objectives of the Cork County Development Plan 2014 seek to retain the open and rural character of lands in these areas and to reserve them generally for use as agriculture, open space and recreation.

## Residential Development

4.2.69 In addition to the lands identified at Ballynoe there are a number of additional sites zoned for residential use in Cobh. While housing growth in Cobh Environs has been strong, some of the areas that were designated for housing in the 2011 Local Area Plan have not yet come forward for development and most of these sites have been retained in this plan. While the bulk of the new housing development envisaged in the CASP Update and the 2014 County Development Plan is to be accommodated on the masterplan site at Ballynoe.

## Employment

4.2.70 Cobh has been identified as a principal location for employment in the Cork County Development Plan 2014. One of the key factors in attracting potential investment and employment to Cobh will be the availability of suitable land for development. Within the Town, the only industrial lands available are at the dockyard at Rushbrooke. This is a strategic, unique and specialised facility with deep water access, graving dock, and dry docks used for repairs and maintenance of local, national and international vessels. The dockyard also includes large scale manufacturing halls, workshops and marine engineering facilities. Beneficiaries of the facility include the Naval Service, offshore industry and pollution response vessels. The dry dock facility is a strategic asset for the region and enhances the overall attractiveness of the Port of Cork and it is desirable that it be retained. Much of the site is currently underutilised and a range of small businesses are accommodated within the existing structures on site.

- 4.2.71 ~~As part of the wider strategy of promoting Cork Harbour as an international energy hub the site may have potential in relation to off shore / marine energy developments e.g. in the manufacture / repair of plant associated with such development. Cork Harbour is also being promoted for marine leisure activities and additional marinas which may in future generate more demand for the facilities on site from the pleasure boat sector.~~
- 4.2.72 Cobh is positioned to offer a unique integrated tourism product, by way of expansion of the established cruise liner industry and further enhancement of the town such that it can act as a tourism destination in itself as well as performing as a strategic tourism gateway to Cork and the wider South West Region.
- 4.2.73 The Port of Cork has taken a strategic decision to develop a second berth for cruise liners at Lynch's Quay to complement existing facilities and maximise benefits from the location-specific advantages evident in Cobh. This Plan recognises the potential benefits that would accrue from the delivery of an integrated tourism product in Cobh. In this regard, the Plan supports the further enhancement and development of the tourism offer including the provision of a second cruise liner terminal, Spike Island Ferry Terminal, retail services, cafe/restaurants and accommodation as well as the required parking and mooring facilities. It is intended that the plan-led expansion of the tourism offering will allow for significant economic opportunities for Cobh and an improved quality of life for the community it serves.
- 4.2.74 The Plan recognises that a traffic and transport assessment needs to be commissioned to manage increased transport demands, especially considering additional traffic, car and bus parking.
- 4.2.75 ~~The Plan also recognises the specialised and strategic nature of the facilities available at the Rushbrooke Dockyard and its national importance. It seeks to retain these facilities on site and promote the continued development of the site as a Dockyard and for complementary marine related/marine engineering industrial development which relies on the unique facilities available on site. It is considered reasonable that the site should primarily be used for industrial activities that need to utilise the specialised infrastructure available on site.~~
- 4.2.76 ~~The Dockyard is located directly opposite Rushbrooke train station and a considerable amount of on-street parking occurs along the regional road at this location due to rail commuting. This parking along the main access road into the town is undesirable and impacts visibility at the entrance to the Dockyard. There is scope within the dockyard site to provide a park and ride facility and the Council will explore options in this regard.~~
- 4.2.77 With the exception of small scale business /office based uses which may be accommodated within the town centre area or as part of small infill / redevelopment sites at appropriate locations elsewhere in the town, the main location for any significant new business or industrial development will have to be in the environs of the town. In this regard, land has been zoned for business use at Ticknock.

## Infrastructure

- 4.2.78 Infrastructural deficits, in particular wastewater treatment and road access, are key considerations for future development proposals in the town. In the absence of an upgrade of the R624 along its entire length to Cobh and the replacement or upgrading of both Slatty and Belvelly Bridges, the existing road network will not be capable of supporting the level of traffic associated with the target growth for the town. While the North Cobh Sewerage Scheme has the capacity on site to expand to cater for an 8,000 PE, the long term growth targets for the town can only be catered for through the implementation of the Lower Harbour Sewerage Scheme which is due to be completed in 2019.

## **Town Centre**

- 4.2.79 A core principle of this Plan is to enhance and strengthen the existing town centre, centred on the seafront at Westbourne Place, Casement Square, Pearse Square and extending along West Beach and East Beach, as the focus for the town and the centre of the community. In order to achieve this, the economic and retail functions of the town need to be strengthened and vacancy reduced in order to enhance the vitality of the town centre. In addition, the potential of the Waterfront needs to be maximised and further investment is needed in improving the public realm and the quality of urban environment and in strengthening linkages between the town centre / Waterfront and the rest of the town. Residential uses also need to be encouraged, particularly within the Town Centre, to address population decline and to ensure vibrancy in the evening time.
- 4.2.80 In terms of the development of the Waterfront, the Cobh Urban Design Feasibility Study 2009 highlights the potential to develop the waterfront around a series of nodes, each having a specific maritime function. The study is an important development framework providing guidance in relation to the future development of the Waterfront. Any development along or overlooking the waterfront will have to be sensitively designed in order to respect the setting of the town, maintain important views to the harbour and negate any undue environmental impacts within the wider harbour. However, the study has not been subject to screening for impacts on sites designated for nature conservation within the wider harbour area and projects will need to be screened for impact prior to implementation.

## **Retail Development**

- 4.2.81 Cobh Town Centre is focused around the seafront at Westbourne Place, Casement Square, Pearse Square and extending along West Beach and East Beach. Some retail activity also remains at the western end of Harbour Row. This area comprises the core shopping area and accommodates a number of small convenience shops serving local needs and a range of comparison outlets. The Core Shopping Area is identified on the Land Use Zoning Map. There is a further concentration of retail activity at Midleton Street.
- 4.2.82 The main area for convenience shopping is now within the environs of the town at Ticknock where there have been new developments in recent years to accommodate Supervalu, Aldi and Lidl Supermarkets. This development is considered to have addressed existing constraints within Cobh town centre for larger retail units. The area shall be retained as part of the Existing Built Up Area.
- 4.2.83 An additional area immediately adjoining the existing Ticknock development has been zoned as Special Policy Area to cater in the medium to long term for the population growth that is expected to occur on foot of the development of Ballynoe. This area may include scope for additional convenience retailing to provide for the planned residential expansion at Ballynoe, subject to a detailed Retail Impact Assessment and Sequential Approach as per the relevant Retail Planning Guidelines.
- 4.2.84 A centra supermarket remains on West Beach and there are other smaller local shopping facilities within the residential areas of the town, most notably at Newtown where there is a Londis supermarket on a site with a petrol station and some ancillary retail services. Other local facilities are available at Rushbrooke, Carrignafof, near Kirkwood Villas and at the corner of Lake Road / High Road but this shop premises is currently vacant. The retention of these smaller convenience shopping facilities is essential going forward to ensure that some local shops are available convenient to the town's population which can be accessed on foot and the Plan seeks to encourage the retention of these small local shops / services.

- 4.2.85 ~~The Town Centre CH-TC-01 will form the primary focus and preferred location for new retail development within the town and will provide for a range of complementary uses including shops, food supermarkets, civic buildings and general offices, car parks, banks & other retail and financial services, professional practices, office-based industry, residential, guest houses, hotels, hostels, restaurants, entertainment, leisure, recreation and community uses. Residential uses within the town centre are particularly important in contributing to vibrant and safe evening environment and high quality residential development, particularly that aimed at owner occupiers will be encourage at appropriate locations. In order to protect the overall amenity, vitality and character of the town centre, the Planning Authority will impose controls as necessary on the mix of uses to be accommodated within the town centre, hours of operation of premises and on the management of litter and odour. In order to protect the vitality of the town centre the proliferation of certain uses which threaten the vibrancy and mixed use character of the town centre will be discouraged.~~
- 4.2.86 ~~The availability of car parking is a significant issue for the town centre. This Plan makes provisions for the development of a multi-storey car park at West Beach / Rahilly Street. This site is located in a very sensitive location adjoining a number of protected structures, within an architectural conservation area and between St. Colman's Cathedral and the waterfront. Any proposal will need to respond appropriately to its sensitive location in terms of height, scale and massing. Any proposed linkages to the adjacent protected structures will need to be undertaken having regard to best practice conservation guidelines.~~
- 4.2.87 ~~It is proposed to enhance connectivity between the town centre and peripheral residential and commercial areas and between different parts of the Waterfront.~~

## Community Facilities

### Open Space

- 4.2.88 The principal providers of sports open space in Cobh are the GAA, Soccer, Rugby and Golf Clubs, and the various secondary schools. With the harbour constraining the southern and western edges of the town, it is essential to maintain and expand on the provision of open space for additional sporting and recreational uses close to the main residential areas. Existing active and passive areas of open space are retained within this Plan with specific objectives attached whereas existing passive areas of open space attached to residential developments are to be retained as part of the governing permissions attached to those developments.

## Ballynoe Urban Expansion Area

- 4.2.89 Ballynoe is an existing residential area with significant retail services, to the north of Cobh. As an urban expansion area on the edge of Cobh, Ballynoe has the potential to create the critical mass to support improved public transport and services provision, set within the wider Cork Area Strategic Plan context.
- 4.2.90 It is the objective of the Cobh Municipal District Local Area Plan to allow for an orderly development of the Ballynoe Valley area of Cobh and maximize the development quantum relative to investment in infrastructure. The previously zoned CH-X-01 masterplan special policy area has now been divided into a number of smaller residential zones (CH-R-10 to CH-R-22) in order to facilitate development in line with infrastructure provision. The designation of this area for a new residential neighbourhood will include the provision of business/ employment lands, education and community facilities which will provide an opportunity to create a sustainable new neighbourhood allowing for the co-ordinated planning of the area's physical and social infrastructure.



## Constraints

### Transportation

- 4.2.91 The capacity of the local road network is a key issue in relation to the delivery of future residential development both for the Ballynoe area and the town of Cobh in general. The critical access issue is its island nature with a single, narrow, historic bridge functioning as the only road link to the Mainland. Belvelly Bridge is a stone arch bridge with a carriageway width of only 5.5m leading to capacity issues and has been subject to periodic flooding. The R624 is poorly aligned in parts and experiences serious capacity issues at peak commuting times.
- 4.2.92 The current road network serving Ballynoe is inadequate. It is possible to access the site from the Ballynoe Road opposite the entrance to Cobh Rugby Club. The northern portion of the site runs along the Tay Road at Ballyleary. This is a relatively minor road with no pedestrian or cycle infrastructure. There are two access points to Ballynoe from the Tay road. The junctions from these access points onto the Tay Road are substandard and significant improvements will be required in order to accommodate any future development. An access road could also be provided through the CH-X-01 site to the south of the Ticknock Retail Park on Hilltop Park Road. Another possible access is to the south of the graveyard, however providing an appropriate road to a sufficient standard at this junction may be difficult.
- 4.2.93 There is no public bus service to Cobh. It would be desirable to have a bus service linking the town to the adjoining towns of Midleton and Carrigtwohill in addition to Cork City. There is a private bus service which operates a town orbital route of approximately 6 services daily. The potential for a bus service to meet the future public transport requirements for Cobh and the lands at Ballynoe will be considered as part of a package of transport interventions. This will include the provision of high levels of permeability within and between new and existing development areas which facilitates the operation of bus services through these areas, at an early stage in their development.
- 4.2.94 Improvement of access to the train station from Ballynoe is essential in order to optimize use of the rail service and also to maximize the potential of lands closest to the proposed passenger rail station at Ballynoe. The provision for a new railway station at Ballynoe was made in the 1996 County Development Plan. This is considered the most advantageous location for this important development because of its location near the ferry to Glenbrook and on the principal east – west route serving the main area where new residential development is proposed.

### Water Services Infrastructure

- 4.2.95 Water Services - Irish Water will be responsible for the funding and provision of water supply and waste water treatment capacity. Generally, water supply is considered sufficient to meet the needs of the town however the adequacy of the existing water mains in the area to provide a water supply to development at Ballynoe needs to be assessed.
- 4.2.96 The Cork Lower Harbour Sewerage Scheme is intended to upgrade the existing wastewater infrastructure in the Lower Harbour and Environs, when the scheme is complete the foul wastewater from the North Cobh area will be diverted to this scheme. The design and layout of water services will require consultation with Irish Water.

### Transmission Lines

- 4.2.97 One of the key constraints to development at Ballynoe is the presence of two 110kv power lines crossing the western part of the site. Further investigation is required to ascertain if these lines can be redirected or placed underground.

## Topography

4.2.98 The topography of the Ballynoe lands will also prove to be a challenge to future development particularly in phase 1. The northern portion of the area is relatively low lying but the land rises sharply (up to 40 metres) up to the Ballynoe Road.

## Land Use Proposals

### Residential Development

4.2.99 The quantum of houses envisaged for Ballynoe is 700 units, delivered over two phases in tandem with the facilities and amenities to serve the development. The average density across the entire site is 16 units per hectare. The pockets of existing one off houses necessitate a buffer of low density housing to protect their residential amenity. The areas concerned are along the existing Tay Road. The higher densities should be concentrated on the eastern and southern sections of the site with the lower densities to the north and medium density to the west subject to adequate consideration for the landscape and sloping nature of the site. There is sufficient land within the area defined to accommodate a medium density development whilst also providing a generous quantity of useable and passive open space to ensure protection of residential amenity and a reduction the visual impact of the new development.

<b>Table 3.2.2: Ballynoe Urban Expansion Area: Density</b>				
<b>Residential Development</b>				
<b>Location /Phase</b>	<b>Area</b>	<b>Density</b>	<b>Density Type</b>	<b>No of Units</b>
1	25.8	17.5	Medium B	450
2	18.1	14	Medium B	250
<b>Total</b>				
<b>Grand Total Area</b>	<b>43.9</b>			<b>700</b>

### Transportation

4.2.100 The existing road infrastructure consists of the R624, Tay Road, the Ash Grove Road, the Hilltop Park Road and a number of smaller local roads throughout the Ballynoe area. Significant improvements are required to the local road network in order to accommodate the level of growth anticipated in the Ballynoe area. The most pressing upgrades involve improvements to Belvelly Bridge and the R624, which will require State funding for the necessary upgrade.

4.2.101 The provision of adequate pedestrian and cycling facilities within the site and connections to the wider area is an important factor especially as there is limited footpath and no cycling lanes on the existing road network. This green field site represents the opportunity to provide pedestrian routes and cycle ways in a manner that allows for direct and attractive routes to both the town centre and the proposed train station at Ballynoe.

### Retail

4.2.102 There is an existing retail development at Ticknock which serves the existing settlement. Additional land is zoned as a Special Policy Area, which may have the potential to accommodate further convenience retail and other mixed use developments on foot of the planning population increase within the Ballynoe masterplan area, subject to detailed Retail Impact Assessment and Sequential Approach Tests, as appropriate.

### Phasing and Implementation

- 4.2.103 It is the objective of the Local Area 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.
- 4.2.104 A total of 2 **indicative** development phases are identified ~~within the site~~. This Local Area Plan specifies for each phase; the number of residential units, open space requirements, 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.

**As the ownership of this site is fragmented amongst several land owners, one of the challenges faced in implementing these proposals is the need to develop a model for the funding and provision of critical 'on' and 'off' site infrastructure so that the cost is equitably shared by those subsequently carrying out development. The County Council has established a Housing Infrastructure Implementation Team which is currently developing proposals that will secure the delivery of the relevant infrastructure on this site.**

**Because of the importance of the site to the overall delivery of new housing in Metropolitan Cork and because of its strategic location close to the Cobh railway line, the County Council is giving consideration to the potential for it to step in and deliver the core infrastructure (including access roads, water services and particular areas of open space) that will enable individual parcels of zoned land to be developed independently of each other but in accordance with appropriate planning principles as set out in this Local Area Plan. Once firm proposals are developed, the County Council will consult with landowners/developers and other stakeholders**

**Through the system of development contributions and agreements (provided for by sections 47, 48 and 49 of the Planning & Development Act 2000), developers will be required to reimburse the full costs incurred by the County Council as the development progresses.**

#### **Phase 1**

- 4.2.105 ~~This phase of the development covers an area of approximately 41.2 hectares. It is located on the western side of the Ballynoe masterplan area, in closer proximity to the proposed new rail station. The developable area consists of 25.8 ha of residential land with 9.6 ha for the provision of open space, a 4.5 hectare site for business use and a primary school site of 1.3 ha. This phase will provide up to 450 residential units which will generally be of medium-B density of development.~~
- 4.2.106 ~~There are a number of significant infrastructure interventions that are required as part of the delivery of this phase of development. Improved pedestrian and cycle connectivity is required along the Ballynoe Road connecting phase 1 developments to the proposed rail station at Ballynoe. Improvements, provision of adequate pedestrian facilities are required along the Tay Road from the junction with the R624 road where a new rail station is planned, up to the junction with the Ash Grove Road. New link roads are required both from the Tay Road and the Ballynoe Road to serve proposed developments.~~
- 4.2.107 ~~In term of Water Supply and wastewater treatment, the provision of the Cork Lower Harbour Main Drainage Scheme will ensure capacity for development of the lands. The treatment plant should be operational and capable of receiving and treating effluent prior~~

to the commencement of development in Phase 1. Water supply is again the responsibility of Irish water.

## Phase 2

4.2.108 This phase of the development covers an area of approximately 24.2 ha of which approximately 18.1ha is considered to be suitable for residential development. This will provide up to 250 residential units which will consist of a mix of Medium B development. The lands are located to the west of Ticknock.

4.2.109 As with phase 1, there are a number of infrastructure interventions required upgrades will be required along the eastern stretch of the Tay Road from the Ash Grove Road to the Hilltop Park Road. New link roads are required throughout the area to improve connectivity within the site but also improve connections between new developments and existing residential development to the south and new town centre development to the east on the T-03 site.

**Table 3.2.3: Phased Development Programme for Ballynoe Urban Expansion Area:**


<b>Phase 1: Indicative Development Programme: Ballynoe Urban Expansion Area</b>	
<b>Phasing of Development</b>	<b>Strategic Infrastructure and Service Requirements*</b>
<p>➤ <b>Prior to Commencement of development</b></p>	<p><b>Transport /Road Infrastructure</b></p> <ul style="list-style-type: none"> <li>Implement the <b>Develop proposals</b> for road upgrades /new road as <b>necessary recommended</b> in the above report to cater for initial phase of development.</li> </ul> <p><b>Water Services Infrastructure</b></p> <ul style="list-style-type: none"> <li>Irish Water to commence the provision of the water supply infrastructure.</li> <li>Irish Water to finalise provision of the Cork Lower Harbour Main Drainage Scheme to ensure capacity for development of the lands.</li> </ul> <p><b>Surface Water Management</b></p> <ul style="list-style-type: none"> <li>Undertake SUDS Study</li> </ul> <p><b>Open Space</b></p> <ul style="list-style-type: none"> <li>Complete a landscape Strategy to set out the strategy for the provision of allotments and playing pitches on the CH-O-07 and the CH-O-08</li> </ul>

<p>➤ <b>Phase 1</b></p> <p><b>0 - 450 Dwelling Units</b></p>	<p><b>Water Services</b></p> <ul style="list-style-type: none"> <li>• Provision of Water Supply Reservoir (<i>Irish Water</i>)</li> <li>• Provision of capacity for Waste Water Treatment and collection (as required). (<i>Irish Water</i>)</li> <li>• Implementation of SUDS Study Recommendations</li> </ul> <p><b>Transport</b></p> <ul style="list-style-type: none"> <li>• Upgrade pedestrian and cycle connections along western portion of Ballynoe Road to CH-C-01 (new rail station at Ballynoe) CH-U-01</li> <li>• Upgrade of the Tay Road and in particular the junctions serving the masterplan site, adjacent to the CH-B-02 /CH-U-02, junction improvements identified with a star</li> <li>• Improvements to local roads (CH-U-03 and CH-U-04)</li> <li>• Provision of new link road (CH-U-05 and CH-U-06)</li> <li>• Creation of a new access road (CH-U-07) from the Ballynoe Road to serve the CH-R-13 and connect to new link road CH-U-06</li> </ul> <p><b>Education</b></p> <ul style="list-style-type: none"> <li>• Provision of a primary school. (Dept of Education). The lands should be reserved for a 16 classroom primary school. The site should be procured by the Dept of Education.</li> </ul>
<p>➤ <b>Phase 2</b></p> <p><b>450- 700 Dwelling Units</b></p>	<p><b>Water Services</b></p> <ul style="list-style-type: none"> <li>• Provision of Water Supply Reservoir (<i>Irish Water</i>)</li> <li>• Provision of capacity for Waste Water Treatment and collection (as required). (<i>Irish Water</i>)</li> <li>• Implementation of SUDS Study Recommendations</li> </ul> <p><b>Transport</b></p> <ul style="list-style-type: none"> <li>• Upgrade pedestrian and cycle connections along eastern part of Tay Road to junction with Hilltop Park road (CH-U-08)</li> <li>• Provision of new link Road (CH-U-09) connecting to existing development in CH-R-04 and linking with CH-U-11</li> <li>• Provision of new link road (CH-U-10)</li> <li>• Provision of CH-U-11 to provide access to Hilltop Park road through the CH-T-03</li> </ul> <p><b>Education</b></p> <ul style="list-style-type: none"> <li>• Provision of a primary school. (Dept of Education). The site should be procured by the Dept of Education.</li> </ul>

## Regeneration Sites

4.2.110 This plan recognises areas of Cobh which are currently identified as Industry but merit additional guidance in the event of the opportunity to redevelop them arises during the term of this plan.

**Table 3.2.4: Regeneration Areas in Cobh**

Map of Regeneration Areas	Number and Description
	<p><b>CH-RA-01: Marino Point</b></p> <p>This site comprises the redundant infrastructure of IFI but excludes the currently operating Dynea Ltd. industrial development (Seveso II Directive site). The site is largely degraded and vacant. It is visually prominent from Passage West on the opposite side of the harbour.</p> <p>Development on this site should be port-related or utilise the existing industrial installations and should be of a scale and form appropriate to this prominent site.</p> <p>Any such development shall ensure that all existing infrastructure on the site which serves the adjoining Dynea Ltd. site shall be protected.</p>

## General Objectives

4.2.111 The following objectives apply to all development proposals for Cobh. Development proposed in these areas must also comply with the General Objectives at the beginning of this section.

Objective No.	<u>General Objectives for Cobh</u>
CH-GO-01	<p>Taking account of development already completed or under construction, secure the development of 2,088 new dwellings in Cobh Environs over the lifetime of the plan in order to facilitate the sustainable growth of the town's population to 14,543 people over the same period.</p> <p>These will be provided through the development of land for which planning permission has already been granted and by the development of land designated for development in this plan.</p>
CH-GO-02	<p>(a) In order to secure the population growth and supporting development proposed in CH-GO-01, appropriate and sustainable water and waste water infrastructure, that will secure the objectives of the relevant River Basin Management Plan and the protection of Cork Harbour Special Protection Area, must be provided and be operational in advance of the commencement of any discharges from the development. Waste water infrastructure must be capable of treating discharges to ensure that water quality in the receiving river does not fall below legally required levels. Sustainable Urban Drainage Systems (SUDS) and sufficient storm water attenuation will be required for developments within this area.</p> <p>(b) All new development shall be connected to the public water supply, the public waste water treatment system and shall make adequate provision for storm water disposal. New development will be contingent, in the interim on the upgrade of the North Cobh Sewerage Scheme, and</p>

	in the longer term, on the provision of the Lower Harbour Sewerage Scheme.
CH-GO-03	Cobh Town adjoins Cork Harbour and is adjacent to the Cork Harbour Special Protection Area. Development within Cobh will only be permitted where it is shown that it is compatible with the requirements of the Habitats Directive and the protection of Natura 2000 sites. Protection and enhancement of biodiversity recourses within the receiving environment of the town will be encouraged.
CH-GO-04	Secure the completion of a feasibility study on the proposed new passenger station at Ballynoe.
CH-GO-05	Seek to improve access from the N25 to Cobh, subject to ecological assessment. In the absence of significant progress on these road improvements, new development will be limited.
CH-GO-06	Secure the delivery of the key supporting infrastructure required under Table 3.2.3 to ensure the delivery of CH-R-01 to <del>CH-R-20</del> , excluding CH-R-05, CH-R-06, CH-R-07 and <del>CH-R-08</del> .
CH-GO-07	Secure the completion of an integrated local transport plan for Cobh.
CH-GO-08	Ensure that provision is made in proposals for new development, particularly for housing, office, retail, industrial and educational uses to provide safe, convenient and pleasant routes linking the development to the proposed railway station at Ballynoe as well as back to the principal areas of the town for walkers and cyclists.  In achieving this objective, special attention will be paid to the layout of the development to ensure that appropriate measures are taken to establish a walking and cycling friendly environment.
<del>CH-GO-09</del>	<del>To improve public realm spaces within the Town Centre and to allow greater connectivity between existing and proposed development areas.</del>
CH-GO-10	Provide a landscape framework plan for each phase of development as part of a landscape strategy for the Ballynoe Urban Expansion Area. Provide for advanced mix planting of coniferous and broadleaf trees to ensure year round tree coverage protect the visual amenity of the area.
CH-GO-11	All development shall contribute to improved pedestrian and cyclist connectivity and shall include proposals for the provision of improved pedestrian / cycle access routes, provision of new footpaths or improvement of existing footpaths and provision of facilities for cyclists, as appropriate.  It is an objective of this plan that 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, the town centres in accordance with the Metropolitan Cycling Strategy.
CH-GO-12	All proposals for employment related development shall be required to prepare and submit a mobility management plan that maximise the use of public transport options/ passenger rail services
CH-GO-13	Retain a substantial proportion of existing landscape features, including field banks, hedgerows and treelines within zoned lands.
CH-GO-14	Design an integrated approach to surface water management which considers land use, water quality, amenity and habitat enhancements.

	Thereby, replicating the current Greenfield rate of surface water runoff post development to prevent flooding of lands and settlements downstream. A Sustainable Urban Drainage Strategy should be completed for the site prior to development.
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## Specific Objectives

<b>Local Area Plan Objective</b>		
<b>Specific Development Objectives for Cobh</b>		
<b>* Flood Risk Obj. IN-01 of Section 1 applies</b>		<b>^ TIA and RSA Required.</b>
<b>Objective No.</b>		<b>Approx. Area (Ha)</b>
<b>Residential</b>		
CH-R-01	Medium B density residential development to include a mix of house types and sizes.	8.4
CH-R-02	Medium B density residential development to include a mix of house types and sizes.	5.9
CH-R-03	Medium A density residential development to include a mix of house types and sizes. Any layout shall be designed to allow for connectivity with, and in particular pedestrian and cyclist movements between, the masterplan lands to the west.	7.1
CH-R-04	Medium A density residential development to include a mix of house types and sizes and to include the provision of a sports pitch. Any layout shall be designed to allow for connectivity with, and in particular pedestrian and cyclist movements between, the masterplan lands to the north.	10.4
CH-R-05	Medium A density residential development.	1.6
CH-R-06	Medium A density residential development to include a mix of house types and sizes with provision for a nursing home.	5.8
CH-R-07	Medium B density residential development to include a mix of house types and sizes, with 20 metre tree planted buffer along the northern site boundary.	4.4
<del>CH-R-08</del>	<del>Medium B Density residential development</del>	<del>2.0</del>
<del>CH-R-09</del>	<del>Medium B Density residential development</del>	<del>1.2</del>
<b>Ballynoe Urban Expansion Area - Phase 1 (Refer to Table 3.2.3 and Text in Phase 1)</b>		
CH-R-10	Medium B Density residential development	14.1
CH-R-11	Medium B Density residential development	4.0



<b>Local Area Plan Objective</b>		
<b>Specific Development Objectives for Cobh</b>		
<b>* Flood Risk Obj. IN-01 of Section 1 applies</b>		<b>^ TIA and RSA Required.</b>
<b>Objective No.</b>		<b>Approx. Area (Ha)</b>
CH-R-12	Medium B Density residential development	5.2
CH-R-13	Medium B Density residential development	5.7
CH-R-14	Medium B Density residential development	2.0
CH-R-15	Medium B Density residential development	4.0
CH-R-20	Medium B Density residential development	0.7
<b>Ballynoe Urban Expansion Area - Phase 2 (Refer to Table 3.2.3 and Text in Phase 2)</b>		
<b>CH-R-16</b>	<b>Medium B Density residential development INCREASE SIZE TO INCORPORATE CH-O-09</b>	<b>7.2</b>
CH-R-17	Medium B Density residential development	4.8
CH-R-18	Medium B Density residential development	2.6
CH-R-19	Medium B Density residential development	3.5
<b>Business</b>		
CH-B-01	Business development, to exclude all forms of retail development including retail warehousing. Access to these lands shall be by means of a single access point onto the county road to the west of the site and subject to a detailed Traffic and Transport Assessment and Road Safety Audit.	7.8
CH-B-02	Business development, to exclude all forms of retail development including retail warehousing.	4.5
CH-B-03	Business development, to exclude all forms of retail development including retail warehousing.	3.9
<b>Industry</b>		
CH-I-01	<del>To retain and develop this site as a dockyard in view of the strategic and specialized nature of its infrastructure and to facilitate the development of complementary marine related industrial uses.</del> <del>Part of this site is also considered suitable for the provisions of a park and ride facility to serve Rushbrooke Train Station.</del> <b>*<u>Δ</u></b>	<del>16.3</del>

<b>Local Area Plan Objective</b>		
<b>Specific Development Objectives for Cobh</b>		
<b>* Flood Risk Obj. IN-01 of Section 1 applies</b>		<b>^ TIA and RSA Required.</b>
<b>Objective No.</b>		<b>Approx. Area (Ha)</b>
<b>Town Centre</b>		
<u>CH-TC-01</u>	<u>Town Centre/Neighbourhood Centre*</u>	<u>4.5</u>
<u>CH-TC-02</u>	<u>Town Centre/Neighbourhood Centre</u>	<u>0.35</u>
<b>Community</b>		
CH-C-01	New railway station including provision of park and ride facilities on the seaward side of the road.  *	0.8
CH-C-02	Extension to cemetery.	1.2
CH-C-03	Community/Utility Uses – Provision needs to be made for a primary school site of approximately 2.5ha.	1.9
CH-C-04	Community/Utility Uses	1.3
<b>Open Space, Sports, Recreation and Amenity</b>		
CH-O-01	Passive open space. The area makes a significant contribution to the attractiveness of longer distance views from the Passage West area and would benefit from the provision of structural landscaping and a seating area, and the provision of a children's playground on the eastern part of the site	5.7
CH-O-02	Passive open space.	7.4
CH-O-03	Active Open Space - Maintain existing playing pitches and sports facilities.	3.7
CH-O-04	Active Open Space - Maintain existing playing pitches and sports facilities.	3.3
CH-O-05	Active Open Space - Maintain existing playing pitch.	1.9
CH-O-06	Active Open Space - Maintain existing playing pitch and sports facilities.	2.4

Local Area Plan Objective		
Specific Development Objectives for Cobh		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
CH-O-07	Active Open Space for provision of allotments.	4.3
CH-O-08	Active Open Space - Provision of playing pitches and sports facilities.	5.3
<del>CH-O-09</del>	<del>Active Open Space</del>	<del>2.7</del>
CH-O-10	Active Open Space	1.4
CH-O-11	Active Open Space - Maintain existing playing pitches and sports facilities.	1.5
<del>CH-O-12</del>	<del>Passive Open Space – Maintain existing Memorial Gardens</del>	<del>0.6</del>
<del>CH-O-13</del>	<del>Active Open Space – Maintain existing Pitch &amp; Putt Club</del>	<del>0.4</del>
<del>CH-O-14</del>	<del>Active Open Space – Maintain existing running track and pitch</del>	<del>2.4</del>
<del>CH-O-15</del>	<del>Active Open Space – Maintain existing sports facilities</del>	<del>0.3</del>
<del>CH-O-16</del>	<del>Passive Open Space – Maintain existing gardens and adjoining passive open space</del>	<del>0.9</del>
<del>CH-O-17</del>	<del>Passive Open Space – Maintain quayside park</del>	<del>0.4</del>
<del>CH-O-18</del>	<del>Passive Open Space</del>	<del>0.1</del>
<del>CH-O-19</del>	<del>Passive Open Space – maintain public park</del>	<del>0.2</del>
<del>CH-O-20</del>	<del>Passive Open Space</del>	<del>0.5</del>
<del>CH-O-21</del>	<del>Active Open Space – maintain existing football grounds and facilities</del>	<del>1.1</del>
<del>CH-O-22</del>	<del>Passive Open Space</del>	<del>0.3</del>
<del>CH-O-23</del>	<del>Active Open Space – maintain existing sports grounds and facilities</del>	<del>1.6</del>
<del>CH-O-24</del>	<del>Passive Open Space</del>	<del>1.8</del>
<b>Utilities</b>		

Local Area Plan Objective		
Specific Development Objectives for Cobh		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
CH-U-01	Upgrade to Ballynoe Road and Tay Road – pedestrian and cycle connectivity to proposed train station	-
CH-U-02	Upgrade local road – pedestrian and cycle connectivity to proposed train station	-
CH-U-03	Upgrade local road – pedestrian and cycle connectivity to proposed train station	-
CH-U-04	Provision of New Link Road – Roadline on map is indicative only	-
CH-U-05	Provision of New Link Road – Roadline on map is indicative only	-
CH-U-06	Provision of New Link Road – Roadline on map is indicative only	-
CH-U-07	Provision of New Link Road – Roadline on map is indicative only	-
CH-U-08	Provision of New Link Road – Roadline on map is indicative only	-
<del>CH-U-09</del>	<del>Waterfront amenity walkway/cycleway from the western shore of Whitepoint to the eastern end of the Mall at Bishop Roche Park.*</del>	-
<del>CH-U-10</del>	<del>Multi Storey car park subject to high specification design approach appropriate to Architectural Conservation Area.</del>	<del>0.3</del>
<del>CH-U-11</del>	<del>Provision of integrated tourism product including new cruise liner berth, ferry terminal, car park and associated accommodation and commercial services at Lynch's Quay.</del>  <del><u>Δ*</u></del>	<del>0.15</del>
CH-U-12	Upgrading of Ticknock to Cobh Road including pedestrian walkways and cycleways	
Special Policy Area		
CH-X-01	To provide for a mixed use development, including provision of	5.7

<b>Local Area Plan Objective</b>		
<b>Specific Development Objectives for Cobh</b>		
<b>* Flood Risk Obj. IN-01 of Section 1 applies</b>		<b>^ TIA and RSA Required.</b>
<b>Objective No.</b>		<b>Approx. Area (Ha)</b>
	a primary healthcare centre. Comparison retail or other town centre uses are not appropriate. Consideration may be given to additional convenience retailing, subject to detailed Retail Impact Assessment and Sequential Approach.  <b>^</b>	

### 3.3 Glanmire

#### Vision

- 3.3.1 Glanmire is one of the key growth centres in Metropolitan Cork. The vision for **the** Metropolitan area, as set out in the Cork County Development Plan 2014, is to facilitate its development as the main engine of population and employment growth in the South West region. Glanmire will play a significant part in realizing the overall aims for Metropolitan Cork by delivering additional population growth in tandem with incremental retail growth, high quality social and community facilities and improved transport linkages while protecting its attractive woodland setting.

#### Context

- 3.3.2 In the overall strategy of this Local Area Plan, Glanmire is designated as a main town in Metropolitan Cork. While the town has seen significant growth in recent times, the aim of this plan is to manage the level of growth in line with the provision of supporting infrastructure, particularly roads infrastructure, where specific deficiencies have been identified. Addressing these deficiencies is critical to delivering development on zoned lands identified in this plan.
- 3.3.3 Glanmire is separated from the city suburbs by a short stretch of green belt, where it is an objective to preserve the largely undeveloped nature of these lands and to reserve lands generally for agriculture, open space or recreation use. Over the last 20 years, it has developed from a collection of small villages to an important suburb in close proximity to the major employment centre at Little Island.
- 3.3.4 Glanmire is defined by steeply sloping fringes, some of which are developed, and pockets of woodland. The Glashaboy River is a significant feature to the south of the village where it opens into the upper reaches of Cork Harbour at Dunkettle. The settlement lies in the steep sided, wooded valley of the River Glashaboy. To the east Glanmire is partially bounded by the N8 with only minimal industrial development east of this national route.

#### Planning Considerations

##### Population and Housing

- 3.3.5 In 2011, the census recorded a population of 8,924 people in Glanmire, an increase of 6.4% on 2011 population levels. Population targets for Glanmire as set out in the Cork County Development Plan 2014, suggest a target population of 10,585 for Glanmire in 2023, an increase of 1,661 on the 2011 population. This level of population growth will give rise to a growth of 1205 households with a requirement to provide an additional 1,320 dwelling units in the period up to 2023.
- 3.3.6 Data indicates that between 2010 and 2015, 45 dwelling units were constructed or are under construction on zoned land in Glanmire. There are planning permissions for a further 78 dwelling units outstanding on zoned lands in Glanmire.
- 3.3.7 Given the level of development that has occurred to date it is estimated that an additional 1197 housing units need to be provided. Land zoned in previous plans has capacity for circa 1321 of these units. **There is therefore no requirement for additional lands to be provided for residential development in Glanmire.**

**Table 3.3.1: Glanmire Population Growth and Housing Requirements**

	Housing Requirement	Housing Supply

	Census 2011	Population Target	Total New Households 2011-2022	New housing Units Required	Net Housing Requirement (ha)	Net Residential Area Zoned in the LAP	Estimated Housing Yield (units)
Glanmire	8,924	10,585	1,205	1,386	53	57.7	1,321
Total MD	53,544	72,580	10,933	12,642	430	571.83	16025

### Special Policy Areas – Ballinglanna – Dunkettle Urban Expansion Area

- 3.3.8 Development and Local Area Plans since 1996 identified Dunkettle and Ballinglanna as areas with potential to accommodate new residential development. Deficiencies in the existing road network and uncertainties surrounding improvements to the Dunkettle Interchange impeded the delivery of these lands during the lifetime of the previous plans. In response to the concern over these deficiencies, Cork County Council commissioned a Transport Assessment and Traffic Modeling Report examining the transportation options available for development lands at Dunkettle and Ballinglanna, in Glanmire.
- 3.3.9 The purpose of this study was to assess the impact of the development whilst considering the effect of various network and junction improvement measures. A key objective was to identify the extent to which development could take without significant impact on the existing Dunkettle Interchange. The recommendations from this study have informed the preparation of this Local Area Plan. A number of key infrastructural improvements were identified and are set out in Tables 3.3.2 and 3.3.3 below. The provision of these improvements is essential to facilitate the delivery of lands in the Dunkettle and Ballinglanna area of Glanmire as well as improving the general traffic circulation in the town as a whole.

### Employment and Economic Activity

- 3.3.10 Analysis of 2011 POWCAR data (Place of Work Census of Anonymised Records) shows that there are 1,270 people working in the Glanmire / Riverstown area with 215 of these living and working in that area and 558 commuting from the city. Given a population of 8,924 and an average labour force participation rate of 40% (based on CSO figures 2016), there are approximately 3570 workers living in the Glanmire area, suggesting significant out migration of workers. The most likely destination of these workers is Little Island, Cork City and the Western suburbs.

### Town Centre

- 3.3.11 Retail services in Glanmire are largely provided for by the Hazelwood neighbourhood centre with limited, fragmented retail elsewhere.
- 3.3.12 There is a need for additional retail provision in the town to support the targeted population growth. In the past, opportunities for significant retail development have been limited. If not addressed, it could facilitate piecemeal retail development at diverse locations in the town.
- 3.3.13 Existing retail within Glanmire is located primarily at the Hazelwood shopping centre as well as Riverstown, by way of the recently constructed Aldi and Lidl supermarkets. These areas are central to existing and future residential development in Glanmire. The Hazelwood centre itself would benefit from some redevelopment to include enhanced provision for pedestrians.

## Community Facilities

- 3.3.14 The Department of Education and Skills has indicated that two new 16 Classroom primary schools (1.6 hectares each) are needed for Glanmire. Permission has recently been granted for the permanent change of use of the old Ibis hotel site to a 16 class primary school. A site for the second school be set aside as part of the development of lands in Dunkettle and Ballinglanna.
- 3.3.15 Glanmire's wooded setting and riparian amenity provides a significant recreational asset for the community. The town benefits from the provision of an attractive riverside town park with a playground, and an estate demesne garden. Access to the park is good with the exception of access from the north of the town as there is no footpath on the bridge. There are several sporting facilities including a substantial GAA facility and soccer pitches in the centre of the town near the park.
- 3.3.16 While there is a public library in the town, a scout hall and a community centre, the supply of additional cultural facilities is relatively weak for a town of its size.

## Infrastructure

### Public Transport Connectivity

- 3.3.17 The CASP Update 2008 has acknowledged that there was a lack of appropriate public transport connectivity relative to the population of Glanmire. Significant improvements have been made and Glanmire now has two Bus services the No.221 bus route Glyntown to Cork City Bus Station and the No.245 Mitchelstown to Cork inter town service. The 221 service in general provides a 30 minute bus between Glanmire and Cork city during the morning and evening peak hours. **If future movement patterns are to be less reliant on the private car, then significant further improvements to public transport will be necessary. The development of the Ballinglanna/Dunkettle suite will trigger the delivery of significant new road links and other road improvements that will facilitate further improvements to bus services. Consideration is being given to the better integration of the Glanmire services with the Cork City bus network which will help deliver a greater choice of routes and destinations.**

**The Cork Master Plan Transport Assessment carried out by NTA/CCC has identified that in future, the Cork bus services should link the proposed development areas of Ballinglanna and Dunkettle to the existing Glanmire service. In addition, consideration should be given to connections from Glanmire to the Northern Orbital bus route through Blackpool and Ballyvolane/Mayfield as well as to the east to Little Island.**

- 3.3.18 Pedestrian and cycling connectivity with Cork City is also limited, with no dedicated cycling connections available at present. Cork County Council, in association with Cork City Council, has prepared Cycle Network Plan 2015 that provides a clear strategy for the future development of the cycling network within the Metropolitan Area, including Glanmire. The aim is to encourage a greater use of cycling for trips to work, school, recreation and leisure. The interventions set out in the plan that relate to Glanmire will be incorporated into this Local Area plan.

### Road Infrastructure

- 3.3.19 Currently the local road network is congested during peak hours, substandard in places and has poor connectivity within the town and with the national road network. These deficiencies, which have constrained development to the south of Glanmire at



Dunkettle and Ballinglanna, will be addressed in this Local Area Plan by tying development to infrastructural provision, funded both by Cork County Council and intending developers.

### **Waste Water Infrastructure**

3.3.20 The wastewater scheme serving Glanmire starts at Sarsfield Court and gravitates along the valley to a pumping station at Glanmire Bridge. The sewage is pumped to the top of the hill at Dunkettle and from there it gravitates to a pumping station at Little Island where it is connected to the treatment plant at Carrigrenan, Little Island. **Development proposals in this plan will require local upgrades to existing Irish Water infrastructure (e.g. pumping stations etc) and intending developers will need to enter agreements with Irish Water regarding the connection of new development to Irish Water infrastructure.**

### **Water Supply**

3.3.21 There are two water supply schemes serving Glanmire; the Glanmire Regional Water Supply Scheme and the Glashaboy Water Supply Scheme. There is sufficient capacity at the Glashaboy scheme to accommodate the targeted population growth. **Intending developers will need to enter agreements with Irish Water regarding the connection of new development to Irish Water infrastructure.**

## **Environment and Heritage**

### **Landscape and Visual Amenity**

3.3.22 Glanmire is located within a landscape type of national importance described in the Draft Landscape Strategy as City Harbour and Estuary. A very high landscape value is attributed to it in the Draft Strategy (scenic landscapes with highest natural and cultural quality, areas with conservation interest and of national importance) and its sensitivity is described as very high (extra vulnerable landscapes – for example, seascape area with national importance – likely to be fragile and susceptible to change).

### **Scenic Landscapes and Scenic Routes**

3.3.23 Parts of the town are designated scenic landscape. Much of this landscape is associated with Glashaboy River and also included, to the north of the town, is a steeply sloping area of land which makes a significant contribution to the setting of Riverstown. Scenic route S41 traverses the town to the south.

3.3.24 In relation to developments in Dunkettle, the steep slopes, overlooking Glanmire and forming the western part of the site will not be developed. Elsewhere, the existing hedgerows and mature trees will be retained to form the basis of the new development.

**3.3.25** Specific regard will be given to the need to ensure that development proposals will not adversely affect the character and integrity of Dunkettle House and its setting.

### **Protected Structures**

3.3.26 Throughout the town as a whole, there are 17 buildings or other structures entered in the Record of Protected Structures. These structures are identified in Volume 2 of the Cork County Development Plan 2014.

### **Proposed Natural Heritage Areas**

3.3.27 Within Glanmire, there are a number of protected European sites including; Cork Harbour Special Protected Area (sitecode 004030), Glanmire Wood Proposed Natural Heritage Area (sitecode 001054) and Dunkettle Shore Proposed Natural Heritage Area (sitecode 001082).

### **Archaeological Heritage**

3.3.28 The town contains a significant 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. There are approximately 14 archaeological sites within the development boundary. All Recorded Monuments are subject to statutory protection under section 12 of the National Monuments (Amendments) Act 1994. Any potential subsurface archaeology within the site and all archaeological sites and their setting shall be protected in line with the objectives for the protection of archaeological heritage listed in the Cork County Development Plan 2014. Any development proposals in the vicinity of such features will require an archaeological/architectural assessment.

### **Surface Water / Flooding**

3.3.29 Parts of Glanmire have been identified as being at risk of flooding. The areas at risk follow the path of the Glashaboy River, that runs to the south of the town and are illustrated on the settlement map. Those areas most directly affected include the Meadowbrook estate, lands to the north west of the town and open space and town centre zonings. In 2012 and again in 2015, the town was seriously affected by flooding and as a result of these flood events, the OPW have prepared a Glashaboy flood relief scheme that needs to be implemented. The scheme is intended to be implemented within the lifetime of this Plan.

## **Planning Proposals**

### **Overall Scale of Development**

3.3.30 Over the lifetime of this plan, it is envisaged that population growth in Glanmire will occur in tandem with the provision of appropriate physical and social infrastructure that will target existing deficiencies.

3.3.31 Sufficient land will need to be provided to accommodate a target population of 10,585 people, an increase of 1,661 people on 2011 population levels. As outlined above, given the level of growth that has occurred since 2011 it is estimated that an additional 1197 dwelling units, including unimplemented planning permissions, will need to be provided to cater for this level of growth. There is capacity on the zoned residential land supply to provide for 1,321 dwelling units.

### **Development Boundary**

3.3.32 The development boundary of Glanmire remains unchanged. To the east of Glanmire, the boundary follows the N8, to the west and south the boundary provides a clear separation from the City's North Environs and Little Island respectively.

3.3.33 The development boundary includes the existing built up area and those areas that are the subject of specific zoning objectives. Development proposals on lands not covered by a specific zoning objective, will be considered in relation to the following:

- The objectives of the County Development Plan 2014;
- Any general or other relevant objectives of this local area plan;
- The character of the surrounding area; and

- Other planning and sustainable development considerations considered relevant to the proposal or its surroundings
- 3.3.34 Outside the development boundary, the land forms part of the Metropolitan Greenbelt. Here, the objectives of the Cork County Development Plan 2014 are to retain the open and rural character of lands between and adjacent to urban areas, maintain the clear distinction between urban areas and the countryside, to prevent urban sprawl and the coalescence of built up areas, to focus attention on lands within the development boundary which are zoned for development and provide for appropriate land uses that protect the physical and visual amenity of the area.

## Residential

- 3.3.35 In addition to the lands identified in Dunkettle and Ballinglanna, there are a number of additional sites zoned for residential use in Glanmire. The GM-R-01 and GM-R-02 zonings were previously zoned in the last Local Area Plan. The newly zoned GM-R-03 site was previously included as part of the existing built up area. In addition, the GM-R-06 has been included as part of Phase 2 of the Dunkettle development. This site was also part of the built up area in the previous Local Area Plan.

## Employment

- 3.3.36 Glanmire is a Local Employment Centre providing employment needs for the town and hinterland. The primary focus of its economic activity is retail and service sectors. As outlined in the 2011 Local Area Plan, 2 sites were set aside for industry. Only one of these sites remains available. This site continues to represent appropriate locations for industry.

## Town Centre Development

- 3.3.37 The Hazelwood centre has been identified as the focal point for retail provision in the town. While the centre performs an important function, its layout and design do little to create a pedestrian orientated urban environment. One of the principle aims of this plan is to enhance the quality of retail services offered in Glanmire by extending the town centre to include parts of Riverstown. Part of the town centre in Riverstown has been developed with two convenience supermarkets having been constructed in recent years. Part of the GM-T-02 site is still available for further development and there is scope for further small scale comparison retail offerings within this area.
- 3.3.38 A new town centre zoning (GM-T-03) has been included in Glanmire village on a former industrial site, now named "Glanmire Village Business Park", south of Glanmire Bridge, which currently accommodates a range of retail services type uses including a cafe, hairdressers, Monkey Maze play centre and a mix of other business uses, served by an off street car park. Visually the appearance of this former industrial park detracts from the amenities of the village centre. It is hoped that the zoning of these lands for town centre use will facilitate the regeneration of this important site at the entrance to Glanmire.
- 3.3.39 A key element of this retail strategy is the need to ensure appropriate pedestrian and cycling connectivity between those areas identified for town centre use, particularly the GM-T-01 and the GM-T-02 sites. This can be achieved by paying particular attention to public realm enhancements in Hazelwood and by improving the quality of the streetscape in Riverstown. In addition, the route for a possible pedestrian connection between the GM-T-01 and the GM-T-02 sites has been identified. This important access route would serve to enhance connectivity between the existing retail services in Hazelwood and the new facilities to be provided on the GM-T-02. The

provision of this route and the completion of the GM-U-04 will improve circulation within this particularly congested part of Glanmire

3.3.40 In addition, any proposals for town centre development will need to be accompanied by a detailed transportation assessment which will need to address the following issues:

- Public transport accessibility,
- Pedestrian and cycling connectivity
- Car parking provision.

### **Community Facilities**

3.3.41 While Glanmire is well served in terms of sporting facilities, there is a deficit in facilities to cater for the non sporting recreational needs of the residents of Glanmire. A site has been identified to the north of the Hazelwood Shopping centre to provide additional non sporting, community and recreational facilities.

### **Open Space/Agriculture**

3.3.42 Glanmire derives considerable amenity value from its well-wooded setting and meandering riverbank, town park, estate demesne garden, sporting facilities and open spaces.

3.3.43 Lands significantly contributing to the town's setting are included within areas of zoned open space. Much of this land was zoned in previous Local Area Plans and while it is generally unusable it continues to provide the important function of protecting the setting of the town. There are two developed areas of open space providing sporting facilities. Areas of established open space facilitating passive and active recreation, including the park and riverside areas, are zoned as open space in this plan to protect their amenity value. It is an objective to protect those areas from development which does not enhance their recreational/amenity value.

### **Special Policy Area (X-01 Dunkettle House)**

3.3.44 It is an aim of the Cobh Municipal District local Area Plan to facilitate the development of Dunkettle House to provide for a range of appropriate commercial uses including but not limited to a hotel, a corporate headquarters or a conference or leisure centre. Specific regard will be given to the need to ensure that development proposals will not adversely affect the character and integrity of Dunkettle House and its setting. In addition, the proposal in the Masterplan will respect the elevated and visually sensitive character of the lands, to protect views of special amenity value. Any proposal for development will also include a contribution to the conservation and management of Dunkettle House, its grounds and the existing trees, hedgerows, on-site features and field patterns and the provision of pedestrian walkways.

### **Funding and Contributions Scheme**

3.3.45 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.

3.3.46 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

- 3.3.47 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.

### Dunkettle/Ballinglanna Urban Expansion

- 3.3.48 ~~It is the objective of the Cobh Municipal District Local Area~~ **This plan provides to allow** for an orderly development of the Dunkettle/Ballinglanna area of Glanmire ~~and~~ **maximising** the development quantum relative to investment in **off-site** infrastructure. The previously zoned X-01 masterplan area has now been divided into a number of smaller residential zones (GM-R-04 to GM-R-07) in order to facilitate development in line with infrastructure provision. The GM-R-06 zoning was not originally included in the X-01 masterplan area **but the development of the site will share the same infrastructure and therefore its development needs to be coordinated with that of the other sites in this vicinity.**
- 3.3.49 Development within the area will be phased **according to the planned programme for infrastructure delivery. The first phase of infrastructure delivery will focus on** ~~Phase 1 will be confined to~~ the Ballinglanna area (GM-R-04). **The critical consideration is to ensure that traffic generated by new housing makes no significant impact on the existing Dunkettle interchange in the years prior to its planned upgrade.**

**To avoid unsatisfactory impacts on the Dunkettle interchange, Phase 2 will deliver new housing following the upgrade of the interchange, focusing largely** on the Dunkettle lands (GM-R-05 to GM-R-07). ~~The timing of each~~ **Each** phase of development is directly linked to infrastructure requirements as set out in the Transport Assessment and Traffic Modeling Report, ~~with key infrastructure improvements required to service each phase,~~ as set out within Tables 3.3.2 and 3.3.63 below.

**The off-site infrastructure required to sustain development in phases 1 and 2 will also benefit the existing community in Glanmire and therefore it is proposed that the cost of this investment be shared between intending developers and the County Council. The County Council has sought funding to deliver the infrastructure for both phases of development and the design process is now underway. It is hoped that a start on site can be made during 2018. The aim will be to deliver the first phase infrastructure in tandem with the development of the first phase of new housing. The developer's contribution to this will be recouped through the provisions of section 47 or 48 of the Planning and Development Act 2000.**

- 3.3.50 Development within each phase should vary in terms of type, **tenure** and density in order to avoid uniformity in design **and to ensure that a broad spectrum of housing needs are addressed through the development.** In addition, having regard to the central importance of movement within the site, all development phases will be required to demonstrate the availability of permeability through the site to access critical pedestrian, cyclist, public transport and vehicle transport infrastructure.
- 3.3.51 Specific development guidance on required infrastructure provision for each development phase is outlined in the following sections.

#### Phase 1

- 3.3.52 This phase of the development covers a developable area of approximately 36.05 hectares and ~~will provide up to 400 residential units which~~ will consist of a mix of Medium A and Medium B density development. The lands are located to the north of the Dunkettle Road with access primarily through the Elmwood Estate further north **and Dunkettle Road in the south. A new configuration of the junction between the Dunkettle Road and the proposed development has been designed to provide an**

improved link with the town of Glanmire through a signalized tee junction with the Dunkettle Road. The early delivery of the road link to the Elmwood development to the north is considered critical to the integration of this site into the built fabric of the town of Glanmire. The Transport Assessment identified that approximately 400 houses can be constructed prior to the upgrading of the Dunkettle Interchange. Phase 1 will also require the provision of a local centre and land set aside for the provision of a primary school.

## Phase 2

3.3.53 This phase of the development covers an area of approximately 37.7 ha, the majority of which is considered to be suitable for residential development. This will provide up to 800 residential units which will consist of a mix of Medium A and Medium B density residential development. **The Transport Assessment stated that no residential development can be occupied in this phase until the completion of the Dunkettle Interchange but that development may proceed in planning, design and construction in tandem with the construction of the Interchange.**

3.3.54 Phase 2 will also include the development of Dunkettle House which will retain a special use (GM-X-01) zoning.

## Implementation and Infrastructure Provision

3.3.55 An implementation programme will be applied to each phase of the development which will ensure that **construction** 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.

3.3.56 Irish Water will be responsible for the funding and provision of water supply and waste water treatment capacity ~~and it is the intention of Irish Water to include funding of these projects as part of their next investment cycle. The design and layout of water services will require consultation with Irish Water.~~ **Intending developers will need to enter a new connection agreement with Irish Water.**

3.3.57 Future bus service provision and the potential for bus to meet the future public transport requirements for Glanmire and the masterplan lands will be considered as part of a package of transport interventions. This will include the provision of high levels of permeability within and between new and existing development areas which facilitates the operation of bus services through these areas, at an early stage in their development.

3.3.58 The infrastructure trigger points for each phase of the development are summarised in the following tables and are expected to cost c.€10m;

<b>Table 3.3.2: Dunkettle Ballinglanna Road Improvements</b>
<b>Road junction Improvements</b>
<b>Phase 1</b>
Provide upgraded signalised junction including right hand turn lane on Glanmire Rd/ <b>Church Road or other acceptable traffic design solutions.</b> <del>otherwise consider barring of right turn movement</del>
Barring of right turn vehicle on Dunkettle Road at slip road junction to N8.
Improvement to the Riverstown X-roads junction including extending the right hand turn lanes.

<b>Table 3.3.2: Dunkettle Ballinglanna Road Improvements</b>
<b>Road junction Improvements</b>
Signalised junction at Hazelwood Link / Glanmire Road R639.
New signalised junction Glanmire Road / Glanmire Bridge
New signalised junction East Cliff Road/L3010
<del>Additional Bridge on Riverstown Road L3010.</del>
New Link Road Riverstown L3010 to Hazelwood Road
Partial upgrade to Dunkettle Road
New Link Road from Fernwood to Dunkettle Road including fully signalised junction.
<b>Phase 2</b>
Upgrade to remainder of Dunkettle Road.
<b>Additional Bridge on Riverstown Road L3010.</b>
Extended flaring to Tivoli Roundabout northern approach.
New Dunkettle Free flow Interchange required.
Road improvement to the County Road between Glashaboy Road and Dunkettle Road (Dark Road)

3.3.59 In addition to the roads and junction infrastructure improvements outlined above, a significant investment will be required in both pedestrian and cycle infrastructure in the Glanmire, Riverstown and Sallybrook area in order to facilitate development in Dunkettle and Ballinglanna. The two main centres, which will attract additional pedestrians and cyclists, are the Hazlewood Shopping Centre and the village centre in Glanmire. Both these centres will require investment in cycle and pedestrian facilities to promote a modal shift from the private car to public transport usage.


3.3.60 Table 3.3.3 below provides a summary of the key Cycle and Pedestrian Infrastructure Improvement works required to support improved access to the villages of Glanmire, Riverstown and Sallybrook.

<b>Table 3.3.3: Dunkettle Ballinglanna - Cycle Pedestrian Improvements</b>
<b>Phase 1</b>
Improvements to all inadequate footpaths in Glyntown Area.
Improvements to all inadequate footpaths along East Cliff Road extending from Dunkettle Road junction to L3010 junction in Riverstown Village.
Improvements to all inadequate footpaths along L3010 extending from Old Youghal Road/Glanmire Road junction to Brooklodge Grove / L3010 junction Riverstown Village.
Improvements to all inadequate footpaths along the Glanmire Road Extending from Dunkettle Roundabout to Sallybrook R639.
Controlled Pedestrian Crossing at East Cliff Road/Glyntown junction improved pedestrian

<b>Table 3.3.3: Dunkettle Ballinglanna - Cycle Pedestrian Improvements</b>	
facilities	
Controlled Pedestrian Crossing at Hazelwood Link / Glanmire Road R639 junction improved pedestrian facilities	
Controlled Pedestrian Crossing at Glanmire Road / Glanmire Bridge junction improved pedestrian facilities	
Proposed Cycle lane Route CR02 from Hazlewood junction to Brooklodge Roundabout	
<b>Phase 2</b>	
New signalised junction East Cliff Road / L3010 with full pedestrian crossing facilities	
Dunkettle Road Upgrade including 2.0m footpaths to improve pedestrian facilities	
Proposed Cycle lane Route CR01 from Tivoli Roundabout to Sallybrook	
Proposed Pedestrian / Cycle Greenway from Sallybrook to Glanmire Bridge along the Glashaboy River.	
Proposed ped/cycle Bridge at Glanmire Village	

## Regeneration Sites

3.3.61 This plan recognises areas of Glanmire which are currently identified as Town Centre but merit additional guidance in the event of the opportunity to redevelop them arises during the term of this plan.

<b>Table 3.3.4: Regeneration Areas in Glanmire</b>	
<b>Map of Regeneration Areas</b>	<b>Number and Description</b>
	<p><b>GM-RA-01: Former John Barleycorn Site</b></p> <p>This site covers the former John Barleycorn site within the T-02 zoning. The former hotel has been demolished and the overall appearance of this site is derelict and/or disused.</p> <p>The Planning Authority would support redevelopment of this site for town-centre-appropriate uses incorporating quality public realm spaces and improved connectivity to residential and other Town Centre locations within Glanmire.</p>

## General Objectives

<b>Local Area Plan General Objectives for Glanmire</b>	
<b>Objective No.</b>	
GM-GO-01	It is an objective of this plan to secure the development of a minimum 1200



<b>Local Area Plan General Objectives for Glanmire</b>	
<b>Objective No.</b>	
	new dwellings in Glanmire up to 2023 in order to facilitate the sustainable growth of the town's population from 8,924 to 10,585 people over the same period.
GM-GO-02	The delivery of the GM-R-04, GM-R-05, GM-R-06 and GM-R-07 will be linked to the provision of key transport infrastructure as set out in Tables 3.3.2 and 3.3.3.
GM-GO-03	In order to secure the sustainable population growth and supporting development proposed in GM-GO-01, appropriate and sustainable water and waste water infrastructure that will secure the objectives of the relevant River Basin Management Plan and the Cork Harbour Special Protection Area, must be provided and be operational in advance of the commencement of any discharges from the development. Waste water infrastructure must be capable of treating discharges to ensure that water quality in the receiving harbour does not fall below legally required levels.
GM-GO-04	Support the implementation of the flood relief works within the town in accordance with the Glashaboy Flood Relief Scheme. This scheme has been subject to Appropriate Assessment processes.
GM-GO-05	The boundary of Glanmire is adjacent to the Cork Harbour Special Protection Area. Development in the town will only be permitted where it is shown that it is compatible with the requirements of the Habitats Directive and the protection of this site. Protection and enhancement of biodiversity resources within the receiving environment of the town will be encouraged.
GM-GO-06	Provide a landscape framework plan as part of a landscape strategy for Ballinglanna/Dunkettle Urban Expansion Area. Provide for advanced mix planting of coniferous and broadleaf trees to ensure year round tree coverage protect the visual amenity of the area.
GM-GO-07	To improve public realm spaces within the Town Centre locations and to allow greater connectivity between existing and proposed development areas.
GM-GO-08	All development shall contribute to improved pedestrian and cyclist connectivity and shall include proposals for the provision of improved pedestrian / cycle access routes, provision of new footpaths or improvement of existing footpaths and provision of facilities for cyclists, as appropriate.  It is an objective of this plan that 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, the town centres in accordance with the Metropolitan Cycling Strategy.
GM-GO-09	All proposals for employment related development shall be required to prepare and submit a mobility management plan that maximise the use of public transport options/ passenger rail services.
GM-GO-10	Retain a substantial proportion of existing landscape features, including field banks, hedgerows and treelines within zoned lands as well as species of biodiversity interest.
GM-GO-11	Design an integrated approach to surface water management which considers land use, water quality, amenity and habitat enhancements. Thereby, replicating the current Greenfield rate of surface water runoff post development to prevent flooding of lands and settlements downstream. A Sustainable Urban Drainage Strategy should be completed for the site prior to development.

## Specific Objectives

3.3.62 The specific zoning objectives for Glanmire are set out in the following table.

Local Area Plan Objective		
Specific Development Objectives for Glanmire		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
<b>Residential</b>		
GM-R-01	Medium B density residential development, with advanced strategic planting, to be retained in the long-term, on the northern and western edges of the site to act as a definite limit to any further development in this area. Development of these lands should include landscaping and protection of the more vulnerable slopes. <b>^</b>	8.4
GM-R-02	Medium B density residential development	0.9
GM-R-03	Medium B density residential development	5.8
<b>Residential Development in Dunkettle and Ballinglanna</b>		
<b>Phase 1 (Refer to Table and Text Phase 1)</b>		
GM-R-04	Development in this area will be a mix of Medium A and Medium B density residential development. Development on this site is to <del>limited to 400 units</del> be linked to <b>the provision of the</b> infrastructure requirements as set out in Tables 3.3.2 and 3.3.3. <b>Land should set aside for also be made within the site</b> for a new 16 classroom primary school and a local shopping centre <b>should be provided</b> with a range of appropriate convenience retail services in tandem with the development of these lands.	36.0
<b>Phase 2 (Refer to Table and Text Phase 2)</b>		
GM-R-05	Medium A density residential development.	17.4
GM-R-06	Medium B density residential development.	3.3
GM-R-07	Medium B density residential development.	17.0
<b>Industry</b>		
GM-I-01	Industrial estate development suitable for small to medium sized industrial units. <b>*</b>	4.6
<b>Town Centre</b>		
GM-T-01	It is an objective to consolidate the Hazelwood Shopping Centre and provide connectivity, both pedestrian and cycling, to the new Riverstown Town centre and town park. Particular attention to be given to public realm enhancements.	4.8

<b>Local Area Plan Objective</b>		
<b>Specific Development Objectives for Glanmire</b>		
<b>* Flood Risk Obj. IN-01 of Section 1 applies</b>		<b>^ TIA and RSA Required.</b>
Objective No.		Approx. Area (Ha)
	<b>^</b>	
GM-T-02	It is an objective to facilitate the expansion of Glanmire town centre by encouraging retail and office development where services are provided to visiting members of the public. Any proposals for development within this area should: comply with the overall uses acceptable in town centre areas, make provision for a new public car park, the exact location and size of which to be agreed with the Council, provide for new town centre streets and include proposals for public realm improvements.  <b>*^</b>	5.0
GM-T-03	Encourage the redevelopment of this area for town centre uses. Any proposals for development within this area should: <ul style="list-style-type: none"> <li>• comply with the overall uses acceptable in town centre areas,</li> <li>• make provision for a new public car park, and include proposals for public realm improvements.</li> </ul> <b>*^</b>	1.1
<b>Community</b>		
GM-C-01	Provision for community facilities and uses to support residential amenity and associated uses, with appropriate linkages to the Hazelwood Shopping centre.  <b>*</b>	1.8
<b>Utilities</b>		
GM-U-01	Complete and maintain pedestrian walk through scenic area and open space to Glanmire Community College.	-
GM-U-02	Develop and maintain pedestrian walk through existing open space and extend through proposed open space (GM-O-04) along river bank.	-
GM-U-03	Develop and maintain pedestrian walk through residential areas.	-
GM-U-04	Develop Link Road	-
GM-U-05	Develop Pedestrian connection between Hazelwood and Riverstown (GM-T-01 and GM-T-02)	-
GM-U-06	Develop link road serving GM-R-04	-
GM-U-07	Develop link road serving GM-R-05, GM-R-06 and GM-R-07	-
<b>GM-U-08</b>	<b>Upgrade of Dunkettle Road (L2999) as far as the existing slip road to Dunkettle Interchange</b>	<b>Not shown on map</b>

<b>Local Area Plan Objective</b>		
<b>Specific Development Objectives for Glanmire</b>		
<b>* Flood Risk Obj. IN-01 of Section 1 applies</b>		<b>^ TIA and RSA Required.</b>
<b>Objective No.</b>		<b>Approx. Area (Ha)</b>
<b>Open Space, Sports, Recreation and Amenity</b>		
GM-O-01	Open Space. This prominent slope makes a significant contribution to the setting of Glanmire. There is a presumption against development on these lands because of the importance of the hillside to the setting of the area.	49.0
GM-O-02	Open space, to include the provision of playing pitches and amenity walk. *	3.8
GM-O-03	Open space with provision for amenity walk and protection of existing playing fields.	4.0
GM-O-04	Open space for informal recreation including the provision of an amenity walk. This open space contains the Town Park, an important community amenity.	16.3
GM-O-05	Riverstown House estate demesne garden, cottages and ornamental lake. *	3.6
GM-O-06	Open space. This site contains a substantial sporting facility. *	2.8
GM-O-07	Open space where existing land uses will remain largely unchanged.	33.8
GM-O-08	Passive open space. This important hillside makes a significant contribution to the rural character of Glanmire and is a visually attractive entrance to the city. This entire area is sensitive due to its proximity to Glanmire Wood and Dunkettle shore which are both proposed Natural Heritage Areas, as well as the Cork Harbour Special Protection Area. The existing land uses will remain largely unchanged and there is a presumption against development.	19.7
GM-O-09	Open Space – Active open space	10.5
<b>Special Policy Area</b>		
GM-X-01	It is an objective to facilitate the conservation and management of Dunkettle House, its grounds and the existing trees, hedgerows, on-site features and field patterns and provision of pedestrian walkways. Consideration may be given to the sensitive conversion of the house itself and the adjoining outbuildings to a range of appropriate commercial uses including but not limited to: a hotel, a corporate headquarters or a conference or leisure centre.	3.3

## 5.3 Cork City North Environs

### Vision

5.3.1 The vision for Cork City North Environs to 2020 is to re-invigorate the northern suburbs of the city, within the County area, as a significant location for future residential development. This will require a planned major mixed use development at Ballyvolane coordinated with substantial infrastructure investment, the provision of enhanced community and recreational facilities and public transport accessibility, with the aim of rebalancing the provision of services more equitably throughout the city. The major expansion of Ballyvolane is dealt with as a separate subsection at the end of the North Environs.

### Strategic Context

5.3.2 In the overall strategy for the Local Area Plan, the Cork City North Environs consists of a suburban area that adjoins the administrative area of Cork City within the metropolitan area. In terms of future growth, The CASP Update 2008 seeks to prioritise those areas close to the city and located along the suburban rail corridor. It is crucial that the approach to accommodating the targeted population increase in the North environs is cognisant of CASP proposals and the need to create a critical mass to promote public transport options and support a new district centre. The CASP Update specifically identifies Ballyvolane as having the most potential for future population growth, in particular private sector housing development as it is located adjacent to the strategic employment centre at Kilbarry. The retail strategy for Cork County, as set out in the Cork County Development Plan 2014, has also identified Ballyvolane as a potential district centre serving the north east of the city.

5.3.3 The objectives of the County Development Plan 2014 seek to prioritise the sustainable development of the main towns and other urban areas in the County to achieve their target populations and enhance their capacity to attract new investment in employment, services and public transport for the benefit of their own populations and that of their rural hinterlands. It is an objective of the County Development Plan 2014 for the Northern City Environs to play a major role in rebalancing the City in terms of future population and employment growth. It is also an objective of the County Development Plan to recognise the important role that the North Environs will play in rebalancing the city socially and economically and relieving excess development pressure from the City South Environs.

### Local Context

5.3.4 Cork City – North Environs refers to the northern suburbs of Cork City, which lie outside the area administered by the City Council. The City Council is a separate planning authority and prepares its own development plan. The latest plan for the Cork City Council administrative area was adopted in 2015.

5.3.5 Cork City- North Environs includes areas such as Lota, Ballyvolane, Dublin Hill, Kilbarry and parts of Knocknaheeny and Hollyhill. These areas have a distinctive green belt setting on the edge of the city and parts of them are located close to the city centre. The northern periphery of the city is located in a hilly area incised by often steeply sloping valley sides.

### Planning Considerations

#### Population and Housing

5.3.6 In 2011, the estimated population of Cork City North Environs was 6,692 people, an increase of 29% on the levels recorded in 2006. Population targets set out in both the CASP Update and the Cork County Development Plan 2014 provides for the population of the area

to grow to 10,719 persons, representing growth of 4,027 persons on the 2011 population. This level of population growth will give rise to a growth of 2057 households. The table below highlights the growth anticipated in the North Environs to 2023.

	Housing Requirement					Housing Supply	
	Census 2011	Population Target	Total New Households 2011-2022	New housing Units Required	Net Housing Requirement (ha)	Net Residential Area Zoned in the LAP	Estimated Housing Yield (units)
Northern Environs	6,692	10,719	2,057	2,281	91	157	3371
Total MD	53,544	72,580	10,933	12,642	430	571.83	16025

5.3.7 Following growth proposals in the CASP Update the Outline Strategy, prepared at the preliminary stage of the Local Area Plan preparation process, identified a need to provide an additional 2,281 dwelling units in the period 2006 to 2023 to meet planned future population growth.

5.3.8 There have been a very limited number of permissions granted in the period since the 2011 Local Area Plan on zoned land within the Northern Environs. Accounting for dwellings already built since 2011, vacant units and outstanding planning permissions, the planning proposals of this plan must therefore make provision for a further 2057 dwellings to meet the population target for the town for the period 2017-2023.

5.3.9 Of the residential zoned land in the 2011 Local Area Plan there has been limited development within the Northern Environs. It is envisaged that the majority of this growth will occur in Ballyvolane. The economic downturn combined with the lack of investment in infrastructure were contributing factors for the lack of progress in Ballyvolane

5.3.10 Detailed consideration of the growth capacity of the villages in this Electoral Area, set out in later sections, indicates that the capacity of many of the smaller settlements to accommodate growth is limited. Accordingly, while the plan makes the best use of the infrastructure that exists and is planned in many villages, provision for housing in Ballyvolane has been made in order to offset the shortfall in capacity in many villages.

## **Special Policy Areas – Ballyvolane Urban Expansion Area**

5.3.11 The Northern Environs was identified in the CASP update (2008) as a significant growth location, with Ballyvolane identified as the primary location to accommodate additional growth. The 2011 Blarney Local Area Plan required the preparation of a masterplan to guide development using a brief prepared by Cork County Council. A special policy area objective was identified which provided for a minimum of 2,337 and up to 3,600 dwellings through a phased programme of development. This Local Area Plan provides a framework for the development of the Ballyvolane urban expansion area addressing a number of the particular issues relevant to its future development.

5.3.12 ~~As such, an integrated transport strategy will need to be prepared in conjunction with Cork City Council.~~ This plan will need to identify proposals ~~for~~ **to facilitate** enhanced public transport between the site and the city centre and improved road connectivity in the area. It will also need to include provision for improved pedestrian and cycling connectivity within the site and with the city centre. Other localised issues that are dealt with at the end of this

section include; the sloping topography and visual prominence, the need for additional water and waste water infrastructure and the number of transmission lines which form part of the ESB network. Concentration of development in one strategic area will facilitate a coordinated, phased approach to development and infrastructure provision.

## Funding and Contributions Scheme

5.3.13 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.

5.3.14 To overcome these difficulties the County Council is proposing to co-ordinate development and infrastructure provision between the various agencies and landowners through the **powers available** ~~use of agreements~~ under Sections 47, 48 and 49 of the Planning and Development Acts. ~~as described in Section 4~~

5.3.15 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.

## Employment and Economic Activity

5.3.16 Currently there is a significant amount of established industrial land in Cork City North Environs. These lands cater for a wide spectrum of employment generating uses including IT, car servicing, tool making and some retail warehousing.

5.3.17 These industries are located in a number of industrial estates, many of which are in need of renovation and have poor connectivity with the City and national road network. A total of total of 72 ha are zoned for industrial and business uses in two sites across the North Environs. The existing zoning which comprise the Kilbarry lands have only seen piecemeal development of this large parcel of land to date with extensions to existing industry on the Southern half of the zoning. .

5.3.18 The CASP Update 2008 suggests that the North Environs, specifically Kilbarry and Ballyvolane, should be an important location for major employment led development. The Update has set out a 2020 jobs target of 5660 for the area, an increase of 2,258 on 2006 employment levels. The Cork County Development Plan 2014 reflected the importance of the North Environs, as an employment generating area by designating Kilbarry as a Strategic Employment Centre. The proposed Northern Ring Road and junction North of Kilbarry will improve access arrangements to the strategic road network which is needed to act as a catalyst to development. Furthermore the future development of this area must be underpinned by the provision of high quality public transport with direct connections to the Ballyvolane Urban Expansion Area.

5.3.19 The CASP Update suggested that a total of 290,784m<sup>2</sup> business & technology floorspace is required to 2020, equating to a land requirement of approximately 58ha (144 acres) in a number of key locations across metropolitan Cork including Kilbarry. The report also recommends that the principal land uses to be accommodated in these locations include business and technology distribution and limited offices. It is important to ensure that the development of this site complements the wider development framework for the Blackpool area as set out in the North Blackpool Local Area Plan 2011.

5.3.20 The zoning of the lands adjacent to one of the principal employment centres in the North Environs, the Kilbarry Strategic Employment Centre has been amended in this plan to provide for an industrial and enterprise zoning. This broad ranging zoning is potentially more suited to the nature of economic and industrial activity within the Northern Environs. The office type zoning has been omitted. The lands located within the City Council area

which adjoining the Kilbarry lands are zoned for business and technology. The proposed rail station at Blackpool is located in close proximity to these lands.

5.3.21 Integral to the development of these lands is the need to improve both vehicular and pedestrian accessibility to the site. Significant improvements to the local road network will be required to accommodate the traffic generated from the proposed development. Part of these improvements will require the provision of appropriate pedestrian and cycling infrastructure.

5.3.22 The proximity of the proposed train station in time will provide improve the modal split for persons travelling to work. The POWSCAR data which analyses commuting patterns based on the most recent 2011 census is a useful baseline information. The percentage of employee's usual means of travel to work for the Northern Environs and across the 4 DEDS in this study area indicates that 1.1% of employees use the train with 1.3% utilizing the bus. The improvement of public transport is discussed in a later section.

## **Business Development**

5.3.23 The number of business zonings has reduced in this plan. The operations at the Apple in Holyhill have expanded since the 2011 Local Area Plan including the car parking facilities and realignment of the road that surrounds the site. Permission has been granted within the City Council for further development of the complex at Apple. The remaining undeveloped lands are quite small. There is a new business zoning on the edge of the Ballyvolane Urban Expansion Area which will be located adjacent to the proposed housing and very close to the industrial lands of Kilbarry. The development of the business lands are linked to Phase two in the overall development of lands at Ballyvolane.

## **Town Centre Development**

5.3.24 The Joint Retail Strategy prepared as part of the review of the Cork County Development Plan 2014 provided for the provision of additional district centres on the northside of Cork City in order to deliver a more equitable distribution of retail floorspace across the city suburbs. Given the population growth targeted for the North Environs, as set out above, Ballyvolane has been identified as a new district retail centre for the area.

5.3.25 Owing to flooding and transport issues, a previous planning application on zoned land south of the Fox and Hounds has been refused by An Bord Pleanála. There is an opportunity to develop a new retail centre on land adjacent to the Lidl complex, north of the Fox and Hounds retail outlet. This is discussed in more detail in the section relating to Ballyvolane. Consideration shall be given to the construction of a community facility on this site also, to serve existing and future residents of the area.

## **Education, Community & Cultural Facilities**

5.3.26 The Department of Education and Skills identified a requirement for a new primary school in Cork City North Environs based on the 2020 forecast population of 4,581 set out in the 2004 Regional Planning Guidelines. The revised population target of 10,719 will give rise to an additional requirement for educational facilities. The new requirements are approximately 21 additional classrooms for primary school age and 365 post-primary school places. Therefore, it is likely that a new 16 or 24 classroom school will be required in the north environs.

5.3.27 The Department guidelines state that generally, the Department will not build a post primary school with greater than 1,000 places therefore the additional 482 places required at post primary level to accommodate the revised population targets are likely to be accommodated by an increase in the size of existing post primary schools in the area. However, if the North Environs is to accommodate some of the population shortfall arising



from the capacity deficit in the smaller settlements, the need for additional post primary education facilities might become more acute. A post primary school is proposed in the Ballyvolane urban expansion area, together with two primary schools.

5.3.28 Generally, the North Environs is very well served by sporting facilities. There are a number of GAA clubs, (Na Piarasigh, St Vincent's Delaneys and Mayfield), soccer clubs (Castleview A.F.C, Temple United AFC and O' Neill Grattan Park, Mayfield United) and other leisure facilities (Riverview fitness & leisure club), which cater for the sporting needs of the population.

5.3.29 In terms of open space provision, the majority of lands zoned open space are undeveloped or are of no practical use to the public, as they are made up mainly of farmland or vacant grassland with a significant portion of the land steeply sloping. The exception is the Nash's Boreen amenity walk which extends from Nash's Boreen up to Hollyhill approximately 2 kms in length emerging just across from Apple's operations.

5.3.30 The amenity walk was a collective project involving the community association and many stakeholders with views over the Glenamought River Valley to the North. The Ballyvolane urban expansion area will provide passive and active open space which will help provide much needed recreational facilities in the North East of the City. The provision of the urban park will be linked to the phasing programme. Cork City's Development Plan 2015 identified a location for a district park of 15-30 hectares. A masterplan for the North West of Cork City namely the Knocknaheeny area was adopted in 2011. It contains an implementation strategy for the regeneration of housing in the area together with improvements to facilities and the public realm. There has been limited implementation of the masterplan to date. The park in Blackpool adjacent to the district centre located within the administrative area of the City also provides passive recreational and amenity facilities.

5.3.31 In relation to cultural facilities, the North Environs relies heavily on services provided by Cork City Council. Libraries are provided in Blackpool, Mayfield with a new library which opened Hollyhill/knocknaheeny in 2015.

## Infrastructure

### Public Transport

5.3.32 At present, public transport in the North environs is restricted to bus services only. The development of a proposed rail station at Kilbarry, which lies within the City Council Administrative Boundary, will enhance public transport permeability within the western portion of the area and will form an important component of enhanced transport options in the North Environs. The Ballyvolane area is not served by the Cork Suburban Rail network. There is an existing bus route serving Gurrabrathar and parts of Ballyvolane however enhanced bus priority infrastructure, would represent the most appropriate solution to the transport needs of the area.

5.3.33 Pedestrian and cycling facilities within the Northern Environs is very inadequate, the road width and topography are limiting factors. The Cork Cycle Network Plan is a joint venture between City and County Councils being prepared at present, it identifies the strategic cycle network existing and proposed within the metropolitan area. Public consultations commenced in September on the network plan. The recommended routes for the Northside will be incorporated into this Local Area Plan.

### Road Connectivity

5.3.34 Connectivity in the North Environs is weak as the local road network is difficult to navigate, substandard in places and has poor connectivity with the national road network.

- 5.3.35 The Northern Ring Road is seen as an important strategic infrastructural requirement to complete the existing road network around the city. The Northern Ring Road Scheme has been divided into a Northern Section; linking the N20 Cork to Mallow Road with the N8 Glanmire Bypass, and a Western Section; linking the Ballincollig Bypass with the N20. A preferred route was identified a number of years ago. The issue of access to the proposed Northern Ring Road was addressed through a Transport Assessment of Cork Northern Environs, carried out by Systra Transport Consultants. A suitable location for a single junction to serve the proposed town at Monard and the IDA Estate at Killbarry was identified at Ballincroig. The Council met with the NRA and other stakeholders, to maximise agreement on the location selected and connections to it. The Northern Ring Road project was suspended in 2011 due to the economic downturn. However the project once restored will provide a catalyst to economic development across the Northern side.
- 5.3.36 There is also a need to address existing congestion at the Ballyvolane crossroads. The construction of the proposed link road connecting Mayfield to Killbarry is a critical piece of road infrastructure to alleviate the congestion at the Fox and Hounds and the intersection of the Ballyhooley Road and the existing Northern Relief Road. The regional transport model which is currently being prepared by the NTA will inform the timing of the delivery of this road proposal. Further design including the exact alignment of the route, the design of bridges, overpasses etc needs to be completed first.

## **Water Supply and Waste Water Infrastructure**

- 5.3.37 The city's North Environs are served by drinking water from the Cork Harbour and City Water Supply Scheme. Major new investment in water infrastructure is required to facilitate the level of development plan for the North Environs. The provision of additional water and wastewater capacity will need to be linked to the significant planned development at Monard, Stoneview and Ballyvolane. Irish Water have responsibility for the provision of water supply, investment in reservoirs will be required with an extension to the network. A detailed assessment in relation to the provision of water supply for the Northern Environs is needed.
- 5.3.38 Waste Water Infrastructure to cater for future demand is inadequate as the North Environs is connected to the Waste Water Treatment Plant at Carrigrennan, Little Island. However to facilitate the level of development planned for the North Environs major new investment is required to provide infrastructure to connect Ballyvolane (linking with Blarney and Monard) to Carrigrennan Waste Water Treatment Plant. Irish Water have responsibility for the provision of waste water infrastructure. Irish Water have taken a strategic view in relation to waste water collection and treatment. A detailed assessment into the provision of an adequate waste water disposal system including the necessary infrastructure is being prepared at present.

## **Flooding and Surface Water Management**

- 5.3.39 Parts of Cork City North Environs have been identified as being at risk of flooding. The areas at risk follow the path of the Glen, Bride and Kiln Rivers that run through the area and are illustrated on the settlement map. Those areas most directly affected include the T-01 site in Ballyvolane. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated at being at risk of flooding.
- 5.3.40 The control and management of surface water through the use of Sustainable Urban Drainage scheme will be necessitated on all zoned lands in line with the policy of the County Development Plan. An assessment of the control and management of surface water will be required. A detailed design or strategy will ensure a sustainable approach to surface water management from all development within the Northern Environs in particular the steeply

sloping lands in Ballyvolane, ensuring adequate land is available to accommodate its requirements.

## Environment and Heritage

### Landscape and Visual Amenity

5.3.41 The North Environs is located within a landscape type of national importance described in the Draft Landscape Strategy as City Harbour and Estuary. A very high landscape value is attributed to it in the Draft Strategy (scenic landscapes with highest natural and cultural quality, areas with conservation interest and of national importance) and its sensitivity is described as very high (extra vulnerable landscapes – for example, seascape area with national importance – likely to be fragile and susceptible to change).

### Protected Structures/Built Heritage

5.3.42 There are two structures in the North Environs entered on the Record of Protected Structures: Flower Hill at Ballincolly; and Anname Bridge to the north of Dublin Pike.

### Natural Heritage

5.3.43 There are no Natural Heritage Areas or sites which are designated under the Wildlife (Amendment) Act 2000 or any Natura 2000 sites designated under the European Habitats Directive 2000 within the Northern Environs. However the Eastern half of the site is located within the Natura 2000 screening zone for the purpose of assessing planning applications having regard to the proximity of Cork Harbour's natural heritage designations. The designations include two Natura 2000 sites namely Cork Harbour Special Protection Area (SPA) site code 004030 and the Great Island Channel Special Area of Conservation (SAC) site code 001058. It is also designated a Ramsar site for wetland protection. There are also a number of pNHA sites within Cork harbour which overlap with some of the boundaries of the Natura 2000 designated sites. The Cobh Local Area Plan will be subject to the Habitats Directive Assessment process similar to that conducted for the 2011 Local Area Plan process.

## Planning Proposals

### Overall Scale of Development

5.3.44 Over the lifetime of this plan, it is envisaged that there will be substantial population growth in the North Environs as it represents one of the most sustainable development locations in the metropolitan area, given its proximity to the city centre. The growth of this area however is dependent upon the provision of appropriate public transport and wastewater infrastructure.

5.3.45 The planning strategy for the Northern Environs proposed to accommodate a target population of 10,719 people, an increase of 4,027 people on 2011 population levels. It is estimated that an additional 2,281 dwelling units will need to be provided to cater for this level of growth. Given the number of units completed since 2006 and the capacity on the existing residential land supply, which provides for 398 dwelling units and the shortfall in the growth capacity of many of the smaller villages, there is a requirement to zone land to accommodate approximately 2337 units in Cork City North Environs.

5.3.46 While the zoning provisions in Cork City North Environs is greater than the population target requirements of the town, this additional land may have a role to play in addressing the uncertainty on the numbers that can be delivered in the villages should different circumstances prevail.

5.3.47 The Council's Housing Strategy states that on zoned lands, it will be a requirement that 10% of all land zoned for residential uses (or for a mix of residential and other uses) be reserved for the purpose of social and affordable housing.

## Development Boundary

5.3.48 The development boundary for the North Environs of the city reflects the existing built up urban area and additional lands required to accommodate future development. The Eastern boundary of the Ballyvolane Urban Expansion Area has changed but not significantly, additional lands have been included. However, the boundary is drawn to ensure a clear separation of the neighbouring settlements, particularly Blarney to the north and Glanmire to the east. To the south and east, it is formed by the boundary with the City Council. Generally, provision has been made to retain the undeveloped existing zoned areas.

5.3.49 The development boundary for the North Environs includes all the areas that are the subject of specific zoning objectives. Development proposals on lands not covered by a specific zoning objective, will be considered in relation to the following:

- The objectives of the County Development Plan 2014;
- Any general or other relevant objectives of this local area plan;
- The character of the surrounding area; and
- Other planning and sustainable development considerations considered relevant to the proposal or its surroundings

5.3.50 Outside the development boundary the land forms part of the City Council administrative area to the south and elsewhere the land forms part of the Metropolitan Greenbelt. Within the greenbelt, the objectives of the Cork County Development Plan 2014 are to retain the open and rural character of lands between and adjacent to urban areas, maintain the clear distinction between urban areas and the countryside, to prevent urban sprawl and the coalescence of built up areas, to focus attention on lands within the development boundary which are zoned for development and provide for appropriate land uses that protect the physical and visual amenity of the area.

## Employment and Economic Activity

5.3.51 As highlighted earlier, the CASP Update 2008 has identified Kilbarry as a principle centre of employment based development in the northern suburbs of the city. The future development of this area must be underpinned by the provision of high quality public transport and road infrastructure.

5.3.52 In order to maximise the employment potential of the Kilbarry Strategic Employment Centre, it is proposed to include a general industrial and enterprise zoning rather than the special policy area that splits the zoning between business and office. The dockland areas in the City Centre are proving to be a more popular environment for offices, with good access to public transport with an attractive waterfront setting.

## Town Centre Development

5.3.53 The Joint Retail Strategy prepared as part of the review of the Cork County Development Plan 2014 provided for the provision of additional district centres on the northside of Cork City in order to deliver a more equitable distribution of retail floorspace across the city suburbs. Blackpool is the only existing district centre serving the North Environs. Given the population growth targeted for the North Environs, as set out above, Ballyvolane has been identified as a new district retail centre for the area.

5.3.54 The lands south of the “Fox and Hounds” are at risk of flooding, there is also a refusal by An Bord Pleanála for retail development for a number of reasons. Lands to the North of Banduff Road adjacent to the Lidl discount store within the Ballyvolane Urban Expansion area will form part of the district centre in conjunction with existing retail development around the Ballyvolane cross roads. The district centre is discussed in more detail in section 3.4.104 on Ballyvolane. The lands south of the Fox and Hounds remain within the district centre zoning subject to the resolution of a number of issues as outlined in the development objective.

## **Business and Industrial Development**

5.3.55 The employment zonings have changed since the previous local area plan 2011. Integral to the development of these lands is the need to improve both vehicular and pedestrian accessibility to the site. Significant improvements to the local road network will be required to accommodate the traffic generated from the proposed development. Part of these improvements will require the provision of appropriate pedestrian and cycling infrastructure.

5.3.56 A new business zoning has been introduced as part of the Ballyvolane Urban Expansion plan. A portion of the land west and adjacent to the Ballyhooley Road could be suitable for development as a business zone for uses such as light industry, wholesale and non-retail trading uses, car showrooms and small/medium scale manufacturing, repairs, warehousing and distribution.

## **Open Space**

5.3.57 While the quantity of Open Space provision in the North Environs appears adequate, the space is currently unusable. The 2015 City Development Plan proposes a North West District Park in Knocknaheeny on this parcel of land zoned open space. This park would provide a broad range of facilities and contribute to an improvement in the range of recreational facilities available to a wide area of Metropolitan Cork. Part of the area concerned is sensitive to longer distance views toward the city from the rural area to the north. This area not only includes a significant area that is generally level and suitable for playing pitches but also includes an extensive steeply sloping area more suited to informal recreation. This land has been zoned for open space since 2005, but no funding or implementation plan has emerged in the intervening years. Accordingly the zoning objectives to facilitate this are retained in this plan.

5.3.58 There are also three smaller open space zonings to the east of the north environs that were zoned in the 2005 Local Area Plan. These are for open space and remain undeveloped.

5.3.59 In compliance with the County Development Plan objective to protect and improve existing areas of public or private open space these areas of open space are being retained in this plan. These areas adjoin the city, are suited to open space use and available, suitable replacement open space of higher quality has not been identified.

5.3.60 Additional Open Space will be provided for within the Ballyvolane Urban Expansion Area. This will serve the North Eastern suburbs of the City. The development of Ballyvolane is to have regard to the high standards of accessibility that are essential to active open space uses.

## **Green Infrastructure and Biodiversity**

5.3.61 Habitat mapping was conducted by Atkins consultants for the electoral areas as an action of the Heritage Plan. The primary habitats identified were semi natural grassland, scrub woodland and swamp area. These features should be incorporated into future layouts.

## Traffic and Transportation

5.3.62 As part of the traffic and transportation assessment for Monard SDZ planning scheme, Cork County Council undertook a traffic and transport assessment of the Northern Environs, specifically looking at the Ballyvolane urban expansion area. The proposals contained in this assessment are contained in the separate report for Ballyvolane.

5.3.63 In addition, the NTA have recently completed the preparation of a Regional Transport Model and are using it to assess the impact of the County Development Plan policies and development proposals for the Metropolitan Area. The model will assess the impacts of the likely build out of all urban expansion areas and identify major road, public transport, walking and cycling interventions that are necessary to enable existing and new residents to access their places of employment, education facilities and all commercial and recreational activities. The contents of their report will affect the transport proposals for this plan and will be included in this section, when available.

## Ballyvolane Urban Expansion Area

### Policy Background

5.3.64 The CASP update (2008) proposed the expansion of Cork's Northern suburbs. Cork County Development Plan 2014 provides for the population of the area to grow to 10,719 persons, representing growth of 4,027 persons on the 2011 population. Most of this growth will occur in the Ballyvolane Urban Expansion area. The 2011 Local Area Plan required the preparation of a masterplan to guide development using a brief prepared by Cork County Council. ~~The masterplan was not completed, it is now intended that the Draft Local Area Plan will put forward a framework for the development of this urban expansion area. A scoping report was also produced following the masterplan which dealt with issues in more detail.~~

5.3.65 The **Special Policy Area (X-01)** objective as contained in the 2011 LAP identified the land use requirements on the site as follows:

- To facilitate the development of a minimum of 2,337 and up to 3,600 dwellings through a phased programme of development.
- Provision for new housing within a clearly defined network of 'character areas' so that each area can develop its own sense of place with a wide range of house types.
- Provision of appropriate convenience and complementary comparison shopping facilities;
- Provision of appropriate employment opportunities and improved linkages to the Strategic Employment Centre at Kilbarry
- Promote permeability within the area and relationship to and linkages with the wider area
- Proposals for the creation and treatment of public realm and open space within the area having regard to the topography of the area, in particular the visually prominent ridgeline to the north.
- Proposals for the timing and provision of the necessary wastewater infrastructure to connect with infrastructure serving Stoneview in Blarney and Monard

- Proposal for enhanced public transport between the site and the city centre. This will require the preparation of a detailed transportation strategy in conjunction with Cork City Council and other key stakeholders
- Proposals for the timing and provision of road infrastructure. This is to include provision for safe pedestrian and cycle links to the neighbourhood centre; public transport nodes and wider area;
- Proposals for the provision and construction of a two primary schools and a secondary school to meet the educational requirements.
- Provision of an urban park of approximately 20 hectares. This is to be provided in addition to the normal open space requirements provided as part of new housing developments;
- Demonstrate how the protection and enhancement of biodiversity will be successfully achieved
- Proposals for a detailed landscaping strategy that will outline boundary treatments in sensitive locations within the masterplan area
- Proposals for renewable and sustainable energy options on site;
- Provision of an appropriate range of health care facilities.

## Planning Considerations & Site Context

5.3.66 Ballyvolane is an existing largely residential area adjoining the northeast of Cork City. Its population is primarily located within Cork City Council's administrative area. As a suburban growth area on the edge of Cork City, Ballyvolane has the potential to create the critical mass to support improved public transport and services provision, set within the wider Cork Area Strategic Plan context.

5.3.67 The area of the entire site is approximately 260 hectares with approximately 50 existing individual houses on the perimeter and within the area. The site ownership is quite fragmented at the moment, with approximately 20 -25 landowners involved. The proposed Kilbarry Strategic Employment Centre is located West of the site. The ~~satellite~~ **Metropolitan** town of Glanmire is located approximately 2kms to the East of the site.

5.3.68 There is an existing small retail core adjacent to the site. The core is located at the Ballyvolane Crossroads and comprises Dunnes Stores, the Fox and Hounds and the Lidl Discount Store. The retail strategy has identified Ballyvolane as a proposed district centre. The framework plan should facilitate the district centre including the existing facilities.

## Topography and Landscape

5.3.69 The site rises from levels of approximately 60 meters in the South West to the plateau of 130 meters along the Northern boundary. There are a number of ridge lines within the site. Firstly there is a central ridge between the Banduff and Rathcooney Road. There is an existing housing development located just below this ridge. The South West and Western slopes are also quite prominent. The Ballyvolane site is located within the City Harbour and Estuary Landscape type as defined by the Draft Landscape Strategy which is considered very high in terms of sensitivity and value. The avoidance of development on the steep Westerly slopes, part of the South Westerly Slopes and on the Southern ridge behind the existing pocket of development will help to reduce the overall impact on landscape. Mitigation measures in the form of extensive planting as part of a landscaping strategy will be required to reduce magnitude of the impact.

5.3.70 There are a number of small watercourses as shown on the constraints map, a riparian buffer should be maintained on either side. These watercourses will become an important feature for the Sustainable Urban Drainage System which will be required to control and manage surface water run off. Ground water monitoring will be necessitated for the SUDs strategy.

## Constraints to Development

### Road Infrastructure

5.3.71 There are a number of existing roads which traverse the site. The local road which forms the Northern boundary is substandard and unsuitable for extra vehicular movements. Access from lands along this road would need a separate service road having regard to the number of one off houses on the narrow road. The Ballyhooley road is a critical route into the City, the creation of additional access points onto the Ballyhooley road would result in additional congestion. The results of the Regional Transport Model currently being prepared by the NTA will be critical to quantifying the exact number of units that are capable of being built prior to substantial road improvements. The condition of the Rathcooney Road is satisfactory at present and has a footpath. However an upgrade will be required given the extra traffic volumes. The Banduff Road is reasonable. The connection and access to the City Centre is also a constraint. The routes into the City are narrow with limited capacity issues at junctions.

5.3.72 Ballyvolane Crossroads is very congested with ~~no~~ **limited** space for junction realignment. In summary the main constraint to development in the area is the road infrastructure in the vicinity of Ballyvolane, the routes into the City and limited capacity at junctions. The recent refusal by An Bord Pleanála regarding the retail development at the Fox and Hounds site was based on a number of reasons including the existing traffic congestion and the lack of the proposed Northern Ring Road.

### Water Services Infrastructure

5.3.73 The city's Northern Environs are served by drinking water from the Cork Harbour and City Water Supply Scheme. Investment in water infrastructure is required to facilitate the level of development planned for Ballyvolane. The provision of additional water supply will require additional infrastructure including reservoirs. Irish Water are responsible for the provision of water supply.

The waste water infrastructure for the Northern Environs is discharged and treated to the Waste Water Treatment Plant in Carrigrennan, Little Island. However to facilitate the level of development planned for the North Environs major new investment is required to provide infrastructure to connect Ballyvolane (linking with Blarney and Monard) to Carrigrennan Waste Water Treatment Plant. Irish Water are responsible for the provision of waste water infrastructure. An assessment of the waste water infrastructure required to facilitate development across the Northside is being completed at present.

### Flooding

5.3.74 The most recent flood sources do not identify the site itself as being at risk of flooding. The lands to the south of the site adjacent to the Fox and Hounds site have been identified as a flood risk. The entire site drains into the Glenamought catchment which flows into Blackpool and ultimately the River Lee. A stage 2 Strategic Flood Risk Assessment will be carried out in accordance with "The Planning System and Flood Risk Management Guidelines" issued by the DoEHLG and the Office of Public Works in November 2009 for the Cobh LAP.



5.3.75 The issue of surface water disposal is a significant issue having regard to the steep topography and the capacity issues within the Glenamought catchment. Sufficient level land would be required to attenuate flows before reaching the River. The proposed Blackpool flood relief scheme is sensitive to any increase in flows. The OPW have proposed two separate flood relief schemes; the Lower Lee and the Blackpool to progress the implementation of flood risk management measures for Cork City and Blackpool. The recommendation is that all future developments should attenuate for a 1 in 100 year flood event.

5.3.76 A new system for the disposal of surface water will need to be constructed to serve the new settlement. The philosophy of SUDS is to replicate as closely as possible, the natural drainage from the lands prior to development thereby minimising the impact of the development on water quality in the receiving waters and quantity of runoff in the downstream of the site. All future planning applications should demonstrate compliance with an overarching SUDs strategy.

### Archaeological Sites

5.3.77 There are 7 archaeological sites located within the site. These include ; 1 Fulacht Fia , 2 Burnt Mounds, 1 16<sup>th</sup> /17<sup>th</sup> Century House, plus two Ringforts and one redundant monument. The constraints map identifies the location of such features.

### Transmission Lines

5.3.78 There are a number of ESB transmission lines crossing the site. The voltage varies from 110 kv to 38Kv. There are two 110 Kv lines, namely the Kilbarry to Knockraha no 1 line and no 2 line. The cost of undergrounding these lines back to the facility in Kilbarry is most likely to be prohibitive. A maximum 40 meter wayleave between buildings is required along the route of the 110kv line. There are a couple of 38Kv lines one of which runs parallel to the Kilbarry to Knockraha no 1 line which can be undergrounded in sections at a relatively low expense. The line running from East to West crosses a steep area which has been reserved for open space. The wooden poles are less visually obtrusive then the steel structures which are necessitated if the line changes direction. There is a small pocket of steel structures adjacent to the Ballyhooley Road.

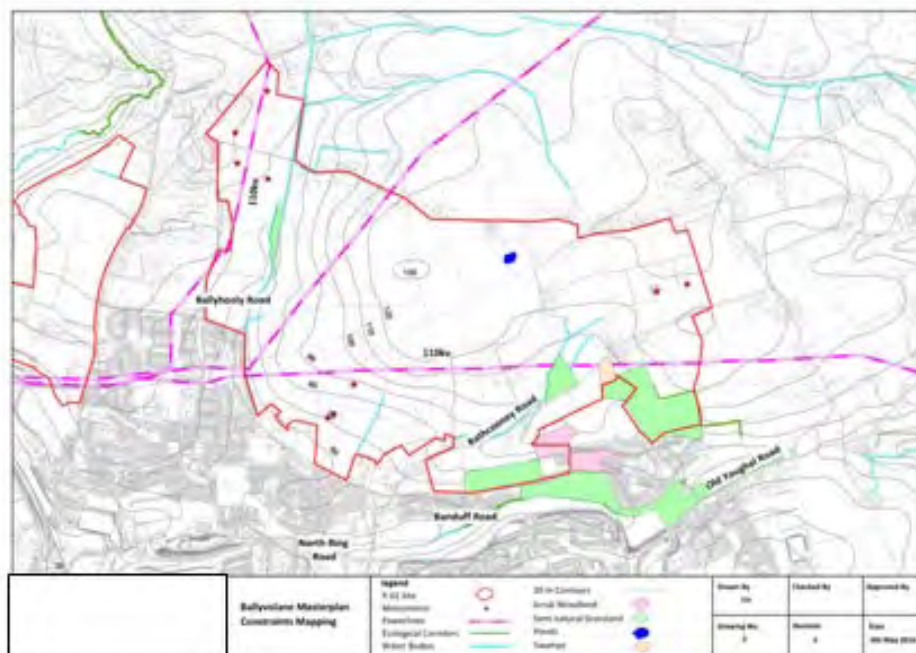


Fig 3.4.1: Environmental Constraints Map

## Overall Design Principles

5.3.79 The overall design has been guided by a number of factors, these include the constraints identified within the site, the brief produced for the masterplan process and the guidelines both National and those produced by Cork County Council. The site constraints relating to design and layout include: the topography, existing road infrastructure, the location of archaeological and heritage features, transmission lines and the necessary way leaves. The DOE guidelines on Sustainable Residential Development in Urban Areas recommendation's relating to density and public transport are particularly important for this site as it an expansion of the City suburbs.

5.3.80 The key principles in considering sustainable development on the site are as follows:-

- 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.

## Land Use Proposals

5.3.81 The land use proposals for this site have utilized the design principles identified and focuses on the provision of a mixed use neighbourhood incorporating residential, community, open space and recreation, retail, traffic and transport, water services and other infrastructure. The proposals are contained in a zoning map with land use categories, land areas and specific objectives.

## Residential Development

5.3.82 The quantum of houses envisaged for Ballyvolane was between 2337 and 3,600 units. The number proposed in this plan is **approximately 3000**. A total of 3 phases are recommended for the phased delivery of housing in tandem with **the key infrastructure**, facilities and amenities to serve a development. ~~The average density across the entire site is 23 units per hectare. The highest density is 35 the lowest is 18, however there is scope to reduce densities on sloping sites. The overall number of units proposed in this report is 3,000.~~

5.3.83 The pockets of existing one off houses will necessitate a buffer of low density housing to protect their residential amenity. The areas concerned are along the existing roads. The

higher densities should be concentrated on the Western and Southern sections of the site with the lower densities to the East and medium density to the North subject to adequate consideration for the landscape and sloping nature of the site. There is sufficient land within the area defined to accommodate a medium density development whilst also providing a generous quantity of useable and passive open space to ensure protection of residential amenity and a reduction in the overall visual impact of the new development.

5.3.84 The Council's Housing Strategy states that on zoned lands, it will be a requirement that 10% of all land zoned for residential uses (or for a mix of residential and other uses) be reserved for the purpose of social housing. This housing should be scattered through the development. ~~The following table outlines the phases, type and likely housing yield from the proposed development zones within the area:~~

**Table 3.4.2: Phasing, Type and Housing Yield**

Phase	Zone	Gross Area	Net Area (ha)	Density Type	No of Units
<b>1</b>	NE-R-03	7.9	5.9	Medium-B	107
	NE-R-04	13.4	10.0	High and Med A	350
	NE-R-05	13.0	9.8	Medium-A	216
	NE-R-10	17.8	13.3	Medium-B	241
	NE-R-11	19.1	14.3	Medium-B	259
<b>2</b>	NE-R-07	23.7	17.7	Medium-A	391
	NE-R-08	12.3	9.2	Medium-A	203
	NE-R-09	20.2	15.1	Medium-A	333
	NE-R-13	16.5	12.3	Medium-B	223
<b>3</b>	NE-R-12	27.3	20.4	Medium-B	369
	NE-R-05	22.3	16.7	Medium-B	301
<b>Total</b>		<b>193.5</b>	<b>144.7</b>		<b>2995</b>

## Urban Design and Layout

5.3.85 The layout and design of the neighbourhoods within each phase or character area should take account of the Guidelines on Sustainable Residential Development in Urban Areas and accompanying Urban Design Manual. The orientation of the slopes is generally in a southerly, south westerly and westerly direction, this should be advantageous for solar gain. However the predominant winds are south westerlies, planting will also play a role in providing shelter for new housing as well as reducing the overall visual impact over time. The lands west of the Ballyhooley road face an easterly direction. The County Council's Design Guide for Residential Estate Development should be used as a basis for the design of future schemes with a design statement for any large applications.

5.3.86 The general road system, as well as dedicated pedestrian and cycle routes, should promote a sense of security by utilising passive surveillance to encourage use of the green routes. Development should conform to Cork County Council's residential estate design guide 'Making Places' (2011), which aims at control of vehicle speeds in housing areas, and a safe environment around the home.



- 5.3.91 The expansion of this area straddles the administrative boundary with Cork City Council. Therefore the preparation of an integrated transport strategy is critical to delivering improved transport infrastructure. There are a number of constraints within the local road infrastructure, this is largely due to the historical streetscape and narrow road network. The City Council, funded by the NTA are currently preparing the Northern Strategic Corridor Study. The study is due to be finalised soon. The aim of the study is to examine the existing network with a view to identifying problems and prioritise investment in these specific areas. The implementation of these measures identified will need to be carried out prior to the development of lands at Ballyvolane. The existing Northern Relief Road (R635) is an important corridor for movements between the N20 in the North to the N8 in the East and is located a short distance from the site.
- 5.3.92 The route is also used to access the City centre via Blackpool. The capacity of the road particularly at the junctions e.g. Ballyvolane Cross would need to be upgraded to provide a high quality Northern Orbital Route. The upgrade of the entire route to facilitate bus priority would provide a direct access to the City via an express bus. Employment locations west of the City could be accessed once in the City Centre. In the Eastern direction a bus corridor to employment locations such as Little Island could be provided once the constraints at Mayfield in terms of bus priority are overcome. The outcome of the NTA's Regional Transport Assessment and the City's Study of the Northside due at the end of October will inform the transport strategy going forward.
- 5.3.93 The upgrade of the road network to provide for pedestrian and cycle routes ~~are being~~ is also required in the vicinity of the site particularly on the Ballyhooley Road, Rathcooney Road, Banduff Road. The route of the principal cycle-way ~~shall~~ links up with the Cork Cycle Network Plan **and** is a joint venture between City and County Councils as part of a Cycling Strategy for Metropolitan Cork.
- 5.3.94 The internal site movements will cater for pedestrian and cycleways from the outset to ensure attractive routes are provided in tandem with the development of housing to promote the slower modes of transport particularly for shorter trips.

### **Surface water, Green Infrastructure and Biodiversity**

- 5.3.95 The provision of adequate pedestrian and cycling facilities within the site and connections to the wider area is an important factor especially as there is limited footpath and no cycling lanes on the existing road network. This green field site represents the opportunity to provide public transport, pedestrian routes and cycle ways in a manner that allows for direct and attractive routes. The Ballyhooley Road should be upgraded to provide both pedestrian and cycle access.
- 5.3.96 The Cork Cycle Network Plan is a joint venture between City and County Councils is being prepared at present, it identifies the strategic cycle network existing and proposed within the metropolitan area. Public consultations commenced in September on the network plan. The plan proposes primary cycle routes through the site, the route of which may change particularly due to the difficult gradient in some parts.





housing layouts. The expansion of the Northern Suburbs will be a sustainable development location close to the City Centre with improved public transport connections into the City and employment locations. The scale and density of the expanded urban area provides an opportunity for the provision of energy efficiency and conservation measures within the new neighbourhoods. These measures should include specific water conservation measures, use of recycled cement, the use of renewable energy sources and energy efficiency in the layout and in individual houses. The compliance with building regulations should be of a standard that exceeds the basic standards to promote a positive environmental effect in the medium to long term on the surrounding.

## Public Realm and Community Facilities

- 5.3.102 The existing landscape is a significant consideration in creation of useable open space. A 20 ha urban park will provide passive recreational facilities for the area as a whole. The provision of the urban park will be linked to the phasing as there is a shortage of informal recreational areas within the Northern suburbs. There is approximately 60 ha of land reserved for open space in total, a generous open space provision. A large central park will be at the pinnacle of the open space hierarchy with smaller areas of open space peppered throughout the layout. In terms of provision of childcare facilities, the recent extension of the ECCE scheme from 1 to 2 years should be provided for in terms of numbers of pre-school childcare places. A site for a health centre should be provided adjacent to the retail facilities to cater for existing and future populations as per the objective of the Blarney Local Area Plan 2011.
- 5.3.103 The recreation and amenity strategy remains part of the CDP, therefore applications should comply with the Council's recreation and amenity policy. A community building is also required in the area to serve the existing community and the new population. A community building was proposed in the recently refused mixed use application adjacent to the Fox and Hounds site.

## Retail

- 5.3.104 Ballyvolane contains an existing neighbourhood centre comprising Dunnes Stores, Fox and Hounds site and the Lidl Discount Store. There is potential to expand to fulfill a District Centre role and bring balance in this regard to the north side of Cork City. It is an objective of Cork City for these centres to develop into mixed use urban centres with good public transport access and high quality urban design. In April of this year, the expansion of retail services at the Fox and Hounds due South of the site was refused permission. The framework plan will provide for convenience and comparison retail development to the rear of the existing Lidl site. Together with the Dunnes Stores and the Fox and Hounds at Ballyvolane Crossroads this nucleus of units will serve as a district centre to serve the existing and future population. The total gross floor area which was granted by the Council but refused by the Bord was 10,077 including a community building.
- 5.3.105 The future retail development on the site should comprise a total of 10,000m<sup>2</sup>, including Dunnes, Lidl and Fox and Hounds floor areas. In addition, 100 sq meters shall be provided for a community building. The car parking to serve the retail /commercial centre should include multi storey car parking.



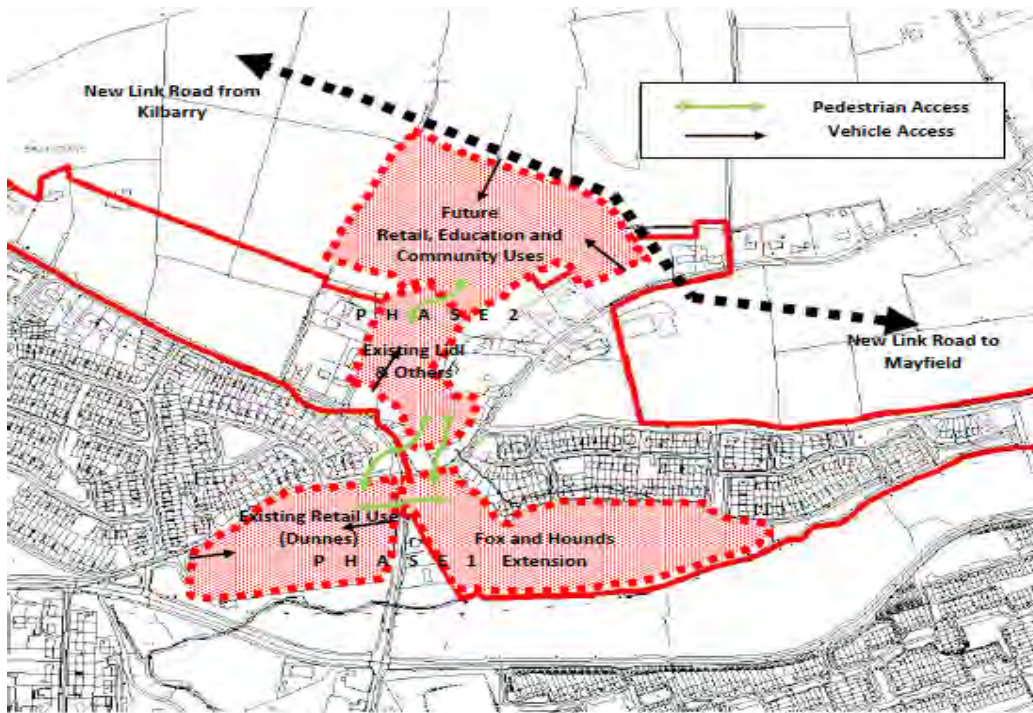


Fig. 3.4.4: Proposed District Centre at Ballyvolane

## Employment

5.3.106 This new expansion area will rely on adjacent lands in Kilbarry to provide local and accessible employment. The dedicated junction proposed for the Northern Ring Road should help stimulate employment growth in Kilbarry, with direct access by road with good pedestrian and cycling facilities from Ballyvolane. A dedicated bus lane with a frequent service will provide locals with access to employment locations in the City centre. The improved transport connections into the City will facilitate access to employment locations to the South West and South East of the City. There is a need for additional business land to accommodate small/medium scale manufacturing on the site. A good location for this type of land use will be at the junction of the Ballyhooley road and the Kilbarry link road. Approximately 13.5 hectares have been site aside for these purposes.

5.3.107 The IDA lands will be zoned for industry and enterprise in the Draft Plan, rather than business /enterprise this will be a broader ranging zoning objective to encourage development and economic activity. The commercial and retail centre will also provide local employment within walking distance of residential areas.

## Phasing and Implementation of Ballyvolane Urban Expansion Area

A total of 3 indicative development phases are identified ~~within the site~~. This Local Area Plan specifies for each phase; the number of residential units, open space requirements, 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.

As the ownership of this site is fragmented amongst several land owners, one of the challenges faced in implementing these proposals is the need to develop a model for the funding and provision of critical 'on' and 'off' site infrastructure so that the cost is equitably shared by those subsequently carrying out development. The County Council has established a Housing Infrastructure Implementation Team which is currently developing proposals that will secure the delivery of the relevant infrastructure on this site.

Because of the importance of the site to the overall delivery of new housing in Metropolitan Cork and because of its strategic location adjoining Cork City itself, the County Council is giving consideration to the potential for it to step in and deliver the core infrastructure (including access roads, water services and particular areas of open space) that will enable individual parcels of zoned land to be developed independently of each other but in accordance with appropriate planning principles as set out in this Local Area Plan. Once firm proposals are developed, the County Council will consult with landowners/developers and other stakeholders.

In the interim, development proposals that can provide the necessary infrastructure can be considered for permission.

Through the system of development contributions and agreements (provided for by sections 47, 48 and 49 of the Planning & Development Act 2000), developers will be required to reimburse the full costs incurred by the County Council as the development progresses.

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

5.3.108 It is the objective of the Framework 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 will commence in a sequential order once appropriate and necessary infrastructure is available to serve the proposed development.

5.3.109 A total of 3 development phases are identified within the site. This framework plan specifies for each phase; the number of residential units, retail and/or commercial uses, educational facilities, social facilities, amenities, physical infrastructure and the access strategy required, thereby setting out the enabling works that are required to allow development to commence. There is also a list of strategic studies and infrastructural investment required prior to the commencement of development. These service requirements are set out in the following table, the subsequent tables outline the requirements in each phase.

<b>Phasing of Development</b>	<b>Strategic Infrastructure and Service Requirements*</b>
➤ <b>Prior to Commencement of development</b>	<p><b>Transport /Road Infrastructure</b></p> <ul style="list-style-type: none"> <li>• Complete the Regional Transport Assessment</li> <li>• Complete the detailed design process for the <b>relevant</b> road upgrades and new roads recommended in the above report to cater for initial phase of development.</li> <li>• Package of measures to upgrade existing Northern Relief Road R635 and bus corridors into the City Centre in conjunction with City Council.</li> </ul> <p><b>Water Services Infrastructure</b></p> <ul style="list-style-type: none"> <li>• Irish Water to commence the provision of the water supply infrastructure, including reservoirs etc in line with assessment of Water Needs for future residential development currently being prepared.</li> <li>• Irish Water to commence provision of the waste water infrastructure to ensure capacity for development of the lands in line with assessment of Water Needs for future residential development currently being prepared.</li> </ul>

	<ul style="list-style-type: none"><li data-bbox="703 197 1018 226"><b>Surface Water Management</b></li><li data-bbox="655 232 1270 293">• Undertake SUDS Study which include lands take for retention /detention pond to serve the entire lands.</li> <li data-bbox="703 331 836 360"><b>Open Space</b></li><li data-bbox="655 367 1043 396">• Complete a Landscape Strategy</li></ul>
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**Phase 1**

- 5.3.110 This first phase of the development covers an overall area of approximately 71 hectares of residential lands with an approximate net area of 53 hectares. This could provide up to 1175 residential units consisting of Medium A and high density residential in the South Western section adjacent to the district centre. The elevated lands adjacent to existing development to the East of the urban expansion area will be at much lower density to reflect the difficult topography and distance from facilities. (NE-R-03, NE-R-04, NE-R-05, NE-R-10, NE-R-11) In addition there are a number of other land use requirements. This phase will deliver the much needed town centre or district centre which will include retail and commercial facilities together with a primary school. Also a section of the urban park which forms part of a much larger area of strategic open space (approximately 15ha) will be provided. These lands are elevated and visually very prominent. The urban park should include walkways and seating as part of a passive amenity area. The higher densities should be provided immediately west of Lidl with Medium A on the lands to the rear. These lands are located East of the Ballyhooley Road adjacent and to the rear of the Lidl discount store. It is important that the facilities linked to this phase are provided in tandem with the housing particularly given the lead times involved.
- 5.3.111 This phase has direct access onto the Ballyhooley Road, Rathcooney Road and the Banduff Road. The upgrade of these roads will be required to cater for the additional development as discussed earlier in the plan. The provision of crèche facilities both full time and sessional will be required. At least one childcare facility should be located adjacent to the primary school to reduce the number of local trips. The proposed health centre and community building included in this phase are located within the district centre site also.
- 5.3.112 The lands south of the Rathcooney Road form part of the southern ridge. The steep nature of the lands and the buffer required to existing residences may reduce the overall density of development in this area. In the parcel NE-R-03, the ridge line is generally unsuitable for development and should be retained as open space with long term strategic planting. Similarly the lands on the very Eastern edge are very elevated and prominent. Development should be avoided on steeper slopes, a contour survey will be required for any future development. These lands will be required to provide a comprehensive landscape framework plan including provision for advanced mix planting of coniferous and broadleaf trees to ensure year round tree coverage and also create a sheltered microclimate on exposed lands. House designs and layouts should be responsive to the topography, with the avoidance of conventional house design with substantial use of retaining walls on sloping contours. Building heights will also be restricted in this area. The house type in this area should be largely single storey and include a greater mix of detached and four bedroom houses to cater for larger family homes, with a much lower density to allow for the transition to the rural environment.
- 5.3.113 There is a small pocket of linear housing on the Rathcooney road, densities in the vicinity of these houses should decrease and the house design should reflect the single storey nature or otherwise of these houses. Any infill development would be subject to the same requirements as the rest of the site in terms of appropriate infrastructure provision.
- 5.3.114 The parcel of lands to the South West are located at the base of the steep topography. Land should be reserved for a large SUDS feature in the South West corner at the lowest point of the site. There is an existing stream which travels down the slope adjacent to a mature hedgerow the feature should be located adjacent to this water body as run-off from development on the elevated lands will most likely be conveyed along this route. The overall SUDS study will inform the location of future features on the macro scale and within individual developments. The requirements of the landscape framework plan will also be

required in terms of advance planting to reduce the overall visual impact of the sloping lands.

- 5.3.115 One of the 110kv transmission lines forms part of the Northern boundary of the site and also traverses part of the lands to the East. A group of lattice structures connected with 110kv power lines at the North West corner within the lands are zoned open space. There is a mature hedgerow which delineates a townland boundary, this hedgerow should be incorporated into future housing layouts.
- 5.3.116 Development of these lands is subject to adequate capacity of water and waste water being available from the City's system, an issue to be dealt with by Irish Water. The construction of the link road connecting Mayfield to Killbarry is a critical piece of road infrastructure to alleviate the congestion at the Fox and Hounds and the intersection of Ballyhooley Road and the Northern Relief Road. The exact alignment of the Killbarry to Mayfield link road will need to be determined prior to this phase as it traverses the lands between the Rathcooney and Banduff Road. The lands to the East of the urban expansion area will require access to public transport the proposed road through parcels NE-R-10 and NE-R-11 could provide a route for a bus loop.
- 5.3.117 There are three archaeological monuments in this first phase, two of which are adjacent to one another within the residential lands, the final one is located in the lands reserved for passive open space. The monuments are all burnt mounds. The habitat mapping has indicated pockets of the site contain the habitat semi natural grassland which should be incorporated into future layouts.

Phasing of Development	Strategic Infrastructure and Service Requirements*
<b>Prior to Granting of Planning Permission for Phase 1</b>	<ul style="list-style-type: none"> <li>Put in place package of measures to upgrade existing Northern Relief Orbital Road (R635) and bus corridors into the City Centre in conjunction with City Council and NTA.</li> <li>Construction of Link Road from Mayfield to Kilbarry.</li> </ul>
➤ <b>0-1175</b>	<p><b>Water Services</b></p> <ul style="list-style-type: none"> <li>Provision of Water Supply Reservoir ( Irish Water)</li> <li>Provision of capacity for Waste Water Treatment and collection (as required). ( Irish Water)</li> <li>Implementation of SUDS Study Recommendations</li> </ul> <p><b>Transport</b></p> <ul style="list-style-type: none"> <li>Upgrade the Ballyhooley road, provide for pedestrian and cyclists</li> <li>Construction of 2.2km Link Road from Mayfield to Kilbarry</li> <li>Implementation of Cycling and Walking Network within the phase and on the Ballyhooley road.</li> </ul> <p><b>Open Space</b></p> <ul style="list-style-type: none"> <li>Partial provision of the 20 hectare public park.</li> <li>Completion of Planning and Design for the internal open space</li> <li>Planting of the passive open space as part of overall landscaping strategy.</li> </ul> <p><b>Retail</b></p> <ul style="list-style-type: none"> <li>Provide 10,000 sq meters of retail/commercial floor space served by multi – storey car parking as a district centre to serve the development.</li> </ul> <p><b>Education</b></p> <ul style="list-style-type: none"> <li>Provision of a primary school (Dept of Education) on the lands reserved for a 16 classroom primary school adjacent to the</li> </ul>

	<p>proposed town centre and on the Rathcooney road and adjacent to the large open space. The site should be procured by the Dept of Education.</p> <p><b>Community Facilities</b></p> <ul style="list-style-type: none"> <li>• Childcare facilities , full time and sessional</li> <li>• Provision of a health centre</li> <li>• Provision of a community building</li> <li>• Fullfill the requirements of the recreational and amenity strategy</li> </ul>
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## Phase 2

5.3.118 This second phase of the development covers an area of approximately 73 hectares of residential lands with an approximate net area of 54 hectares. This could provide up to 1150 residential units which will consist of primarily Medium B residential development. The lands are located to the East and West of the Ballyhooley Road (NE-R-07, NE-R-08, NE-R-09, NE-R-13). In addition there are a number of other land use requirements. This phase also contains business lands (NE-B-01) on the Eastern side of the Ballyhooley Road. There is a ridge running North to South on this parcel of land. The majority of the units should gain access from the Ballyhooley Road.

5.3.119 In addition there is approximately 30 ha zoned passive open space to the West of the Ballyhooley Road on the steep slopes which is required in this phase. There is a 110 kv transmission line on the southern boundary of this phase which will traverse open space. The extent of the open space requirement provision is outlined in the phasing map. There is a 110Kv pylon running from NE to SW along the Western slopes to the West of the Ballyhooley road the wooden poles are less obtrusive visually. The alignment and gradient of any future internal road network should reflect the elevated and sloping topography. The design of units and the layout will be important to reduce the level of cut and fill and scaring on the landscape. The advanced planting as per the landscape framework for this section of development will be important to mitigate the visual impact from long distances particularly when viewed from the West.

5.3.120 The North-Western corner of the site (west of the Ballyhooley Road ) close to Whites Cross contains a number of constraints to the future development of the lands. There are four recorded monuments including two standing stones, a souterrain and a ringfort. There is also a 110 kv transmission line running through this parcel of development and part of the proposed link road from Mayfield to Kilbarry cuts through the North East corner site. There is a small pocket of linear housing to the rear of the lands, densities in the vicinity of these houses will be decreased and the house design should reflect the single storey nature or otherwise of these houses. Any infill development would be subject to the same requirements as the rest of the site in terms of appropriate infrastructure provision.

5.3.121 A section of this phase is located on the top of the hill on the level plateau (NE-R-08 and NE-R-09). There is a large area of wet ground, which doesn't appear to be seasonal. This small water body should be incorporated into the layout as a water feature. The local road along the northern boundary is very narrow and serves a long row of one off houses. There is a small pocket of linear housing on this road, densities in the vicinity of these houses will be decreased and the house design should reflect the single storey nature or otherwise of

these houses. Any infill development would be subject to the same requirements as the rest of the site in terms of appropriate infrastructure provision.

5.3.122 In addition there are number of educational and sporting requirements in this phase including a second primary school and a post primary school with playing pitches adjacent to the campus. The provision of a crèche facilities will be required also at least one of the childcare facilities for this phase should be located adjacent to the primary school with appropriate provision for drop off and pick as per the Department of Education's guidelines. The location of the educational facilities overlooking the open space /urban park should provide the option for students to access the school campus on foot through the paths located within the urban park to promote permeability and sustainable modes of transport within the development.

Phasing of Development	Strategic Infrastructure and Service Requirements*
<b>Prior to Granting of Planning Permission for Phase 2</b>	<ul style="list-style-type: none"> <li>Put in place package of measures to upgrade existing Northern <b>Orbital Relief Road (R635)</b> and bus corridors into the City Centre.</li> <li>Completion of the 2.2km Link road from Mayfield to Kilbarry.</li> <li>Upgrade of the Ballyhooley Road.</li> </ul>
➤ <b>1175-2325</b>	<p><b>Water Services</b></p> <ul style="list-style-type: none"> <li>Provision of Water Supply Reservoir (<i>Irish Water</i>)</li> <li>Provision of capacity for Waste Water Treatment and collection (as required). (<i>Irish Water</i>)</li> <li>Implementation of SUDS Study Recommendations</li> </ul> <p><b>Open Space</b></p> <ul style="list-style-type: none"> <li>Completion of Planning and Design for the internal open space</li> <li>Planting of the passive open space on the Western slopes as part of overall landscaping strategy.</li> <li>Provision of paths though the open space to ensure connectivity with lands developed in phase 1.</li> </ul> <p><b>Community Facilities</b></p> <ul style="list-style-type: none"> <li>Childcare facilities , full time and sessional</li> <li>Provision of a primary school</li> <li>Provision of a secondary school</li> <li>Provision of playing pitches adjacent to the school campus</li> <li>Fullfill the requirements of the recreational and amenity strategy</li> </ul> <p><b>Employment</b></p> <ul style="list-style-type: none"> <li>Commencement of development on business lands (NE-B-01)</li> </ul>

### Phase 3

5.3.123 This final phase of development consists of the lands North of Rathcooney Road and the North-Eastern corner of the expansion area. This phase of the development covers an

area of approximately of 50ha of residential lands with an approximate net area of 37 hectares and could provide up to 670 residential units which will consist primarily of Medium B density residential development. The North Eastern corner is peripheral in relation to the district centre and public transport.

5.3.124 The lands North of the Rathcooney Road are adjacent to an extensive area of passive open space which should be used as part of the urban park to provide a much needed amenity area for new and existing residents.

5.3.125 There are two archaeological monuments, a ringfort and a 16<sup>th</sup> /17<sup>th</sup> century house which should be accommodated within the layout. The lands are generally flat. These lands should include a greater mix of detached and four bedroom houses to cater for larger family homes, given the distance to public transport. The lower density will provide for the transition to the adjacent rural environs.

Phasing of Development	Strategic Infrastructure and Service Requirements*
<b>Prior to Granting of Planning Permission for Phase 3</b>	<ul style="list-style-type: none"> <li>Put in place package of measures to upgrade existing Northern Relief <b>Orbital Road (R635)</b> and bus corridors into the City Centre.</li> </ul>
➤ <b>2325-2995</b>	<p><b>Water Services</b></p> <ul style="list-style-type: none"> <li>Provision of Water Supply Reservoir ( <i>Irish Water</i>)</li> <li>Provision of capacity for Waste Water Treatment and collection (as required). ( <i>Irish Water</i>)</li> <li>Implementation of SUDS Study Recommendations.</li> </ul> <p><b>Open Space</b></p> <ul style="list-style-type: none"> <li>Completion of Planning and Design for the internal open space.</li> <li>Implementation of the landscape plan</li> </ul> <p><b>Community Facilities</b></p> <ul style="list-style-type: none"> <li>Childcare facilities , full time and sessional.</li> </ul>

5.3.126 **Strategic Flood Risk Assessment** – The areas drains naturally South West to the Glen River at Ballyvolane Cross via a number of streams and from there via Blackpool to the River Lee. The full implementation and maintenance of the SUDS scheme will ensure no flooding of downstream settlements, this would ensure compliance with the floods directive. Integration of the sustainable urban drainage features into the landscaping structure and amenity areas to ensure SUDS features can be facilitated within useable areas of open which will also enhance the potential for biodiversity.

<b>Local Area Plan Objective</b>	
<b>General Development Objectives for <del>Ballyvolane Urban Expansion Area</del> Cork City North Environs</b>	
<b>* Flood Risk Obj. IN-01 of Section 1 applies</b>	<b>^ TIA and RSA Required.</b>
Objective No.	
<b>Residential</b>	
NE-GO-01	It is the aim of the urban expansion area to achieve a high quality housing



<b>Local Area Plan Objective</b>	
<b>General Development Objectives for <del>Ballyvolane Urban Expansion Area</del> Cork City North Environs</b>	
<b>* Flood Risk Obj. IN-01 of Section 1 applies</b>	<b>^ TIA and RSA Required.</b>
Objective No.	
	<p>development consisting of a wide mix of house types and design to provide a choice of housing suitable to all age groups and persons at different stages of the housing cycle.</p> <p>It is envisaged that up 3000 units can be accommodated on the site, however having regard to the steep topography in parts of the site the number of units maybe less.</p> <p>Higher densities will be promoted closer to the Ballyvolane Crossroads, and the City boundary to avail of a more frequent and high quality bus service in line with the Sustainable Development Guidelines on Urban Areas.</p> <p>A total of 10% of new housing development is reserved for the purpose of 'Part V' social housing and/or specialised housing needs.</p>
NE-GO-02	<p>In order to secure the sustainable population growth and supporting development proposed in NE-GO-01, appropriate and sustainable water and waste water infrastructure that will secure the objectives of the relevant River Basin Management Plan must be provided and be operational in advance of the commencement of any discharges from the development. Waste water infrastructure must be capable of treating discharges to ensure that water quality in the receiving harbour does not fall below legally required levels.</p>
NE-GO-03	<p>The design of residential development should be fine grained with houses of a particular type clustered in quite small groups avoiding continuous rows of development. House designs and layouts should be responsive to localised variations in their environment – including topography, orientation, retained features and recreational infrastructure.</p> <p>Avoid use of conventional house design with substantial use of retaining walls on sloping contours, house design should utilize the level difference within the site to an advantage.</p>
NE-GO-04	<p>Construct a permeable built form with green routes to facilitate cycling and pedestrian movements within the site, with dedicated routes in locations with a shallower gradient. Routes should be created within the urban park to link phases of development and provide direct access to the educational facilities and improve permeability through the site.</p> <p>The route of the principal cycle-way shall link up with the Cork Cycle Network Plan is a joint venture between City and County Councils as part of a Cycling Strategy for Metropolitan Cork.</p>
NE-GO-05	<p>Retain a substantial proportion of existing landscape features including</p>

<b>Local Area Plan Objective</b>	
<b>General Development Objectives for <del>Ballyvolane Urban Expansion Area</del> Cork City North Environs</b>	
<b>* Flood Risk Obj. IN-01 of Section 1 applies</b>	<b>^ TIA and RSA Required.</b>
Objective No.	
	field banks, hedgerows and tree lines. Provide a landscape framework plan for each of the six phases of development as part of a landscape strategy. Provide for advanced mix planting of coniferous and broadleaf trees to ensure year round tree coverage protect the visual amenity of the area.
NE-GO-06	Design an integrated approach to surface water management which considers land use, water quality, amenity and habitat enhancements. Thereby, replicating the current greenfield rate of surface water runoff post development to prevent flooding of lands and settlements downstream. A Sustainable Urban Drainage Strategy should be completed for the site prior to development.
NE- GO-07	Create an ecological network by linking green areas to allow for movement of wildlife. All environmental resources should be incorporated from waterways to woodlands to adopt a green infrastructure approach within the site with links to the surrounding countryside. Open space for public recreation including the provision of playing pitches, amenity walks, children's playground, open parkland, subject to appropriate scaling and siting.

<b>Local Area Plan Objective</b>	
<b>Specific Development Objectives for <del>Ballyvolane Urban Expansion Area</del> Cork City North Environs</b>	
<b>* Flood Risk Obj. IN-01 of Section 1 applies</b>	<b>^ TIA and RSA Required.</b>
Objective No.	
<b>Residential</b>	
NE-R-01	Medium A density residential development. 5.1
NE-R-02	Medium A density residential development. 3.6
NE-R-14	Medium B density residential development. Significant improvements will be required to the local road network to facilitate improved vehicular, cyclist and pedestrian access prior to any development. A detailed Transport Impact Assessment will be required to accompany any future planning applications. 8.7
	^

Local Area Plan Objective		
Specific Development Objectives for <del>Ballyvolane Urban Expansion Area</del> Cork City North Environs		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		
<b>Ballyvolane Urban Expansion Area – Phase 1</b> (Refer to Table 3.4.4 and Text in Phase 1)		
NE-R-03	Medium B residential development	7.9
NE-R-04	High and Medium A density residential development.	13.4
NE-R-05	Medium B residential development	13.0
NE-R-06	Medium B residential development	23.0
NE-R-07	Medium B residential development	23.7
NE-R- 08	Medium B residential development	21.3
NE-R-09	Medium B residential development	20.2
NE-R-10	Medium B residential development	17.8
NE-R-11	Medium B residential development	19.1
<b>Ballyvolane Urban Expansion Area – Phase 2</b> (Refer to Table 3.4.5 and Text in Phase 2)		
NE-R-12	Medium B residential development	27.3
NE-R-13	Medium B residential development <b>Development of the northern part of this site will depend on the actual alignment of the proposed link road to the Northern Ring Road (NE-U-11)</b>	16.5
NE-R-15	Medium B residential development	???
NE-R-17	Medium B residential development	???
<b>Ballyvolane Urban Expansion Area – Phase 3</b> (Refer to Table 3.4.6 and Text in Phase 3)		
NE-R-16	Medium A residential development	???
<b>Industrial</b>		
NE-I-01	Industrial development at Kilbarry to serve the Northern Suburbs. Any development should include appropriate pedestrian and cycling connectivity with the proposed train station and wider Blackpool area. Retail warehousing will not be permitted within the site.	58.5
<b>Employment</b>		
NE-B-01	Business development at Ballyvolane. -The majority of the	13.5

<b>Local Area Plan Objective</b>		
<b>Specific Development Objectives for <del>Ballyvolane Urban Expansion Area</del> Cork City North Environs</b>		
<b>* Flood Risk Obj. IN-01 of Section 1 applies</b>		<b>^ TIA and RSA Required.</b>
Objective No.		
	units should gain access from the Ballyhooley Road. Smaller units maybe gain access off the local road above the ridge line however capacity on this road is very limited. Connectivity between Ballyvolane and Kilbarry and the major concentrations of employment existing and proposed should be prioritized. In particular the proposed Northern Ring Road and access to the National Road Network will improve connectivity.	
<b>District Centre /Retail</b>		
NE-TC-01	<p>Provide a district centre with provision for an appropriate range of retail and commercial facilities to support the new population and taking into consideration the existing retail developments at Fox and Hounds, Dunnes Store and Lidl. The site should also allow for the development of a health centre and community hall/facility for the new residents.</p> <p>The existing neighbourhood centre at the Fox and Hounds will form part of the district retail Centre subject to the resolution of a number of issues:</p> <p>a) Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management'.</p> <p>b) Provision should be made on site, for improved recreational facilities, including informal public recreation with the provision of a pedestrian walk along the Glen River. Any proposals should protect the Glen River Valley, an area considered to be of high landscape value.</p> <p><b>^*</b></p>	11.1
<b>Open Space, Sports, Recreation and Amenity</b>		
NE-O-01	Open space for public recreation including the provision of playing pitches, amenity walks, pitch and putt course, children's playground, open parkland, areas of urban forestry and built leisure facilities, subject to appropriate scaling and siting.	111

Local Area Plan Objective		
Specific Development Objectives for <del>Ballyvolane Urban Expansion Area</del> Cork City North Environs		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		
NE- O-02	Open space including the provision of playing pitches	15.3.
NE-O-03	Open Space for public recreation. This site includes a number of playing pitches which are an important amenity for the area. It is important to retain this site for open space uses.	22.9
<del>NE-O-04</del>	<del>Open Space and recreation corridor for potential access to the link road between the Northern Ring Road and Ballyhooley Road. NEW SIZE</del>	<del>2.3</del>
<del>NE-O-05</del> NE-O-04	Open Space for public recreation as an Urban Park. The amenity parkland should provide passive amenity for residents of the North Eastern suburbs and the site. It should also contain the necessary walkways and cycle-ways for accessibility between residential, business, retail and community uses. <b>NEW SIZE</b>	40.0
<del>NE-O-06</del> NE-O-05	Open space Linear parkland suitable for recreation but principally to provide accessibility between the development site and the Northern Ring Road in Mayfield for a future link road.	10.0
<del>NE-O-07</del> NE-O-06	Open Space for public recreation. This site includes a playing pitch that is an important amenity for the area. The remainder of the site serves to protect the visual amenity of the area.	
<del>NE-O-08</del> NE-O-07	Open space that fulfils an important function in providing a strategic gap between the City boundary and Glanmire and an open landscaped setting to the buildings within it and to the entrance to the city. Subject to normal proper planning considerations, it is not the intention of this objective to unreasonably restrict the continued operation, intensification or expansion of established institutional or commercial uses.	22.4
Transport Infrastructure		
NE-U-01	Service road within the Ballyvolane Urban Expansion Area	
NE-U-02	Service road within the Ballyvolane Urban Expansion Area	

<b>Local Area Plan Objective</b>		
<b>Specific Development Objectives for Ballyvolane Urban Expansion Area Cork City North Environs</b>		
<b>* Flood Risk Obj. IN-01 of Section 1 applies</b>		<b>^ TIA and RSA Required.</b>
<b>Objective No.</b>		
<b>NE-U-03</b>	<b>Service road within the Ballyvolane Urban Expansion Area</b>	
<b>NE-U-04</b>	<b>Service road within the Ballyvolane Urban Expansion Area</b>	
<b>NE-U-05</b>	<b>Upgrade of the Ballyhooley road in tandem with the development of the Ballyvolane Urban Expansion Area</b>	
<b>NE-U-06</b>	<b>Proposed Link Road between Ballyhooley Road and Northern Ring Road in Mayfield</b>	
<b>NE-U-07</b>	<b>Upgrade of the Rathcooney Road in tandem with the development of the Ballyvolane Urban Expansion Area.</b>	
<b>NE-U-08</b>	<b>Link Road through Kilbarry employment area, linking the Ballyhooley Road to the Kilcully road.</b>	
<b>NE-U-09</b>	<b>Completion of pedestrian walk with access through proposed North Western Regional Park and connection to Glenamought River Valley.</b>	
<b>NE-U-10</b>	<b>Service road within the Ballyvolane Urban Expansion Area to provide for potential bus loop.</b>	
<b>NE-U-11</b>	<b>Proposed link road between Northern Ring Road and Ballyvolane</b>	
<b>NE-U-12</b>	<b>Proposed upgrade of Old Youghal Road (R615)</b>	
<b>Community Facilities</b>		
<b>NE-C-01</b>	<b>Proposed primary and secondary school campus with playing pitches.</b>	<b>8.1</b>
<b>NE-C-02</b>	<b>Proposed primary school</b>	<b>2.0</b>

## 5.4 Carrigtwohill

### Vision

5.4.1 The overall aims for Carrigtwohill are to realise the significant population growth proposed, to maximise the value of the suburban rail project, grow the employment base of the town as a key location for the delivery of the economic targets for the whole of Metropolitan Cork, and build a vibrant and accessible town centre that provides for the needs of the expanding community, while retaining the unique character and community spirit of the town.

### Strategic Context

5.4.2 Carrigtwohill is a Metropolitan Town within the County Metropolitan Strategic Planning Area and while it is the smallest of the main towns in the Municipal District, it has experienced the most growth in percentage terms of any of the towns in the county in recent years.

5.4.3 One of the most significant features of the rapid growth in the population of the town since 2002 is the young profile of the population. Census 2011 recorded a higher than average proportion within the 25-44 age bracket with nearly half the population of the town falling within that category. Conversely only 16% of the population of Carrigtwohill falls within the 45+ age bracket compared to 35% nationally. This has implications for the range of services the community needs, which will be considered by the new LAP.

5.4.4 The Cork County Development Plan 2014 envisages further population growth in the town arising from an overall increase in the expectations for the County Metropolitan Strategic Planning Area and an intensification of employment provision, following the delivery of the commuter rail link. The population growth targets are predicated on the delivery of the lands north of the rail line that were the subject of a framework Masterplan that was adopted in 2015.

5.4.5 As well as functioning as a main town, Carrigtwohill, designated as a Strategic Employment Area in the 2014 County Development Plan, is one of the primary locations for industrial development and an important location for high technology manufacturing.

5.4.6 The ability of the town to provide a strong supply of housing and business land and the availability of a commuter rail service will make this a particularly sustainable settlement. There are no water supply constraints and deficits in waste water infrastructure are currently being addressed. As a consequence of the provision of this infrastructure, Carrigtwohill is well placed to facilitate rapid yet sustainable growth and development.

### Local Context

5.4.7 Carrigtwohill is located on the N25 Cork - Midleton road and originally developed as a small village serving a larger rural hinterland. The N25 runs to the south of the town and the recently re-opened rail line runs to the north. The town lies on an undulating plain with the hills rising steeply to the north of the rail line providing a backdrop to the town. The town has developed in a linear fashion with the N25 largely providing the town's southern boundary. Encouraged by the Cork Land Use & Transportation Studies of 1978 and 1992, the IDA Business park has been developed as a large area of modern, technology based, industrial development at the western end of the town and a significant landbank of industrial land also demarcates the eastern extent of the town.

- 5.4.8 The location of the settlement in the heart of the Metropolitan Green Belt and adjacent to the upper reaches of Cork Harbour and a designated scenic landscape, provides an excellent opportunity to create a high quality living environment.
- 5.4.9 Housing in recent years has been provided in the form of large housing estate developments which have introduced diversity to the housing mix in the town, catering for all age groups and stages in the lifecycle. This enhanced choice in housing is particularly important for a rapidly expanding settlement like Carrigtwohill, where the need to maintain mixed communities is an essential element in maturing a neighbourhood and creating a sense of integration between the established and new communities.
- 5.4.10 The Carrigtwohill North Framework Master Plan study was completed in 2015 and comprises a set of land use proposals for the development of the previously zoned X-01 site in Carrigtwohill. The findings and recommendations from this report have been included in this new Local Area Plan.

## Planning Considerations

### Population and Housing

- 5.4.11 Carrigtwohill expanded rapidly through the last decade with the Census recording an almost doubling of its population in the period between 2002 and 2006 from 1,411 to 2,782. In the period between 2006 and 2011, the population grew by a further 1769 persons to 4,551. .
- 5.4.12 This growth in population was mirrored in the expansion of the town's housing stock. The town underwent a very significant level of housing growth with unit numbers increasing from 739 in 2005 to 1980 in 2015, reflecting growth strategies laid down in CASP and successive County Development Plans.
- 5.4.13 Despite the pace of change in the peripheries of the town, the Main Street has maintained a distinct village character, with limited re-development. New housing has a very distinctive urban estate style, the scale of which is not reflective of the village scale of the town centre. This is not helped by the lack of distinctive character areas within these large developments. A number of developments are awaiting completion and this detracts from the visual amenities of the settlement. The completion of these developments will improve the legibility of the town although it is important that new development be designed in such a fashion as to encourage permeability, avoiding excessive cul-de-sacs and thereby allowing convenient pedestrian and cyclist movements and encouraging frontage development on link roads.
- 5.4.14 Carrigtwohill's target population for 2022 is 11,618 which is an increase of 7,076 people over the 2011 population. This population target will give rise to an additional 3,195 households in Carrigtwohill. As a result of these growth targets, this plan must therefore make provision for a further 3,656 dwellings up to 2022. According to the County Development Plan 2014, there is sufficient land zoned in Carrigtwohill to meet this demand.

	Housing Requirement					Housing Supply	
	Census 2011	Population Target	Total New Households 2011-2022	New housing Units Required	Net Housing Requirement (ha)	Net Residential Area Zoned in the LAP	Estimated Housing Yield (units)
Carrigtwohill	4,551	11,618	3,195	3,675	146	127.8	3,656



Total MD	53,544	72,580	10,933	12,642	430	571.83	16025
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## Carrigtwohill Framework Master Plan

5.4.15 Carrigtwohill North was first identified in the 2005 Special Local Area Plan for Carrigtwohill and again in the 2011 Midleton Electoral Area Local Area Plan as an area capable of delivering significant residential development in tandem with the reopening of the suburban railway line.

5.4.16 Since 2010, a number of studies/surveys of the town have been undertaken in order to frame how development should proceed in Carrigtwohill North. These include:-

- A detailed Flood Risk Assessment of Carrigtwohill was has which resulted in changes to the flood map for the town. The new map showing areas of flood risk is shown on Map1.
- The Cork Metropolitan Cycle Strategy Study was prepared for the Cork County Council and it has made recommendations for the improvement of accessibility to cycle users and pedestrians.
- A Transport Assessment of the master plan site ~~in its context of the town as a whole. The assessment~~, utilising up-to-date traffic counts and modeling techniques, examined a number of alternative approaches to the phasing of development and the delivery of road infrastructure and transportation improvements with the aim of identifying a strategy for the development that would make a significant contribution to achieving the Governments targets for modal shift and, at the same time, provide the greatest protection to the carrying capacity of existing and planned road infrastructure.

5.4.17 In addition, consultation was undertaken with all key infrastructure service providers (Irish Rail, Irish Water, Bus Eireann, Department of Education and Skills, Transport Infrastructure Ireland and the National Transport Authority in November2014.

5.4.18 A framework masterplan study was prepared for the development of the lands at Carrigtwohill North. This study was a non statutory document which informed the preparation of an amendment to the Midleton Electoral Area Local Area Plan in November 2015. The specific zoning proposals for the former masterplan area, the infrastructural requirement and the phasing of development in the area are set out below and will be carried forward into the new Cobh Municipal District Local Area Plan.

## Employment and Economic Activity

5.4.19 Carrigtwohill has long been an important economic location within Metropolitan Cork and is designated as a Strategic Employment Area in the County Development Plan. The re-opening of the Cork-Midleton Suburban Rail Line has further enhanced the potential attractiveness of the town as an employment location.

5.4.20 Analysis of the Census 2011 POWCAR data shows that of the total population of Carrigtwohill, nearly 66% (3002) were at work in 2011, with 31% working in the city and a further 43% working in the wider County Metropolitan Area.

- 5.4.21 Further analysis of the POWSCAR data shows 3,280 jobs within Carrigtwohill<sup>1</sup>. 12% of these jobs are held by people living in the area, while 59% are held by persons living within the wider County Metropolitan Area. A further 13% of the workers live within the City and a further 20% within the Greater Cork Ring Area. 73% of these employees travel to work in Carrigtwohill by driving a car/ van or other vehicle, while 10% travel on foot and 3.5 % arrive by train or bus. As the population grows, a key challenge for the settlement will be to encourage those who work locally to want to live locally in the first instance or along the rail corridor generally. In this regard, significant improvements are required to the urban structure, services and amenities of the town.
- 5.4.22 In recognition of its importance as an employment centre, Carrigtwohill has also some capacity for enterprise related developments within appropriate locations. 'Enterprise' developments included activities such as software development, IT, university and commercial research and development, data processing and telemarketing.

## Town Centre

- 5.4.23 Historically, Carrigtwohill primarily functioned as a small rural village with a limited residential and retail function. The townscape of the central area, in terms of the scale and quality of the buildings, is also typical of a rural village. The reopening of the Cork Suburban Rail Line and the growth strategy set out in County Development Plan and the Local Area Plan has resulted in significant population and employment growth in the town since 2002. While new retail facilities (Aldi) have been provided to the west of the town centre, significant regeneration of the town centre itself has yet to take place and the current retail / service offer within the town is limited. The town has instead become a focus for retail warehousing, with the development of over 8,000sqm of retail warehousing at Fota Retail Park. Convenience shopping is provided in the form of a discount food store to the west of the town (Aldi), a Centra in the centre of the town and a Costcutter supermarket at the eastern end.
- 5.4.24 As a key growth area within Metropolitan Cork it is essential that Carrigtwohill develops an attractive vibrant urban centre of its own with shops, services, attractive streets, buildings and public spaces to meet the needs of the local population, attract investment to the area and send a positive signal to investors about the importance of Carrigtwohill as a key growth centre for the future. A key priority for the future therefore, is to develop a strategy to guide the coherent development of the town centre in terms of land use and urban design, addressing issues such as the range of uses to be accommodated, priority areas for development, improved pedestrian facilities, traffic and connectivity issues and improvements to the public realm.

## Community Facilities

- 5.4.25 Carrigtwohill has a range of public services and community facilities including two primary schools, a girl's only secondary school, a garda station and a church. The community centre, located in the heart of the settlement on the main street is a substantial building available for a wide variety of activities including sports, drama and meetings. Immediately south of the community centre is a relatively new community playground and further south trees have been planted in parts, however there is no public lighting and the grasslands have been poorly maintained. This site has the potential to be a key asset to the town and its completion to an appropriate standard is desirable.

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<sup>1</sup> The DEDs contains 3002 employees residing in the area, 3407 total 'Places of Work' (a place of work within the census data represents a place of work for one individual - or a job), or 3280 'Places of Work' not including mobile workers, and 127 home workers.

- 5.4.26 A survey of the town has identified a deficit in sports facilities for a town of this size. Notwithstanding this, there are a wide variety of sports clubs operating in the town including badminton, basketball, athletics, children's tennis in the summer and an extensive programme of activities offered by the Community Games programme for young people. Carrigtwohill GAA is located south of the town's main street and the complex contains 3 pitches, a gymnasium and a handball alley. Carrigtwohill United football club recently re-located to new facilities at Ballyadam to the east of the town where they have 2 playing pitches, 2 training pitches and a clubhouse with dressing rooms. At the beginning of 2010 the Community Council opened a new state of the art All-Weather facility accommodating four 5-a-side pitches or one full size pitch.
- 5.4.27 With the exception of the walkway provided west from Castle Lake (under 2005 SLAP objective O-01), all other sites that were zoned for open space remain undeveloped and unusable and this is contributing to the deficit of sports facilities in the town.
- 5.4.28 The existing primary and post-primary schools in the town are clustered in the area of the Main Street and east of Station Road, and while centrally located, they cause serious problems with traffic congestion in the town centre at peak drop-off and collection times. More importantly, the lack of a boy's secondary school in the town is a serious deficiency. New school facilities to serve the Carrigtwohill North will be provided in tandem with development in that area.

## Infrastructure

### Roads

- 5.4.29 Carrigtwohill is well served by national road infrastructure being located on the N25 Cork –Waterford road. There is a problem with traffic congestion and on street parking in the town centre which detracts from the public realm. The Midleton and Carrigtwohill Transportation Study, published in August 2010 made recommendations to address these issues and, where appropriate, these recommendations have been reflected in the planning proposals of this plan. The distributor road through Carrigtwohill North is also likely to resolve some of the traffic issues in the town. As part of the restoration of the rail line to Midleton, a pedestrian underpass has also been installed the railway linking lands south of the rail line and the masterplan site. **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:**

- (a) Cobh/Carrigtwohill Junction and Roundabouts;
- (b) Upgrades to the road network within Carrigtwohill itself; and
- (c) Upgrade to the N25 between Carrigtwohill and Midleton

### Walking/Cycling

- 5.4.30 There are limited segregated cycle routes in the town, generally limited to those newer residential developments, although there is potential for increased levels of cycling due to the largely flat terrain.
- 5.4.31 Footpath provision along Main Street is of varying widths, though generally of a reasonable quality. There are good footpath linkages between the IDA Business Park and the town centre but beyond this the public lighting and footpath provision and quality varies from substandard to no provision. As with cycle routes, footpath provision in new residential estates is good however, there is an issue with poor pedestrian connectivity between these developments and the town centre.

- 5.4.32 While the provision of new pedestrian and cycle facilities will be incorporated into the development of Carrigtwohill North from the outset, it is important that the local area plan ensure that these facilities are not delivered in isolation and will be tied into a programme of wider improvements to the walking and cycling infrastructure in the town.
- 5.4.33 One of the principle improvements will be to Station Road, connecting the train station with the town centre and future development in Carrigtwohill North. Currently footpaths are only provided on one side of Station Road and they vary in quality. There is no dedicated cycle path connecting the station with the town centre. Going north, there are currently no pedestrian facilities connecting houses to the north of the rail line with the station.
- 5.4.34 In addition, improvements to pedestrian and cycle facilities connecting existing residential facilities along Carrigane Road and with the recent developments at Castlake area required Councils objective to develop these routes on a phased basis once funding is made available.

### **Public Transport**

- 5.4.35 The town is served by a number of bus routes as part of the bus services operating between Cork City and a range of settlements in East Cork including Midleton, Cloyne, Whitegate and Youghal. In addition to the scheduled services, other bus operations that take place include school services, particularly to the girl's secondary school. The opening of the rail service is likely to result in a reduction in the frequency and demand for bus services in the longer term.
- 5.4.36 The rail line to Carrigtwohill re-opened on 30th July 2009 and now offers a half hourly service to Cork City in the peak, with a journey time of just 16 minutes. The provision of a commuter rail service may resolve some of the traffic issues experienced on the N25, but it also offers a cost effective, sustainable alternative to a car based commute. CASP Update recommended the development of an additional station at Carrigtwohill West and in November 2009 permission was granted for a new station at Fota Retail and Business Park, including the provision of a park and ride facility accommodating 94 no. car parking spaces.

### **Water Supply**

- 5.4.37 The water supply to the town was upgraded in 2007 by the extension of the Cork Harbour and City Water Supply Scheme. Provision has been made for 5 watermain connections under the completed railway line to facilitate development of the lands to the north.

### **Waste Water**

- 5.4.38 An upgrade to the existing Carrigtwohill Waste Water Treatment plant has been completed and is now operational. This plant has sufficient capacity to cater for the existing and projected future growth of Carrigtwohill.

### **Surface Water**

- 5.4.39 Surface water from the town discharges to Slatty Pond, a proposed Natural Heritage Area. This freshwater pond was once part of the tidal area of Cork Harbour but it has been separated from this by a system of privately owned sluice gates. These sluice gates are now redundant due to the installation in recent years of a pumping station at Slatty Bridge due to concerns that the failure of the sluice gates could result in localised tidal flooding. Recent development proposals have included provision for the on-site attenuation of surface water-flows to reduce flood risks. However, additional works, including an outfall, may be required to cater for the future development of Carrigtwohill as a whole.

## Flooding

- 5.4.40 The Lee CFRAMS report identified areas at risk of flooding in the south of the town and had recommended that there was a need for a more detailed flood risk assessment study for the whole town, including the master plan site.
- 5.4.41 As a result of this a more detailed flood risk assessment has been carried out by Cork County Council which identified a number of areas within the Carrigtwohill area which are considered at risk of flooding and are reflected in the zoning maps attached.

## Environment and Heritage

- 5.4.42 There are no significant rivers or large watercourses that drain surface water from the Carrigtwohill area, only a number of smaller streams, which in turn drain to the Barryscourt River and Slatty Pond. Barryscourt River is designated as poor ecological status and as a Protected Area. The Carrigtwohill WWTP discharges to the tidal area of the upper harbour known as Slatty Waters, which are identified as potentially eutrophic. Water quality in this part of the Upper Harbour is identified as of moderate ecological status. The Carrigtwohill WWTP is currently being upgraded and will help improve water quality in the Upper Harbour area.
- 5.4.43 There is one proposed Natural Heritage Area within the Carrigtwohill area, the Great Island Channel including the area around Harpers Island, Foaty Island and also the channel south of Carrigtwohill and North of Cobh (Great Island) as far as the Ballinacurra River Estuary (pNHA-1058). It is an objective of the CDP 2014 to maintain the conservation value of all Natural Heritage Areas proposed for designation. There is one candidate special area of conservation (cSAC-1058) in the Carrigtwohill area. This cSAC is also called 'Great Island Channel' and covers the same area as the proposed natural heritage area outlined above.
- 5.4.44 There are a number of cave systems in Carrigtwohill. The most notable of these is the limestone cave system at Terry's Land. Other small caves are found near the graveyard and in the bed of a stream near the quarry.
- 5.4.45 The National Inventory of Architectural Heritage contains a number of entries for Carrigtwohill including two bridges along the rail line, the former presbytery and the RC Church.
- 5.4.46 There are a number of structures in the Carrigtwohill area listed in the Record of Protected Structures contained in the CDP 2014. It is an objective of the County Development Plan 2014 "to ensure the protection of all structures (or parts of structures) contained in the Record of Protected Structures."

## Planning Proposals

### Development Boundary

- 5.4.47 Over the lifetime of this plan, it is envisaged that there will be significant housing and employment growth in Carrigtwohill consistent with the objectives for the settlement set out in the County Development Plan, CASP and CASP Update. The town's 2022 target population is 11,618, requiring the provision of an additional 3,656 dwellings.
- 5.4.48 Having examined the likely yield from lands already zoned and the provisions set out in the Framework Masterplan for Carrigtwohill North, it is considered that there is no requirement for the zoning of new lands outside the established development boundary for residential use. Minor modifications to the boundary have been made to correspond with established field or property boundaries or to reflect a grant of planning permission.

- 5.4.49 The publication of the Midleton and Carrigtwohill Transportation Study has significant implications, direct and indirect on all lands contained within the development boundary of the town. Implementation of a number of the recommendations of that study will be key to unlocking the rejuvenation and expansion of the town centre as well as facilitating the delivery of new roads in Carrigtwohill North and the upgrade of the connections between the existing town centre and new developments.
- 5.4.50 Much of the existing built up area of Carrigtwohill is within a convenient walking or cycling distance from the town's new station and the town centre itself. In order to make the most advantageous use of the new railway service it is important to encourage the provision of safe, convenient and pleasant access to the station area for walkers and cyclists. The development of this network will also facilitate better access to the town centre and, ultimately, between the main residential areas.
- 5.4.51 This can be achieved through the establishment of a network of designated routes linking the main residential areas with the railway station and other important destinations within the town.
- 5.4.52 Outside the development boundary, the land forms part of the Metropolitan Green Belt. Here, the objectives of the CDP 2014 seek to retain the open and rural character of lands between and adjacent to urban areas, maintaining the clear distinction between urban areas and the countryside, to prevent urban sprawl and the coalescence of built up areas, to focus attention on lands within settlements which are zoned for development and provide for appropriate land uses that protect the physical and visual amenity of the area.

## Residential

- 5.4.53 A significant amount of residential development has taken place in the town. However, some of the areas that were designated for housing in previous plans, did not come forward for development as a result of the requirement to prepare a masterplan for such land. It is anticipated that the inclusion of the main provisions of the Carrigtwohill North Framework Masterplan Plan into the Cobh Municipal District Local Area Plan will facilitate the delivery of a significant quantum of residential development to the north of Carrigtwohill.
- 5.4.54 It is important to ensure that future residential development to the south of the rail line in Carrigtwohill allows for permeability between housing areas and in particular, direct, safe and convenient access to the rail station by pedestrians and cyclists. This is particularly important on the R-01 site where providing appropriate connectivity with lands in Carrigtwohill North is essential.
- 5.4.55 As part of the Strategic Flood Risk Assessment undertaken as part of the preparation of this Local Area Plan, parts of the R-01 site zoned in the 2011 Local Area Plan were identified as being at risk of flooding. As per the principles set out in the Guidelines on the Planning System and Flood Risk Management, part of this site has now been zoned for community and open space use. It is intended that this zoning will provide for an education campus plus additional recreational and amenity facilities associated with the development of the site.
- 5.4.56 Additional land has been identified for residential development to the east of Carrigtwohill. The land was formerly zoned as Industry but a positive case has been made for the early development of land for housing in association with CT-R-02 on the adjoining lands.

## Employment

5.4.57 In order to ensure the continued growth of the employment sector in the town, it is imperative that a shortfall in suitably zoned lands does not arise. The augmentation of the business offering could take the form of more job intensive uses on existing zoned lands or the modest addition of new greenfield sites, and the strategy being pursued in this plan involves both options.

## Enterprise

5.4.58 While there are no specific Enterprise zonings identified within this Local Area Plan, it is recognised that there is some scope for enterprise development, of an appropriate scale, within the CT-X-01 site alongside Carrigtwohill Railway Station. Any such development should form part of the overall development of the site and should be visually appropriate to the development as a whole.

## Industry

5.4.59 One of the key development priorities for the Cork Gateway identified in the National Development Plan 2007-2013 is the development of lands in Carrigtwohill by IDA Ireland as part of its Strategic Sites Initiative and the IDA landbank has been protected in this plan.

5.4.60 The site proposed for industry at Ballyadam (CT-I-04), has been identified for this use as far back as the 1996 County Development Plan and remains an important asset to the town. While previously zoned for standalone uses only, it is now the intention of Cork County Council to allow for a wider range of industrial uses on site. .

5.4.61 The following criteria will need to be addressed in the development of the site:

- Road improvements required to the National Primary network including a new grade separated interchange with the N25,
- Road improvements to the local road network. These routes should be capable of providing public transport to connect the site with the town centre and railway station and adequate land should be reserved to facilitate likely future traffic growth;
- The need to set aside land for a passenger station to serve the proposed development in the medium or longer term, subject to the selection of an agreed location in consultation with Iarnród Éireann; and
- A landscaping and tree planting scheme will be implemented to enhance the setting of the development; and
- A detailed Traffic Impact Assessment (TIA), Mobility Management plan and parking strategy that optimizes modal shift to rail, cycling and walking will also be required.

5.4.62 Provision has also been made for sites suitable to accommodate additional industrial development, ensuring Carrigtwohill has the optimum mix of sites to meet the industrial sector requirements. Additional lands to the west of Carrigtwohill have been included for this purpose.

5.4.63 In relation to the development of other lands zoned for industrial use, the following issues should be considered as part of any development proposals,

- CT-I-01 -High quality structural landscaping shall be provided along the western site boundary as part of a comprehensive landscaping scheme for the site and shall also include proposals to minimise the impact on existing residential properties on the eastern site boundary.

- CT-I-02 - Consideration should be given to providing connectivity between the south-western part of this site and the proposed passenger rail station at Fota Business and Retail Park.

## Business

- 5.4.64 Survey work on the town has noted the lack of opportunities for small scale business units. In order to address this, several sites are identified for business uses, with a number of sites previously zoned for enterprise use now zoned for business use. One of the key business opportunities in Carrigtwohill is at the Station Quarter (CT-B-08). Provision shall be made in this area for a range of uses including convenience retailing, professional services and Leisure Facilities. Residential development can also be accommodated at first floor level and above.
- 5.4.65 In the 2011 Local Area Plan, 4 sites were identified for Enterprise related development. These sites have remained undeveloped. One site, to the west of the town, has been dezoned because it is at risk of flooding. Given the proximity to existing business uses and the location of these sites next to a major intersection on the N25, it was considered appropriate to rezone the remaining sites for more general business uses with the new CT-B-04 and CT-B-05 suited to distribution related business uses.

## Town Centre/Neighbourhood Centre

- 5.4.66 This plan envisages that the town centre of Carrigtwohill will grow in line with the planned increases in population and develop into an attractive area of mixed use development where the aim is to ensure that a significant amount of the goods and services required by the town's population can be provided without the need to travel to other locations. It is particularly important, if unnecessary car journeys are to be avoided, that the range and scale of convenience goods shopping should be sufficient to provide for the weekly shopping needs of the resident population. The parallel development of a good range of comparison goods shopping will add significantly to the overall attractiveness of Carrigtwohill as a place to live and work.
- 5.4.67 The dispersed nature of the town centre in Carrigtwohill is noted, with the primary retail area being located along Main Street (CT-T-01). This retail area has evolved over time and it is acknowledged that improvements are required to public realm spaces and connectivity. More recent town centre development (CT-T-02) has been provided to support the newer residential areas at Castle Lake and its environs. Future development planned for Carrigtwohill North will support additional retail areas.
- 5.4.68 The CT-T-01 site denotes the established footprint of the town centre and includes a significant area to allow for the expansion of town centre uses. This core shopping area (retail core) is the primary location for new retail and office development where services are provided to visiting members of the public. New residential development that will enhance the vitality, attractiveness and safety of the town centre will be an important component of any development proposal.
- 5.4.69 Any proposals for development within this core CT-T-01 area should comply with the overall uses acceptable in town centre areas and make provision for a new public car park at a location west of the all-weather pitch, with the exact location and size of which to be agreed with the Council. The development of the core retail area will also provide for the closure of the eastbound slip off road from the N25. It is desirable that this be considered within a National Infrastructure improvements programme.
- 5.4.70 The CT-T-02 and the CT-T-03 are located on the western and northern edge of Carrigtwohill town centre. Planning permission has been granted on the CT-T-02 site for a



mixed use retail scheme that includes the 120 bed hotel and 4 retail units. Provision has been made to allow for town centre related development along Station Road (CT-T-03) so as to provide continuity and connectivity to the Station Quarter and encourage pedestrian and cyclists movements contributing to the vibrancy of the area.

- 5.4.71 Development within all Town Centre areas, in conjunction with Table 3.6.2 (below), shall provide for new town centre streets and improved junctions with Main Street so as to provide access to backlands, include proposals for public realm improvements with particular focus on Main Street, and include proposals for the completion of the upgrade of the junction of Main Street and Church Road.
- 5.4.72 Traffic congestion and lack of parking have long detracted from the town centre and a number of measures have been set out in the Transportation Study to deal with these issues. The study identifies a location for a new public car park and indicates a possible road network providing access to the lands to the rear of Main Street and re-development proposals for the town centre will need to make provision for these requirements. Concurrent with the resolution of parking and congestion issues will be the opportunity to instigate public realm improvements, particularly with the rationalisation of parking and junction improvements on Main Street.

### **Public Realm, Open Space and Community Facilities**

- 5.4.73 Two new primary schools and one new post-primary school have been included in proposals for Carrigtwohill North. This will be sufficient to cater for the demand for new school places arising from the population targets for the town. Proposed school sites shall be subject to a review if the requirement for schools in Carrigtwohill changes during the lifetime of the plan.
- 5.4.74 However, given the long term nature of the Carrigtwohill North project and the need to address the lack of a post primary boy's school in the town in the shorter term, consideration will be given to the development of a post-primary school on other suitable lands, including zoned lands, in the town, subject to proper planning and sustainable development considerations. As pressure is likely to increase on the existing schools in the short term in line with population growth, the need for a new school site will become increasingly important. A temporary planning permission has issued at Fota Business Park to allow for use of existing offices as a post primary school in the short term.
- 5.4.75 The Department of Education and Skills has made arrangements for the acquisition of lands in the centre of Carrigtwohill for the development of a post primary school and primary school provision in a campus together with appropriate open space (playing fields). A community zone (CT-C-01 comprising 10.4ha) will be set aside for this education campus to provide for this education campus. The land is subject to flood risk and the development will need to comply with Chapter 5 of the Ministerial Guidelines "The Planning System and Flood Risk Management". The site is central to the existing development of Carrigtwohill and when developed will ensure adequate permeability between existing adjacent residential areas and the proposed schools. Flood risk mitigation will be essential on the site.
- 5.4.76 The Community Council have invested significantly in the provision of facilities on their site, south of Main Street, including a children's playground and a new all-weather pitch. It is important that these facilities be protected for use by the wider community and an objective has been included in this regard.
- 5.4.77 The distributor road to be provided as part of the development of the masterplan site north of the rail line will alleviate traffic congestion in the town, acting as an outer relief road. The completion of the undeveloped housing lands south of the rail line provide a

further opportunity to enhance connectivity in the town through the provision of a link road through Castlelake to Station Road that would ultimately connect up with the existing link road from Station Road to the Carrigane Road.

- 5.4.78 Provision is also made in the proposals of this plan for a number of new town centre streets, to the south of Main Street which are key to unlocking access to these backlands and are identified in the recommendations of the Midleton and Carrigtwohill Transportation Study August 2010.
- 5.4.79 The sports and education campus in Carrigtwohill North will address a part of the deficit in sporting facilities in the town in the longer term. However, it is important that proposals be advanced in the established areas of the town to provide a balance in the location of facilities.
- 5.4.80 Additional open space will be provided in Carrigtwohill in line with provisions set out in the Framework masterplan. Provision will be made in the CT-O-05 and the CT-O-06 for a Small Park with provision made for a linear park on the CT-O-07 site. Within these sites. Provision should also be made to accommodate playground facilities, passive recreational areas, bio-diversity areas, possible storm water attenuation swales and a number of playing facilities in accordance with the Recreation and Amenity Policy of Cork County Council. Sports facilities will be shared with the neighbouring school.

## Special Policy Areas

- 5.4.81 One of the key development opportunities in Carrigtwohill remains the undeveloped land south of the rail line adjacent to the station Car Park. Given the proximity of these lands to the station it is appropriate to adopt similar approach their development as was taken on the CT-B-08 site on the opposite side of the rail line in the masterplan area i.e. a high density mixed use core. This is a site where the highest densities in the town, 50+ units per hectare, are considered appropriate. In addition this site lends itself to enterprise-related developments.

## Carrigtwohill North Urban Expansion Area

- 5.4.82 ~~It remains the aim of Cork County Council to~~ **Future growth in Carrigtwohill is to be in the form of** ~~provide for~~ a new residential neighbourhood located to the north of the rail line in Carrigtwohill that will enable the town to expand to meet the growth targets of the Cork County Development Plan 2014. A framework masterplan for the area was **prepared in** ~~adopted in 2015 by Cork County Council~~ and identified the most sustainable development strategy for this substantial land bank. ~~Intending developers in Carrigtwohill North will have regard to the provisions set out in the Framework Masterplan adopted in 2015, particularly in relation to the phasing of development, the provision of infrastructure, greenways and open space.~~

## ~~Funding and Contributions Scheme~~

- 5.4.83 ~~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.~~
- 5.4.84 ~~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.~~

5.4.85 ~~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.~~

## Phasing and Implementation of Carrigtwohill North

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 Carrigtwohill site is fragmented amongst several landowners, and, in absence of 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. The County Council's infrastructure proposals will 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 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.

The County Council's Housing Infrastructure Implementation Team will be commencing discussions with landowners and developers shortly. Funding sources have been identified and the design process in relation to specific infrastructure projects will be commenced and the aim is to achieve a start on site in 2018/9.

Where a development objective requires a developer to provide particular infrastructure or amenities in addition to the items referred to in Table 3.6.2 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:

<b>On-Site Infrastructure Bundle</b>	<b>Key projects</b>	<b>Notes</b>	<b>Delivery Programme</b>
<b>A</b>	<b>Western Spine Link Road A* (Wyses Road to Leamlara Road)</b>	<b>To include water and waste water networks and surface water disposal network</b>	<b>Proposed initial infrastructure bundle  Delivery of Bundle 'A' will facilitate development on the following</b>
	<b>Completion of 'Underpass' (CT-U-11) providing</b>		

	vehicular, pedestrian and cycle links to the land south of the railway		<b>zones:</b> CT-R-04 CT-R-05 CT-R-06 CT-R-07 CT-R-09 CT-R-10  CT-C-03 CT-B-08
	Waste Water pumping station and rising main to existing Irish Water Infrastructure		
	Drinking water connection to IW infrastructure		
	Delivery of phase 1 of surface water management system		
<b>B</b>	Eastern Spine Link Road B* (Leamlara Road to Ballyadam Bridge)	To include water and waste water networks and surface water disposal network	Delivery of this infrastructure bundle is not proposed to commence until after the delivery of Bundle 'A'  Delivery of Bundle 'B' will facilitate development on the following zones:  CT-R-08 CT-R-11 CT-R-12 CT-R13 CT-R-14 CT-R15** CT-R16** CT-R-17 CT-C-04
	Waste Water pumping station and rising main to existing Irish Water Infrastructure		
	Drinking water connection to IW infrastructure		
	Delivery of phase 2 of surface water management system		
	Development of Open Space Areas (East & West)		
<b>*Access to serve individual dwellings will not be permitted. New access will be to estate roads only</b>			

In order to promote the accelerated delivery of housing through the development of the Carrigtwohill North 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:

<b>Table 3.6.3. : Carrigtwohill North Major Urban Extension Proposed Off-Site Infrastructure Programme Delivery Agency: Cork County Council</b>		
<b>Development Phase</b>	<b>No of Housing Units</b>	<b>Off-Site Infrastructure Project</b>
<b>Phase 1</b>	<b>Up to 1,250</b>	<b>Reconstruction of relevant road/rail bridge (x1)</b>
		<b>Installation of temporary traffic management measures on Station Road bridge</b>
		<b>Walking/Cycling Network</b>
		<b>Junction, upgrade and traffic management measures from Transport Assessment</b>
		<b>Phase 1 of Surface Water Management System</b>
<b>Phase 2</b>	<b>1,250 – 2,500</b>	<b>Reconstruction of relevant road/rail bridge (x1)</b>
		<b>Junction, upgrade and traffic management measures from the Transport Assessment</b>
		<b>Phase 2 of Surface Water Management System</b>
		<b>Upgrading feeder road (CT-U05)</b>

One of the critical infrastructure components, without which development at Carrigtwohill North cannot begin, concerns the replacement/modification of the three bridges which carry existing roads over the Cork – Middleton railway line. The existing bridges (Wyse’s Bridge, Station Road Bridge and the Ballyadam Bridge) carry only a vehicular carriageway (typically c.6m in width) and have no capacity to make appropriate provision for pedestrians or cyclists.

Preliminary proposals from Irish Water suggest the site as whole can best be provided with drinking water by constructing a new main from the existing storage facility at Spring Hill Upper to the western end of the Carrigtwohill North site, near Wyse’s Bridge. This suggests that the western part of the site (between Wyse’s Bridge and Station Road Bridge) is likely to be the first area to be developed and Infrastructure Bundle ‘A’, in the table above, is likely to be the first of the two Infrastructure Bundles to be delivered.

It therefore follows, that Wyse’s Bridge is likely to be the first of the three road-over-railway bridges to be reconstructed to provide full cycle and pedestrian facilities in addition to a modern standard vehicular carriageway.

The early phases of development are also likely to require the modification of Station Road Bridge to provide for cyclists and pedestrians. It may be possible to achieve this without the full reconstruction of the bridge by the application of traffic management measures, linked to the provision of a pedestrian/cycle path. In the long term, when both Wyse’s and Ballyadam bridges have been reconstructed and the underpass provided, it would be possible to convert the existing Station Road Bridge to a pedestrian/cycle only facility.

**In the event that it proves possible to commence development on the eastern part of the site, then Infrastructure Bundle 'B' (together with the measures proposed for Station Road Bridge) will be required at the outset.**

- 5.4.86 ~~The phasing program set out in this Local Area plan relates to the development of Carrigtwohill North and the residential zonings within the area (CT R 04 to CT R 19). A total of two development phases (1 and 2) are identified.~~
- 5.4.87 ~~Phase 1 covers a developable area of approximately 39 ha and will provide up to 1,060 residential units and covers the CT R 04 to CT R 11 residential zonings. It represents the lands closest to the railway station and also the lands which can currently be accessed more readily by motor vehicles. This phase is also closest to existing and proposed residential areas of the town.~~
- 5.4.88 A key component of the residential development in phase 1 of the Carrigtwohill North development is the need to ensure that residential densities are reflective of the proximity of the development to the train station with higher densities to be provided on those sites closer to the station. Layouts shall allow for permeability between housing areas and in particular, direct, safe and convenient access to the rail station by pedestrians and cyclists.
- 5.4.89 ~~Developments in phase 1 will need to incorporate the delivery of a number of key pieces of road infrastructure. Where specified in the Framework Masterplan, developers will need to provide link roads, which will need to be constructed in accordance with the specifications and approval of the Roads Section of Cork County Council. These roads will need to be built up to the boundaries of the site so that it can link to adjacent landowners and developments.~~
- 5.4.90 On those sites adjacent to proposed greenways, developers will be responsible for the provision of this infrastructure which will be designed in accordance with the DMURS Guidance document to the approval of the Cork County Council. This infrastructure should also be capable of being linked to other parts of the greenway on adjacent properties. Where the Framework Master plan has specified upgrades to the local road network to accommodate Pedestrians and Cyclists, such works should be constructed in accordance with the specifications and approval of the Roads Section of Cork County Council.
- 5.4.91 ~~Within this phase the Station Quarter is envisaged to be a vibrant, high density, mixed use local centre given its strategic position within the Framework Masterplan site adjoining the railway station.~~
- 5.4.92 ~~Phase 1 will also require the reservation of land for a 16 classroom primary school and the completion of a neighbourhood park and commencement of a greenway at the western end of the site.~~
- 5.4.93 ~~Phase 2 covers an area of approximately 83 ha and will provide up to 1,474 residential units on the lands zoned CT R 12 to CT R 19. Prior to the development of Phase 2, there is a requirement for the current transport assessment to be reviewed, to identify road and transport infrastructure and the required timing for delivery. Phase 2 will also require the provision of 2 parks, Local Park and a Linear Park, the completion of the Greenway commenced in Phase 1 and the reservation of land for a 16 classroom primary school and a secondary school.~~
- 5.4.94 ~~As with residential developments in Phase 1, proposed residential developments in phase 2 will include a mix of house types and a graduation in the density commensurate with the railway station. Layouts shall allow for permeability between housing areas and in particular, direct, safe and convenient access to the rail station by pedestrians and cyclists.~~

5.4.95 In relation to the provision of new roads, improvements to local roads and the completion of the proposed greenways, the delivery of this infrastructure will be the responsibility of intending developers, who will have to have regard to the framework masterplan. Any new roads will need to be built up to the boundaries of the site so that it can link to adjacent landowners and developments. All roads will need to be constructed in accordance with the specifications of the Roads Section of Cork County Council.

<b>Table 3.6.2: Carrigtwohill North Infrastructure Requirements</b>	
Phase 1 : Prior to commencement of development	Cycle and pedestrian bridge study.
	Sustainable Urban Drainage Scheme (SUDS) Study
	Junction and traffic management measures from Traffic Assessment
Phase 1	Carrigtwohill Cycling and Walking Network
	Construction of SUDS measures
	Construction of pedestrian cycle bridges (Wyse's and Station)
	Construction of local park
Phase 2 Prior to commencement of development	Transport Assessment for N25 Upgrade
Phase 2	Junction and traffic management measures from the Transport Model & Transport Assessment Report for Carrigtwohill (August 2014)
	Construction of pedestrian and cycle bridge
	Construction of SUDS measures
	Construction of Linear Park and local park
	Carrigtwohill Cycling and Walking Network

### Station Quarter (CT-B-08)

5.4.96 The creation of a Station Quarter in Carrigtwohill North will result in the delivery of a vibrant, high density residential and mixed use local centre providing a focal point for the entire community. A vertical mix of compatible uses should be focused around a new square with a mix of business of an appropriate scale; residential uses that can be accommodated at ground floor level as well as over ground floor business space.

5.4.97 The development of the CT-B-08 site should include provision for a public square, designed to accommodate a wide variety of events such as a regular local market and should include cycle parking provision, public seating and public art. Access to this square should be via a variety of pedestrian priority streets/lanes/arcades which should converge on this space to reinforce its centrality within the plan area.

5.4.98 When approaching the development of the CT-B-08 site, part of which is adjacent to the new greenway (CT-U-03) that will comprise a cycleway and pedestrian pathway, consideration should be given to the provisions of the Design Manual for Urban Roads and Streets, with pathways and cycleways designed accordingly. In addition, part of the site is adjacent to the local roads L 6306 (CT-U-04) and L6303 (CT-U-05) which will need to be upgraded to accommodate increased pedestrian and cycle activity.

### Transport Assessment

5.4.99 As part of the preparation of the Carrigtwohill North Framework Masterplan Study, a Transport Assessment was commissioned by Cork County Council. The assessment assumed, that all extant permissions in the wider town for both residential and commercial development would be utilised in full, a new secondary and a new primary school would be constructed within the existing town and that the projected population targets be achieved in Carrigtwohill and the wider Cork Metropolitan Area.

5.4.100 The assessment identified a number of minor road works and improvements to accommodate the first phase of the development (1,000 houses approximate) With an additional 500 units constructed and an increase of 5% in modal shift is anticipated additional works will be required and these include

- Signalisation Main Street/Carrigane Road Junction
- Signalisation Main Street/Wyses Road
- Junction Upgrade of cross roads junction Maple Lane/ Oakbrook to a roundabout.

5.4.101 The Transport Assessment also acknowledges, based on an assumption of high rates of modal shift that the full upgrade of the N25 Interchange between Midleton to Carrigtwohill N25 route or additional road improvements may not be required to achieve the target number of dwellings if a range of transport measures are delivered to help secure higher levels of modal shift.

5.4.102 The development of such a large site in close proximity to the suburban rail network offers a major opportunity to achieve high modal shift therefore providing new homes at this location, where residents can gain easy access to high quality rail from the outset, is a priority for Cork County Council.

5.4.103 It is proposed that Cork County Council and other agencies, including Transport Infrastructure Ireland (TII), the NTA and Irish Rail, will subject to agreement with the relevant agencies and programming, be responsible for the funding and/or implementation of the measures.

## Green Infrastructure

5.4.104 A primary green corridor is proposed across Carrigtwohill North forming a key link between existing and future development to the south, developments in Phase 1 and a linear park to the east of the masterplan area – the station quarter and the proposed schools. This green corridor will provide a well maintained and secure natural corridor. In addition, a number of secondary green corridors are envisaged that link the site in a north to south and east to west direction. This network of corridors will form a local community hub enabling pedestrian / cycle cross movements towards the linear park at all times of the day. Provision shall be also made for landscaping along the green corridors to ensure an attractive pedestrian and cycling link through the area.

5.4.105 In accordance with the objective contained in the Carrigtwohill Section of the Midleton Local Area Plan for this site, useable open space shall be in the order of 20% of the total site area and shall be designed and located in accordance with best practice guidance.

## General Objectives

<b>Local Area Plan General Objectives for Carrigtwohill</b>	
Objective No.	
CT-GO-01	Taking account of development already completed or under construction, to secure the development of 3,656 new dwellings in Carrigtwohill over the lifetime of the plan in order to facilitate the sustainable growth of the town’s population to 12,012 people over the



<b>Local Area Plan General Objectives for Carrigtwohill</b>	
Objective No.	
	<p>same period.</p> <p>These will be provided through the development of land for which planning permission has already been granted and by the development of land designated for development in this plan.</p>
CT-GO-02	<p>In order to secure the sustainable population growth and supporting development proposed in CT-GO-01, appropriate and sustainable water and waste water infrastructure that will secure the objectives of the relevant River Basin Management Plan as well as the Cork Harbour Special Protection Area and the Great Island Channel Special Area of Conservation, must be provided and be operational in advance of the commencement of any discharges from the development. Waste water infrastructure must be capable of treating discharges to ensure that water quality in the receiving harbour does not fall below legally required levels.</p>
CT-GO-03	<p>The boundary of Carrigtwohill is adjacent to the Cork Harbour Special Protection Area and the Great Island Channel Special Area of Conservation. 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>
CT-GO-04	<p>To improve public realm spaces within the Town Centre and to allow greater connectivity between existing and proposed development areas.</p>
CT-GO-05	<p>To broadly support the principles of the Midleton and Carrigtwohill Transportation Study published in August 2010 as they apply to Carrigtwohill, in a sustainable manner.</p>
CT-GO-06	<p>To reserve land on either side of the railway route to facilitate the possible future upgrading of the route to double track standard. This objective applies to all land within 5m of the perimeter fence on either side of the railway. Within this area the following categories of development will be resisted:</p> <ul style="list-style-type: none"> <li>• New buildings not required for the operation of the railway; and</li> <li>• New vehicular and pedestrian accesses where these accesses are the sole or primary access to development.</li> <li>• New bridge crossings constructed will be required to provide sufficient clearance to permit double track operation.</li> </ul> <p>Open land uses, such as open space, surface car parking and agriculture will normally be permitted subject to the proper planning and sustainable development of the area.</p>
CT-GO-07	<p>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, the town centre and the railway station complex.</p> <p>The network of designated walking and cycling routes proposed will include the following residential areas within the town:</p> <ul style="list-style-type: none"> <li>• Bog Road;</li> <li>• Fota Rock;</li> <li>• Gortnamucky;</li> </ul>

<b>Local Area Plan General Objectives for Carrigtwohill</b>	
Objective No.	
	<ul style="list-style-type: none"> <li>• Rocklands;</li> <li>• Terry's Land (North &amp; South); and</li> <li>• Tullagreen.</li> </ul>
CT-GO-08	<p>To ensure that provision is made in proposals for new development, particularly for housing, office, retail, industrial and educational uses to provide safe, convenient and pleasant routes linking the development to the railway station and the other principal areas of the town for walkers and cyclists. Any such provision must have regard to the existing deficiencies in infrastructure and the requirement to ensure the delivery of adequate infrastructure ahead of or in tandem with the new development.</p> <p>In achieving this objective, special attention will be paid to the layout of the development to ensure that appropriate measures are taken to establish a walking and cycling friendly environment.</p>
CT-GO-09	<p>To support the implementation of important safety improvements to the national road network generally in accordance with the N25 improvement proposals developed by the National Roads Authority and outlined in the Midleton and Carrigtwohill Transportation Study August 2010.</p>
CT-GO-10	<p><del>It is an objective of this plan</del> To secure significant road safety and traffic management improvements to Station Road so that it can provide a safe, pleasant and effective route between the station and the town centre.</p>
CT-GO-11	<p>All proposals for employment related development shall be required to prepare and submit a mobility management plan that maximises the use of public transport options/passenger rail services.</p>
CT-GO-12	<p>To support the implementation of the Carrigtwohill North Framework Masterplan Study.</p>
CT-GO-13	<p>Provide a landscape framework plan for each phase of development of Carrigtwohill North as part of a landscape strategy. Provide for advanced mix planting of coniferous and broadleaf trees to ensure year round tree coverage protect the visual amenity of the area.</p>
CT-GO-14	<p>All development shall contribute to improved pedestrian and cyclist connectivity and shall include proposals for the provision of improved pedestrian / cycle access routes, provision of new footpaths or improvement of existing footpaths and provision of facilities for cyclists, as appropriate.</p> <p><del>It is an objective of this plan that</del> 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 town centre in accordance with the Metropolitan Cycling Strategy.</p>
CT-GO-15	<p>Retain a substantial proportion of existing landscape features, including field banks, hedgerows and treelines within zoned lands.</p>
CT-GO-16	<p>Design an integrated approach to surface water management which considers land use, water quality, amenity and habitat enhancements. Thereby, replicating the current Greenfield rate of surface water runoff post development to prevent flooding of lands and settlements downstream. A Sustainable Urban Drainage Strategy should be completed for the site prior to development.</p>

## Specific Objectives

Local Area Plan Objective		
Specific Development Objectives for Carrigtwohill		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
<b>Residential</b>		
CT-R-01	Medium density (A & B) residential development.*	13.6
CT-R-02	Medium density B residential development. Proposals should include a 20 metre tree planted buffer to the eastern and southern boundary of the site and screening to protect views from the N25.	9.6
CT-R-03	Medium density B residential development of high architectural standard on this gateway site at the entrance to the town centre. Structural landscaping shall be an integral part of any layout.	2.8
CT-R-20	Medium density B residential development	32.2
<b>Carrigtwohill North Residential Zonings - Phase 1</b> <b>(Refer to Infrastructure Requirements Table 3.6.2 and Text in Phase 1)</b>		
CT-R-04	Medium density B residential development. <b>Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.6.2 and 3.6.3</b>  *	1.8
CT-R-05	Medium density B residential development . <b>Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.6.2 and 3.6.3</b>	4.4
CT-R-06	Medium density A residential development . <b>Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.6.2 and 3.6.3</b>	6.2
CT-R-07	Medium density A residential development . <b>Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.6.2 and 3.6.3</b>	4.0
CT-R-08	Medium density B residential development . <b>Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.6.2 and 3.6.3</b>	2.6
CT-R-09	High density residential development . <b>Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.6.2 and 3.6.3</b>	3.8

<b>Local Area Plan Objective</b>		
<b>Specific Development Objectives for Carrigtwohill</b>		
<b>* Flood Risk Obj. IN-01 of Section 1 applies</b>		<b>^ TIA and RSA Required.</b>
Objective No.		Approx. Area (Ha)
CT-R-10	High density residential development . <b>Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.6.2 and 3.6.3</b>	3.7
CT-R-11	High density residential development . <b>Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.6.2 and 3.6.3</b>	7.3
<b>Carrigtwohill North Residential Zonings - Phase 2</b> <b>(Refer to Infrastructure Requirements Table 3.6.2 and Text in Phase 2)</b>		
CT-R-12	Medium density A residential development. <b>Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.6.2 and 3.6.3</b>  A way leave for an existing high voltage powerline is in place on this site and prospective developers will need agreements with ESB networks regarding required separation distances for developments in proximity to the powerlines. <b>*</b>	12.4
CT-R-13	Medium density A residential development. <b>Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.6.2 and 3.6.3</b>  <b>*</b>	7.7
CT-R-14	Medium density A residential development. <b>Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.6.2 and 3.6.3</b>  <b>*</b>	4.7
CT-R-15	<b>Medium density B residential development. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.6.2 and 3.6.3</b>  <b>*</b>	12.9
CT-R-16	<b>Medium density B residential development. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.6.2 and 3.6.3</b>  <b>*</b>	7.4
CT-R-17	Medium density B residential development. <b>Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.6.2 and 3.6.3</b>	2.5

<b>Local Area Plan Objective</b>		
<b>Specific Development Objectives for Carrigtwohill</b>		
<b>* Flood Risk Obj. IN-01 of Section 1 applies</b>		<b>^ TIA and RSA Required.</b>
<b>Objective No.</b>		<b>Approx. Area (Ha)</b>
	<b>*</b>	
CT-R-18	Medium density B residential development <b>* amend area</b>	2.4
CT-R-19	Medium density A residential development.	1.5
<b>Industry</b>		
CT-I-01	Industrial type activities including warehousing and distribution. <b>*^</b>	24.6
CT-I-02	It is an objective to develop this site for industrial type activities giving priority to high quality manufacturing. <b>*^</b>	35.6
CT-I-03	Industrial development	56.0
CT-I-04	Maintain existing industrial uses. <b>*</b>	39.7
CT-I-05	Maintain existing industrial uses <b>*</b>	13.0
<b>Business</b>		
CT-B-01	Business development, excluding retail warehousing, non-retail general offices and car showrooms. Proposals for this site will include a comprehensive layout and structural landscaping scheme that will ensure that any buildings or other structures erected have minimal visual impact in longer distance views. Vehicular access to the site will be from the adjoining industrial area to the south only. <b>^</b>	19.8
CT-B-02	Business development. Proposals shall optimise connectivity with the proposed rail passenger station at Fota Business and Retail Park, particularly for pedestrians and cyclists. A significant landscaped buffer shall be provided along the western site boundary <b>*^</b>	8.0
CT-B-03	Business development. Proposals should include a 20 metre tree planted buffer and screening to protect views from the N25. <b>*^</b>	4.3
CT-B-04	Business development. <b>*^</b>	2.8
CT-B-05	Business development.	6.6

<b>Local Area Plan Objective</b>		
<b>Specific Development Objectives for Carrigtwohill</b>		
<b>* Flood Risk Obj. IN-01 of Section 1 applies</b>		<b>^ TIA and RSA Required.</b>
<b>Objective No.</b>		<b>Approx. Area (Ha)</b>
	<b>*^</b>	
CT-B-06	Business development. <b>^</b>	2.3
CT-B-07	Business development excluding non-retail general offices and car showrooms. <b>^</b>	3.8
CT-B-08	Station Quarter including convenience retailing, professional services and Leisure Facilities. Residential development can be accommodated at first floor level and above. <b>^</b>	1.4
CT-B-09	Business development, subject to an ecological assessment. <b>*^</b>	6.1
<b>Town Centre</b>		
CT-T-01	Expansion of established town centre in line with overall uses acceptable in town centre areas and providing for improved connectivity and public realm spaces. <b>^</b>	9.8
CT-T-02	Town/neighbourhood centre in line with the overall uses acceptable in town centre areas. Careful consideration shall be given to the overall design approach given the prominence of the site to both the entrance to Castlelake and the start of the Main Street. <b>*^</b>	4.4
CT-T-03	Town Centre development <b>*^</b>	5.0
<b>Community</b>		
CT-C-01	Land to provide for education purposes to include two primary schools and a post primary school with ancillary open space area suitable for playing fields. <b>*</b>	10.4
CT-C-02	Retain existing community centre, playground and sports facilities.	3.4
CT-C-03	Provision of a primary school. <b>*</b>	2.1
CT-C-04	Provision of a primary and secondary school multi campus. <b>*</b>	6.5

Local Area Plan Objective		
Specific Development Objectives for Carrigtwohill		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
<b>Utilities</b>		
CT-U-01	Provision of a new link road connecting Castle Lake to Station Road with underpass and CT-U-02. Road line on map is indicative only.	-
CT-U-02	Provision of new link roads to access development lands. Road lines on map are indicative only.	-
CT-U-03	Provision of a Greenway to comprise a cycleway and pedestrian pathway designed in accordance with the DMURS Guidance document to the approval of Cork County Council and constructed as part of the development and linked to other parts of the greenway on adjacent properties.	2.8
CT-U-04	Upgrading of Feeder Road (CT-U-04) to accommodate Pedestrian and Cycling facilities.	-
CT-U-05	Upgrading of Feeder Road (CT-U-05) to accommodate Pedestrian and Cycling facilities	-
CT-U-06	Upgrading of Station Bridge to accommodate Pedestrian and Cycling facilities	-
CT-U-07	Upgrading of Wyse's Bridge to accommodate Pedestrian and Cycling facilities	-
CT-U-08	Upgrading of Ballyadam Bridge to accommodate Pedestrian and Cycling facilities <b>MOVE LABEL ON MAP</b>	-
CT-U-09	Construction of Pedestrian/Cycling Bridge linking CT-R-12, CT-R-18 and Educational Campus CT-C-04.	-
CT-U-10	Construction of Pedestrian/Cycling Bridge linking Open Spaces	-
CT-U-11	Provision of a new link road connecting with underpass and U-02. Road line on map is indicative only.	-
CT-U-12	Provision of new link Road to access backlands. Road line on map is indicative only.	-
CT-U-13	Upgrade of Station Road	-
CT-U-14	Upgrade of Main Street	-
<b>Open Space, Sports, Recreation and Amenity</b>		
CT-O-01	Open Space - Maintain active open space. *	7.8
CT-O-02	Active open space to include the provision of playing pitches, ancillary facilities and parking. *	5.0
CT-O-03	Open Space - Maintain active open space.	1.9
CT-O-04	Open Space - Provision of a Small Park *	3.0
CT-O-05	Open Space - Provision of a Small Park	4.5

<b>Local Area Plan Objective</b>		
<b>Specific Development Objectives for Carrigtwohill</b>		
<b>* Flood Risk Obj. IN-01 of Section 1 applies</b>		<b>^ TIA and RSA Required.</b>
<b>Objective No.</b>		<b>Approx. Area (Ha)</b>
	<b>*</b>	
CT-O-06	Open Space - Provision of a Linear Park <b>*</b>	1.8
CT-O-07	Open Space <b>*</b>	7.6
CT-O-08	Open Space <b>amend area</b>	4.3
CT-O-09	Open Space	7.6
<b>Special Policy Area</b>		
CT-X-01	Station Quarter South – Mixed use development to include enterprise development, high density residential, small scale retail and community uses*	3.3



## Appendix B 2

### Appendix B2 Strategic Land Reserve

Delete Paragraph 1.6.33 – 1.6.45 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

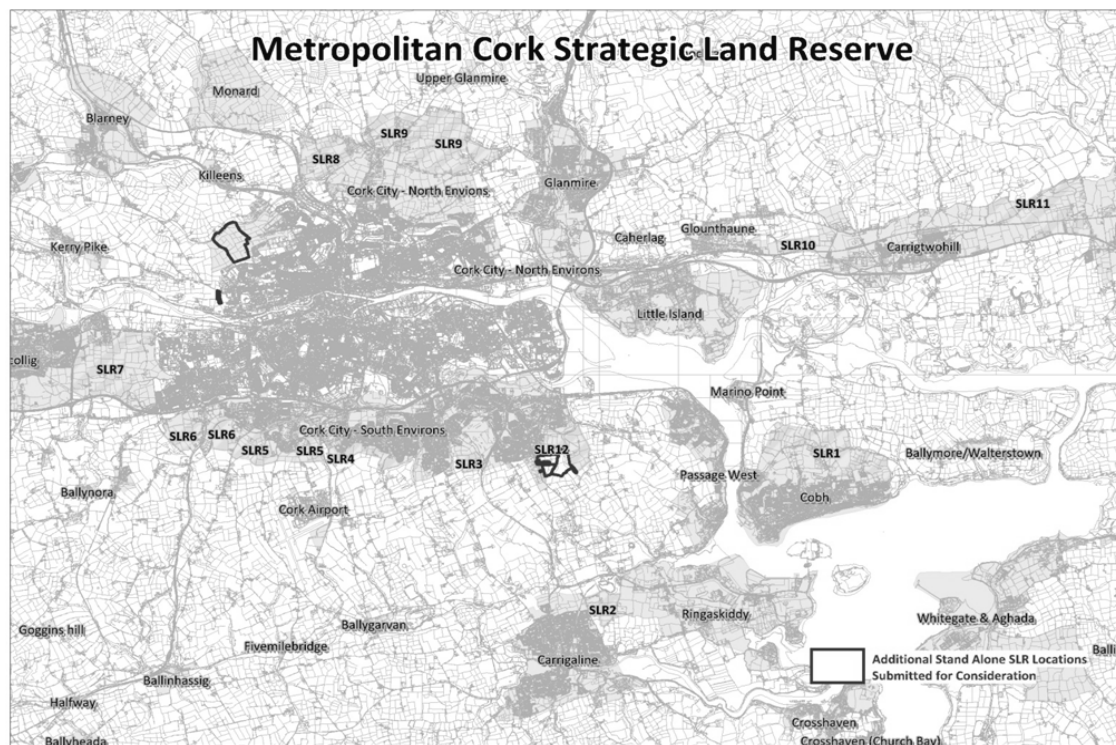
Section 2.2.15 of the Cork County Development Plan 2014 provides a context for the evidence based analysis that points to the requirement to provide a Strategic Land Reserve in County Metropolitan Cork, including the fact Paragraph 4.2.11 of the SWRPGs gives support for provision of the following: “an 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.

<b>Table 1.3 List of possible sites for consideration as Strategic Land Reserve options</b>		
<b>Ref</b>	<b>Site Name</b>	<b>Gross Area (Ha)</b>
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
<b>Submissions</b>		
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* and 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:

**Cobh MD Local Area Plan Review**

Report to Members on  
Public Consultation Draft

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

**Appendix C List of submissions by interested parties in the Cobh MD Electoral Area**

Name of Interested Party	Unique Reference Number	Settlement Name
Adam McMahon	DLAP16-16-11558797	Little Island
Aideen Whitston	DLAP16-16-11866319	Cobh
Alison Ryan	DLAP16-16-11558887	Little Island
Allan Farrell.	DLAP16-16-11765988	Cobh
Ann Daly	DLAP16-16-12220699	Little Island
Anna Aherne	DLAP16-16-11547731	Cobh
Anna Aherne	DLAP16-16-11562884	Countywide
Anna Aherne	DLAP16-16-11562952	Cobh
Anna Aherne	DLAP16-16-11714477	Cobh
Anna Aherne	DLAP16-16-11722489	Cobh
Anna Aherne	DLAP16-16-11879663	Cobh
Anne Murphy	DLAP16-16-11544877	Little Island
Anne O'Driscoll, Maurice Cogan, Mr. Murnane and Mr. Twoumey	DLAP16-16-12835423	Little Island
Anthony Moore	DLAP16-16-12833356	Glanmire
Apple Operations Europe	DLAP16-16-11877460	Cork City - North Environs
Audrey O'Brien	DLAP16-16-12215226	Carrigtwohill
Ballymore Community Assoc. Ltd	DLAP16-16-12214746	Ballymore/Walterstown
Barry Coleman	DLAP16-16-11862649	Glanmire
Barry O Driscoll	DLAP16-16-11790089	Little Island
Barry ODonovan, 145 Cathedral Road, Cork.	DLAP16-16-11800912	Cork City - North Environs
Belvelly Carrigaloe and District Community Association	DLAP16-16-11761534	Cobh
Bernie Hanley	DLAP16-16-12223365	Little Island
Billy and Ann Hegarty	DLAP16-16-12253170	Little Island
Billy Kelleher	DLAP16-16-11874452	Little Island
Bluescape Limited	DLAP16-16-11846427	Glanmire
Box Hedge Ltd, Monahan	DLAP16-16-11853452	Carrigtwohill

House, Celtic Business Park, Road, Cork		
Brendan O'Connor	DLAP16-16-12223577	Little Island
Brian Doyle, resident of Glanmire	DLAP16-16-10442961	Glanmire
Caitriona Power	DLAP16-16-11851588	Little Island
Cambridge Family - Geraldine, Ciara and Emer	DLAP16-16-11774260	Little Island
Carol Murray	DLAP16-16-11807615	Little Island
Carrigtwohill United AFC	DLAP16-16-11806793	Carrigtwohill
Catherine and Fergal Gough C/o of M Peter Buckley	DLAP16-16-12237838	Carrigtwohill
Catherine Cogan	DLAP16-16-11860661	Little Island
CHASE	DLAP16-16-11877210	Countywide
Cian and Eileen O'Donoghue	DLAP16-16-11766214	Glanmire
Cliona Allen	DLAP16-16-11872450	Cobh
Cllr Anthony Barry	DLAP16-16-11668320	Carrigtwohill
Cllr Anthony Barry	DLAP16-16-11675865	Carrigtwohill
Cllr Anthony Barry	DLAP16-16-11806719	Carrigtwohill
Cllr Anthony Barry	DLAP16-16-11808608	Carrigtwohill
Cllr Ger Keohane	DLAP16-16-11845335	Little Island
Cllr Pdraig O'Sullivan	DLAP16-16-12309672	Little Island
Cllr. Marcia D'Alton	DLAP16-16-12310895	Marino Point
Cllr. Pdraig O'Sullivan	DLAP16-16-12310110	Glanmire
Cllr. Pdraig O'Sullivan	DLAP16-16-12310405	Little Island
Cobh Gaa	DLAP16-16-11515588	Cobh
Cobh Hillwalking and Rambling Club	DLAP16-16-11605859	Cobh
Cobh Playground Fundraising	DLAP16-16-11846285	Cobh
Cobh Tidy Towns	DLAP16-16-11787446	Cobh
Cobh Tourism	DLAP16-16-11794445	Cobh
Cobhplayground fundraising group	DLAP16-16-11663392	Cobh
Coillte Teoranta	DLAP16-16-11878577	Watergrasshill
Con O'Sullivan	DLAP16-16-11847353	Kerry Pike
Conor Crowley	DLAP16-16-11853200	Cork City - North Environs



Construction Industry Ireland (Cork Branch)	DLAP16-16-11810950	Countywide
Cork Chamber	DLAP16-16-11879453	Countywide
Cork City Council	DLAP16-16-12631298	Countywide
Cork Cycling Campaign	DLAP16-16-11847846	Countywide
Cork Education & Training Board	DLAP16-16-11592327	Countywide
Cork Environmental Forum	DLAP16-16-11882060	Countywide
corknaturenetwork	DLAP16-16-11791483	Countywide
Cormac & Helena Manning	DLAP16-16-11478187	Cork City - North Environs
Cormac and Helena Manning	DLAP16-16-12219261	Cork City - North Environs
Cummins Family Carrigtwohill	DLAP16-16-11034070	Carrigtwohill
Dave Carty	DLAP16-16-12367386	Little Island
David Mullins and Louise Sheehan	DLAP16-16-12829081	Cork City - North Environs
David Nodwell Ltd.	DLAP16-16-11780903	Glanmire
David Walsh & Karen Morrissey	DLAP16-16-11468359	Carrigtwohill
Denis Barrett	DLAP16-16-11877179	Carrigtwohill
Denis Hanley	DLAP16-16-12222392	Little Island
Denis Young	DLAP16-16-12236328	Cobh
Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs (DAHRRGA)	DLAP16-16-11865670	Countywide
Dermot Kelleher	DLAP16-16-12368019	Little Island
Dermot O'Regan	DLAP16-16-11390949	Cork City - North Environs
Des Daly	DLAP16-16-12222105	Little Island
Dominic Cooter	DLAP16-16-12214996	Carrigtwohill
Donal Collins	DLAP16-16-11878907	Little Island
Doyle Shipping Group	DLAP16-16-11806192	Cobh
Eamonn Crowley	DLAP16-16-11513685	Little Island
Eddie Horgan	DLAP16-16-12220131	Little Island
Edgefield Developments C/o Walsh Design Group	DLAP16-16-12316044	Cobh
Edgefield Property Dev	DLAP16-16-12315613	Cobh
Edgefield Property Investments Ltd	DLAP16-16-11861901	Carrigtwohill

Edgefield Property investments Ltd.	DLAP16-16-11862502	Carrigtwohill
Edward Murphy	DLAP16-16-12834206	Carrigtwohill
Eilish O'Flynn	DLAP16-16-12223092	Little Island
Elaine Beausang	DLAP16-16-11787093	Cobh
Emmett Guest	DLAP16-16-11874962	Little Island
Environmental Protection Agency	DLAP16-16-11591435	Countywide
Eoin Gleeson	DLAP16-16-10945664	Countywide
Erins Own GAA Club	DLAP16-16-11353154	Little Island
Estate of Rose McCarthy	DLAP16-16-11868746	Cork City - North Environs
Frank O'Brien	DLAP16-16-12316694	Kerry Pike
Gas Networks Ireland	DLAP16-16-11881850	Countywide
Gas Networks Ireland	DLAP16-16-9891830	Countywide
Gerard Neary	DLAP16-16-12218397	Little Island
Gerry Moore	DLAP16-16-11124308	Cobh
Glanmire Area Community Assoc C/O Kevin Tobin	DLAP16-16-12367608	Glanmire
Glounthaune Community Association	DLAP16-16-11847722	Glounthaune
Hallmark Building Services Ltd	DLAP16-16-11876883	Whitechurch
Health and Safety Authority	DLAP16-16-10800942	Countywide
Hendrick Verwey	DLAP16-16-11617892	Cobh
Hendrick Verwey	DLAP16-16-12833052	Cobh
Horgan Carroll Architects	DLAP16-16-11869972	Cork City - North Environs
Horgan Carroll Architects	DLAP16-16-11870279	Carrigtwohill
IDA Ireland	DLAP16-16-11314384	Cork City - North Environs
Irish Immigration Fund Limited (IIFL)	DLAP16-16-11854738	Cork City - North Environs
Irish Water	DLAP16-16-11847067	Countywide
James OMahony, Beatrice Conlon & Others	DLAP16-16-11850472	Cork City - North Environs
Jamie Murphy	DLAP16-16-11353835	Little Island
Jane Whooley	DLAP16-16-12236498	Little Island
Jennifer Sleeman	DLAP16-16-11561170	Countywide
Jim and Mary Fenton	DLAP16-16-11805386	Carrigtwohill

Jim Horgan	DLAP16-16-11876141	Cork City - North Environs
Jim Meehan	DLAP16-16-12832787	Little Island
Jim O'Sullivan	DLAP16-16-12833621	Little Island
Joan O'Donoghue	DLAP16-16-12219984	Little Island
Joe Donovan	DLAP16-16-11697346	Cork City - North Environs
Joe, Margaret and Mark Scally	DLAP16-16-11865617	Little Island
John and Alan Loftus C/o John Crean CSR	DLAP16-16-12235509	Carrigtwohill
John and Eucharía Mellerick	DLAP16-16-11596662	Cobh
John and Eucharía Mellerick	DLAP16-16-12328290	Cobh
John McCarthy and Joe Buckley	DLAP16-16-11860569	Cork City - North Environs
John Murphy & Helen Murphy	DLAP16-16-11877390	Cork City - North Environs
John O'Flynn	DLAP16-16-12215861	Little Island
John O'Lomasney, Donal O'Sullivan, Anthony Nicholson	DLAP16-16-11802831	Carrigtwohill
Jonathan Lane	DLAP16-16-11449955	Carrigtwohill
Jonathan Lane	DLAP16-16-12218014	Carrigtwohill
Julia Walsh Neville	DLAP16-16-11874009	Cork City - North Environs
Julie Chambers	DLAP16-16-11741893	Ringaskiddy
k dawson	DLAP16-16-11769006	Countywide
kathleen O'Sullivan	DLAP16-16-12218962	Cork City - North Environs
Ken Kelleher	DLAP16-16-12222299	Little Island
Kevin Cooney and Pat Cooney	DLAP16-16-12223944	Carrigaline
Kevin Desmond	DLAP16-16-11876379	Cobh
Knockraha Area Community Assoc. Ltd	DLAP16-16-12237628	Knockraha
Land owner Mr. Aiden P. Dunlea	DLAP16-16-10599876	Glanmire
Lee Road Syndicate Co. Ltd	DLAP16-16-11859224	Cork City - North Environs
Leeside AFC	DLAP16-16-11870675	Little Island
LEO SEWARD AND IAN CROCKETT	DLAP16-16-11601928	Cork City - North Environs
Lidl Ireland GmbH	DLAP16-16-11606705	Cork City - North Environs
Little Island Business Association	DLAP16-16-11198096	Little Island
Little Island NS	DLAP16-16-11525504	Little Island

M Higgins	DLAP16-16-12222571	Little Island
Margaret Somers	DLAP16-16-11533716	Cobh
Margaret Somers	DLAP16-16-11535028	Cobh
marian daly	DLAP16-16-11561918	Little Island
Marie Corry	DLAP16-16-12829245	Glounthaune
Marie Fleming	DLAP16-16-11787002	Cobh
Martin & Siobhan O' Riordan	DLAP16-16-11422110	Little Island
Mary O'Brien	DLAP16-16-12252905	Cork City - North Environs
Meitheal Mara Teoranta	DLAP16-16-11877975	Countywide
Meitheal Mara Teoranta	DLAP16-16-11878917	Countywide
Miata Ltd.	DLAP16-16-11845938	Cork City - North Environs
Michael and Kathleen O'Connell	DLAP16-16-12828916	Cork City - North Environs
Michael Donovan	DLAP16-16-11332054	Cork City - North Environs
Michael J. Healy	DLAP16-16-12147260	Kerry Pike
Michael Kearney	DLAP16-16-12235953	Glanmire
Michael Mac Aree	DLAP16-16-11877709	Countywide
Michael Murphy and the Murphy Family	DLAP16-16-12369013	Glanmire
Michael Power	DLAP16-16-11876613	Glounthaune
Mick Meade	DLAP16-16-11791380	Little Island
Minister for Housing, Planning, Community and Local Government	DLAP16-16-11876775	Countywide
Monard Concerned Residents Group	DLAP16-16-11581652	Cork City - North Environs
Monard Concerned Residents Group	DLAP16-16-12238013	Cork City - North Environs
Mr Stephen Blair, Director SRA	DLAP16-16-11589178	Countywide
Mr. Kennelly C/o Cllr. Pdraig O'Sullivan	DLAP16-16-12366997	Glounthaune
Murnane O'Shea Ltd.	DLAP16-16-11844831	Cork City - North Environs
n/a	DLAP16-16-12237427	Little Island
n/a	DLAP16-16-12258761	Little Island
Na Piarasigh Hurling and Football Club	DLAP16-16-11847822	Cork City - North Environs
Nicholas Casey	DLAP16-16-11870156	Little Island

Noel and Ann Kelleher	DLAP16-16-1222202	Little Island
O Connor family	DLAP16-16-11877188	Little Island
Office of Public Works	DLAP16-16-11866198	Countywide
O'Flynn Construction	DLAP16-16-11874474	Countywide
O'Flynn Construction	DLAP16-16-11875229	Cork City - North Environs
O'Flynn Construction	DLAP16-16-11875410	Cork City - North Environs
O'Flynn Construction	DLAP16-16-11875632	Glanmire
O'Flynn Construction	DLAP16-16-11876057	Glanmire
O'Flynn Construction	DLAP16-16-11876346	Little Island
O'Leary and O'Sullivan Dev. Ltd	DLAP16-16-12316333	Knockraha
O'Leary and O'Sullivan Development Ltd	DLAP16-16-12316539	Cork City - North Environs
O'leary O'Sullivan Developments	DLAP16-16-10898954	Knockraha
O'Mahony Developments Ltd.	DLAP16-16-11776485	Glounthaune
O'Mahony Developments Ltd.	DLAP16-16-11777225	Cobh
Owen Hurley, Longstown House, Midleton, Co. Cork	DLAP16-16-11854532	Carrigtwohill
Paddy Twomey	DLAP16-16-11358640	Little Island
Paddy Twomey	DLAP16-16-11458695	Glounthaune
Pat McDonald	DLAP16-16-12222488	Little Island
Patrick & Eileen O'Flynn	DLAP16-16-12830302	Cork City - North Environs
Patrick & Eileen O'Flynn and Kilcully Partnership	DLAP16-16-12828943	Cork City - North Environs
Patrick O'Driscoll	DLAP16-16-12237250	Carrigtwohill
Patrick Twomey	DLAP16-16-11358390	Little Island
Pauline Hyde	DLAP16-16-11847399	Upper Glanmire
People Before Profit, Cork	DLAP16-16-11772485	Cork City - North Environs
Peter Casey	DLAP16-16-11835190	Glanmire
Peter Kelly	DLAP16-16-11877020	Carrigtwohill
Philip and Katie Walsh	DLAP16-16-11876594	Little Island
Port of Cork	DLAP16-16-11811636	Cobh
Port of Cork	DLAP16-16-11811985	Marino Point
Richard and Ann Hyde	DLAP16-16-12218526	Upper Glanmire
Rose power	DLAP16-16-11784668	Little Island
Ruair de Barra	DLAP16-16-11868601	Cobh
Ruair de Barra	DLAP16-16-11880343	Cobh

Ruden Homes Ltd.	DLAP16-16-12831061	Little Island
Rushbrooke Links Management Company	DLAP16-16-11878016	Cobh
Ruth Ring	DLAP16-16-11878779	Cobh
Ryan Howard	DLAP16-16-11880909	Countywide
Ryan Morgan	DLAP16-16-11868403	Ringaskiddy
Sallybrook Village Tidy Towns Group	DLAP16-16-11609601	Glanmire
Sandra Horgan	DLAP16-16-12221877	Little Island
Sean O'Droighnean	DLAP16-16-11421417	Cork City - North Environs
Sean Twohig	DLAP16-16-12833904	Little Island
Shane Cotter C/o McCutcheon Halley	DLAP16-16-12307808	Carrigtwohill
Shane Hughes	DLAP16-16-12223795	Cobh
Siobhan collins	DLAP16-16-11693731	Little Island
Sorciem Ltd.	DLAP16-16-11842218	Cork City - North Environs
South and East Cork Area Development Partnership CLG	DLAP16-16-11867531	Countywide
Southern Regional Authority	DLAP16-16-12238775	Countywide
Stephen Ford	DLAP16-16-12221759	Little Island
Tadgh Hanley	DLAP16-16-12217810	Little Island
Tapella Ltd.	DLAP16-16-11879904	Little Island
Ted Murphy	DLAP16-16-11702398	Glanmire
The McCarthy Family	DLAP16-16-11876195	Cork City - North Environs
The Planning Partnership	DLAP16-16-11859804	Glounthaune
Tim Murphy	DLAP16-16-10994090	Glanmire
Tina and Kay Whelan	DLAP16-16-11871304	Cork City - North Environs
Tom & Elayne Spillane	DLAP16-16-11875458	Little Island
Tom Gittings	DLAP16-16-11850808	Little Island
Tommy Maher	DLAP16-16-11878676	Glounthaune
Transport & Mobility Forum, Cork	DLAP16-16-11876170	Countywide
Transport Infrastructure Ireland	DLAP16-16-11592294	Countywide
Transport Infrastructure Ireland	DLAP16-16-12177281	Countywide
Various Industrial Operators, Churchfield	DLAP16-16-11864756	Cork City - North Environs

Whitechurch Development Committee c/o Whitechurch Community Association	DLAP16-16-11709223	Whitechurch
William K Loftus	DLAP16-16-12253407	Cobh
William Murphy	DLAP16-16-12223220	Knockraha
William Murphy	DLAP16-16-12235817	Knockraha
Wyon and Christel Stansfield	DLAP16-16-12238397	Little Island
Yvonne & Bernie Casey	DLAP16-16-11864929	Glounthaune

**Appendix D MAPS**



### Appendix E List of Late Submissions

<b>Late Submission - Name</b>	<b>M.D. of late submission</b>
Kerry County Council	Cobh
Bridget Connelly	Cobh
John A Collins	Cobh