

Report to Members

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

East Cork Municipal District Local Area Plan

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

16th June 2017

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			Prepared by	Drawn by	Checked by	Approved by
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This report focuses on the submissions and observations received from the public following publication of the proposed amendments to the Draft East Cork Municipal District Local Area Plan. The draft plan sets out the planning framework for the development of the Municipal District. The report summarises the outcome of this consultation process which was carried out in line with Section 20(3) of the Planning & Development Acts and will inform the finalisation of the various amendments to the Draft East Cork Municipal District Local Area Plan.

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

Appendix B details the proposed amendments to the plan that the Chief Executive is recommending be included in the plan following consideration of the issues raised in the submissions and other pertinent issues. Some of the amendments set out in Appendix B have been made the subject of minor modifications that have been proposed in order to address issues raised in submissions. An Explanation is included in the Appendices.

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

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

Appendix E List of Submitters

Section 1 Introduction

1.1 Introduction

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

1.2 Process to date

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

1.2.2. In accordance with Section 20 of the Planning and Development Acts, 2000, as amended, a Chief Executive's Report was prepared to list the persons and bodies who made submissions or observations, summarising the issues raised and providing the opinion of the Chief Executive on the

issues raised and his recommendations in relation to the proposed Local Area Plan. The Chief Executives Report was issued to Members of Council for their consideration on the 6th March 2017.

1.2.3. The Council's Development Committee met on the 23rd, 24th and 27th March 2017 to discuss the Chief Executive's Report and the next stages of the Local Area Plan process. A further meeting of the Council was held on 27th March 2017, where, following consideration of the Draft Plan, Environmental, Habitats and Flood Risk Assessment Reports, the submissions received and the Chief Executive's report, the Members of Council resolved to make a number of material amendments to the Draft Plan.

1.2.4. In total, 108 amendments are proposed to the Draft East Cork Municipal District Local Area Plan. In addition to the material amendments detailed in this document, a number of non material changes relating to the procedural and factual content may be included in the plan before it is finalised.

1.2.5. The County Council made the proposed amendments to the Draft Local Area Plan, together with a report in relation to the Strategic Environmental Assessment including Strategic Flood Risk Assessment and Habitats Directive Assessment of the proposed amendments, available for inspection by the public and statutory bodies so that written submissions or observations regarding the proposed amendments could be made to the Council. The consultation period ran from Tuesday 2nd May 2017 until Tuesday 30th May 2017. This report deals with the submissions received as part of that consultation process.

1.2.6. It should be noted that, as the new Local Area Plans did not include the former Town Councils functional areas and will not replace the nine Town Development Plans adopted by the former Town Councils of Cobh, Clonakilty, Fermoy, Kinsale, Macroom, Mallow, Midleton, Skibbereen and Youghal there were no proposed amendments relating to any policy or objectives for those areas. The current Town Plans will remain enforce until December 2020.

1.3 Submissions

1.3.1. There were a total of 16 submissions received (including Countywide submissions) during the public consultation period on the proposed amendments to the Draft East Cork Municipal District Local Area Plan and these are now the subject of this report. It is important to note that only the proposed amendments to the draft plan can be considered by the County Council at this stage in the plan making process. Issues in relation to the content of the draft plan that is NOT part of the proposed amendment cannot now be considered.

1.4 How to use this report

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

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

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

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

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

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

1.4.7. Appendix E lists all submitters in alphabetical order.

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

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

1.5 Next Steps

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

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

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

Section 2 Chief Executive's Recommendations

2.1 Introduction

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

2.1.2. Appendix B sets out the amendments that the Chief Executive's is recommending be made to the Draft Plan and makes a reference to any minor modification to the amendment made as a result of a submission.

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

2.2 Proposed extension to development boundary at Mogeely - EC.05.02.09.03

2.2.1. This amendment relates to a proposal to extend the development boundary at Mogeely, which is illustrated on the proposed changes map in Section 3 of Proposed Amendments Document to the Draft Plan (May, 2017).

2.2.2. The amendment was proposed by the elected members at their meeting on the 27th of March 2017. At that meeting the CEO recommended against the amendment for the following reasons;

- Large sections of the village of Mogeely are identified as being at risk of flooding and the village has experienced significant flood events in the recent past.
- The lands proposed for inclusion within the development boundary are identified as being at risk of flooding at the western end closest to the village and the public road, and at the eastern end. Submission asserts that the lands are not in Zone A. However the standard for residential development requires protection from a 1/1000 year event and therefore residential development is not acceptable within Zone B either. Submission makes reference to using mitigation measures to remove the risk of flooding but this approach would be contrary to the provision of the Government Guidelines on 'The Planning System and Flood Risk Management' and may contribute to increased flood risk elsewhere downstream.
- The Council has a responsibility to avoid development in areas at risk of flooding and development opportunities are available elsewhere, on land that is not at risk of flooding, to cater for housing demand.
- There are also a number of unfinished developments within the village.

2.2.3. The submission from TII [AMD20993186] makes reference to this amendment requesting that it be cognisant of the N25 Midleton to Youghal scheme. Currently, no final route corridor for this scheme is available. However, the Council are exploring options regarding the mapping of these settlements and if a suitable alignment is available the Council will investigate the most appropriate ways of showing the N25 Midleton to Youghal scheme either on the County Council Local Area Plan Brower or if appropriate on the printed map in volume one.

2.2.4. Taking all of the above into account it is considered that the plan be made EXCLUDING this amendment.

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

2.3 Remove additional lands from Open Space WG-O-06 in Aghada / Whitegate - EC.04.06.06

2.3.1. This proposed amendment concerns the removal of lands from the Open Space Zoning WG-O-06 in Aghada / Whitegate, located between the Marian Terrace road to the south and Church Road / Aghada Presbyterian Church to the north and which is illustrated on a proposed changes map in Section 3 of Proposed Amendments Document to the Draft Plan (May, 2017).

2.3.2. The amendment was proposed by the elected members at their meeting on the 27th of March 2017. At that meeting the CEO recommended against the amendment for the following reasons;

- These lands form part of a passive open space zoning designed to provide some separation between the village of Aghada and industrial lands to the west.
- Including these lands within the development boundary would negate what the objective seeks to achieve and would exacerbate the scattered nature of development in the area.
- Lands immediately west of the lands the subject of this submission have an existing permission and it is proposed to include those lands within the development boundary.

2.3.3. A Submission was received regarding this amendment, indicating that the landowner is committed to releasing this land for residential development which will contribute to the development of the village and reduce pressure for rural housing in the area.

2.3.4. Taking the above into account it is considered that the plan be made EXCLUDING this amendment.

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

Appendix A: List of Submissions

Amendment Ref No	Sub Number	Interested Party	Summary of Submission	Chief Executives Opinion
<p>Proposed Amendments: EC.01.07.06 / EC.01.07.07 (SLR/ALM) EC.02.04.01 (Core Strategy) EC.03.03.09 (Waterrock UEA)</p>	<p>AMD21003184</p>	<p>Southern Regional Assembly</p>	<p>Welcome the amendment text which clarify the high level assessment process and Active Land Management measures, which are in accordance with Objective RSS-01 and the SW RPG’s 2010-2022 for periodic studies of zoned land availability for residential development. Welcome opportunity to engage with the Council on these issues.</p> <p>Note the clarifications to the Growth Strategy for each MD LAP and the role of Active Land Management to ensure a supply of strategic housing units, necessary to achieve the population and economic growth of towns and the Cork Gateway under Objective RSS-02 of the SW RPG’s 2010-2022. The active land management of housing supply lands, the need for periodic studies and provision for headroom is supported under Sections 4.2.12 and 4.2.13 of the SW RPG’s 2010-2022.</p> <p>The initiative of the Council to ensure housing is delivered, with a focus on main towns and the Gateway/Metropolitan Area is welcomed.</p> <p>With regard to East Cork MD LAP Amendments welcome above amendments plus EC.03.03.09 which provides revised text outlining phasing and infrastructure packages to deliver the Water Rock Urban Expansion Area including public transport</p>	<p>The contents of this submission are noted. No change proposed.</p>

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			<p>connectivity(rail and bus) to the city centre and strategic employment locations and upgrade to the N25.</p> <p>The submission also includes a number of comments in relation to proposed amendments in the Cobh and Ballincollig / Carrigaline MDs.</p>	
<p>Proposed Amendments: EC.01.01.01 / EC.01.07.01 (Town Councils and Statutory Plan Hierarchy)</p> <p>EC.01.07.06 (Metropolitan Cork SLRs)</p> <p>EC.02.04.01 (Core Strategy)</p> <p>EC.02.05.01 (Cork Gateway Large Scale Retail ware housing)</p> <p>EC.02.06.01 (Water Services Infrastructure)</p> <p>EC.02.05.03 (Economic Zonings)</p> <p>EC.02.02.01 (NPF)</p>	<p>AMD21004041</p>	<p>Department of Housing, Planning, Community and Local Government</p>	<p>Welcomes the amendments made in response to issues raised in their previous submission dated 16th January 2017.</p> <p>Issue 1: Statutory Plan Hierarchy and Timelines It is now noted and accepted that the former Town Council areas will be omitted and the Municipal District Local Area Plans will deal only with the environs of the towns. Noted that text of plans will be revised to omit text, policy/objectives on issues covered by the Town Development Plans. Town Plans remain in force until 2020.</p> <p>Issue 2: Metropolitan Cork Strategic Land Reserve Written statement provides improved clarity in relation to the function of the identified Strategic Land Reserves sites. High level appraisal has resulted in the emergence of 6. No Strategic Land Reserves sites. However, all 12 sites will require further detailed investigation including more specific environmental assessment based on a clear evidence-based approach and engagement with local communities.</p> <p>Issue 3: Alignment of Cork County Development</p>	<p>Noted. No Change Proposed</p> <p>Noted. No Change Proposed.</p> <p>Noted. No Change Proposed.</p>

Amendment Ref No	Sub Number	Interested Party	Summary of Submission	Chief Executives Opinion
<p>EC.01.07.04 (Urban Regeneration and Housing Act 2015)</p> <p>EC.01.07.06 (ALM)</p> <p>EC.01.07.07 (SLR)</p> <p>EC.01.08.01 (SFRA)</p>			<p>Plan Core Strategy and Quantum of LAP Zonings The Department notes and welcomes the fact that your authority has moved to address certain disparities between the County Development Plan Core Strategy and housing/land allocations within the proposed Municipal District Local Area Plans.</p> <p>Issue 4: Cork Gateway Large Scale Retail warehousing (6,000+) Notes and welcomes the fact that Council has amended the written statement in relation to large scale retail warehousing, incorporating the criteria as set out in the Retail Planning Guidelines, 2012.</p> <p>Issue 5: Water Services Infrastructure Notes and welcomes the fact that Council has included an additional objective to address the issue of developer provided infrastructure.</p> <p>Issue 6: Economic Zonings Notes and welcomes the fact that your authority has now included tables within each of the Municipal District Local Area Plans outlining the amount of “Employment Land Supply” and addressed certain site specific issues raised in its previous submission.</p> <p>A number of additional material amendments are also welcomed, including;</p> <ul style="list-style-type: none"> • Reference to the forthcoming National Planning Framework and Regional Spatial 	<p>Noted. No Change Proposed.</p> <p>Noted. No Change Proposed.</p> <p>Noted. No Change Proposed.</p>

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			<p>and Economic Strategies;</p> <ul style="list-style-type: none"> • Implementation of the provisions of the Urban Regeneration and Housing Act 2015; and • Reference to the requirement of Active Land Management. <p>Department seeks Councils co-operation in addressing the following residual and additional issues;</p> <p>Strategic Flood Risk Assessment (SFRA) Some issues raised previously have been addressed, including coastal settlements flood zone mapping, policies in relation to downstream flood impacts and identifying flood storage areas. Note that issues inside Town Council areas cannot be addressed in this process.</p> <p>Scale and Sustainability of Development</p> <ol style="list-style-type: none"> 1. Little Island. Proposed amendment CB.03.06.10 inserting a new objective LI-X-01 allowing for medium density residential development up to a maximum of 250 dwelling units is considered excessive in relation to the existing local context. 2. Where development boundaries have been extended must ensure that the estimated housing yields for villages as set out in Table 2.2 within the eight MD LAPs is not exceeded. 	<p>Noted. No Change Proposed.</p> <p>Noted. This issue is dealt with in the CEO’s report for the Cobh Municipal District.</p> <p>Noted. No Change Proposed.</p>

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			<p>3. LAPs broadly consistent with CDP 2014 Core Strategy. Concerned that MD Housing Requirement and Supply Tables have not included any rural housing yield. CSO data shows in 2016 that 51% of homes constructed in County Cork since 2011 were one off houses and one off houses represent 72% of the total occupied permanent housing. Request Council to monitor these trends closely and to submit report to the Department within 6 months on the implications of these trends for achieving core strategy objectives and the extent of any dissipation may have on settlement development potential and the potential policy or investment measures that could be deployed to turn such a pattern around</p>	<p>Noted. Each MD Housing Requirement and Housing Supply Table includes a figure for rural housing requirement. This in effect the same as rural housing supply. The CSO data quoted would need to be assessed against the background of very limited construction in urban areas since 2008/09 which is only now starting to recover and the fact that new rural housing policy covering whole county has only been in place since December 2014.</p> <p>The Council will as part of the review of the CDP starting towards the end of this year carry out a detailed study of rural housing trends since 2007 building on previous work done. This would establish a trend over a 10-15 year period in which to properly assess the effectiveness or otherwise of the rural housing policy.</p>
<p>Proposed Amendments: EC.01.07.06 (ALM) EC.01.07.04 (Urban Regeneration)</p>	<p>AMD21005431</p>	<p>Cork Chamber</p>	<p>Welcomes the defined process of Active Land Management as instrumental in achieving the type of development that is sought for across the region.</p> <p>Commends the focus on mixed use development, public space and amenities which will support</p>	<p>The contents of this submission are noted. No change proposed.</p>

Amendment Ref No	Sub Number	Interested Party	Summary of Submission	Chief Executives Opinion
<p>EC.01.08.01 (Managing Downstream Flood Impacts)</p> <p>EC.01.07.07 (SLRs)</p> <p>EC.02.06.02 (Transport Strategy for the Metropolitan Area)</p>			<p>sustainable communities into the future.</p> <p>The submission also welcomes the emphasis on flooding and the management of downstream flood impacts – and reiterates the point that flood zone mapping should now take account of the presence of functioning flood protection structures.</p> <p>Stresses the necessity for adequate and appropriate lands to be zoned for residential and industrial development into the future and note the revisions within the Proposed Amendments to the LAP’s with regard to zoning for residential development aimed at meeting future demand and facilitating future headroom.</p> <p>LAPs should complement the LIHAF funding to bring much needed housing to market as soon as possible and highlights the criticality of ensuring that lands zoned are appropriate to meeting the zoning purpose and future function across all adopted Local Area Plans.</p> <p>For example, believe that Little Island should continue to be focused as a much needed area for industrial employment and development.</p> <p>Welcomes the emphasis on urban regeneration and retail via the Town Centre Improvement Scheme.</p> <p>[The submission also notes that connectivity is essential for the established employment locations</p>	

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			<p>and those which have the potential to be developed into the future, appropriate road infrastructure to the Aghada / Whitegate area to support the development of suture growth in the Energy sector in Cork.]</p>	
<p>Proposed Amendments: EC.01.07.07 (SLRs) EC.01.07.06 (ALM) EC.01.07.02 (Density) EC.01.07.05 (City Gateway Initiative)</p>	<p>AMD21006549</p>	<p>Cork City Council</p>	<p>Submission addresses a number of issues, namely the Strategic Land Reserve, Housing Densities, City Gateway Initiative and the Maglin Urban Expansion Area.</p> <p>These can be summarised as follows, Strategic Land Reserve Notes that the 12 no. proposed Strategic Land Reserves (SLRs) have been retained as potential options to provide capacity headroom, subject to further detailed assessments including environmental assessments.</p> <p>Still have some reservations in relation to the Strategic Land Reserves, (given the indicated housing densities). Welcomes the high level appraisal of the proposed SLR sites based on a sequential approach; i.e. that green belt lands located within the city environs should be developed in the first instance; that sites offer opportunities to leverage maximum returns on infrastructural investment; and that sites offer multi-modal transport opportunities for local trips.</p> <p>Housing Densities The Development Plan Guidelines for Planning</p>	<p>Noted. No Change Proposed.</p> <p>Noted. No Change Proposed.</p>

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			<p>Authorities are highlighted in this submission as the submission reiterates that an increase in density in appropriate accessible locations would reduce the need for, or reduce the quantum of land required for the 'Strategic Land Reserve.' Higher densities in accessible locations would support sustainable transport in Metropolitan Cork and would encourage modal shift.</p> <p>Given that significant infrastructural deficits have been a major factor in the low growth rate in recent years within the Cork Metropolitan Area, the submission supports the Active Land Management initiative, including the Housing Infrastructure Implementation Team to secure delivery of relevant core infrastructure.</p> <p>The phased approach to housing delivery is welcomed, but contends that the density (range of 14 - 30 units per hectare) is inadequate "to foster sustainable economic and population growth through the delivery of an efficient transport system" as per Section 10.1.2 of the Cork County Development Plan.</p> <p>Asserts that increased residential densities are warranted (at a minimum net density of 35 units per hectare), in line with the County Development Plan Objective HOU 4-1 Housing Density on Housing Land, and the "Guidelines on Sustainable Residential Development in Urban Areas" in order to address car dependency and to support planned</p>	

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			<p>high quality public transport investments.</p> <p>City Gateways Initiative Welcomes the clarification on City Gateways that this initiative will focus on aesthetic and environmental improvements in these areas in advance of an integrated land use and development framework to be conducted in collaboration with relevant stakeholders, including Cork City Council, NTA and TII.</p> <p>Maglin Urban Expansion Area States that there is no provision evident for the QBC route referred to (in the transportation text) at present and there is a risk that development of the zoned land may reduce the options for such a route. Considers that it would be desirable to give an indication that once a location for the route is identified as part of the Metropolitan Cork Transport Study or other route selection study, that it will be required to be incorporated into development proposals for the zoned land.</p>	<p>Noted. No Change Proposed.</p> <p>Noted. This issue is dealt with in the CEO’s report for the Ballincollig – Carrigaline Municipal District.</p>
<p>Proposed Amendment: EC.03.03.05</p>	<p>AMD21006228</p>	<p>Department of Education and Skills</p>	<p>Submission notes that the Department uses a GIS based approach, using data from their own department, the Central Statistics Office, Ordnance Survey Ireland and the Department of Social Protection, to undertake a nationwide demographic analyses to identify where the pressure for new school places will arise.</p>	<p>The contents of this submission are noted. No change proposed.</p>

Amendment Ref No	Sub Number	Interested Party	Summary of Submission	Chief Executives Opinion
			<p>The department will continue to work closely with the Council in relation to securing sites for educational provision of new schools.</p> <p>The Department further emphasizes the critical importance of the Council ensuring that sufficient and appropriate land is zoned for this purpose in accordance with the Development Plan Guidelines for Planning Authorities and the provisions of the Department of Education and Skills Technical Guidance Documents for schools, so that schools have access to the necessary infrastructure, and can be delivered within the required timeframe, without undue additional costs to the Department.</p> <p>Submission reiterates the main provisions of Guidance in relation to schools sites being proximate to other community facilities, provision of multi campus school arrangements, retaining buffers around existing school sites etc.</p> <p>Submission notes that a listing of the school projects planned for 2016-2021 is available on the Department’s website, in addition to technical guidance documents used by the Department to calculated educational needs, design school facilities..</p> <p>Demographic changes throughout the County will continue to be monitored on an ongoing basis and it is possible that additional needs will arise. In this context also it is critical that sufficient land is zoned</p>	

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			<p>for future educational needs.</p> <p>Proposed Amendment: EC.03.03.05 This submission notes the amendment relating to the future provision of a primary school in Ballinacurra.</p>	
<p>Proposed Amendment:</p> <p>EC.01.08.01 (Managing Downstream Flood Impacts)</p> <p>EC.02.06.01 (Local Area Plan LAS-01)</p> <p>EC.02.04.01 (Core Strategy)</p> <p>EC.02.06.02 (Transport Strategy for the Metropolitan Area)</p>	<p>AMD20981713</p>	<p>Environmental Protection Agency</p>	<p>Note position with regard to the need for Strategic Environmental Assessment (SEA) of the Amendments.</p> <p>Flood Risk Management In providing for the additional zoning/re-zoning of lands, the Amendments should fully take into account and implement the requirements of the Planning System and Flood Risk Management Guidelines (DEHLG, 2009), as relevant and appropriate.</p> <p>Core-Strategy Approach to Development Should seek to ensure that the zoning, re-zoning and development of lands remain consistent with the County Core Strategy and the Regional Planning Guidelines.</p> <p>Infrastructure Led Development Amendments relating to the need to align development with the necessary infrastructure to support it should assist in ensuring an integrated sustainable approach is implemented.</p> <p>Transport Planning</p>	<p>The contents of this submission are noted. No change proposed.</p>

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			<p>Note proposal to prepare a ‘Cork Metropolitan Area Transport Strategy’ (CATS) during 2017. This Strategy should support the transport-related objectives of the Draft National Mitigation Plan (DCCAIE, 2017) and the Draft National Policy Framework on Alternative Fuels Infrastructure (DCCAIE, 2016) in particular. The requirements of the SEA Directive and associated Regulations (S.I. No. 435 of 2004, as amended) should also be taken into account in regard to the preparation of the proposed transport strategy.</p> <p>Protection of Water Quality Status Need to ensure that development and any related land use zoning/rezoning, take account of the relevant recommendations of the Draft River Basin Management Plan for Ireland 2018-2021 (DHPCLG, 2017).</p> <p>Future Amendments to the Draft Plans Determine whether or not the implementation of future proposed Amendments would be likely to have significant effects on the environment.</p>	
<p>EC.02.06.02 (Transport Strategy for the Metropolitan Area)</p> <p>EC.03.03.09 (Waterrock UEA)</p> <p>EC.01.07.05 (City Gateway Initiative)</p>	<p>AMD21007613</p>	<p>National Transport Authority</p>	<p>Submission notes that preparation of the Cork Metropolitan Area Transport Strategy will provide the opportunity to assess a broad range of transport investment options, at a strategic MD level, against a number of land use scenarios over a period of 20 years. As such, plan proposals relating to the provision of strategic supporting transport infrastructure or transport services would more appropriately be informed by the Transport</p>	<p>Preparation of the Cork Metropolitan Area Transport Strategy has just commenced. Relevant future outputs from the Strategy will inform future plans. No change proposed.</p>

Amendment Ref No	Sub Number	Interested Party	Summary of Submission	Chief Executives Opinion
<p>EC.02.05.01 (Large scale retail warehousing)</p> <p>EC.02.05.02 (Outlet Centres)</p> <p>EC.01.07.06 / EC.01.07.07 (SLRs / ALM)</p>			<p>Strategy.</p> <p>Urban Expansion Areas including EC.03.03.09 (Waterrock UEA): The NTA have requested the opportunity to comment in detail on the development strategies being prepared by the Council for the nine Urban Expansion Areas , prior to their finalisation and the adoption of the LAPs and post completion of the Cork Metropolitan Area Transport Strategy.</p> <p>City Gateway Initiative : submission seeks clarity on what is meant by the term. “integrated land use and development framework”.</p> <p>Large Scale Retail Warehousing: NTA remains concerned that retail development of this scale and nature could have wide implications for the functionality and development of existing and proposed strategic transport infrastructure in terms of its utility and operational capacity over time. NTA recommend omission of this element of the LAP until such time as a more evidence based plan led</p>	<p>Noted. The Council is statutorily required to finalise the Local Area Plan process by July 2017. No change proposed.</p> <p>This initiative will initially focus on aesthetic and environmental improvements. The nature of the future framework will emerge over time in consultation with relevant stakeholders. No change proposed.</p> <p>The Planning Authority has set out clear guidelines in relation to this issue in line with the advice given by the Department of Housing, Planning Community and Local Government. The amendment recognises the key role of public transport provision. No change</p>

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			<p>approach to identifying suitable locations for such development has been undertaken.</p> <p>Outlet centres: Given the promotion of a sequential and town centre focused approach to retail warehousing in the Guidelines, there is a similar need for a strong evidence based and plan led approach to this type of retail development. NTA recommend omission of this element of the LAP until such time as potential sites have been appropriately identified.</p> <p>Strategic land Reserve Sites: NTA recommends that the SLR sites be omitted from the Plans pending greater clarity on the formal framework for the selection and assessment of the sites, the process for consultation with statutory stakeholders, and the mechanism for prioritising the sites for development. In the case of the Ballincollig / Carrigaline Draft MDLAP, clarification is sought on what type of "high level appraisal" was undertaken,</p> <p>Strategic Employment Growth areas: Submission notes that the NTA have already recommended that, in selecting locations for substantial further employment growth, it should be clearly demonstrated that such locations won't undermine the CASP objective of achieving a greater consolidation of trip-intensive development within the most central locations/ public transport corridors, that they won't excessively add to the current pattern of car dependent commuting on the</p>	<p>proposed.</p> <p>As part of the amendment the Council has provided detailed site selection criteria re the provision of outlet centres, which recognises the role of public transport services. No change proposed.</p> <p>The CDP identified a requirement for additional housing land in Metropolitan Cork. The SLR is a process that seeks to deliver those housing units following further evidence based research, the outcomes of which will involve an amendment to the respective local area plans. No change proposed.</p> <p>Preparation of the Cork Metropolitan Area Transport Strategy has just commenced. Relevant future outputs from the Strategy will inform future plans. No change proposed.</p>

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			<p>national road network, and that a strong case can be made for the chosen location based on functional complementarity / or specific operational requirements. In this context such proposals should be subject to a transport assessment process. These proposals would be most appropriately assessed through the preparation of the Transport Strategy for the Cork Metropolitan Area.</p> <p>New Cork Hospital within the Cork Science and Innovation Park: Submission notes that this proposal require further assessment, taking into consideration the indicative scale, functions, accessibility and operational requirements. Also a need for ongoing mobility management and transport mitigation measures within the CSIP and CIT campus, inclusive of clear framework for consultation with key stakeholder such as the NTA and TII.</p> <p>Cork Airport: NTA recommends that the primary consideration in relation to the airport should be to safeguard and improve accessibility for the Airports primary function and that it needs to be demonstrated how bus based accessibility to the airport can be safeguarded and improved. With regard to the proposed provision for logistic, warehouse, distribution and tourism related projects at the airport, a clear indication is required as to the rationale for and indicative scale of such uses. NTA recommend that the Council undertakes a detailed analysis of the impacts of such</p>	<p>Agreed. Further assessments will be undertaken in consultation with all relevant stakeholders.</p> <p>Cork Airport is a key national asset. The uses identified are complimentary to the airport function. Airport currently served by public transport with potential to enhance services further.</p>

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			<p>development on the strategic road network and the extent to which such development could be meaningfully serviced by public transport.</p> <p>Submission concludes by indicating that the NTA would welcome the opportunity for further discussion on these issues.</p>	Noted.
<p>Proposed Amendment: EC.02.06.02 (Transport Strategy for the Metropolitan Area)</p> <p>EC.01.07.06 (ALM) / EC.01.07.07 (SLRs)</p> <p>EC.01.07.05 (City Gateway Initiative)</p> <p>EC.02.05.01 (Large scale retail warehousing)</p> <p>EC.02.05.02 (Outlet Centres)</p> <p>EC.02.06.01 (Local Area Plan LAS-01)</p> <p>EC.03.03.06 (Baneshane-objective)</p>	AMD20993186	TII	<p>(1) National Road Projects: With respect to all plans the submission is concerned that all national roads <u>projects</u> be correctly and clearly illustrated on the plan maps to ensure the routes are safeguarded and to assist the public in knowing the location and extent of the routes. With regard to specific routes in proposed LAPS , the following is noted:</p> <p>N22 Ballyvourney to Macroom – route shown by unlabelled back line does not show the exact layout of the scheme or junctions and needs to be improved.</p> <p>M8/ N25/N40 Dunkettle Interchange: route shown needs to be checked for accuracy and labelled</p> <p>N28 Ringaskiddy / Cork – Document has been submitted to An Bord Pleanala. Labelling and formatting of the scheme on the online map browser needs to be improved prior to the final adoption of the MDLAP' s.</p>	<p>It is proposed to insert some additional non material text into Section One of each plan under the heading of ‘Traffic and Transport’ as follows:</p> <p>‘The Council, in consultation with the Transport Infrastructure Ireland, will protect proposed national road route corridors where the route selection process has been completed/approved and where preferred route corridors have been identified. The line of these Route Protection Corridors is shown in Volume 3 LAP Map Browser which is accessible through www.corkcoco.ie’.</p>

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<p>EC.03.03.09 (Waterrock)</p> <p>EC.03.03.30 and EC.03.03.31 (MD-B-01 text and objective)</p> <p>EC.03.03.35 (Baneshane - text)</p> <p>EC.04.03.03 and EC.04.03.05 (Castlemartyr B-01)</p> <p>EC.05.02.08.02 (Ladysbridge)</p> <p>EC.05.02.09.01 and EC.05.02.09.03 (Mogeely)</p>			<p>For other schemes – M20 Cork Limerick /N40 Northern Relief Road/ N25 Carrigtwohill Midleton, N25 Midleton Youghal, N22 Ballincollig Macroom and N71 Bandon Inishannon , many of them are unmapped in the plans despite references to them in the text of the plan. This creates inconsistency and confusion this needs to be addressed in final plan to assist the public.</p> <p>Planning authority policies should not compromise the road planning and route option evaluation process where road scheme planning is underway, or have effect of altering the function of these works or increase the cost of land to be acquired. Issues emerging from future schemes should be clearly referenced and/or mapped in the local area plans and the capacity of existing routes needs to be maintained pending the delivery of these new schemes.</p> <p>2) Protection of National Routes. TII advocates that local area plan policies should reflect and safeguard the strategic role of national roads and associated interchanges/ junctions in catering for the safe and efficient movement of major inter-urban and interregional traffic. The following is noted: Therefore, TII acknowledges the following amendments and makes the following observations:</p> <p>a) Cork Metropolitan Area Transport Strategy</p>	<p>Local Area Plans must comply with the Policy and Objectives set out in the County Development Plan, in particular Objective TM 3-1 National Road Network which sets out a clear policy on the protection of National Routes.</p> <p>Noted. The NTA are the lead</p>

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			<p>TII welcomes the advancement of a Transport Strategy for the Cork Metropolitan Area but are disappointed they have not been consulted re same given their responsibility for National Transport Infrastructure. They request that they are involved as key collaborators.</p> <p>b) Active Land Management and Strategic Land Reserve Sites. Submission notes provisions of amendments in relation to this issue, the fact that sites remain identified as SLRs and the reference to detailed analysis having been carried out through which the planning authority is now indicating a preference for some sites over others. Submission queries what criteria was used for the analysis and notes that TII were not consulted even though many of the sites raise issues for national road network. TII consider it inappropriate and premature to retain the SLR sites in the Plans as there is no formal framework for review of the sites, the information provided is poor and there is no evidence of appropriate consultation having been carried out with statutory stakeholders. The justification for selecting the sites is unclear. It is also unclear how and when the land is to be released. From a national roads perspective, the sites are located in areas which suffer from a lack of local road capacity and poor public transportation networks which would create unsustainable impacts on the national road network.</p> <p>c) City Gateway Initiatives</p>	<p>organisation on this protect.</p> <p>The CDP identified a requirement for additional housing land in Metropolitan Cork. The SLR is a process that seeks to deliver those housing units following further evidence based research, the outcomes of which will involve an amendment to the respective local area plans. No change proposed.</p> <p>Noted. No change proposed.</p>

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			<p>TII notes the clarification provided and looks forward to close cooperation and consultation in regard to the development of proposals within these areas to ensure compliance with the provisions of the DoECLG Spatial Planning and National Roads Guidelines.</p> <p>d) Retail Warehousing Submission requests that this element of the plan be omitted. The Cork Metropolitan Area is very reliant on the national road network which has a finite capacity and which will require demand management measures in the future to maintain its operational capability. Retail land use of this scale and nature with a national and regional catchment would have wide implications for strategic transport infrastructure which needs to be addressed in accordance with statutory guidance - Retail Planning Guidelines and Spatial Planning and National Roads Guidelines for Planning Authorities (2012).</p> <p>Given the promotion of a sequential and town-centre -focused approach to retail development in the Retail Planning Guidelines 2012, there is a clear need for a strong, evidence-based, plan-led and integrated land use and transport approach to planning for this section of the retail market. Deferring considered of such strategic issues to development management is not a suitable way of ensuring such significant proposals are assessed in a</p>	<p>Planning Authority has set out clear guidelines in relation to this issue in line with the advice given by the Department of Housing, Planning Community and Local Government. The Council is satisfied that National Road Infrastructure will be appropriately safeguarded. No change proposed.</p>

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

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			<p>Submission notes that, as previously advised, funding for national road improvements required to facilitate appropriate private developments will not be the responsibility of Transport Infrastructure Ireland. Costs of appropriate upgrades to national roads will have to be met by the developer concerned. It is critical that the local authority identifies what upgrades will be required to facilitate development and establishes clear funding and delivery framework mechanisms for such works. This clarity is critical not only for the management of the safety, capacity and efficiency of the national road network but also with regard to risk and investment decisions made within the private development sector. In the absence of such clarity, TII is the opinion of TII that development proposals should be considered unacceptable and premature. This is a critical issue which needs to be addressed by the Council.</p> <p>Proposed Amendments: EC.03.03.06 (Baneshane-objective) EC.03.03.09 (Waterrock)</p> <p>With reference to the N25 Midleton to Youghal Scheme also referred to in this amendment the Council are referred to the observations set out at the beginning of the summary regarding National Roads Projects.</p> <p>Proposed Amendment: EC.03.03.30 and EC.03.03.31 (MD-B-01 text and objective)</p> <p>The submission notes that access to the national road from adjoining lands such as the B-01 is a</p>	<p>a draft Development Contribution Schemes for public consultation later this year.</p> <p>Re: Proposed Amendments EC.03.03.06, EC.03.03.09, EC.03.03.30 and EC.03.03.31 and EC.03.03.35.</p> <p>Proposed amendment EC.03.03.06 notes that full development of the MD-R-01 lands is dependent on “revised / improved access arrangements being available to the N25”. Proposed amendment EC.03.03.30 also notes that full</p>

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			<p>direct conflict with the provisions of official policy and TII recommends that the Council reinstate the previous text from the Draft MD LAP prior to the adoption which indicated that access would be provided from a local distributor road.</p> <p>In addition, the submission states that (EC.03.03.31) regarding improved access arrangements being available to the N25 which are a matter for TII does not appear to be accurate and the Authority recommends that this statement is clarified prior to adoption of the MD LAP, as it states that TII has no responsibility for facilitating access for private development lands to the road network and requests that this statement is clarified and or deleted from the proposed amendments.</p> <p>Proposed Amendment: EC.03.03.35 (Baneshane - text)</p> <p>In addition, these comments apply to the above amendments where it indicates that access arrangements are the responsibility of TII and the Authority also respectfully requests that this statement is clarified removed or appropriately amended prior to adopting the plan.</p>	<p>development of the MD-B-01 lands is dependent on “revised / improved access arrangements being available to the N25”. Both sites required a Traffic Impact Assessment and Road Safety Audit.</p> <p>Proposed amendment EC.03.03.09 notes that improvements and upgrades to both the N25 Carrigtwohill – Midleton and N25 Midleton to Youghal are planned but are currently suspended but it is considered likely that the N25 project will need to be delivered in tandem with delivery of development in Midleton. Amendment EC.03.03.09. also notes that the N25 upgrade will help address existing poor quality intersections / junctions, growth in background traffic levels, capacity to accommodate planned development etc. EC.03.03.09 continues to refer the Midleton to Carrigtwohill Transport Study which proposes various measures in relation to the N25.</p> <p>In revising the wording in relation to the N25 in these amendments for MD-R-01 and MD-B-01, it was not</p>

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			<p>Proposed Amendment: EC.04.03.03 and EC.04.03.05 (Castlemartyr B-01)</p>	<p>the intention of the Council to suggest access would be facilitated directly onto the N25. The reference to revised / improved access arrangements simply reflects the fact that is not clear at this time what final range of measures will be implemented in relation to new junctions, provisions of new road systems parallel to the N25 etc. It was therefore considered sufficient to make reference to the fact that development is dependent on revised / improved access arrangements and allow these to be considered further at the project stage in the context of the provisions of the Midleton to Carrigtwohill Transport Study, the Traffic Impact Assessment and Road Safety Audit and the status of the N25 upgrade scheme. In saying improvements to the N25 are a matter for TII (EC.03.03.31.) the Council was merely pointing out that such proposals would need the full agreement of TII and could not proceed without such agreement.</p> <p>With regard to the B-01 lands at Castlemartyr, it is acknowledged</p>

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			<p>The submission notes that access to these lands remain unresolved despite the text outlined in (EC.04.03.05). TII recommends that access to objective B-01 is reviewed or otherwise amended to ensure compliance with the provisions official policy as outlined in the National Roads Guidelines, 2012 prior to the adoption of the LAP.</p> <p>Proposed Amendment: EC.04.05.03 and EC.04.05.05 (Killeagh B-01) The submission also notes that while the extent of the B-01 lands in Killeagh is proposed to be reduced the issues remain – so that the access is reviewed or otherwise amended to ensure compliance with the provisions of official policy.</p> <p>Proposed Amendment: EC.05.02.08.02 (Ladysbridge) Proposed Amendment: EC.05.02.09.01 and EC.05.02.09.03 (Mogeely) The submission states that these amendments need to be cognisant of the N25 Midleton to Youghal</p>	<p>that the total road frontage for these lands is within the 100 km speed limit, however access to these lands may also be possible from lands already within the development boundary and within the 60 km speed limit. In addition, the specific objective requests that a traffic and transport assessment and road safety audit is prepared which will identify the nature and quantum of development.</p> <p>Regarding the B-01 lands at Killeagh, access to this site is achievable from within the 60 km speed limit. In addition, the specific objective requests that a traffic and transport assessment and road safety audit is prepared which will identify the nature and quantum of development and the merits of its suitability can be assessed at the project stage.</p> <p>No final route corridor for this scheme is available. The Council are currently exploring options regarding the mapping of these settlements and if a suitable alignment is available the Council</p>

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			scheme.	will investigate the most appropriate ways of showing the N25 Midleton to Youghal scheme either on the County Council Local Area Plan Brower or if appropriate on the printed map in volume one.
Midelton				
EC.03.03.09	AMD20917156	Clayton Love (Shipton Group)	<p>This submission makes reference to the O-08 Linear Park, the X-01 West and East and the Southern Part of R-09.</p> <p>EC.03.03.09: Regarding the O-08: it is requested that the delivery of the southern element of the Linear park between R-08 and R-09 be moved to Bundle A as it is argued that it will help establish Waterrock as a desirable place to set up home and encourage early development from R-09 outwards.</p> <p>--</p> <p>Regarding X-01 (West): it is noted that the zoning on R-09 has been changed to Medium A from High Density which it notes is more suitable and argues that the X-01 West of the river should be changed to match R-09 as this will facilitate its early development and support the early development of Water Rock from the south east corner out.</p> <p>Regarding X-01 (East) the submission requests that the following wording be included after the following first</p>	<p>The changing of densities is a material consideration and is not possible at this stage in the process. In addition, any alternations to the composition of the bundles would be material in nature and this is not possible at this stage in the local area plan process.</p> <p>This part of the submission does not refer directly to any proposed amendment and is outside the scope of this stage of the local area plan preparation process.</p>

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			<p>paragraph: 'Big Box Retail may also be considered on this site provided it can be justified on a sequential test basis and provided the overall development includes a mix of residential and office development as above and that other retail is also confined to small retail as above.</p> <p>--</p> <p>Southern Part of R-08: it argues for a number of reasons, that the delivery of high density residential development will not be feasible and a more appropriate and sustainable residential density zoning would be Medium A like R-09 to the west.</p>	<p>This part of the submission does not refer directly to any proposed amendment and is outside the scope of this stage of the local area plan preparation process.</p> <p>No changes recommended arising from this submission.</p>
EC.03.03.09	AMD20934969	Ingram Homes Limited	<p>This submission is primarily concerned with Water Rock Midleton, and specifically to sites, R-11 (North Western section), R-17, R-16, R-19 and C-03.</p> <p>Proposed Amendment: EC.03.03.09</p> <p>The submission supports the text which states that the development of zones linked to infrastructure bundles B and C may commence in parallel with the delivery of infrastructure bundle A if the following can be secured: Appropriate connections to water services infrastructure and surface management systems; and Relevant on/off site road infrastructure.</p>	<p>Recommend to correct two typos in table 3.3 as follows:</p> <p>(1) Delete the three asterisks from the following text 'Development of zones linked to infrastructure Bundles B and C may commence in parallel with the delivery of infrastructure bundle A if the following can be secured ...' and move to the end of the table as a NOTE.</p> <p>It is also intended to reiterate this</p>

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			<p>However the submission expresses serious concerns that this text is reduced to a footnote identified by an asterisk and that it is shown immediately after a specific parcel of land MD-R-15 in the chart detailing the key projects in Bundle B.</p> <p>The submission also notes that there are no asterisks shown in the chart detailing the projects in Bundle C – despite this bundle being included in the text from the Draft Plan quoted in the preceding paragraph.</p> <p>The key point of the submission is that in normal circumstances an asterisk is used to indicate a footnote which refers back to a specific part of a text, where in this proposed change, it appears that the relevant text has been demoted to a footnote, and requests that it should be included in the main policy statement relating to Water Rock.</p>	<p>text in the main body text of the plan in the relevant section dealing with the development of zones and infrastructure bundles / phasing.</p> <p>(2) Delete one asterisk from the final point ‘Provision must be made for appropriate vehicular and pedestrian access to Tir Cluain ...’ so that it has three asterisks and relates to MD-R-15 only.</p> <p>In summary, in response to this submission, it recommended that two typos in Table 3.3 be corrected, and a section of text in Table 3.3 be repeated in the main body text of the plan. These issues are considered MINOR in nature.</p>
<p>Amendment References EC.03.03.13, EC.03.03.14, EC.03.03.15, EC.03.03.16 & EC.03.03.19 EC.03.03.09</p>	<p>AMD21000555</p>	<p>Paul Moore</p>	<p>Amendment References EC 03.03.13, EC 03.03.14, EC 03.03.15, EC 03.03.16 & EC 03.03.19</p> <p>This submission, made on behalf of the landowner, generally welcomes the proposed amendments EC 03.03.13, EC 03.03.14, EC 03.03.15, EC 03.03.16 & EC 03.03.19 to the East Cork MD LAP.</p> <p>Amendment References EC 03.03.09</p> <p>Regarding the above change, which relates to the phasing of development within Water Rock and the delivery of three bundles of core infrastructure, the submission sets out the proposed development</p>	<p>Noted</p> <p>Issues in relation to development contributions are outside the scope of the LAP process and are a matter for the development contributions</p>

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			<p>contributions payable for each dwelling at €14,760 per dwelling (regardless of size), which it states is a considerable increase on the current development contribution rates which are based on €59.86 per square metre.</p> <p>It is requested therefore that the development contributions applied to any development on these lands are favourably comparable to the rates set out in Cork County Council's Development Contributions Scheme Rates for 2015.</p>	<p>scheme / development management.</p> <p>No change proposed.</p> <p>See Appendix B of this document.</p>
<p>Amendment References EC.03.03.33 and EC.03.03.38</p> <p>Amendment References EC.03.03.09</p>	<p>AMD20998269</p>	<p>Irish Distillers Ltd</p>	<p>Amendment References EC.03.03.33 and EC.03.03.38</p> <p>This submission supports the proposed amended zoning for Midleton Distillery arguing that the amendment ensures consistency across the site and ensures the viability of the future development of the distillery through the extension of the MD-I-04.</p> <p>Amendment References EC.03.03.09</p> <p>Regarding the above change, a further modification to the wording relating to the future Northern Relief Road's eastern junction as proposed arguing that this would provide greater flexibility at the detailed design stage as follows:</p> <p>The critical requirement for this route is that any new junction is at a point sufficiently west of the existing junction between the R907 and the N25, to avoid negative impacts on the operation of the N25.</p>	<p>Noted.</p> <p>Changes to the route /junctions of the Midleton Northern Relief Road is a material consideration and is not possible at this stage of the Local Area Plan process.</p> <p>No changes proposed in response to this submission</p>
<p>No relevant</p>	<p>AMD21000865</p>	<p>Cork Co-operative</p>	<p>This submission relates to the suitability of the site</p>	<p>This submission does not refer</p>

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Amendment Reference		Marts Limited	<p>within the proposed MD-T- 01 site [formerly MD-T-06 in the draft plan] for the delivery of residential units. The subject of this submission is the proposed development of an undeveloped site to the north-west of Midleton Town Centre at Knockgriffin, Midleton.</p> <p>The submission notes that the landowners recently [March, 2017] attended a pre planning meeting for the site and were informed that despite the fact that the zoning proposed at the time was for town centre MD-T-06 [now changed to MD-T-01] that residential use was not specifically outlined as a development objective for the site which might pose difficulties. It is also noted that the planners had concerns in zoning terms with a solely residential use and in the preplanning meeting the fact that residential development is not a listed proposed use, the planners explained it was unlikely, even though it is a small portion of the entire site, that a solely residential development would be acceptable given that it is not specifically mentioned in the zoning objective.</p> <p>This submission therefore requests that [with particular reference to Knockgriffin and the residential nature of the area] that the zoning for this site be amended to allow a solely residential development to occur that is in keeping with the existing residential nature of this part of the site. The submission notes that without introducing residential as an objective the council could be inhibiting the development of other key Town Centre sites and curtailing the capacity of the town</p>	<p>directly to any proposed amendment and is outside the scope of this stage of the local area plan preparation process.</p> <p>No change proposed.</p>

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			to grow as envisaged in the plan.	
Youghal				
No relevant Amendment Reference	AMD20986725	Michael Mc Carthy and Youghal Forum	<p>This submission requests that the Council not change the use of the rail-line from Youghal to Midleton to a Green way in the Draft Plan. The submission notes that the Cork County Council draft development plan does not allow for balanced Investment in the East Cork region and argues that Council says that it is developing areas around Midleton because of the good rail networks and to reduce congestion on the N25.</p> <p>The submission states that the people of Youghal feel the brunt of the congestion on the N25 everyday of the year, the congestion in Killeagh and Castlemartyr, the round-about at Midleton and the Jack Lynch Tunnel arguing that the congestion on the N25 would be greatly reduced by a Rail Link from Youghal to Midleton.</p> <p>The submission also notes that there are many great areas for investments in Youghal if it would have a good rail link, like its partner towns of Midleton and Cobh. The submission notes that this is not a solo run and that this submission has the full support of the Youghal Forum and the great support of the towns people as revealed in a spontaneous Straw Poll which showed that out of 632 people polled 80.06% voted in favour of a start being made on the return of the Railway and 19.94% in favour of</p>	<p>This submission does not refer directly to any proposed amendment and is outside the scope of this stage of the local area plan preparation process.</p> <p>No change proposed.</p>

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			the Greenway. The submission is accompanied by a number of supporting documents.	
Aghada / Whitegate				
Amendment Reference EC 04.06.06	AMD20947917	Mary Rose Day	<p>Amendment Reference EC 04.06.06 This submission, made on behalf of the landowner, welcomes the rezoning of part of the WG-O-06 lands to form part of the 'Existing Built-Up Area' of the key village of Aghada, as outlined in proposed amendment EC 04.06.06 to the Draft East Cork Municipal District Local Area Plan (MD LAP) (Volume 1 Proposed Amendments, 2nd May 2017). Submission indicates that the landowner is committed to releasing this land for residential development which will contribute to the development of the village and reduce pressure for rural housing in the area.</p>	<p>The contents of this submission are noted. See Section 2.2. and Appendix C of this report.</p>
Ladysbridge				
Amendment Reference EC 05.02.08.02	AMD20994040	Michael O'Brien	<p>Amendment Reference EC 05.02.08.02 This submission, made on behalf of the landowner, welcomes the rezoning of the C-01 former school site to form part of the built up area and also the extension of the development boundary of Ladysbridge to the west of the village core, as outlined in proposed amendment EC 05.02.08.02 to the Draft East Cork Municipal District Local Area Plan (MD LAP) (Volume 1 Proposed Amendments, 2nd May 2017). Submission indicates that the landowner is committed to providing residential development on the lands which will support the development of the village.</p>	<p>The contents of this submission are noted. No further changes are recommended arising from this submission. See Appendix B of this report.</p>

Appendix B: List of Amendments Recommended by the Chief Executive

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	Section One: Introduction			
EC 01.01.01	Delete Table 1.1 Municipal Districts in County Cork and replace with new Table 1.1 which includes list of Town Council Development Plans. Note: This change refers to the text of the draft plan only.	6	AMD21004041	<u>No change</u>
Table 1.1: Municipal Districts in County Cork				
	Municipal District	Population 2011	Main Towns	No of villages
1	Ballincollig-Carrigaline	71,946	Ballincollig, Carrigaline, Passage West/ Monkstown/ Glenbrook, Cork City South Environs, Ringaskiddy	5
2	Bandon-Kinsale	42,454	Bandon, Kinsale (Kinsale Town Development Plan, 2009)	34
3	Blarney-Macroon	43,398	Blarney, Macroon (Macroon Town Development Plan, 2009)	54
4	Cobh	53,544	Carrigtwohill, Cobh (Cobh Town Development Plan 2013) , Glanmire, Little Island, Cork City North Environs. (Monard is proposed new town and a designated Strategic Development Zone)	24
5	East Cork	42,399	Midleton (Midleton Town Development Plan 2013), Youghal (Youghal Town Development Plan, 2009)	30

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6	Fermoy	42,226	Charleville, Fermoy (Fermoy Town Development Plan, 2009), Mitchelstown	29				
7	Kanturk-Mallow	47,305	Buttevant, Kanturk, Mallow (Mallow Town Development Plan, 2009) Millstreet, Newmarket	46				
8	West Cork	56,530	Bantry, Castletownbere, Clonakilty (Clonakilty Town Development Plan, 2009), Dunmanway, Schull, Skibbereen (Skibbereen Town Development Plan, 2009)	67 & 7 Inhabited Islands				
EC.01.07.01		<p>Approach to Town Council Development Plans</p> <p>Delete Paragraph 1.7.6 and replace with new text as follows;</p> <p>1.7.6 — Given that many of the Town Development Plans date from 2009 and are now quite out of date, the Council has decided to proceed on the basis of preparing new Local Areas Plans which plan for the development of each town, and its environs, as one integrated unit. It is proposed to Vary the Town Development Plans, such that the zoning provisions and associated policy objectives of the Town Development Plans are updated and incorporated into the new Local Area Plans. The Town Plans will remain in force but the relevant zonings provisions will be those of the new Local Area Plan. In the event of a conflict between the provisions of a Town Development Plan, and the provisions of the County Development Plan 2014, or the new Local Area Plan 2017, then the County Development Plan / Local Area Plans 2017, take precedence.</p> <p>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 AMDinistrative area of the former Town Council and the Development Boundary of the Town as delineated in maps included in this</p>			17	AMD21004041 AMD21006549	<u>No change</u> <u>No change</u>	

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>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.</p> <p>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 AMDinistrative area of the former Town Council.</p> <p>Note: This change refers to the text of the draft plan only.</p>			
EC.01.07.02	<p>Housing Density</p> <p>Insert new Heading "Housing Density" and text after "Green Infrastructure" as follows;</p> <p>The approach to housing density used in this Plan is explained in Section 3.4 Housing Density, Chapter 3 Housing, Volume One of the Cork County Development Plan, 2014. Objective HOU 4-1, Housing Density on Zoned Land in Section 3.4 sets out the housing density standards applicable to each category, High, Medium A and Medium B, along with an accompanying guide to the densities in Table 3.1 Settlement Density Guide.</p> <p>Note: This change refers to the text of the draft plan only.</p>	28	AMD21006549	<u>No change</u>
EC.01.07.03	<p>Amend paragraph 1.7.25 to read 'regeneration sites have been identified in all some towns.</p> <p>Note: This change refers to the text of the draft plan only.</p>	17	No submission received	<u>No change</u>
EC.01.07.04	<p>It is proposed to include the following paragraph after 1.7.25</p> <p>'It is the intention of Cork County Council to implement the provisions of the</p>	17	AMD21005431	<u>No change</u>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>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.</p> <p>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.</p> <p>This will be achieved through a focussed application of the levy, facilitating sustainable urban development and bring such vacant sites and buildings in urban areas into beneficial use.'</p> <p>Note: This change refers to the text of the draft plan only.</p>		AMD21004041	<u>No change</u>
EC.01.07.05	<p>Insert the following new paragraph in the section on the City Gateway's Initiative:</p> <p>"Initially this initiative will focus on aesthetic and environmental improvements in these areas in advance of an integrated Land Use and development framework to be conducted in collaboration with the relevant stakeholders including, relevant landowners, Cork City Council , the National Transport Authority and Transport Infrastructure Ireland."</p> <p>Note: This change refers to the text of the draft plan only.</p>	18	AMD21007613 AMD20993186	<u>No change</u> <u>No change</u>
EC.01.07.06	<p>It is proposed to include the following text before the section on Strategic Land Reserve (Paragraph 1.7.33)</p> <p>Active Land Management</p> <p>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</p>	19	AMD21003184 AMD21007613 AMD21005431 AMD21004041	<u>No change</u> <u>No change</u> <u>No change</u> <u>No change</u>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>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.</p> <p>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:</p> <p><i>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.</i></p> <p><i>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.</i></p> <p>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.</p> <p>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</p>		<p>AMD21006549</p> <p>AMD20993186</p>	<p><u>No change</u></p> <p><u>No change</u></p>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>following:</p> <ul style="list-style-type: none"> • 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 <p>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.</p> <p>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.</p> <p>During the lifetime of this Plan, and in addition to the provisions of the Urban Regeneration & Housing Act 2015, Cork County Council will:</p> <ol style="list-style-type: none"> 1. Monitor the degree to which serviced/serviceable zoned lands are delivering the required housing units such that during the next LAP 			

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>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.</p> <ol style="list-style-type: none"> 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 <i>Scale of Development</i> and <i>Normal Recommended Scale of any Individual Scheme</i> requirements set out in this Plan. <p>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.</p> <ol style="list-style-type: none"> 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. <p>Note: This change refers to the text of the draft plan only.</p>			
EC.01.07.07	It is proposed to delete the paragraphs 1.7.33 – 1.8.46 and all related maps,	19	AMD21003184	<u>No change</u>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment																																	
	<p>table 1.3, figure 2 and the description of each SLR and replace with the following:</p> <p>Strategic Land Reserve</p> <p>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”.</p> <p>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.</p> <table border="1" data-bbox="546 903 1225 1362"> <thead> <tr> <th colspan="3">Table 1.3 List of possible sites for consideration as Strategic Land Reserve options</th> </tr> <tr> <th>Ref</th> <th>Site Name</th> <th>Gross Area (Ha)</th> </tr> </thead> <tbody> <tr> <td>SLR1</td> <td>Cobh North Extension</td> <td>185.0</td> </tr> <tr> <td>SLR2</td> <td>Carrigaline East</td> <td>47.0</td> </tr> <tr> <td>SLR3</td> <td>Castletreasure</td> <td>21.4</td> </tr> <tr> <td>SLR4</td> <td>Frankfield /Grange</td> <td>44.9</td> </tr> <tr> <td>SLR5</td> <td>Togher/Doughcloyne</td> <td>93.6</td> </tr> <tr> <td>SLR6</td> <td>Ardrostig</td> <td>100.3</td> </tr> <tr> <td>SLR7</td> <td>Ballincollig East-Carrigrohane</td> <td>223.9</td> </tr> <tr> <td>SLR8</td> <td>Kilbarry/Carhoo/Kilcully</td> <td>105.1</td> </tr> <tr> <td>SLR9</td> <td>Ballyvolane-Whites Cross</td> <td>336.2</td> </tr> </tbody> </table>	Table 1.3 List of possible sites for consideration as Strategic Land Reserve options			Ref	Site Name	Gross Area (Ha)	SLR1	Cobh North Extension	185.0	SLR2	Carrigaline East	47.0	SLR3	Castletreasure	21.4	SLR4	Frankfield /Grange	44.9	SLR5	Togher/Doughcloyne	93.6	SLR6	Ardrostig	100.3	SLR7	Ballincollig East-Carrigrohane	223.9	SLR8	Kilbarry/Carhoo/Kilcully	105.1	SLR9	Ballyvolane-Whites Cross	336.2		<p>AMD21007613</p> <p>AMD21005431</p> <p>AMD21004041</p> <p>AMD20993186</p> <p>AMD21006549</p>	<p><u>No change</u></p> <p><u>No change</u></p> <p><u>No change</u></p> <p><u>No change</u></p> <p><u>No change</u></p>
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Amendment Reference No.	Proposed Amendment			Draft Plan Page No.	Submission Received	Comment
	SLR10	Carrigtwohill West Extension	32.4			
	SLR11	Carrigtwohill East	220.7			
	SLR 12	Oldcourt	78.7			
			1489.2			
	<p>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).</p>					
	<p>Figure 3: Locations of Strategic Land Reserve Options</p>					
<p>The map, titled 'Metropolitan Cork Strategic Land Reserve', shows the geographical distribution of 12 Strategic Land Reserve (SLR) sites across the metropolitan area of Cork. The sites are highlighted in yellow and labeled as follows: SLR1 (Cobh), SLR2 (Carrigaline), SLR3 (Cork City - South Environs), SLR4 (Cork City - South Environs), SLR5 (Cork City - South Environs), SLR6 (Ballynora), SLR7 (Sollig), SLR8 (Killeens), SLR9 (Upper Glanmire), SLR10 (Carrigtwohill), and SLR11 (Carrigtwohill). Other labeled areas on the map include Blarney, Monard, Glanmire, Glounthaune, Caherlag, Little Island, Marino Point, Passage West, Ballymore/Walterstown, Goggin's Hill, Ballygarvan, Fivemilebridge, Carrigaline, Ringaskiddy, Whitegate & Aghada, and Balli.</p>						

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>The SLR sites have been subject to a High Level Appraisal based on the following:</p> <ol style="list-style-type: none"> 1. Sequential Approach: Selecting sites based on the principle that potential green-belt development should, where deemed appropriate, be located in the immediate environs of Cork City in the first instance. 2. Infrastructural Investment: Where sites offer opportunities to leverage maximum returns from infrastructural development but which would not prejudice the delivery of, or necessitate upfront investment which may be considered, regional or national in scale 3. Multi-modal Transport Opportunities: Located so as to offer potential multi-modal opportunities for accessing local trip generating services, existing/proposed public transport services and strategic employment areas <p>The High Level Appraisal has resulted in the emergence of 6 no. SLR sites at this stage (SLR3 Castletreasure, SLR4 Frankfield/Grange, SLR5 Togher/Doughcloyne, SLR6 Ardrostig, SLR7 Ballincollig East-Carrigrohane, SLR12 Oldcourt) as potentially having greater capacity to deliver. However, as all sites have matters to be considered in detail, it is recognised that detailed assessment is required, including consultation with landowners and state agencies. On this basis it is proposed to retain all the original 12 no. SLR sites for further detailed assessment, before preparation of site appraisals and development briefs for consideration by Development Committee.</p> <p>The assessment will include Habitats Directive Assessment and Strategic Environmental Assessment so that full account is taken of environmental and ecological issues.</p> <p>Note: This change refers to the text of the draft plan only.</p>			
EC.01.08.01	<p>Include the following text in Section 1.8</p> <p>Managing downstream flood impacts</p>	27	<p>AMD21005431</p> <p>AMD21004041</p>	<p><u>No change</u></p> <p><u>No change</u></p>

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	<p>When planning a development upstream of an area at risk of flooding, intending developers need to be mindful of the need to consider the potential downstream flood impacts of a development, even when the development itself is not in an area of flood risk. This relates in particular to the management of surface water and to the wider issues of pluvial flood risk, which may have downstream impacts. Detailed assessment of the potential downstream impacts is particularly important in areas where flood defences have already been provided or are planned downstream of a development, in order to ensure that there are no adverse effects on the standard of defence provided.'</p> <p>Note: This change refers to the text of the draft plan only.</p>		AMD20981713	<u>No change</u>
	Section Two: Overall Strategy			
EC.02.02.01	<p>Insert additional text heading and paragraph after paragraph 2.2.3 in section 2;</p> <p>The National Spatial Strategy is to be replaced by the National Planning Framework (NPF), to be delivered in 2017. This national framework is intended to be a high level strategy document that will provide the framework for future development and investment in Ireland, providing a long term and place-based aspect to public policy and investment, as well as aiming to coordinate sectoral areas such as housing, jobs, transport, education, health, environment, energy and communications. It is anticipated that the NPF will inform the future Regional Spatial and Economic Strategies (RSES) that will follow the adoption of the NPF. The Council will ensure that its forward planning will be aligned with this hierarchy of strategic plans.</p> <p>Note: This change refers to the text of the draft plan only.</p>	35	AMD21004041	<u>No change</u>
EC.02.04.01	<p>Delete table 2.2 in Section 2 and replace with the following table.</p> <p>Note: This change refers to the text of the draft plan only.</p>	38	AMD21003184 AMD21004041	<u>No change</u> <u>No change</u>

Amendment Reference No.	Proposed Amendment					Draft Plan Page No.	Submission Received	Comment
Table 2.2 East Cork Municipal District Housing Requirements and Supply							AMD20981713	<u>No change</u>
	Housing Requirement				Housing Supply			
	Census 2011	Population Target	New Units Required	Net Estimated Requirement (ha)	Est. Residential zoned (ha)	Net area	Estimated Housing Yield	
Midleton	12,001	21,576	5,243	210	185*		5,255	
Youghal	7,794	9,115	1,037	52	104**		1,993 1,993	
Main Towns	19,795	30,691	6,280	262	289		7,238 7,248	
Villages	9,566	11,067	1,121	--	--		1,214	
Rural	13,038	12,038	389	--	--		--	
Total Villages and Rural	22,604	23,105	1,510	--	--		1,214	
Total for District	42,399	53,796	7,790	262	289		8,452 8,462	
*Includes 0.85 ha of residentially zoned land from the Midleton Town Development Plan, 2013.								
**Includes 66.3ha of residentially zoned land from the Youghal Town Development Plan, 2009, AND 25.5 ha of land with a residential restriction option NOTE these 'residential restriction' lands, although not conventionally 'zoned' in the Town Plan provide an important part of the residential land supply in Youghal and are therefore								

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	included in the net residential area zoned in Youghal.			
	<p>The Core Strategy in the Cork County Development Plan 2014, outlines an estimated net residential area zoned in Midleton of 190.11 Ha. The figure published in this plan, 185 Ha is about 5 Ha lower, as a result of the amendment adopted by the County Council to the Midleton Electoral Area Local Area Plan (2011) to provide greater detail for the Waterrock Urban Expansion Area (January, 2016). In addition to this change, the draft plan proposed a new residential zoning in Broomfield, MD-R-03. Aside from a minor change to the MD-R-01 to reflect the fact that the school was now built, there were no other changes to the residentially zoned development lands in Midleton Environs.</p> <p>In relation to Youghal, the Core Strategy in the Cork County Development Plan 2014, outlines an estimated net residential area zoned in Youghal of 78.6 Ha. This figure includes the 66.3 ha in the former Youghal Town Council area. However, the Estimated Net Residential Area zoned in Youghal as published in this plan includes 25.5 ha of land with a residential restriction option. It is important to note that these 'residential restriction' lands, although not conventionally 'zoned' in the Town Plan provide an important part of the residential land supply in Youghal and are therefore included in the net residential area zoned in Youghal.</p> <p>There were no other changes to the residentially zoned development lands in Youghal Environs.</p> <p>Note: This change refers to the text of the draft plan only.</p>			
EC.02.05.01	<p>Large Scale Retail Warehousing</p> <p>Delete Paragraph 2.7.2 and replace with revised text as follows;</p> <p>2.7.2 The Regional Planning Guidelines for the South West (2010-2022) and</p>	41	<p>AMD21007613</p> <p>AMD21004041</p>	<p><u>No change</u></p> <p><u>No change</u></p>

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	<p>the Joint City and County Retail Strategy (2013), which was later incorporated into the County Development Plan (2014), recognized that “there may also be scope for the development of an innovative type of large scale retail warehouse in Cork. As detailed in the RPG’s the scale of such outlets requires a regional, if not national, population catchment. In this regard a proposal for such a retail warehouse development in excess of 6,000 sq. metres may be appropriate in Cork Gateway. Specific criteria regarding such developments are set out in the RPG’s and in particular such developments must accommodate a range of bulky goods together with a range of customer facilities which require a national population catchment. Furthermore such developments must not adversely affect the efficiency of the national road network and it be demonstrated that traffic volumes can be accommodated within the design assumptions for such roads taking account of the opportunities for encouraging a modal split towards more sustainable travel modes. Such development should also be served by existing or planned public transport services. The potential impact of a retail warehouse in excess of 6,000 sq. metres will need to be carefully examined in the context of this guidance.”</p> <p>"The Regional Planning Guidelines for the South West (2010-2022) and the Joint City and County Retail Strategy (2013), which was later incorporated into the County Development Plan (2014), recognized that “there may also be scope for the development of an innovative type of large scale retail warehouse in Cork. Specific criteria regarding such developments are set out in the Retail Planning Guidelines as follows;</p> <p>a) Will accommodate a range of predominantly bulky goods under one roof, together with a range of customer facilities (e. restaurant, crèche), on a scale which requires a regional, if not national,</p>		AMD20993186	<u>No change</u>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>population catchment;</p> <p>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;</p> <p>c) Will be served by existing or planned public transport services;</p> <p>d) Will make adequate provision for those opting for home delivery of goods other than by private car;</p> <p>e) Will be accompanied by a traffic impact assessment, demonstrating compliance with the above criteria; and</p> <p>f) Will take account of the vitality/viability criteria in respect of city/town centres set in the Retail Planning Guidelines and avoid the incorporation of uses and activities, as part of the development, which are more appropriate to city and town centre locations.</p> <p>Any proposed sites designated for this use would in particular need to satisfy the locational criteria at (b) and (c) above.</p> <p>The potential impact of a retail warehouse in excess of 6,000 sq. m. will need to be carefully examined in the context of this guidance.</p> <p>Note: This change refers to the text of the draft plan only.</p>			
EC.02.05.02	<p>Amend Section 2.5 by including the following after the sub section on Large Scale Retail Warehousing.</p> <p>Outlet Centres</p> <p>Section 4.11.4 of the Retail Planning Guidelines for Planning Authorities (2012) describes outlet centres as ‘groups of stores retailing end-of-season or discontinued items at discounted prices and are typically located in out-of-centre locations.’ Furthermore, the Retail Planning Guidelines highlight the</p>	41	<p>AMD21007613</p> <p>AMD20993186</p>	<p><u>No change</u></p> <p><u>No change</u></p>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>following characteristics of outlet centres:</p> <p>‘The success of these outlet centres depends on attracting customers from a wide catchment area, and from the tourism sector. When they are located out-of-town on greenfield sites, they can divert a significant amount of expenditure on comparison shopping goods away from established city/town centres and tourist centres even some distance away. Nonetheless, outlet centres within or immediately adjacent to a city or town centre can generate commercial synergies with the established retail outlets, thereby raising the profile of the centre and enhancing aggregate turnover on retail goods and leisure activities.’</p> <p>‘It should be recognised, however, that outlet centres are unlikely to succeed commercially in close proximity to the main urban centres in Ireland because retailers do not normally choose to trade at a large discount in direct competition with their high street outlets. However, experience shows that this constraint is unlikely to arise with smaller or secondary town centres, especially those in areas which attract large numbers of tourists.’</p> <p style="text-align: center;"><i>Retail Planning Guidelines for Planning Authorities (2012)</i></p> <p>Hence, having regard to the specific niche market that outlet centres operate within, applicants need to demonstrate that the products sold will not be in competition with those currently on sale in typical city/town centre locations. In addition, applicants can benefit from proposing a location that attracts large numbers of tourists.</p> <p>Furthermore, potential locations of outlet centres should be such that they complement existing retail offerings / established tourist areas, and having regard to the foregoing, locations within Metropolitan Cork emerge as the most appropriate location to create those economic synergies.</p> <p>Any proposal for an outlet centre must demonstrate that the proposal meets the following criteria:</p>			

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<ul style="list-style-type: none"> • will accommodate predominantly the retailing of end-of-season or discontinued items; • demonstrate that the products sold will not be in competition with those currently on sale in typical city/town centre locations; • demonstrate ability to reinforce existing tourism sector; • the provisions of the Cork County Development Plan and Metropolitan Cork Joint Retail Strategy; • the sequential test set out in chapter 4 of the Retail Planning Guidelines for Planning Authorities; • is in accordance with the Planning Guidelines on Spatial Planning and National Roads in that the proposal can demonstrate that the development will not adversely affect the efficiency of the national road network and key junctions and interchanges and that it can be demonstrated that traffic volumes can be accommodated within the design assumptions for such roads, taking account of the opportunities for encouraging a modal shift towards more sustainable travel modes; • will be served by existing or planned public transport services; • will make adequate provision for private car use; • will be accompanied by a traffic impact assessment, demonstrating compliance with the above criteria; and, • will take account of the vitality/viability criteria in respect of city/town centres set out in the Retail Planning Guidelines for Planning Authorities (2012) and avoid the incorporation of uses and activities, as part of the development, which are more appropriate to city and town centre location. <p style="text-align: center;">Note: This change refers to the text of the draft plan only.</p>			
EC.02.05.03	<p>It is proposed to amend the Employment Land Supply Table (2.4) to remove the areas covered under the Town Council Development Plans.</p> <p>Note: This change refers to the text of the draft plan only.</p>	41	AMD21004041	<u>No change</u>

Amendment Reference No.	Proposed Amendment				Draft Plan Page No.	Submission Received	Comment
Table 2.4 Employment Land Supply							
Town	Business	Industrial	Enterprise				
Midleton	27	46.0	46.2				
Youghal	35.7 28.2	38.5	0				
Total	62.7 55.2	86 84.5	46.2				
EC.02.06.01	<p>Local Area Plan Objective LAS-01</p> <p>Delete LAS-01 (a) and replace with new Objective LAS-01 as follows;</p> <p>a) In order to secure sustainable population growth proposed 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.</p> <p>a) In order to secure sustainable population growth proposed, appropriate and sustainable water and waste water infrastructure that will help to secure the objectives of the Water Framework Directive, Habitats Directive and Birds Directive, needs to be provided where not already available, in advance of the commencement of discharges from new development permitted.</p> <p>Insert additional Objectives in LAS-01 as follows;</p> <p>g) All developments will need to comply with Water Services Objectives WS 2-1, WS 3-1, WS 4-1 and Management of Surface Water Objectives WS 5-1, WS 5-2 and WS 5-3 as detailed in Chapter 11, Volume 1 of the Cork County Development Plan, 2014.</p>				43	AMD21004041 AMD20993186 AMD20981713	<p style="text-align: center;"><u>No change</u></p> <p style="text-align: center;"><u>No change</u></p> <p style="text-align: center;"><u>No change</u></p>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>h) No developer provided infrastructure will be allowed into the future except where agreed with Irish Water and where an appropriate transitional and longer term maintenance and repair programme has been provided for.</p> <p>i) All developments where appropriate will need to comply with Objective TM 3-1 National Road Network as detailed in Chapter 10, Volume 1 of the Cork County Development Plan, 2014.</p> <p>j) All developments will need to comply with Management of Surface Water Objectives WS 5-1, WS 5-2 and WS 5-3 as detailed in Chapter 11, Volume One of the Cork County Development Plan, 2014, in order to make provision for Sustainable Urban Drainage Systems and provide adequate storm water attenuation. Surface water management and disposal should be planned in an integrated way in consideration with land use, water quality, and amenity and habitat enhancements as appropriate.</p> <p>k) Preserve and protect the archaeological and architectural heritage which contributes to the character of an area and is intrinsic to its identity and sense of place in accordance with the Heritage Objectives HE 3 -1, HE 3-2, HE 3-3, HE 3-4, HE 3-5, HE 4-1, HE 4-2, HE 4-3, HE 4-4 and HE 4 -5 as detailed in Chapter 12, Volume One of the County Development Plan 2014. This includes formal vernacular, industrial, civic, ecclesiastical, maritime and underwater heritage and features such as historic boundaries, gate piers, street furniture, and landscapes.</p> <p>l) The Council is committed to the preparation and implementation of a Wastewater Management Strategy for the Cork Harbour Area (as per the County Development Plan 2014).</p> <p>Note: This change refers to the text of the draft plan only.</p>			
EC.02.06.02	<p>Transport Strategy for Metropolitan Area</p> <p>Insert additional paragraph after 1.7.45 as follows;</p> <p><u>The Council, in consultation with the Transport Infrastructure Ireland, will protect proposed national road route corridors where the route selection</u></p>	43	<p>AMD21007613</p> <p>AMD21005431</p> <p>AMD20981713</p> <p>AMD20993186</p>	<p><u>No change</u></p> <p><u>No change</u></p> <p><u>No change</u></p> <p><u>Minor Modification: It is proposed to insert</u></p>

Amendment Reference No.	Proposed Amendment				Draft Plan Page No.	Submission Received	Comment
	<p><u>process has been completed/ approved and where preferred route corridors have been identified. The line of these Route Protection Corridors are shown in Volume 3 LAP Map Browser which is accessible through www.corkcoco.ie.</u></p> <p>Transport Strategy for Cork Metropolitan Area will be prepared during 2017 and its objective is to provide a long-term strategic planning framework for integrated development of transport infrastructure in Metropolitan Cork. It will be used to inform transport investment levels and prioritisation. Will provide analytical basis for integration of land use and transport planning – social, economic and environmental indicators. Strategy will be able to inform sustainable land use policy formulation.</p> <p>Note: This change refers to the text of the draft plan only.</p>						<p><u>some additional non material text into Section One of the plan under the heading of ‘Traffic and Transport’ as shown. (Underlined text)</u></p>
Section Three: Main Towns							
EC.03.02.01	Delete Table 3.1 and replace with the following: (Note this change will result in consequential changes to tables 3.2 and 3.3)				47	No submission received	<u>No change</u>
Table 3.1 East Cork Municipal District Housing Requirements and Supply							
	Housing Requirement				Housing Supply		
	Census 2011	Population Target	New Units Required	Net Estimated Requirement (ha)	Est. Residential zoned (ha)	Net area	Estimated Housing Yield
Midleton	12,001	21,576	5,243	210	185*		5,255
Youghal	7,794	9,115	1,037	52	104**		1,993
Main Towns	19,795	30,691	6,280	262	289		7,248

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>*Includes 0.85 ha of residentially zoned land from the Midleton Town Development Plan, 2013.</p> <p>**Includes 66.3ha of residentially zoned land from the Youghal Town Development Plan, 2009, AND 25.5 ha of land with a residential restriction option NOTE these ‘residential restriction’ lands, although not conventionally ‘zoned’ in the Town Plan provide an important part of the residential land supply in Youghal and are therefore included in the net residential area zoned in Youghal</p>			
	Midleton			
EC.03.03.01	<p>Amend Section 3.1, 3.2 and 3.3 to remove references to the lands that are covered by the provisions of the Midleton Town Development Plan (2013). Please refer to Section 4 for the text in full (<u>underlined and in bold</u>).</p> <p>Also, please note that this revised section 3 [Section 4 of this document] also includes all of the proposed changes set out in this section which relate to Midleton town. These changes are outlined in bold only.</p> <p>Note: This change refers to the text of the draft plan and to the zoning map for the settlement.</p>	46-105	No submission received	<u>No change</u>
EC.03.03.02	<p>Zone undeveloped land adjacent to SAC identified as existing built up area in Midleton (Ballinacurra) as ‘Open Space not suitable for development.’ The wording of the MD-O-0X specific objective will read as follows:</p> <p>MD-O-0X: Open Space not suitable for development.</p> <p>Note: This change refers to the text of the draft plan and to the zoning map for the settlement</p>	81	No submission received	<u>No change</u>
EC.03.03.03	<p>Change the land use on the eastern part of MD-O-04 from Open Space to Business Uses.</p>	78	No submission received	<u>No change</u>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>The wording of the MD-B-02 specific objective will read as follows:</p> <p>MD-B-02: Business uses. Access to the site from the Northern Relief Road shall be provided to the south of the site in consultation with the Non National Roads Design Office (CCC). The layout of the proposed development shall also make provision for access to the lands to the east of the site.</p> <p>Note: This change refers to the text of the draft plan and to the zoning map for the settlement</p>			
EC.03.03.04	<p>Remove the existing residential properties from the eastern boundary of the MD-I-05 Industrial Zoning to the east of Midleton and include as built up area within the development boundary. There is no specific objective relating to this change:</p> <p>Note: This change refers to the zoning map for the settlement</p>	83	No submission received	<u>No change</u>
EC.03.03.05	<p>Amend the paragraph relating to Ballinacurra, to provide an update on the requirement for community facilities.</p> <p>Include the following text after paragraph 3.3.8:</p> <p>Additional community facilities are required in Ballinacurra in order to cater for the growing population there, including, potentially, a primary school to be provided in consultation with the Department of Education and Skills and a playground. These facilities should be given priority during the lifetime of this plan.</p> <p>Note: This change refers to the text of the draft plan only.</p>	49	AMD21006228	<u>No change</u>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
EC.03.03.06	<p>Amend zoning objective MD-R-01 as follows:</p> <p>Medium A Density Residential Development. Full development of this site is dependent on revised / improved access arrangements being available to the N25. In submitting proposals for the development of this land, the developer will be required to demonstrate, to the satisfaction of the planning authority, that the proposals for this land can, in future, be satisfactorily integrated with other land in the Baneshane area and linked to the town centre, it's railway station and the site identified in this plan as a possible second station to serve the town at Water Rock; No new houses shall be commenced until the community and recreational facilities needed to serve the development are commenced by the developer. Development proposals shall be accompanied by a Traffic Impact Assessment and Road Safety Audit which will guide development proposals pending the necessary improvements to the N25. and the development of new houses shall be limited to 400 in number until such time as the New Grade Separated Junction with the N25 is completed by either Cork County Council or by way of Public Private Partnership with the developer.</p> <p>* Flood risk on site * ^</p> <p>Note: This change refers to the text of the draft plan only.</p>	73	AMD20993186	<u>No change</u>
EC.03.03.07	<p>Amend zoning objective MD-R-05 to change the density from High to Medium A which is considered a more appropriate in this setting.</p> <p>Delete the existing MD-R-05 and replace with the following:</p> <p>Medium A Density Residential Development. Proposals should take cognisance of the period property in the near vicinity and should include detailed landscaping proposals for the site. The development proposal shall also include</p>	74	No submission received	<u>No change</u>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>a detailed Traffic and Transport Assessment and road safety audit. *</p> <p>Note: This change refers to the text of the draft plan</p>			
EC.03.03.08	<p>Amend zoning objective MD-R-06 to change the density from High to Medium A which is considered a more appropriate in this setting.</p> <p>Delete the existing MD-R-06 and replace with the following:</p> <p>Medium A Density residential development. The development proposal shall also include a detailed Traffic and Transport Assessment and road safety audit.</p> <p>Note: This change refers to the text of the draft plan</p>	74	No submission received	<u>No change</u>
EC.03.03.09	<p>Amend the text of Section 3 to reflect updated position regarding the phasing and implementation of Waterrock including the deletion of Figure 1: Phasing of the Waterrock Masterplan:</p> <p>Infrastructure</p> <p>Roads</p> <p>The N25 runs through the south of Midleton and while a portion of the town lies to the south of the road, it functions as a by-pass. Improvements and upgrades to both the N25 Carrigtwohill -Midleton and N25 Midleton – Youghal sections of the corridor are planned but are currently suspended pending the availability of funding. It is considered likely that this project will need to be advanced during the lifetime of this plan and upgraded National Road infrastructure delivered in tandem with the delivery of the development proposed for the town as a whole. The N25 upgrade project will help address the following issues:</p> <ul style="list-style-type: none"> • Existing poor quality intersections/junctions; 	66-83	AMD20917156 AMD20998269 AMD21000555 AMD21003184 AMD21007613 AMD20993186 AMD20934969	<p><u>No change</u></p> <p><u>No change</u></p> <p><u>No change</u></p> <p><u>No change</u></p> <p><u>No change</u></p> <p><u>No change</u></p> <p><u>Minor Modification:</u> <u>In response to this submission, it is recommended that two typos in Table 3.3 be corrected, and a section of text in Table 3.3 be repeated</u></p>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<ul style="list-style-type: none"> • Growth in background traffic levels since the current road was constructed; • Capacity to accommodate planned development; and • Headroom capacity to accommodate future growth (beyond this plan) <p>The Northern Relief road will act as a distributor road bypassing the town centre to the north. Phase 1 has been completed, however Phases 2 and 3 are dependent on the availability of finance. Traffic congestion and parking is a significant issue in the town, particularly on the main street and around the numerous schools in the town. Two potential routes are shown on the Midleton zoning map for the southern portion of Phase 3 of the route, running to the east, and west, of MD-I-04. These lines are indicative. The critical requirement for this route is that it joins the Old Youghal Road (R907) at a point sufficiently west of the junction between the R907 and the N25, to avoid negative impacts on the operation of the N25. The Council will consider other route alignment options that satisfy this requirement, and otherwise comply with road design and safety standards.</p> <p>The Midleton and Carrigtwohill Transportation Study which was published in August 2010 proposes a number of measures to alleviate this situation. The distributor road for the Water-Rock development and a grade separated junction on the N25 are also crucial elements of roads infrastructure that need to be provided in order to advance the development proposals for the town. There are also proposals to close the Lakeview Roundabout and provide a distributor road from the Whitegate Road south of Ballinacurra eastwards to join the N25. This would free up congestion at the roundabout and ensure easier access to the N25 from the Whitegate/Aghada area as well as resulting in significant improvements to the environment of Ballinacurra Village.</p> <p>Walking/Cycling</p>			<p><u>in the main body text of the plan, These changes are considered MINOR in nature.</u></p>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>Facilitating a modal shift to walking and cycling for local journeys within the town would help ease congestion. New cycle routes have been provided in the newer estates at Broomfield and around the Northern Relief Road. There is significant potential for cycle routes in the town given the relatively level terrain and proximity of most residential areas to the centre. In terms of achieving modal shift in the next plan period, significant weight must be given to encouraging increased levels of walking and cycling in the town, mainly through design in new development areas. The Midleton and Carrigtwohill Transportation Study 2010 outlines proposals in detail to improve walking and cycling routes throughout the town as well as parking and public transport measures which will significantly enhance the attractiveness of the town as a place to live and to visit.</p> <p>In 2014 Cork County Council commissioned a cycle network study prepared for the Cork Metropolitan Area, the objective of this study was to provide a clear plan for the future development of cycling networks throughout Metropolitan Cork. The main network plan proposals for Midleton include one main north-south primary route and one primary route serving the Owenacurra Business Park and the Nordic Business Park area to the north west of the town. Due to the constrained nature of Midleton Town Centre, the north-south primary route which will consist of a variety of measures and infrastructure types that respond to the specific nature of each road section. A number of secondary routes are proposed to serve established schools, residential areas and employment centres as well as a future Master Plan site to the south east of the town on the south side of the N25.</p> <p>While the Council has a long-term strategic objective to reopen the rail route linking Cork and Midleton to Youghal, there is an opportunity to yield a use from the disused railway line in the interim. The development of the disused railway line as a greenway would have the advantage of protecting the integrity of the route for the future while creating jobs and opportunities locally for the</p>			

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>benefit of local towns, villages and communities in terms of amenities and tourism. The development of a greenway would safeguard the route for its potential future reopening as an operational railway and allow the local community to harness this resource asset both as an amenity and for tourism development. It is therefore an objective to assess and, as appropriate, develop a greenway on the disused railway line.</p> <p>Public Transport Rail</p> <p>Transport modelling studies carried out by the County Council and the NTA indicate that the land use strategy adopted in this and other Local Area Plans will lead to a reduction in the proportion of journeys being made by car in future years. In Midleton, issues arising from congestion on the N25 route are, in part, off-set by the availability of good quality suburban rail and bus services to Carrigtwohill, Little Island and Cork City. The potential to off-set or mitigate future road congestion could be enhanced by future investment to:</p> <ul style="list-style-type: none"> • Extend the suburban rail service to planned stations north of Cork City Centre; • Improve interchange/connectivity between rail services and employment locations in Little Island and Mahon; • Improve rail service frequency/quality; and • Focus future employment in the City Centre and suburbs in locations well served by rail. <p>In Midleton, the investment made by Government and the Local Authorities in securing the reopening of the Suburban Rail route from Cork delivers the potential to provide new housing and other development in locations close by with easy access to rail services. In order to deliver a return on this investment, the County Council are prioritising the development of these locations. Funding generated from the development itself will result in the</p>			

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>provision of an additional rail station to encourage use of train services.</p> <p>In addition proposals for new bus services to be delivered during the life time of the development, that will compliment rail services, are in the course of preparation with the NTA.</p> <p>On completion of a new rail policy to address the future role of rail transport in Ireland, as required under DTTaS' Strategic Investment Framework for Land Transport (SIFLT) Action 6, a study of the Cork Metropolitan Area's future suburban rail network requirements should be considered. This could include consideration of additional stations (including the 2nd station at Midleton) rail service patterns and interchange with other modes. In advance of this study, it is considered prudent to reserve land on either side of the railway route to facilitate the possible future upgrading of the route to double track standard.</p> <p>Parking</p> <p>Traffic congestion and parking is a significant issue in the town, particularly on Main Street and around the numerous schools in the town and a more effective traffic and parking management strategy is required to support the economic development of the town. An appropriate level of short and long term car parking is needed to serve the needs of commercial, retail and employment generators.</p> <p>In Midleton there are approximately 500 on street parking spaces in the Town Centre of which approximately 120 are located on Main Street. Within the Town Centre, parking on Main Street, Broderick Street, Church Lane and Connolly Street is subject to a 2 hour limit. No further parking duration limits apply outside of these streets. The Midleton and Carrigtwohill Transportation Study identifies that there is a total of 300 off street public car parking spaces provided within 3 conveniently located town centre car parks while there are</p>			

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	<p>6 privately owned commercial car parks with a combined parking provision of 814 parking spaces.</p> <p>The Transportation Study also concluded that most long term parking was taking place in the centrally located public car parking areas with the subsequent effect of making it harder for short term and specifically retail related parking to take place. Correspondingly the private car parking facilities are underused. The study recommended that a parking management system be put in place that favoured short term parking in the public areas given that longer term parking is available in the private car parks. Such a system would facilitate those making trips into town connected with retail activities.</p> <p>The standards for car parking in Middleton town are set out in the 2014 County Development Plan.</p> <p>Water & Wastewater</p> <p>In Middleton the existing drinking water supply is nearing close to its limit. There is limited spare capacity in the Whitegate Regional Water Scheme and a new reservoir is required.</p> <p>Discussions with Irish Water indicate that the most advantageous solution to this problem will involve the extension of a trunk water main from Carrigtwohill to connect with a new reservoir and the town’s existing supply network. A new supply network to serve Ballinacurra will also be required.</p> <p>Irish Water will need to commit to this investment before significant elements of the development proposed in this plan can proceed. Intending developers will need to secure a connection agreement with Irish Water before new development can proceed.</p> <p>There are some local options to upgrade the water supply but given the scale of</p>			

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>growth proposed and the strategic location of the town on the Cork Suburban Rail Network, the most effective option would be to extend the trunk main from Carrigtwohill to Midleton. Construction on this main could commence in 2017. Given the importance of Midleton to the delivery of growth targets in Metropolitan Cork, it is critical that this constraint on future development is overcome. Investment is therefore needed by Irish Water to upgrade the Water Supply for the town. A total of four watermain connections have been installed under the re-instated railway line to facilitate future development. As Irish Water is now the relevant body dealing with water services issues it will be necessary for a developer to obtain a connection agreement from Irish Water for waste water disposal and treatment.</p> <p>The Midleton Wastewater Treatment Plant which is located at Garryduff south of the N25, has a current capacity of 15,000p.e. Further remedial works in relation to infiltration issues are required in order to increase this capacity. Whilst there is some capacity to accommodate part flows arising from part of the development proposed in this plan, upgrading of the capacity of the Midleton WWTP by Irish Water is required to accommodate the development proposed at Water Rock in this plan. and also the proposed target population for Midleton contained in the County Development Plan. This upgrade needs to be provided by Irish Water.</p> <p>The Council is committed to the preparation and implementation of a Wastewater Management Strategy for the Cork Harbour Area (as per the County Development Plan 2014).</p> <p>Investment by Irish Water in the new water and waste water infrastructure will:</p> <ul style="list-style-type: none"> • Improve water supply to the existing population; • Help address current water quality issues in receiving waters; 			

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<ul style="list-style-type: none"> • Facilitate planned development in the town generally; and • Provide additional capacity (or headroom) in water supply and waste water treatment to provide for future growth beyond the development proposed in this plan. <p>Urban Expansion Area: Water-Rock</p> <p>The priority growth area for Midleton in the future is the Water-Rock site which is located on north of the rail line to the west of the town and comprises 160ha. The current Local Area Plan for the area, as amended, makes Here, provision is made for the development of a range of uses on the lands including approximately 2,500 residential units, school sites, a neighbourhood centre, parks, greenway, a railway station and business uses over three separate phases.</p> <p>This site was chosen to form the basis of a major urban expansion of the town of Midleton because of its proximity to the Cork – Midleton rail line. At the time the site was first identified for housing, the Midleton railway line was derelict but following a major investment by the state and the local authorities it was re-opened in 2009. The potential for housing development here, where future residents will enjoy immediate access to a high quality suburban rail service, was a key factor in the Government’s decision to fund the re-opening of the railway. The downturn in the housing market since the line was re-opened has prevented the commencement of the planned housing development, but the recent recovery of the market offers the opportunity to continue with the original vision for major housing development well integrated with high quality public transport at the outset.</p> <p>There are a number of other relevant plans and reports which have been prepared since the lands were first identified for development in the 2005 Special Local Area Plan 2010, these include; the Water-Rock Transport Assessment (2014), a Preliminary Ecological Appraisal for Water-Rock (2015), a</p>			

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	<p>Framework Masterplan Study for Water-Rock (2015). The findings and recommendations outlined in these reports were included in an amendment to the previous Midleton Electoral Area Local Area Plan 2011 for the Water-Rock Masterplan area which was adopted by the members of Cork County Council on the 25th of November, 2015. Those policies and objectives have been carried forward in this plan.</p> <p>Delivering Roads and Services</p> <p>The Water-Rock site is made up of 14 principal land ownerships and the assembly of the entire site into a single ownership would be a daunting challenge for any housing developer. Also, this pattern of land ownership adds to the complexity of funding and delivering the roads, water services and other infrastructure necessary at the outset of development.</p> <p>Because of the importance of the site to the overall delivery of new housing in Metropolitan Cork and because of its strategic location adjoining the Midleton railway line, the County Council is proposing to step in and deliver three 'bundles' of 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. The proposal is to deliver 'Bundle A' first. Once complete, Bundles 'B' or 'C' will be delivered in a sequence which best reflects the opportunities to meet the requirements of the local house building market. 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.</p> <p>Where a development objective requires a developer to provide particular infrastructure or amenities in addition to the items referred to in Table 3.3</p>			

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	<p>below, then an appropriate off-set will be considered in relation to the contributions payable.</p> <p>Sources of funding have been identified and discussions are underway with individual landowners. The County Council has commenced the design process for the relevant infrastructure and it is hoped that work on site will commence in 2018. If necessary, the County Council intends to use its statutory powers to assist the process of land acquisition.</p> <p>The core on-site infrastructure, necessary for housing development to commence, for the site will be delivered in three phased bundles as follows:</p> <table border="1" data-bbox="443 719 1122 1386"> <thead> <tr> <th colspan="4" data-bbox="443 719 1122 855">Table 3.3 Midleton (Water-Rock) Major Urban Extension Proposed On-Site Infrastructure Programme Delivery Agency: Cork County Council</th> </tr> <tr> <th data-bbox="443 855 562 1027">On-Site Infrastructure Bundle</th> <th data-bbox="562 855 750 1027">Key projects</th> <th data-bbox="750 855 974 1027">Notes</th> <th data-bbox="974 855 1122 1027">Delivery Programme</th> </tr> </thead> <tbody> <tr> <td data-bbox="443 1027 562 1386" rowspan="2">A</td> <td data-bbox="562 1027 750 1238">Link Road A* (Northern Relief Road to Water-Rock Road</td> <td data-bbox="750 1027 974 1238">To include water and waste water networks and surface water disposal network</td> <td data-bbox="974 1027 1122 1238">Proposed initial infrastructure bundle</td> </tr> <tr> <td data-bbox="562 1238 750 1386">Waste Water pumping station and rising main to</td> <td data-bbox="750 1238 974 1386"></td> <td data-bbox="974 1238 1122 1386">Delivery of Bundle 'A' will facilitate developme</td> </tr> </tbody> </table>	Table 3.3 Midleton (Water-Rock) Major Urban Extension Proposed On-Site Infrastructure Programme Delivery Agency: Cork County Council				On-Site Infrastructure Bundle	Key projects	Notes	Delivery Programme	A	Link Road A* (Northern Relief Road to Water-Rock Road	To include water and waste water networks and surface water disposal network	Proposed initial infrastructure bundle	Waste Water pumping station and rising main to		Delivery of Bundle 'A' will facilitate developme			
Table 3.3 Midleton (Water-Rock) Major Urban Extension Proposed On-Site Infrastructure Programme Delivery Agency: Cork County Council																			
On-Site Infrastructure Bundle	Key projects	Notes	Delivery Programme																
A	Link Road A* (Northern Relief Road to Water-Rock Road	To include water and waste water networks and surface water disposal network	Proposed initial infrastructure bundle																
	Waste Water pumping station and rising main to		Delivery of Bundle 'A' will facilitate developme																

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		Midleton WWTP		nt on the following zones:			
		Drinking water connection to IW infrastructure		MD-R-09 MD-R-10 MD-R-11 MD-R-12			
		Trunk surface water sewer to appropriate disposal point**		MD-R-13 MD-R-21 MD-R-23 MD-R-24 MD-R-25 MD-C-01			
	B	Loop Road B* (North of Link Road 'A')	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'			
		Small Park (1)		Delivery of Bundle 'B' will facilitate			
		Linear Park Phase 1					

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				developme nt on the following zones: MD-R-14 MD-R- 15*** MN-R-17 MD-C-02 MD-C-03 MD-O-08 MD-O-10				
	C	Water-Rock Road Upgrade*	To include water and waste water networks and surface water disposal network	Delivery of this infrastru cture bundle is not proposed to commence until after the delivery of Bundle 'A' Delivery of Bundle 'C' will				
		Small Park (2)						
		Linear park (Phase 2)						

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				facilitate development on the following zones: MD-R-16 MD-R-18 MD-R-19 MD-R-20 MD-R-22 MD-C-02 MD-C-03 MD-O-09 MD-O-11			
	<p>*Access to serve individual dwellings will not be permitted. New access will be to estate roads only</p> <p>**Individual developers will be required to provide attenuation on site</p> <p>***Provision must be made for appropriate vehicular and pedestrian access to Tir Cluain Housing Estate which is located beyond the north eastern corner of the site.</p> <p><u>NOTE: Development of zones linked to Infrastructure Bundles 'B' & 'C' may commence in parallel with the delivery of infrastructure bundle 'A' if the following can be secured:</u></p> <ul style="list-style-type: none"> • <u>Appropriate connections to water services infrastructure and surface management systems;</u> and 						

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	<div data-bbox="443 261 1122 523" style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> • <u>Relevant on/off site road infrastructure.</u> </div> <p data-bbox="443 592 813 616">Phasing of Water-Rock Development</p> <p data-bbox="443 651 1232 1086">The phasing scheme for the development of the Water-Rock site is set out below. This allows for an orderly development pattern and maximises the development quantum related to investment in infrastructure. The timing of each phase of development is directly linked to infrastructure availability. It is envisaged that development phases may commence in a sequential order once appropriate and necessary infrastructure is available to serve the proposed development. A total of three development phases (1, 2 and 3) are identified. The framework plan specifies, for each phase, the number of residential units, commercial uses, educational facilities, social facilities, amenities, physical infrastructure and access strategy required, thereby setting out the enabling works that are required to allow development to commence.</p> <p data-bbox="443 1118 1232 1230">3.1.1 Phase 1 of the development covers a developable area of approximately 56 ha and will provide up to 1,000 residential units which will consist of a mix of medium A and high density development. The lands are located to the north of the railway line and the Northern Relief Road.</p> <p data-bbox="443 1257 1232 1366">3.1.2 In order to promote the accelerated delivery of housing through the development of the Water-Rock 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</p>			

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment																					
	<p>(described above) will regulate the timing of the commencement of development on particular parcels of zoned land. In addition there is also a need to regulate the overall delivery of housing on the site to the delivery of particular off-site infrastructure and this is proposed as follows:</p> <table border="1" data-bbox="443 400 1122 1358"> <thead> <tr> <th colspan="3" data-bbox="443 400 1122 536">Table 3.4 Midleton (Water-Rock) Major Urban Extension Proposed Off-Site Infrastructure Programme Delivery Agency: Cork County Council</th> </tr> <tr> <th data-bbox="443 536 613 632">Development Phase</th> <th data-bbox="613 536 822 632">No of Housing Units</th> <th data-bbox="822 536 1122 632">Off-Site Infrastructure Project</th> </tr> </thead> <tbody> <tr> <td data-bbox="443 632 613 927" rowspan="3">Phase 1</td> <td data-bbox="613 632 822 927" rowspan="3">Up to 1,000</td> <td data-bbox="822 632 1122 727">Closure of Water-Rock Road/N25 Junction*</td> </tr> <tr> <td data-bbox="822 727 1122 831">Knockgriffin Junction Improvements</td> </tr> <tr> <td data-bbox="822 831 1122 927">Water-Rock Railway Station</td> </tr> <tr> <td data-bbox="443 927 613 1126" rowspan="2">Phase 2</td> <td data-bbox="613 927 822 1126" rowspan="2">1,000 – 1,800</td> <td data-bbox="822 927 1122 1031">Town Centre Gyratory Upgrade</td> </tr> <tr> <td data-bbox="822 1031 1122 1126">N25 Slip Road Mitigation Measures</td> </tr> <tr> <td data-bbox="443 1126 613 1294">Phase 3</td> <td data-bbox="613 1126 822 1294">1,800 – 2,460</td> <td data-bbox="822 1126 1122 1294">Railway over-bridge and southern link road to Northern Relief Road/new N25 Interchange</td> </tr> <tr> <td colspan="3" data-bbox="443 1294 1122 1358">*To be completed prior to the occupation of any dwellings</td> </tr> </tbody> </table>	Table 3.4 Midleton (Water-Rock) Major Urban Extension Proposed Off-Site Infrastructure Programme Delivery Agency: Cork County Council			Development Phase	No of Housing Units	Off-Site Infrastructure Project	Phase 1	Up to 1,000	Closure of Water-Rock Road/N25 Junction*	Knockgriffin Junction Improvements	Water-Rock Railway Station	Phase 2	1,000 – 1,800	Town Centre Gyratory Upgrade	N25 Slip Road Mitigation Measures	Phase 3	1,800 – 2,460	Railway over-bridge and southern link road to Northern Relief Road/new N25 Interchange	*To be completed prior to the occupation of any dwellings					
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Development Phase	No of Housing Units	Off-Site Infrastructure Project																							
Phase 1	Up to 1,000	Closure of Water-Rock Road/N25 Junction*																							
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*To be completed prior to the occupation of any dwellings																									

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	<p>Phase 1 (1,000 units) necessitates the closure of the existing junction between Water-Rock Road and the N25 and will secure the delivery of improvements to the Knockgriffin junction at the southern end of the Northern Relief Road. Link Road 'A' has direct access onto the Midleton Northern Relief Road via the roundabout at the former Dawn Meats premises and will provide a new route to/from water-Rock road to facilitate existing traffic when the junction with N25 is closed. On-site infrastructure 'Bundle A' must be delivered during the construction of this phase.</p> <p>This existing employment area contains the former Dawn Meats Factory and a number of small industrial and commercial premises which are still operating. A mix of high quality office based business developments that provide for high intensity employment uses will be encouraged at this location due to its close proximity to the proposed second railway station. Phase 1 will also facilitate the commencement of the development of require the provision of a neighbourhood centre, the reservation of land for a 16 classroom primary school and the completion of a linear park and greenway.</p> <p>The MD R 08 lands adjoining the Mill Road have the potential to be developed independently of the infrastructure requirements for Phase 1 subject to the availability of adequate capacity of water, waste water and roads infrastructure.</p> <p>Phase 2 of the development covers an area of approximately 57 ha of which approximately 30 ha is considered to be suitable for residential development providing a further This will provide up to 800 residential units which will consist of a mix of Medium A and Medium B density residential development. Phase 2 will secure the delivery of improvements to the town centre Gyrotory and a package of measures designed to ease congestion on the N25 slip roads, if appropriate. Phase 2 lands are located to the north of Phase 1 adjoining Water Rock Golf Course. The lands cover a significant portion of the entire</p>			

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	<p>site and prior to the development of Phase 2 there will be a requirement for a transport assessment to identify road and transport infrastructure and required timing for delivery. Phase 2 will also require the provision of a small park and the reservation of land for a 16 classroom primary school and a secondary school. On-site infrastructure 'Bundle A' must be completed prior to the commencement of development in this phase. As appropriate, on-site infrastructure 'Bundle B or C' must be delivered during the construction of this phase.</p> <p>Phase 2 of the development consists of 13.5ha of existing built up areas consisting mainly of residential development including the Tir Cluain Housing Estate which is located in the north eastern corner of the site. There may be potential for some infill development on existing plots of one off residential development which are scattered throughout Phase 2. Any infill development would be subject to the same requirements as the rest of the site in terms of appropriate infrastructure provision.</p> <p><u>Development of zones linked to Infrastructure Bundles 'B' & 'C' may commence in parallel with the delivery of infrastructure bundle 'A' if the following can be secured:</u></p> <ul style="list-style-type: none"> • <u>Appropriate connections to water services infrastructure and surface management systems; and</u> • <u>Relevant on/off site road infrastructure.</u> <p>Phase 3 of the development lies to the west of the Water Rock Road and covers an area of approximately 35 ha and will provide provides up to 660 residential units. During the development of this phase a new railway over-bridge and southern link road to provide an additional connection to the Northern Relief Road/new N25 Interchange will be provided. Prior to the development of Phase 3 there will be a requirement for a transport assessment to identify road and transport infrastructure and required timing</p>			

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>for delivery. The development of Phase 3 will require the delivery of the overall transport infrastructure and prior to its development there will be a requirement for a transport assessment to identify road and transport infrastructure and required timing for delivery. As appropriate, on-site infrastructure 'Bundle B or C' must be delivered during the construction of this phase.</p> <p>As the development progresses it may be considered appropriate to proceed with development on lands to the west of the Water Rock Road (MD R 23 and MD R 24) at an earlier stage. This is provided all required road works are complete and the railway crossing is closed so there is no possibility of access from the Water Rock Road onto the N 25. In addition all other necessary infrastructure including required water services and rail infrastructure i.e. the 2nd railway station must be in place.</p> <p>Phase 3 of the development consists of 6.6 ha of existing built up areas consisting mainly of residential development. There may be potential for some infill development on existing plots of one off residential development which are scattered throughout Phase 3. Any infill development would be subject to the same requirements as the rest of the site in terms of appropriate infrastructure provision.</p> <p><u>Development of zones linked to Infrastructure Bundles 'B' & 'C' may commence in parallel with the delivery of infrastructure bundle 'A' if the following can be secured:</u></p> <ul style="list-style-type: none"> • <u>Appropriate connections to water services infrastructure and surface management systems; and</u> • <u>Relevant on/off site road infrastructure.</u> <p>Transportation and Road Network</p>			

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	<p>A Traffic and Transport Assessment of the site was carried out in 2014 which concluded there is limited capacity on both the local road network and the N25 and its interchange serving Midleton to accommodate future planned population growth.</p> <p>The assessment identified a number of minor road network improvements which will be necessary to create the network capacity to accommodate up to 350 new dwellings. The road network may be unable to accommodate any further development unless a significant programme of road infrastructure improvements are implemented including a full upgrade of the N25 Interchange between Midleton and Carrigtwohill and an upgrade to the 'Midleton Gyratory'.</p> <p>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 and Carrigtwohill may not be required until later in the Water Rock development programme (approx. 1,250 units) if a range of transport measures are delivered to help secure higher levels of modal shift including;</p> <ul style="list-style-type: none"> • Increased train frequency on the Midleton-Cork railway line, • Commissioning of a new railway station at Water Rock, • Construction of a second road access (U-04/Link Street C) to Water Rock,** • *Upgrade to the Midleton Gyratory. <p>**Following on from the conclusions of the Transport Assessment, Cork County Council are examining the possibility of constructing a 3 lane access road up to the boundary of Council owned lands at the south eastern corner of the Masterplan site and the remainder of Link Street U-</p>			

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>02 to Water Rock Road (approximately 1.01km). This access road (U-02/Link Street A1) would also allow for emergency access and would therefore negate the need to construct the second road access (U-04/Link Street C) until later in the development (circa 1,000 residential units). The construction of the remainder of U-02 beyond the boundary of Cork County Council lands, will be the responsibility of the developers of those adjoining lands.</p> <p>Implementation and Infrastructure Provision</p> <p>An implementation programme will be applied to each phase of the development which will ensure that the development of the site will proceed in an orderly and timely manner with the appropriate infrastructure in place at the right time to allow each phase to be developed. The Framework Masterplan sets out the construction responsibility and funding source for the required infrastructure. The principle infrastructure requirements of the masterplan are Water, Waste Water and Roads.</p> <p>Water, Waste Water and Roads</p> <p>Water 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. Cork County Council will also be responsible for the preparation of a Sustainable Urban Drainage Scheme Study which will be implemented by the developers.</p> <p>Roads Cork County Council will be responsible for the funding and construction of Link Street MD U-02 of approximately 1.01km to Water Rock</p>			

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>Road. If this road is not built by the County Council, the responsibility of its construction will revert to the landowners/developers. All other required road infrastructure improvements will be the responsibility of the developers. As part of the Sustainable Urban Drainage programme, a storm water pipe will need to be installed from the Water Rock site to the Owenacurra Estuary as development takes place.</p> <p>Rail—On completion of a new rail policy to address the future role of rail transport in Ireland, as required under the Department of Transport, Tourism and Sports’ Strategic Investment Framework for Land Transport (SIFLT) Action 6, a study of the Cork Metropolitan Area’s future suburban rail network requirements should be considered. This could include consideration of additional stations (including the 2nd station at Midleton) rail service patterns and interchange with other modes. Discussions will be held with Irish Rail about the delivery of the Link Road and railway bridge (MD-U-04).</p> <p>Bus—Future bus service provision and the potential for bus to meet the future public transport requirements for Midleton 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.</p> <p>Section 6 of this plan sets out more detailed guidance on the implementation of this plan and in particular the infrastructure necessary to progress the Water Rock Urban Expansion Area.</p> <p>Traffic and Public Transport—</p> <p>The Framework Masterplan makes provision for the following new</p>			

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>transport infrastructure;</p> <ul style="list-style-type: none"> • A network of link roads to provide circulation (MD U 02, MD U 03 and MD U 04). • A new feeder road (MD U 08) to link Phase 2 of the development with the Water Rock Road. • Upgrading of the Water Rock Road to Feeder Road standard (MD U 07) • A new greenway (MD U 06) linking the Water Rock Road with the proposed linear park. • A new railway station and ancillary services (MD U 05). • All road alignments and proposed locations are indicative and subject to detailed design. <p>Provision has been made in an objective for the protection of the line of the Northern Relief Road in the town. Phase 1 of the scheme has been completed and proposals for phase 2 of the scheme, which runs between the Dungourney road and the Old Youghal road east of Middleton Distillery, are advancing.</p> <p>Note: This change refers to the text of the draft plan only.</p>			
EC.03.03.10	<p>Amend MD-R-09 as follows:</p> <p>High Medium A density residential development to include a mix of house types. The layout shall allow for permeability between adjoining housing areas for pedestrians and cyclists. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4</p>	75	No submission received	<u>No change</u>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>Part of the site is adjacent to link street (MD-U-02). The road shall be constructed up to the boundaries of the site so that it can provide access to adjacent land parcels and developments.*</p> <p>Note: This change refers to the text of the draft plan.</p>			
EC.03.03.11	<p>Amend MD-R-10 as follows:</p> <p>High Density residential development to include a mix of house types. The layout shall allow for permeability between adjoining housing areas and in particular, direct, safe and convenient access to the proposed railway station at Water-Rock by pedestrians and cyclists. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4</p> <p>Part of the site is adjacent to feeder street MD-U-07.</p> <p>The roads shall be constructed up to the boundaries of the site so that they can provide access to adjacent land parcels and developments</p> <p>Note: This change refers to the text of the draft plan.</p>	75	No submission received	<u>No change</u>
EC.03.03.12	<p>Amend MD-R-11 as follows:</p> <p>Medium A density residential development to include a mix of house types and the provision of a greenway (MD-U-06) to comprise a cycleway and pedestrian pathway. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4</p> <p>Part of the site is also adjacent to Feeder Street MD-U-07 Link Streets MD-U-02</p>	75	No submission received	<u>No change</u>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>and Link Street MD-U-03. The roads shall be constructed up to the boundaries of the site so that they can provide access to adjacent land parcels and developments.</p> <p>This site is divided between 3 separate landholdings which can be developed independently if necessary however there will be a requirement to provide connectivity and permeability through the sites for both cyclists and pedestrians.</p> <p>Note: This change refers to the text of the draft plan.</p>			
EC.03.03.13	<p>Amend MD-R-12 as follows:</p> <p>Medium A density residential development to include a mix of house types and the provision of a greenway (MD-U-06) to comprise a cycleway and pedestrian pathway.</p> <p>Provision shall also be made for a local neighbourhood centre to provide shopping for residents. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4</p> <p>Part of the site is adjacent to link street MD-U-02 and MD-U-03. The road shall be constructed up to the boundaries</p> <p>of the site so that they can provide access to adjacent land parcels and developments.</p> <p>Note: This change refers to the text of the draft plan.</p>	75	AMD21000555	<u>No change</u>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
EC.03.03.14	<p>Amend MD-R-13 as follows:</p> <p>Medium A density residential development to include a mix of house types and the provision of a greenway (MD-U-06) to comprise a cycleway and pedestrian pathway. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4</p> <p>Part of the site is adjacent to link street MD U 03. The road shall be constructed up to the boundaries of the site so that it can provide access to adjacent land parcels and developments.*</p> <p>Note: This change refers to the text of the draft plan.</p>	76	AMD21000555	<u>No change</u>
EC.03.03.15	<p>Amend MD-R-14 as follows:</p> <p>Medium A density residential development to include a mix of house types. The layout shall allow for permeability between adjoining housing areas for pedestrians and cyclists. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4</p> <p>Part of the site is adjacent to Link Street (MD U 03). The road shall be constructed up to the boundaries of the site so that it can provide access to adjacent land parcels and developments.*</p> <p>Note: This change refers to the text of the draft plan.</p>	76	AMD21000555	<u>No change</u>
EC.03.03.16	<p>Amend MD-R-15 as follows:</p> <p>Medium A density residential development to include a mix of house types. The layout shall allow for permeability between existing and proposed residential</p>	76	AMD21000555	<u>No change</u>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>areas for pedestrians and cyclists and access roads shall be constructed to allow through access for vehicles from MD-U- 03 to MD-R-26 and Tir Cluain.</p> <p>Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4</p> <p>Note: This change refers to the text of the draft plan.</p>			
EC.03.03.17	<p>Amend MD-R-16 as follows:</p> <p>Medium A density residential development to include a mix of house types. The layout shall allow for permeability between housing areas for pedestrians and cyclists. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4</p> <p>Part of the site is adjacent to proposed Feeder Streets (MD-U-07 and MD-U-08). The roads shall be constructed up to the boundaries of the site so that it can provide access to adjacent land parcels and developments.</p> <p>Note: This change refers to the text of the draft plan.</p>	76	No submission received	<u>No change</u>
EC.03.03.18	<p>Amend MD-R-17 as follows:</p> <p>Medium A density residential development to include a mix of house types. The layout shall allow for permeability between housing areas for pedestrians and cyclists. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4</p>	76	No submission received	<u>No change</u>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>Part of the site is adjacent to Link Street MD-U-03 and proposed Feeder Streets (MD-U-07 and MD-U-08). The roads shall be constructed up to the boundaries of the site so that it can provide access to adjacent land parcels and developments.</p> <p>Note: This change refers to the text of the draft plan.</p>			
EC.03.03.19	<p>Amend MD-R-18 as follows:</p> <p>Medium B density residential development to include a mix of house types. The layout shall allow for permeability between housing areas for pedestrians and cyclists. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4</p> <p>Part of the site is adjacent to Link Street MD-U-03. The road shall be constructed up to the boundaries of the site so that it can provide access to adjacent land parcels and developments.</p> <p>Note: This change refers to the text of the draft plan.</p>	76	AMD21000555	<u>No change</u>
EC.03.03.20	<p>Amend MD-R-19 as follows:</p> <p>Medium B density residential development to include a mix of house types. The layout shall allow for permeability between housing areas for pedestrians and cyclists. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4</p> <p>Part of the site is adjacent to proposed Feeder Street (MD-U-07). The road shall be constructed up to the boundaries of the site so that it can provide access to</p>	77	No submission received	<u>No change</u>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>adjacent land parcels and developments.</p> <p>Note: This change refers to the text of the draft plan.</p>			
EC.03.03.21	<p>Amend MD-R-20 as follows:</p> <p>Medium B density residential development to include a mix of house types and serviced sites. The layout shall allow for permeability between housing areas for pedestrians and cyclists. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4</p> <p>Part of the site is adjacent to proposed Feeder Street (MD-U-07). The road shall be constructed up to the boundaries of the site so that it can provide access to adjacent land parcels and developments.</p> <p>Note: This change refers to the text of the draft plan.</p>	77	No submission received	<u>No change</u>
EC.03.03.22	<p>Amend MD-R-21 as follows:</p> <p>Medium B density residential development to include a mix of house types and serviced sites. The layout shall allow for permeability between housing areas for pedestrians and cyclists. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4</p> <p>Note: This change refers to the text of the draft plan.</p>	77	No submission received	<u>No change</u>
EC.03.03.23	<p>Amend MD-R-22 as follows:</p> <p>Medium Density A residential development to include a mix of house types. The layout shall allow for permeability between housing areas for pedestrians and cyclists. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4</p> <p>Part of the site is adjacent to proposed Feeder Street (MD-U-07). The road shall</p>	77	No submission received	<u>No change</u>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>be constructed up to the boundaries of the site so that it can provide access to adjacent land parcels and developments.</p> <p>Note: This change refers to the text of the draft plan.</p>			
EC.03.03.24	<p>Amend MD-R-23 as follows:</p> <p>Medium Density A residential development to include a mix of house types. The layout shall allow for permeability between housing areas for pedestrians and cyclists. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4</p> <p>Part of the site is adjacent to proposed Feeder Street (MD-U-07). The road shall be constructed up to the boundaries of the site so that it can provide access to adjacent land parcels and developments.</p> <p>Note: This change refers to the text of the draft plan.</p>	77	No submission received	<u>No change</u>
EC.03.03.25	<p>Amend MD-R-24 as follows:</p> <p>Medium B density residential development to include a mix of house types. The layout shall allow for permeability between housing areas and in particular, direct, safe and convenient access to the proposed railway station at Water-Rock by pedestrians and cyclists. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4</p> <p>Part of the site is adjacent to proposed Feeder Street (MD-U-07). The road shall be constructed up to the boundaries of the site so that it can provide access to adjacent land parcels and developments.</p>	77	No submission received	<u>No change</u>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>Note: This change refers to the text of the draft plan.</p>			
EC.03.03.26	<p>Amend MD-R-25 as follows:</p> <p>High density residential development to include a suitable landscaped buffer zone between the site and MD-E-02 to the south. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.3 and 3.4</p> <p>Note: This change refers to the text of the draft plan.</p>	77	No submission received	<u>No change</u>
EC.03.03.27	<p>Add in a new zoning objective MD-R-26 as follows:</p> <p>Medium Density A residential development to include a mix of house types. The layout shall allow for permeability between existing and proposed residential areas for pedestrians and cyclists and access roads shall be constructed to allow through access for vehicles from MD-R-15 to Tir Cluain.</p> <p>Note: This change refers to the text of the draft plan and to the zoning map for the settlement</p>	77	No submission received	<u>No change</u>
EC.03.03.28	<p>Include reference to Ballinacurra in the final adopted printed map of the settlement.</p>	83	No submission received	<u>No change</u>
EC.03.03.29	<p>Include new zoning objective MD-O-XX:</p> <p>'Open Space suitable for water compatible uses'. *</p> <p>Note: This change refers to the text of the draft plan and to the zoning map for the settlement</p>	81	No submission received	<u>No change</u>
EC.03.03.30	<p>Amend MD-B-01 as follows:</p> <p>Business development including mixed use employment uses not suited to town centre or edge of centre locations. Full development of this site is dependent</p>	78	AMD20993186	<u>No change</u>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>on revised / improved access arrangements being available to the N25. A 20m tree planted buffer shall be provided along the northern site boundary with the N25. Development proposals shall be accompanied by a Traffic Impact Assessment and Road Safety Audit.</p> <p>Note: This change refers to the text of the draft plan.</p>			
EC.03.03.31	<p>Amend the text of paragraph 3.3.41:</p> <p>Land for business uses had been provided to the south of the N25 at Baneshane. At present the site has direct access to the N25 but this will change under The Middleton Carrigtwohill Transportation Plan whereby access will be via the local distributor Road with a link to the national road at Carrigtwohill.</p> <p>Full development of MD B-01 site at Baneshane is dependent on revised / improved access arrangements being available to the N25, which are a matter for Transport Infrastructure Ireland. The timeline around the delivery of improvements to the N25 is uncertain and is beyond the direct control of the County Council. Road improvements will need to be financed through the system of development contributions and agreements (provided for by sections 47, 48 and 49 of the Planning & Development Act 2000). Where investment is undertaken by the Council, developers will be required to reimburse the full costs incurred by the County Council as development progresses. Given the distance from the railway station and the Water Rock area and other main centres of population, it is considered that the site is not suitable for uses with a high employment density. Uses which would be suited to this site include stand alone industry, warehousing and distribution.</p> <p>Note: This change refers to the text of the draft plan.</p>	55	AMD20993186	<u>No change</u>
EC.03.03.32	Amend MD-G0-12 as follows:	72	No submission	<u>No change</u>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<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 in accordance with The Cork Cycle Network Plan, 2017 July, 2015.</p> <p>Note: This change refers to the text of the draft plan.</p>		received	
EC.03.03.33	<p>Amend MD-O-05 to zone the section of MD-O-05 north of the Dungourney River as existing built up area.</p> <p>Note: This change refers to the zoning map for the settlement</p>	81	AMD20998269	<u>No change</u>
EC.03.03.34	<p>Include new General Objective for Midleton town</p> <p>“Support the expansion of primary and post primary education facilities in the town in consultation with the Department of Education and Skills”.</p> <p>Note: This change refers to the text of the draft plan.</p>	73	No submission received	<u>No change</u>
EC.03.03.35	<p>Test relating to Baneshane - Amend Section 3 paragraph 3.3.13 as follows:</p> <p>Residential lands are available south of the N25 at Baneshane adjacent to a recently completed primary level Gaelscoil. Full development of MD R-01 site at Baneshane is dependent on revised / improved access arrangements being available to the N25, which are a matter for Transport Infrastructure Ireland. The timeline around the delivery of improvements to the N25 is uncertain and is beyond the direct control of the County Council. Road improvements will need to be financed through the system of development contributions and agreements (provided for by sections 47, 48 and 49 of the Planning & Development Act 2000). Where investment is undertaken by the Council, developers will be required to reimburse the full costs incurred by the County Council as development progresses.</p>	73	AMD20993186	<u>No change</u>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>Note: This change refers to the text of the draft plan.</p>			
EC.03.03.36	<p>Insert new paragraph after 3.3.75 as follows:</p> <p>Flood risks from pluvial and ground water sources are not reflected in the flood zones illustrated in this plan. However, such risks are known in Midleton and will need to be taken into account as part of flood risk assessment of new development proposals.</p> <p>Note: This change refers to the text of the draft plan.</p>	59	No submission received	<u>No change</u>
EC.03.03.37	<p>It is proposed to include a new Residential Zoning Objective MD-R-27 as follows:</p> <p>Medium A Residential Development. Any development proposal will include a detailed landscaping plan.</p> <p>Note: This change refers to the text and settlement map of the draft plan.</p>	78	No submission received	<u>No change</u>
EC.03.03.38	<p>It is proposed to rezone part of Open Space objective MD-O-05 to Industrial use as part of an enlarged MD-I-04.</p> <p>Note: This change refers to the settlement map of the draft plan.</p>	78 / 81	AMD20998269	<u>No change</u>
EC.03.03.39	<p>Zone SAC land identified as existing built up area in Midleton as ‘Open Space not suitable for development.’ The wording of the MD-O-0X specific objective will read as follows:</p> <p>MD-O-0X: Open Space not suitable for development.</p> <p>Note: This change refers to the text of the draft plan and to the zoning map for the settlement</p>	81	No submission received	<u>No change</u>
	Youghal			
EC.03.04.01	<p>Amend Section 3.4 to remove references to the lands that are covered by the provisions of the Youghal Town Development Plan (2009). Please refer to</p>	105	No submission received	<u>No change</u>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>Section 4 for the text in full <u>(underlined in bold)</u>.</p> <p>Also, please note that this revised section 3 [Section 4 of this document] also includes all of the proposed changes set out in this section which relate to Youghal town. These changes are outlined in bold only.</p> <p>Note: This change refers to the text of the draft plan and to the zoning map for the settlement.</p>			
EC.03.04.02	<p>Zone undeveloped SAC land identified as existing built up area north of X-01 site near N25 in Youghal as Open Space.</p> <p>The wording of the YL-O-XX specific objective will read as follows:</p> <p>YL-O-XX: Open Space not suitable for development.</p> <p>Note: This change refers to the text of the draft plan and to the zoning map for the settlement</p>	103	No submission received	<u>No change</u>
EC.03.04.03	<p>Coastal Flood Zone Mapping Amendment: Youghal</p> <p>It is proposed to delete the Coastal Flood Zone Mapping and replace with the mapping as shown in Section 4.</p> <p>Note: This change refers to the zoning map for the settlement</p>	105	No submission received	<u>No change</u>
EC.03.04.04	<p>Amend YL-B-01 as follows:</p> <p>‘Business development to include retail warehousing. This zone is adjacent to the Blackwater River Special Area of Conservation and Blackwater Estuary Special Protection Area. Development proposals should also be subject to a Traffic and Transport Assessment and Road Safety Audit.</p> <p>Note: This change refers to the text of the draft plan.</p>	101	No submission received	<u>No change</u>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
EC.03.04.05	<p>Amend YL-I-01 as follows:</p> <p>'Large scale industry to include warehousing, storage and logistics. Development proposals should also be subject to a Traffic and Transport Assessment and Road Safety Audit.</p> <p>Note: This change refers to the text of the draft plan.</p>	101	No submission received	<u>No change</u>
EC.03.04.06	<p>Include new General Objective for Youghal town</p> <p>"Support the expansion of primary and post primary education facilities in the town in consultation with the Department of Education and Skills".</p> <p>Note: This change refers to the text of the draft plan.</p>	99	No submission received	<u>No change</u>
Section Four: Key Villages				
EC.04.02.01	<p>Insert following text as a footnote in Table 4.1, Appropriate Scale of Development in Key Villages.</p> <p>The normal recommended scale of any individual scheme is set out in the above table. Individual schemes in excess of the recommended scale set out in the above table may be considered where it is demonstrated that the overall scheme layout reinforces the existing character of the village and the scheme is laid out, phased and delivered, so as not to reflect a residential housing estate more suited to a larger settlement.</p> <p>Note: This change refers to the text of the draft plan.</p>	109	No submission received	<u>No change</u>
Castlemartyr				
EC.04.03.01	<p>As the Normal Recommended Scale of any individual scheme is referred to in GO-01 (b) General Objectives for Key Villages and Table 4.1, it is proposed to delete the following text from DB-01 (b):</p>	113	No submission received	<u>No change</u>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>‘No one proposal for residential development shall be larger than 30 housing units.’</p> <p>Note: This change refers to the text of the draft plan.</p>			
EC.04.03.02	<p>Delete the following sentence from paragraph 4.3.14:</p> <p>‘The maximum size of any single development is 30 units.’</p> <p>Note: This change refers to the text of the draft plan.</p>	112	No submission received	<u>No change</u>
EC.04.03.03	<p>It is proposed to amend the text of B-01 objective as follows:</p> <p>B-01: Business development. Access shall be by means of a single access point from the national road and will require a Traffic Impact Assessment and Road Safety Audit. *</p> <p>Note: This change refers to the text of the draft plan.</p>	114	AMD20993186	<u>No change</u>
EC.04.03.04	<p>Include additional text in the Castlemartyr chapter, after paragraph 4.3.8 as follows:</p> <p>‘Castlemartyr Recreational Woodlands is located within the development boundary of the village to the south of the village centre and provides a valuable amenity for the community. The woodland contains main broadleaved species including Beech, Ash and Sycamore and is of local biodiversity value. The site originally formed part of the wider Castlemartyr Demesne, and its designed landscape, and is within an Architectural Conservation Area.’</p>	111	No submission received	<u>No change</u>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>Note: This change refers to the text of the draft plan.</p>			
EC.04.03.05	<p>Include the following sentence after paragraph 4.3.16 as follows:</p> <p>‘Where access to the National Primary Route (N25) is essential to the carrying out of development, particularly relevant in objective, B-01. Such development will need to be in accordance with the provisions of the official policy as outlined in the DoECLG Spatial Planning and National Roads Guidelines, as published in 2012, in this context it may also be considered appropriate to carry out a review of the speed limits within the village during the lifetime of this plan.’</p> <p>Note: This change refers to the text of the draft plan.</p>	113	AMD20993186	<u>No change</u>
	Cloyne			
EC.04.04.01	<p>Coastal Flood Zone Mapping Amendment: Cloyne</p> <p>It is proposed to delete the Coastal Flood Zone Mapping and replace with the mapping as shown in Section 4</p> <p>Note: This change refers to the zoning map for the settlement</p>	121	No submission received	<u>No change</u>
EC.04.04.02	<p>As the Normal Recommended Scale of any individual scheme is referred to in GO-01 (b) General Objectives for Key Villages and Table 4.1, it is proposed to delete the following text from DB-01 (b):</p> <p>‘No one proposal for residential development shall be larger than 30 housing units.’</p>	119	No submission received	<u>No change</u>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	Note: This change refers to the text of the draft plan.			
EC.04.04.03	<p>Delete the following sentence from paragraph 4.3.14:</p> <p>The maximum size of any single development is 30 units and should be well integrated with the existing village and allow for easy and safe access to the centre and main facilities by foot and bicycle.</p> <p>Note: This change refers to the text of the draft plan.</p>	112	No submission received	<u>No change</u>
Killeagh				
EC.04.05.01	<p>As the Normal Recommended Scale of any individual scheme is referred to in GO-01 (b) General Objectives for Key Villages and Table 4.1, it is proposed to delete the following text from DB-01 (b):</p> <p>‘No one proposal for residential development shall be larger than 30 housing units.’</p> <p>Note: This change refers to the text of the draft plan.</p>	125	No submission received	<u>No change</u>
EC.04.05.02	<p>Delete the following sentence from paragraph 4.5.9:</p> <p>Individual development should not exceed 30 houses, should be well integrated with the existing village and allow for easy and safe access to the centre and main facilities by foot and bicycle.</p> <p>Note: This change refers to the text of the draft plan.</p>	123	No submission received	<u>No change</u>
EC.04.05.03	<p>It is proposed to reduce the extent of the lands zoned B-01 in Killeagh and amend the text of the objective as follows:</p> <p>B-01: Business development. Access shall be by means of a single access point from the national road and will require a Traffic Impact Assessment and Road</p>	123	No submission received	<u>No change</u>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>Safety Audit. *</p> <p>Note: This change refers to the text of the draft plan and to the zoning map for the settlement</p>			
EC.04.05.04	<p>Amend the following sentence in paragraph 4.5.20:</p> <p>There are no significant employers in the village and the lands labelled B-01 in this plan, now zoned for business have remained undeveloped over the years.</p> <p>Note: This change refers to the text of the draft plan.</p>	124	No submission received	<u>No change</u>
EC.04.05.05	<p>Include the following sentence after paragraph 4.5.16 as follows:</p> <p>'The development of B-01 will need to be in accordance with the provisions of the official policy as outlined in the DoECLG Spatial Planning and National Roads Guidelines, as published in 2012, in this context it may also be considered appropriate to carry out a review of the speed limits within the village during the lifetime of this plan.'</p> <p>Note: This change refers to the text of the draft plan.</p>	123	No submission received	<u>No change</u>
EC.04.05.06	<p>It is proposed to extend the development boundary of Killeagh to the North.</p> <p>Note: This change refers to the settlement map only.</p>	127	No submission received	<u>No change</u>
	Whitegate / Aghada			
EC.04.06.01	<p>It is proposed to include about 0.4 ha of lands which form part of the Glebe Manor development in Whitegate / Aghada within the development boundary. There is no requirement for a specific objective relating to this change.</p> <p>Note: This change refers to the zoning map for the settlement.</p>	136	No submission received	<u>No change</u>
EC.04.06.02	<p>It is proposed to include additional lands within the development boundary for</p>	136	No submission	<u>No change</u>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>Whitegate/ Aghada to further consolidate the village. There is no requirement for a specific objective relating to this change.</p> <p>Note: This change refers to the zoning map for the settlement.</p>		received	
EC.04.06.03	<p>Coastal Flood Zone Mapping Amendment: Whitegate / Aghada</p> <p>It is proposed to delete the Coastal Flood Zone Mapping and replace with the mapping as shown in Section 3.</p> <p>Note: This change refers to the zoning map for the settlement</p>	136	No submission received	<u>No change</u>
EC.04.06.04	<p>As the Normal Recommended Scale of any individual scheme is referred to in GO-01 (b) General Objectives for Key Villages and Table 4.1, it is proposed to delete the following text from DB-01 (b):</p> <p>‘No one proposal for residential development shall be larger than 30 housing units.’</p> <p>Note: This change refers to the text of the draft plan.</p>	131	No submission received	<u>No change</u>
EC.04.06.05	<p>It is proposed to remove these lands from WG-O-06. The lands remain within the development boundary for Whitegate. There is no requirement for a specific objective relating to this change.</p> <p>Note: This change refers to the zoning map for the settlement.</p>	136	AMD20947917	<u>No change</u>
Section Five: Villages, Village Nuclei and Other Locations				
EC.05.02.01	<p>Insert following text as a footnote in Table 5.1 Appropriate Scale of Development in Villages.</p> <p>The normal recommended scale of any individual scheme is set out in the above table. Individual schemes in excess of the recommended scale set out in the above table may be considered where it is demonstrated that the overall scheme layout reinforces the existing character of the village and the scheme</p>	139	No submission received	<u>No change</u>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>is laid out, phased and delivered, so as not to reflect a residential housing estate more suited to a larger settlement.</p> <p>Note: This change refers to the text of the draft plan.</p>			
	Ballycotton			
EC.05.02.04.01	<p>Coastal Flood Zone Mapping Amendment: Ballycotton</p> <p>It is proposed to delete the Coastal Flood Zone Mapping and replace with the mapping as shown in Section 3</p> <p>Note: This change refers to the zoning map for the settlement</p>	143	No submission received	<u>No change</u>
EC.05.02.04.02	<p>As the Normal Recommended Scale of any individual scheme is referred to in GO-01 (b) General Objectives for the Villages and Table 5.1, it is proposed to delete the following text from DB-01 (b):</p> <p>(b) The number of houses in any particular group should have regard to the character of the existing village and will not normally exceed the provision of 15 units.</p> <p>Note: This change refers to the text of the draft plan.</p>	141	No submission received	<u>No change</u>
EC.05.02.04.03	<p>It is proposed to extend the development boundary of Ballycotton to the West.</p> <p>Note: This change refers to the zoning map for the settlement.</p>	143	No submission received	<u>No change</u>
	Ballymacoda			
EC.05.02.05.01	<p>As the Normal Recommended Scale of any individual scheme is referred to in GO-01 (b) General Objectives for the Villages and Table 5.1, it is proposed to delete the following text from DB-01 (b):</p> <p>(b) The number of houses in any particular group should have regard to the</p>	144	No submission received	<u>No change</u>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>character of the existing village and will not normally exceed the provision of 5 units.</p> <p>Note: This change refers to the text of the draft plan.</p>			
	Churchtown South			
EC.05.02.06.01	<p>As the Normal Recommended Scale of any individual scheme is referred to in GO-01 (b) General Objectives for the Villages and Table 5.1, it is proposed to delete the following text from DB-01 (b):</p> <p>(b) The number of houses in any particular group should have regard to the character of the existing village and will not normally exceed the provision of 5 units.</p> <p>Note: This change refers to the text of the draft plan.</p>	146	No submission received	<u>No change</u>
	Dungourney			
EC.05.02.07.01	<p>As the Normal Recommended Scale of any individual scheme is referred to in GO-01 (b) General Objectives for the Villages and Table 5.1, it is proposed to delete the following text from DB-01 (b):</p> <p>(b) No one proposal for residential development shall be larger than 5 housing units.</p> <p>Note: This change refers to the text of the draft plan.</p>	148	No submission received	<u>No change</u>
	Ladysbridge			
EC.05.02.08.01	<p>As the Normal Recommended Scale of any individual scheme is referred to in GO-01 (b) General Objectives for the Villages and Table 5.1, it is proposed to delete the following text from DB-01 (b):</p> <p>(b) The number of houses in any particular group should have regard to the</p>	151	No submission received	<u>No change</u>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>character of the existing village and will not normally exceed the provision of 20 units.</p> <p>Note: This change refers to the text of the draft plan.</p>			
EC.05.02.08.02	<p>It is proposed to include lands within the development boundary for Ladysbridge. There is no requirement for a specific objective relating to this change. It is also proposed to include the following text in the plan after paragraph 5.2.30 as follows:</p> <p>‘Additional lands have been included within the development boundary to the west of the village. Development of these lands should ensure that a separate agricultural entrance from the public road is retained to serve the remainder of the land to the rear. The layout and design of development addressing the road frontage in this area should minimise the linear nature of development on this side of the village, by stepping some development up the contours in a north south alignment, for example.’</p> <p>Note: This change refers to the zoning map and the text for the settlement.</p>	151/152	AMD20994040 AMD20993186	<p><u>No change</u></p> <p><u>No change</u></p>
Mogeely				
EC.05.02.09.01	<p>Amend the Open Space zoning (O-01) to revert back to the Midleton Electoral Area Local Area Plan 2011 (include the lands to the east which were taken out in the East Cork MD draft plan). The wording of the O-01 specific objective will read as follows:</p> <p>O-01: Maintain and improve active open space and amenity area including the children’s playground and sports uses.</p> <p>Note: This change refers to the text of the draft plan and to the zoning map for the settlement.</p>	153	AMD20993186	<u>No change</u>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
EC.05.02.09.02	<p>As the Normal Recommended Scale of any individual scheme is referred to in GO-01 (b) General Objectives for the Villages and Table 5.1, it is proposed to delete the following text from DB-01 (b):</p> <p>(b) No one proposal for residential development shall be larger than 12 housing units</p> <p>Note: This change refers to the text of the draft plan.</p>	153	No submission received	<u>No change</u>
Saleen				
EC.05.02.10.01	<p>It is proposed to include lands within the development boundary for Saleen. There is no requirement for a specific objective relating to this change:</p> <p>Note: This change refers to the zoning map for the settlement.</p>	157	No submission received	<u>No change</u>
EC.05.02.10.02	<p>Coastal Flood Zone Mapping Amendment: Saleen</p> <p>It is proposed to delete the Coastal Flood Zone Mapping and replace with the mapping as shown in Section 3</p> <p>Note: This change refers to the zoning map for the settlement</p>	157	No submission received	<u>No change</u>
EC.05.02.10.03	<p>As the Normal Recommended Scale of any individual scheme is referred to in GO-01 (b) General Objectives for the Villages and Table 5.1, it is proposed to delete the following text from DB-01 (b):</p> <p>(b) No one proposal for residential development shall be larger than 10 housing units.</p> <p>Note: This change refers to the text of the draft plan.</p>	155	No submission received	<u>No change</u>
Shanagarry / Garryvoe				
EC.05.02.11.01	Coastal Flood Zone Mapping Amendment: Shanagarry / Garryvoe	159	No submission	<u>No change</u>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>It is proposed to delete the Coastal Flood Zone Mapping and replace with the mapping as shown in Section 3</p> <p>Note: This change refers to the zoning map for the settlement</p>		received	
EC.05.02.11.02	<p>As the Normal Recommended Scale of any individual scheme is referred to in GO-01 (b) General Objectives for the Villages and Table 5.1, it is proposed to delete the following text from DB-01 (b):</p> <p>(b) The number of houses in any particular group should have regard to the character of the existing village and will not normally exceed the provision of 20 units.</p> <p>Note: This change refers to the text of the draft plan.</p>	158	No submission received	<u>No change</u>
	VILLAGE NUCLEI			
EC.05.03.01	<p>Insert following text as a footnote in Table 5.2 Appropriate Scale of Development in Village Nuclei.</p> <p>The normal recommended scale of any individual scheme is set out in the above table. Individual schemes in excess of the recommended scale set out in the above table may be considered where it is demonstrated that the overall scheme layout reinforces the existing character of the village and the scheme is laid out, phased and delivered, so as not to reflect a residential housing estate more suited to a larger settlement.</p> <p>Note: This change refers to the text of the draft plan.</p>	161	No submission received	<u>No change</u>
	Ballincurrig			
EC.05.03.04.01	<p>As the Normal Recommended Scale of any individual scheme is referred to in GO-02 (b) General Objectives for the Village Nuclei and Table 5.2, it is proposed to delete the following text from DB-01 (b):</p> <p>(b) No one proposal for residential development shall be larger than 5 housing</p>	163	No submission received	<u>No change</u>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	units. Note: This change refers to the text of the draft plan.			
	Ballinrostig			
EC.05.03.05.01	As the Normal Recommended Scale of any individual scheme is referred to in GO-02 (b) General Objectives for the Villages and Table 5.2, it is proposed to delete the following text from DB-01 (b): (b) The number of houses in any one proposal shall respect the character of the existing villages and shall be no larger than 3 housing units. Note: This change refers to the text of the draft plan.	165	No submission received	<u>No change</u>
	Ballintotis			
EC.05.03.06.01	As the Normal Recommended Scale of any individual scheme is referred to in GO-02 (b) General Objectives for Village Nuclei and Table 5.2, it is proposed to delete the following text from DB-01 (b): (b) The number of houses in any one proposal shall respect the character of the existing villages and shall be no larger than 3 housing units. Note: This change refers to the text of the draft plan.	167	No submission received	<u>No change</u>
	Ballymackibbot / Inch / Mount Uniacke			
	No Changes Proposed	--	No submission received	<u>No change</u>
	Clonmult			
EC.05.03.08.01	As the Normal Recommended Scale of any individual scheme is referred to in GO-02 (b) General Objectives for Village Nuclei and Table 5.2, it is proposed to	173	No submission received	<u>No change</u>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>delete the following text from DB-01 (b):</p> <p>(b) The number of houses in any one proposal shall respect the character of the existing villages and shall be no larger than 3 housing units.</p> <p>Note: This change refers to the text of the draft plan.</p>			
	Gortaroo (Gortroe)			
EC.05.03.09.01	<p>As the Normal Recommended Scale of any individual scheme is referred to in GO-02 (b) General Objectives for Village Nuclei and Table 5.2, it is proposed to delete the following text from DB-01 (b):</p> <p>(b) The number of houses in any one proposal shall respect the character of the existing villages and shall be no larger than 3 housing units.</p> <p>Note: This change refers to the text of the draft plan.</p>	175	No submission received	<u>No change</u>
	Leamlara			
EC.05.03.10.01	<p>As the Normal Recommended Scale of any individual scheme is referred to in GO-02 (b) General Objectives for Village Nuclei and Table 5.2, it is proposed to delete the following text from DB-01 (b):</p> <p>(b) No one proposal for residential development shall be larger than 5 housing units.</p> <p>Note: This change refers to the text of the draft plan.</p>	177	No submission received	<u>No change</u>
	Lisgoold			
EC.05.03.11.01	<p>As the Normal Recommended Scale of any individual scheme is referred to in GO-02 (b) General Objectives for Village Nuclei and Table 5.2, it is proposed to delete the following text from DB-01 (b):</p>	179	No submission received	<u>No change</u>

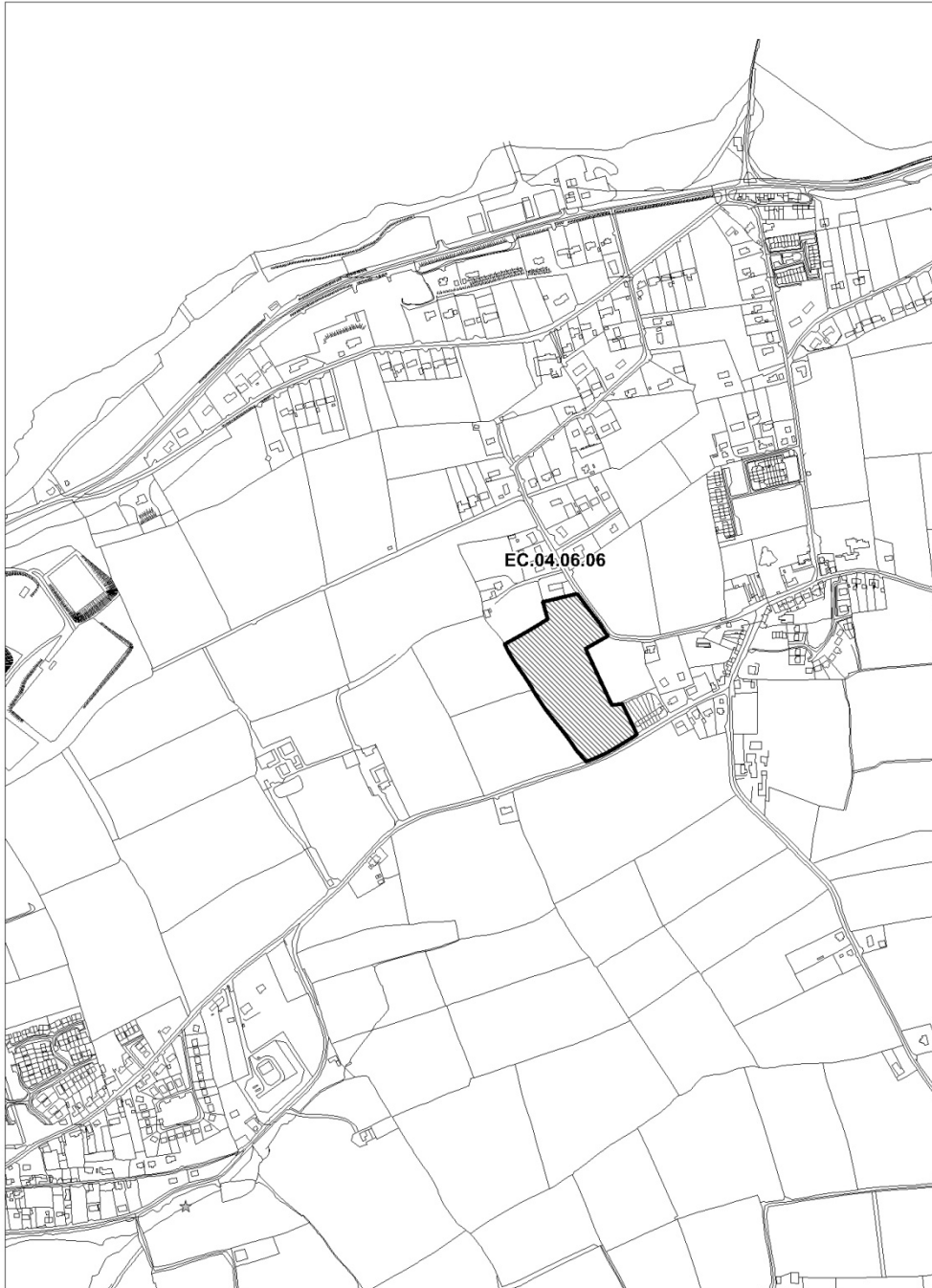
Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>(b) No one proposal for residential development shall be larger than 4 or 5 housing units.</p> <p>Note: This change refers to the text of the draft plan.</p>			

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

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
EC.04.06.06	<p>Remove additional lands in Aghada from Open Space objective WG-O-06, between the Marian Terrace road to the south and Church Road /Aghada Presbyterian Church to the north. The lands will remain within the development boundary of the village.</p> <p>Note: This change refers to the zoning map for the settlement</p>	136	<p>Yes, a submission was received from the landowner Mary Rose Day [AMD20947917] to welcome the amendment and states that the landowner is committed to releasing this land for residential development which will contribute to the development of the village and reduce pressure for rural housing in the area.</p>	<p>Chief Executive's Recommendation:</p> <p>To exclude this proposed amendment EC.04.06.06 including proposed map change.</p> <p>See Section 2 of this report for details.</p>
EC.05.02.09.03	<p>Include additional lands to the north of Mogeely village within the Development Boundary.</p> <p>Note: This change refers to the zoning map for the settlement.</p>	154	<p>Yes, the submission from TII [AMD20993186] makes reference to this amendment requesting that it be cognisant of the N25 Midleton to Youghal scheme.</p>	<p>Chief Executive's Recommendation:</p> <p>To exclude this proposed amendment EC.05.02.09.03 including proposed map change.</p> <p>See Section 2 of this report for details.</p>

East Cork Municipal District Local Area Plan
Public Consultation Draft

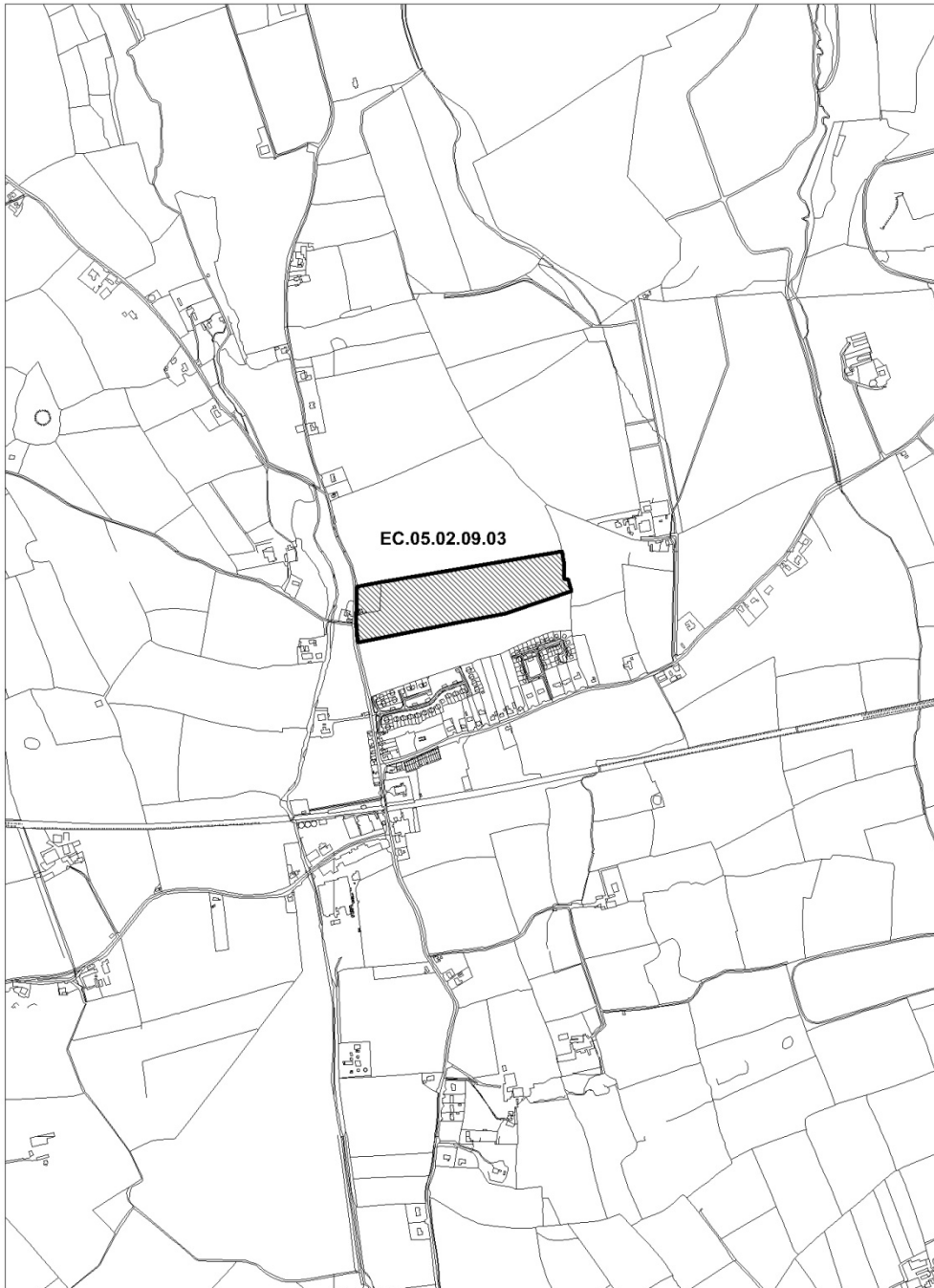
Whitegate
Aghada



Amendment Ref:EC.04.06.06

East Cork Municipal District Local Area Plan
Public Consultation Draft

Mogeely



Amendment Ref:EC.05.02.09.03

Appendix D Proposed Maps for the East Cork Municipal District

East Cork Municipal District Local Area Plan
Public Consultation Draft

Midleton



Amendment Ref:EC.03.03.01

East Cork Municipal District Local Area Plan
Public Consultation Draft

Midleton



Amendment Ref:EC.03.03.02

East Cork Municipal District Local Area Plan
Public Consultation Draft

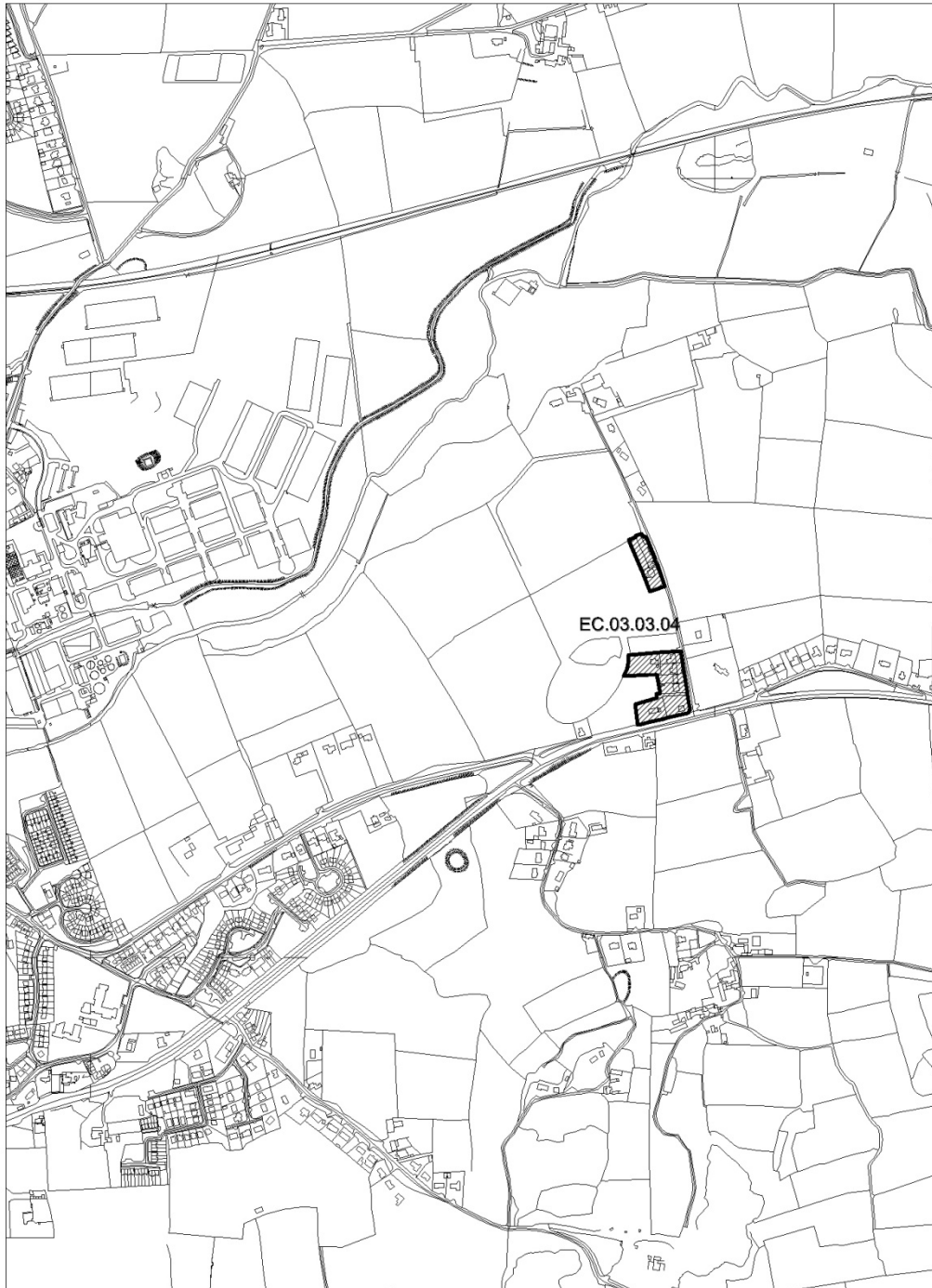
Midleton



Amendment Ref:EC.03.03.03

East Cork Municipal District Local Area Plan
Public Consultation Draft

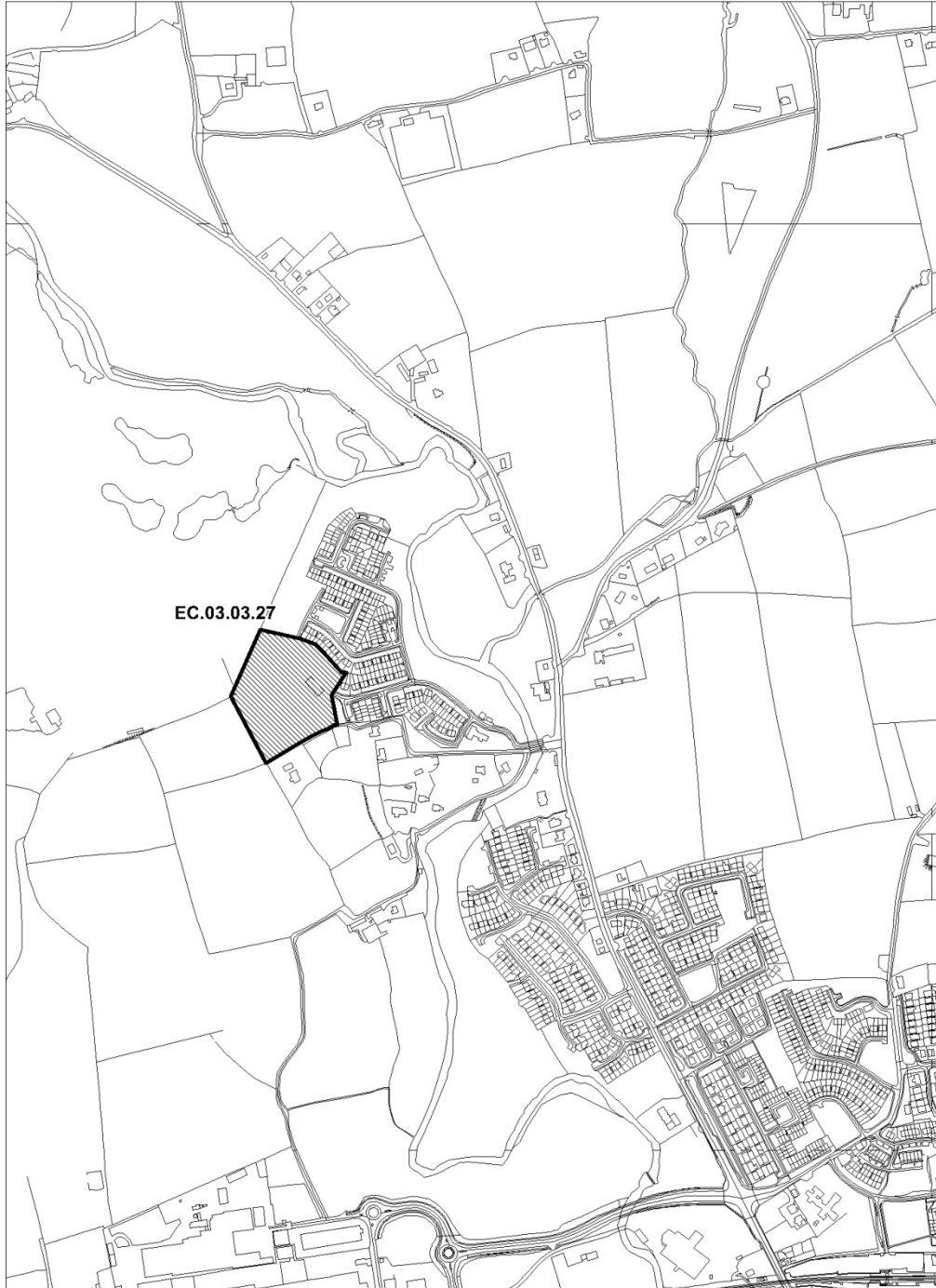
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Amendment Ref:EC.03.03.04

East Cork Municipal District Local Area Plan
Public Consultation Draft

Midleton



Amendment Ref:EC.03.03.27

**East Cork Municipal District Local Area Plan
Public Consultation Draft**

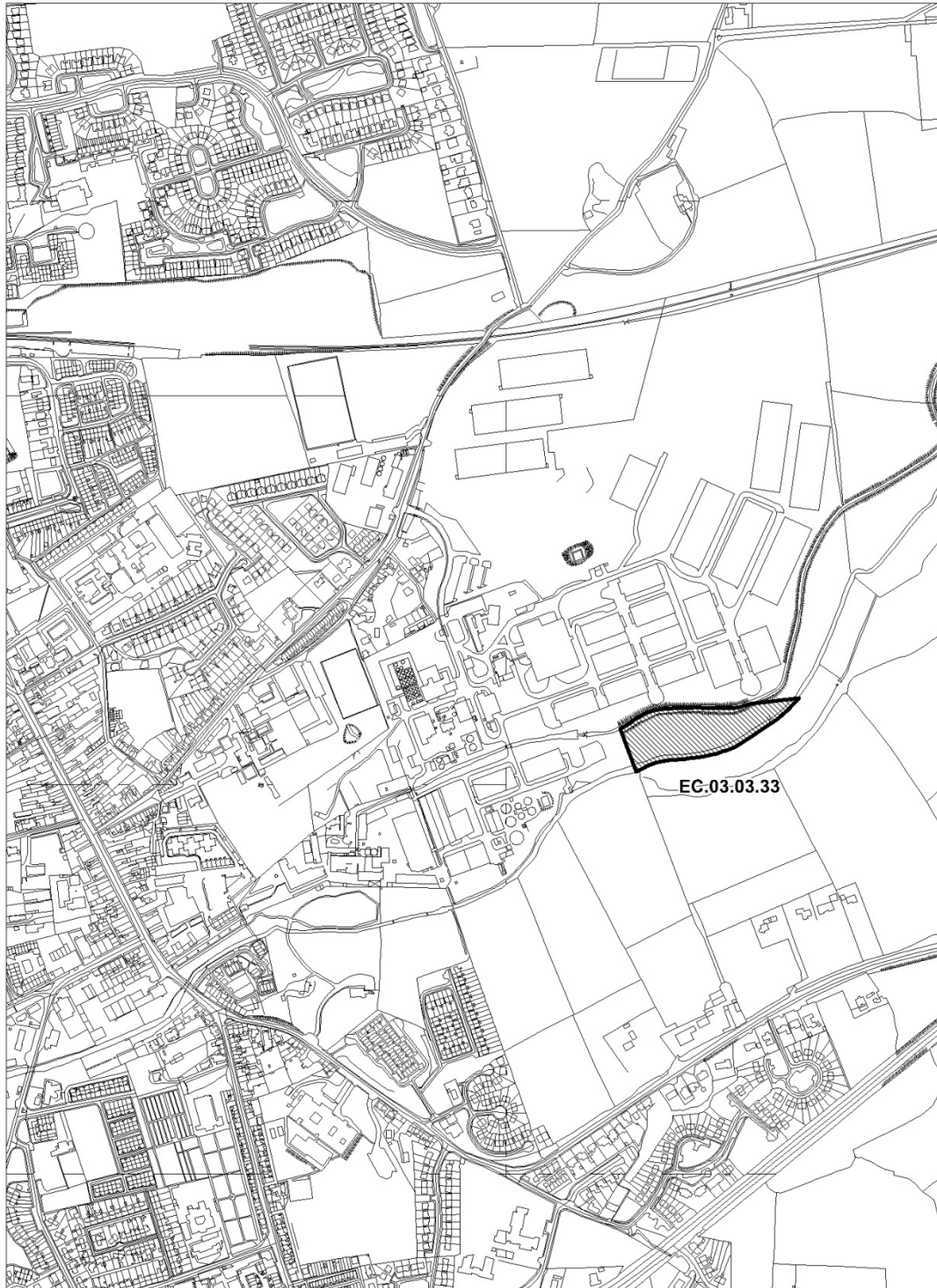
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**East Cork Municipal District Local Area Plan
Public Consultation Draft**

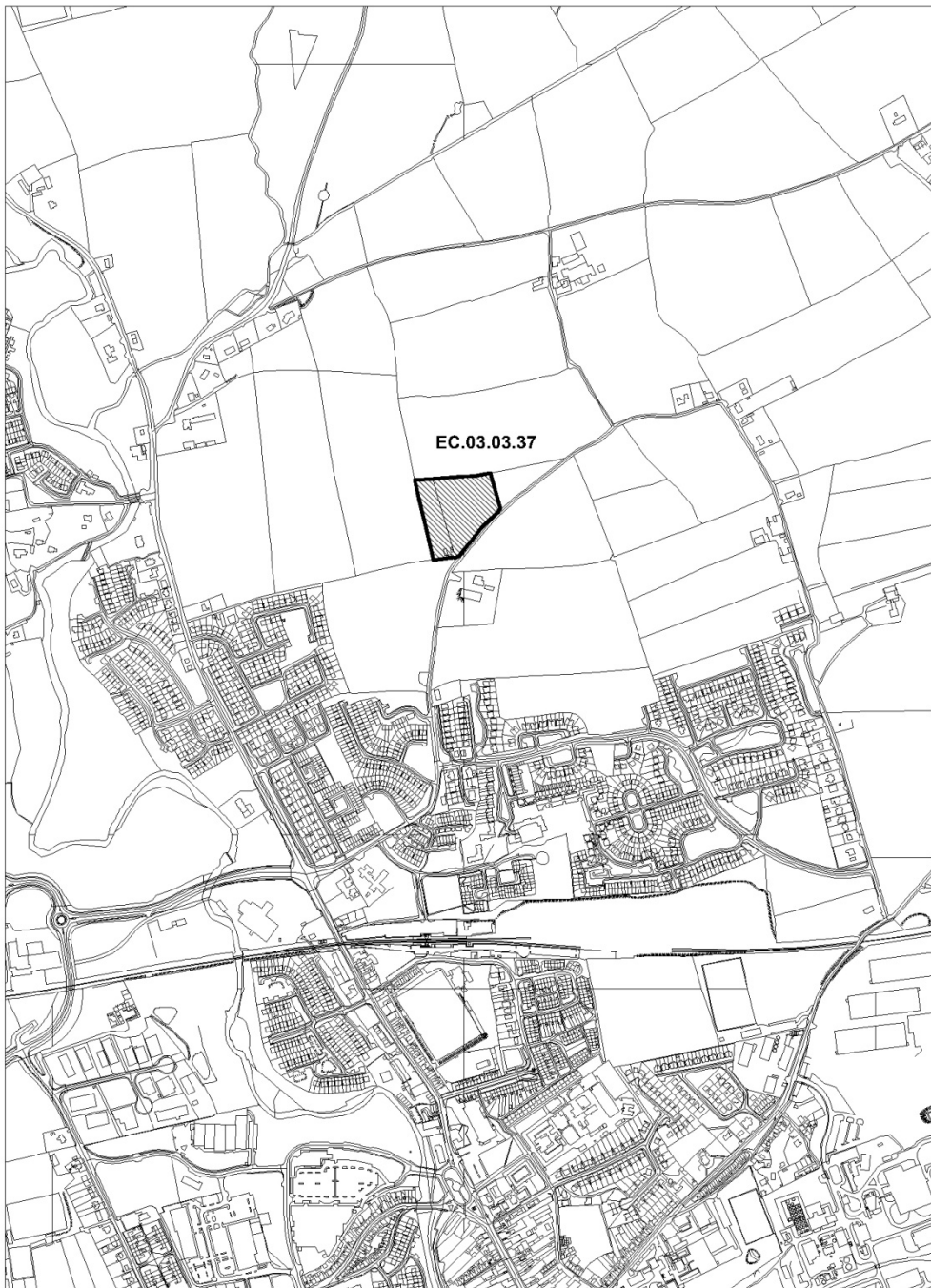
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Amendment Ref:EC.03.03.33

East Cork Municipal District Local Area Plan
Public Consultation Draft

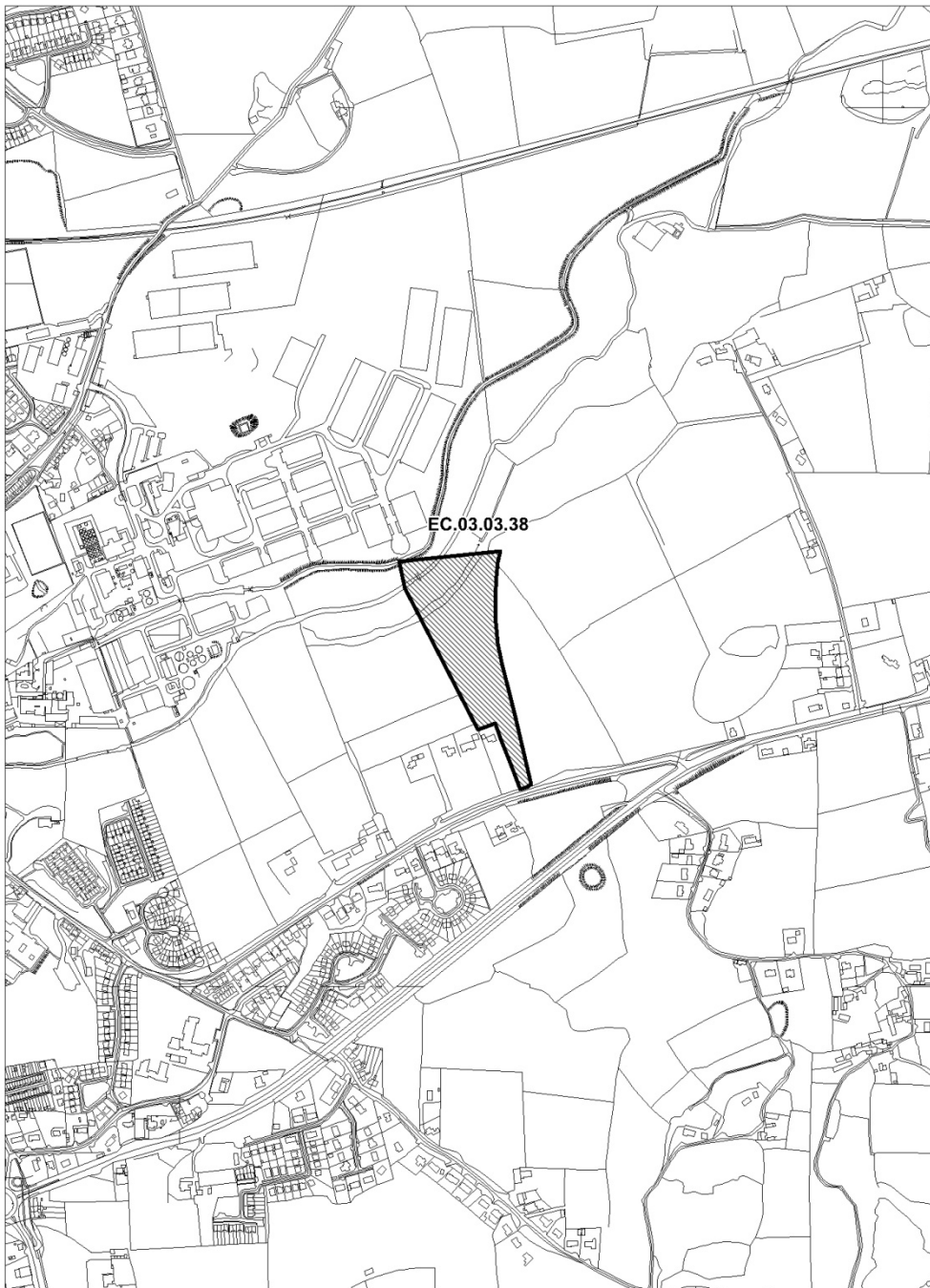
Midleton



Amendment Ref:EC.03.03.37

East Cork Municipal District Local Area Plan
Public Consultation Draft

Midleton



Amendment Ref:EC.03.03.38

East Cork Municipal District Local Area Plan
Public Consultation Draft

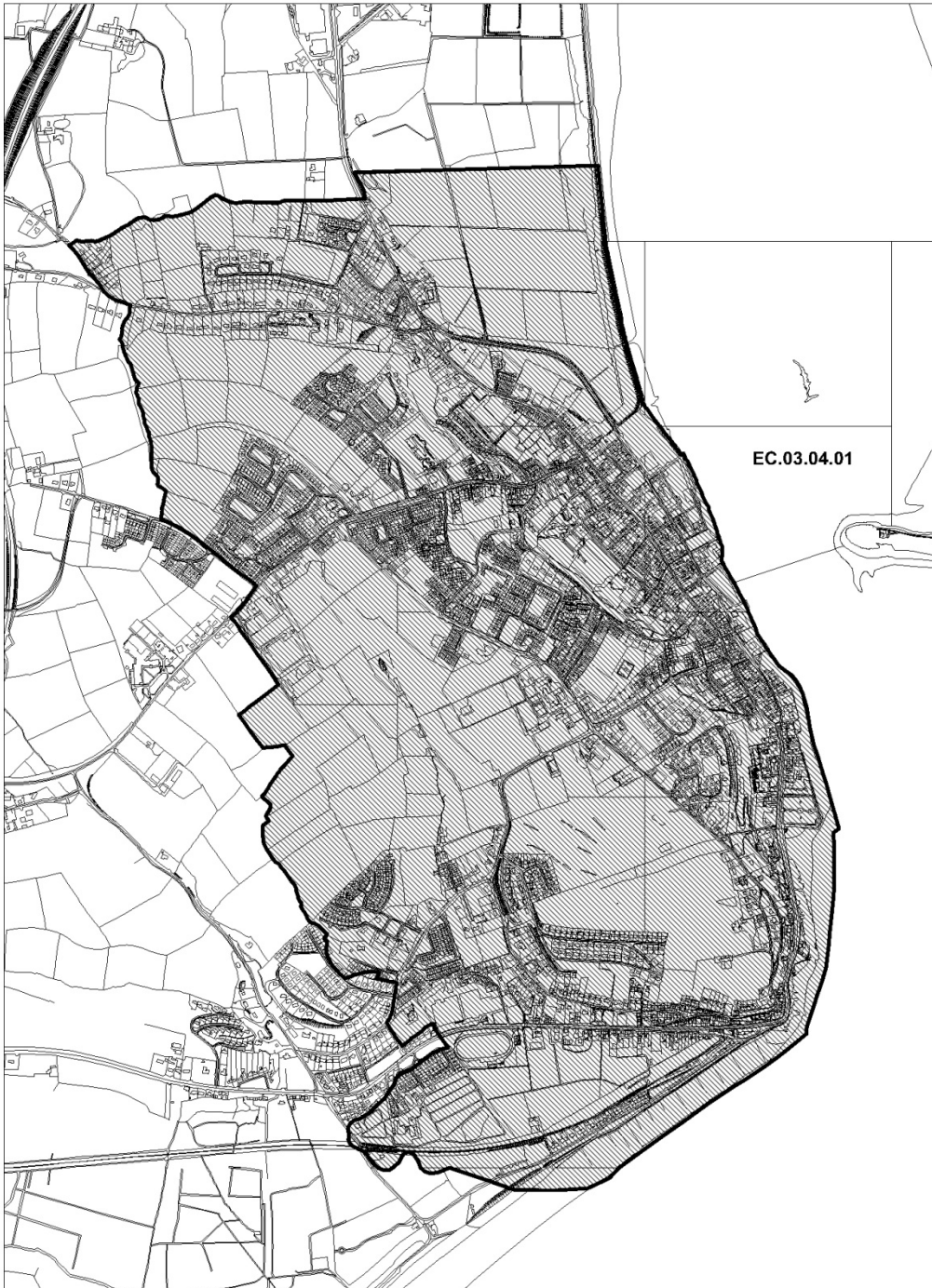
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Amendment Ref:EC.03.03.39

East Cork Municipal District Local Area Plan
Public Consultation Draft

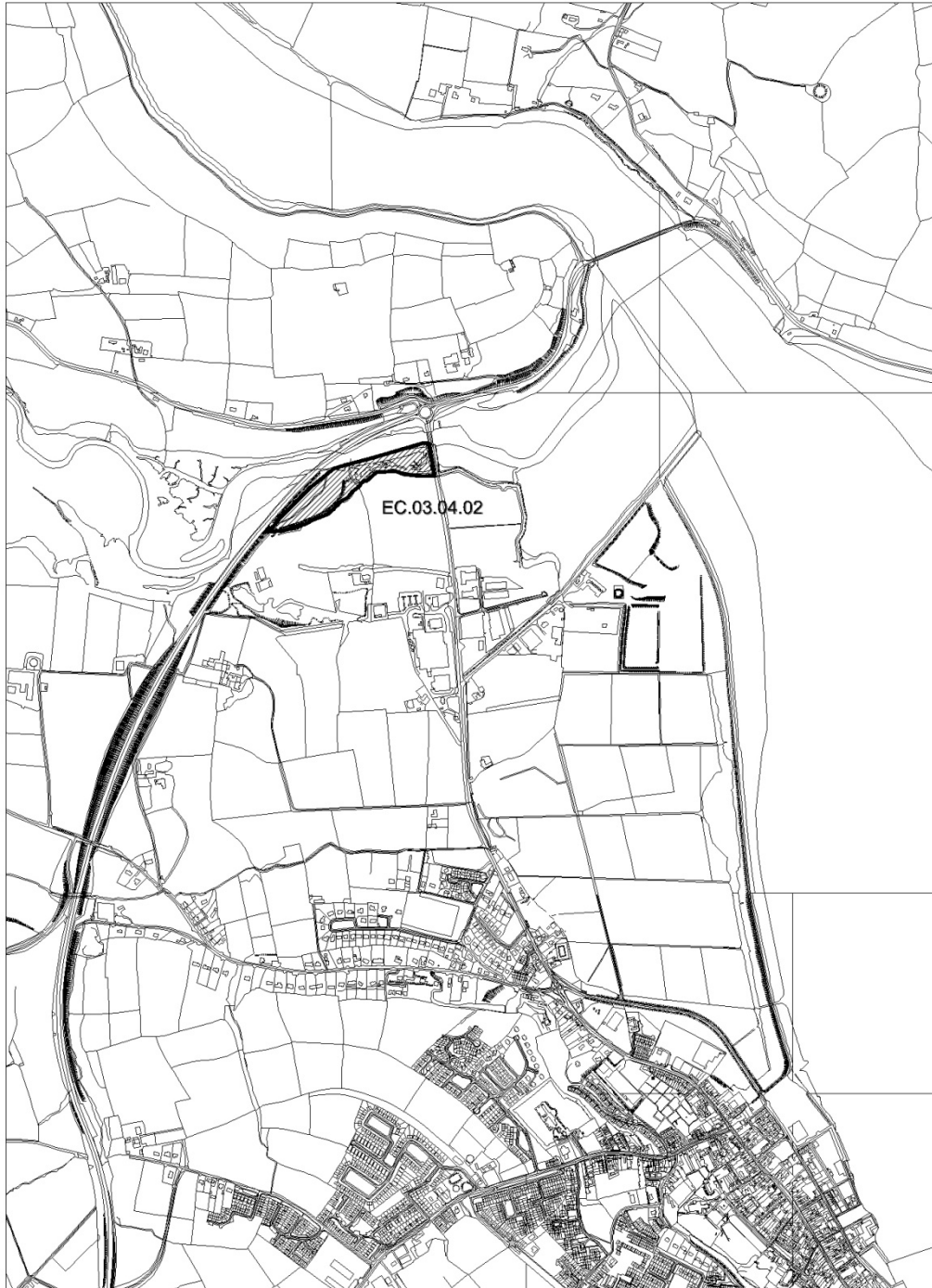
Youghal



Amendment Ref:EC.03.04.01

East Cork Municipal District Local Area Plan
Public Consultation Draft

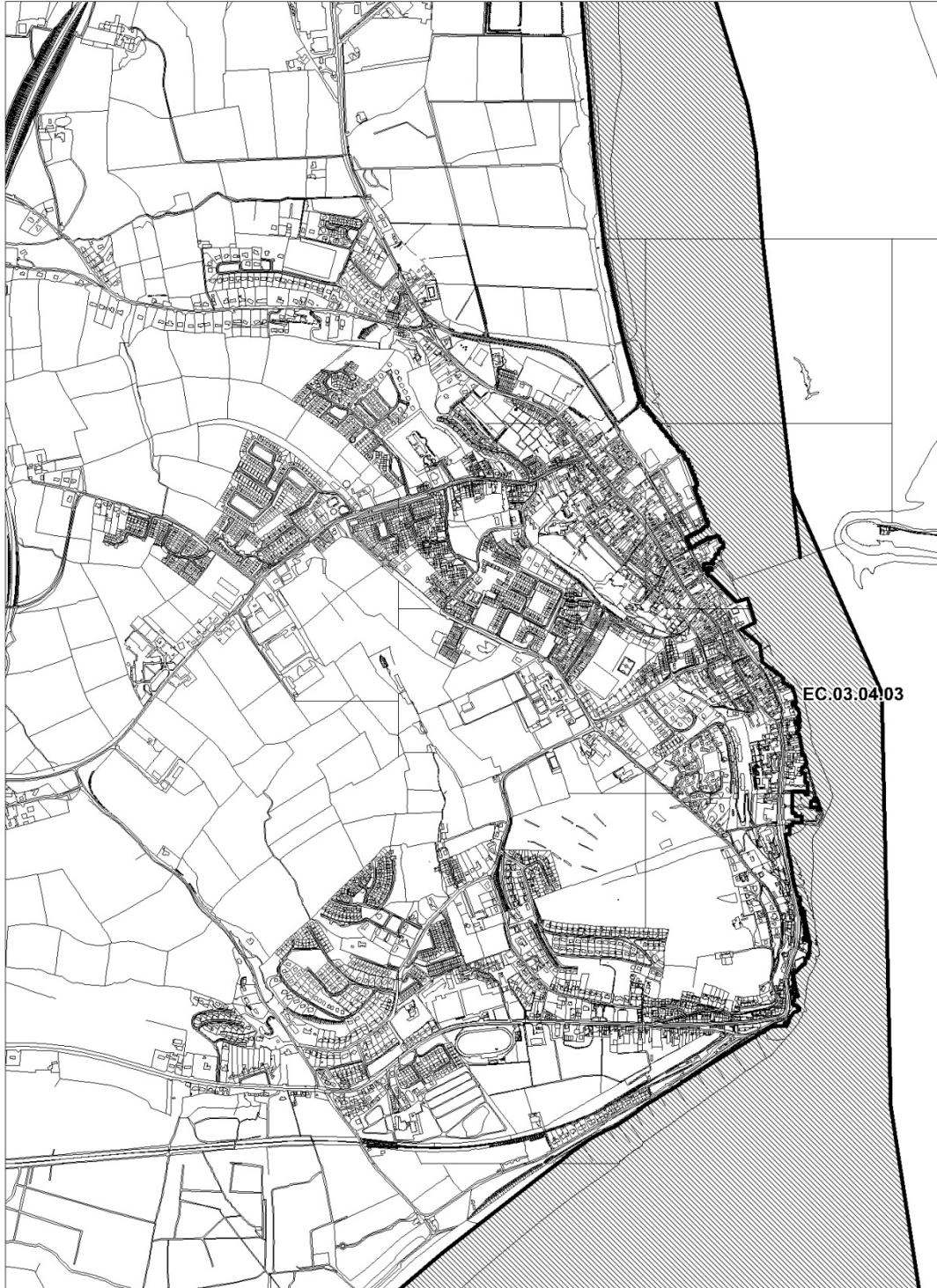
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Amendment Ref:EC.03.04.02

**East Cork Municipal District Local Area Plan
Public Consultation Draft**

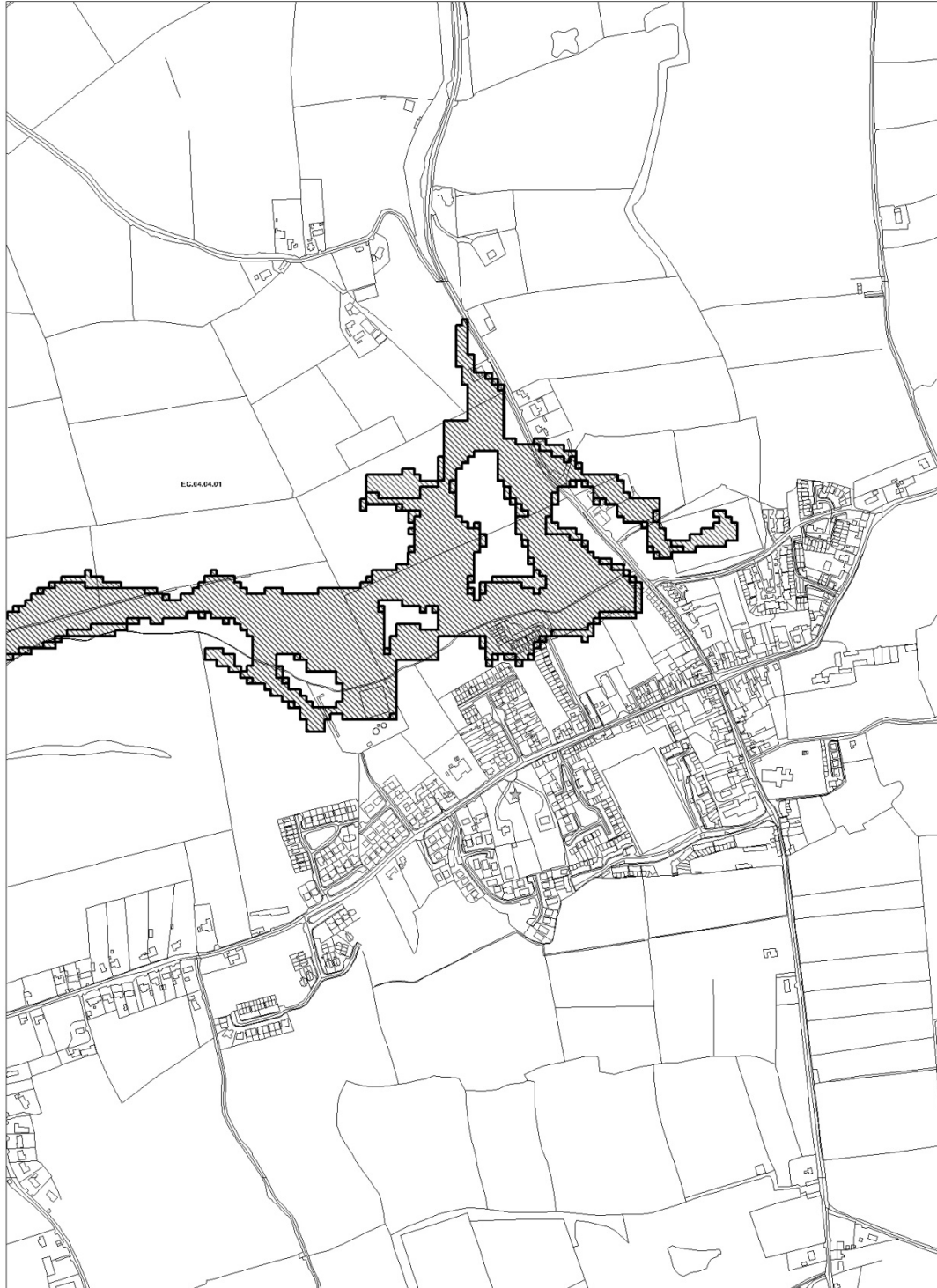
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Amendment Ref:EC.03.04.03

East Cork Municipal District Local Area Plan
Public Consultation Draft

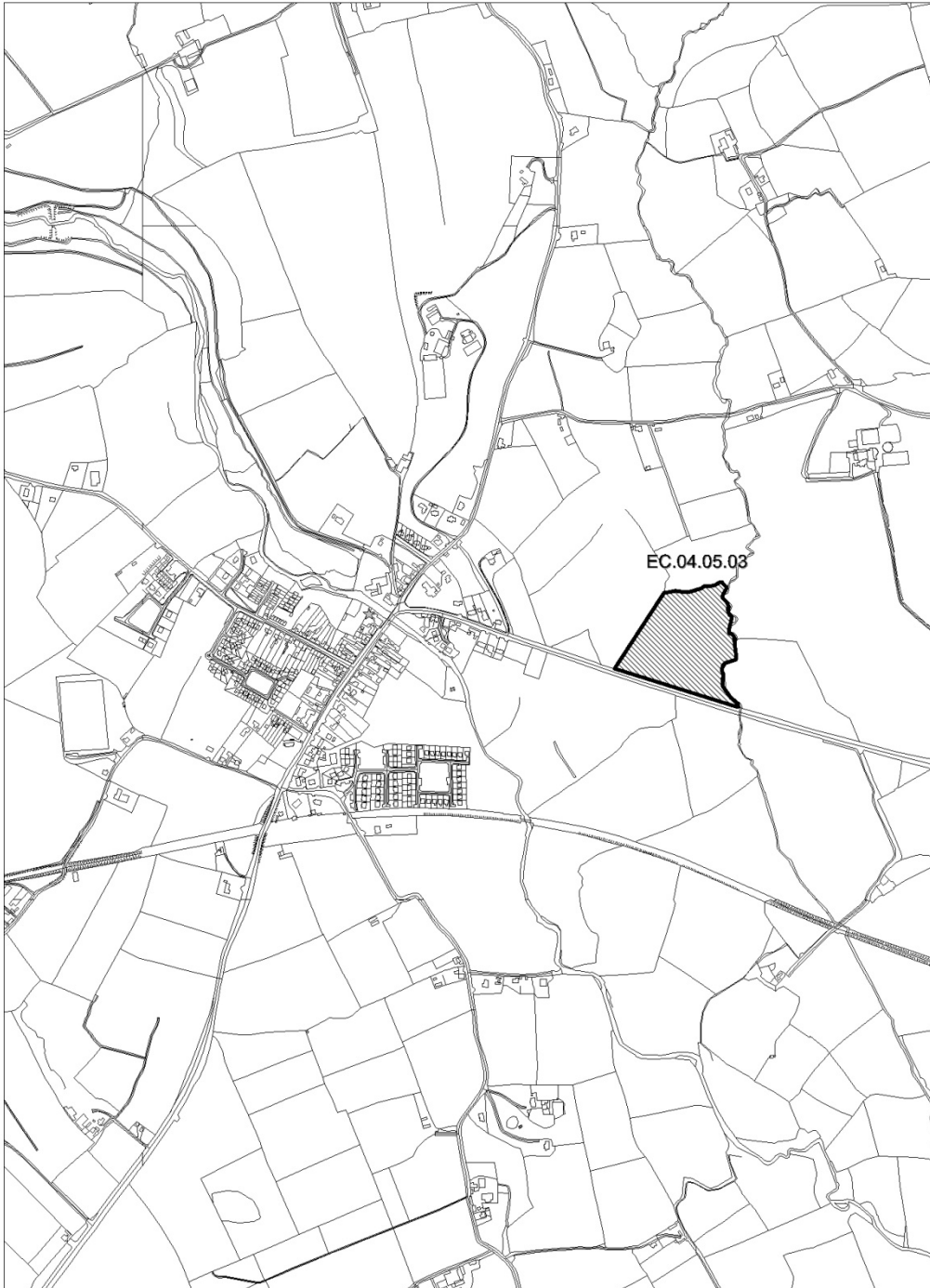
Cloyne



Amendment Ref:EC.04.04.01

East Cork Municipal District Local Area Plan
Public Consultation Draft

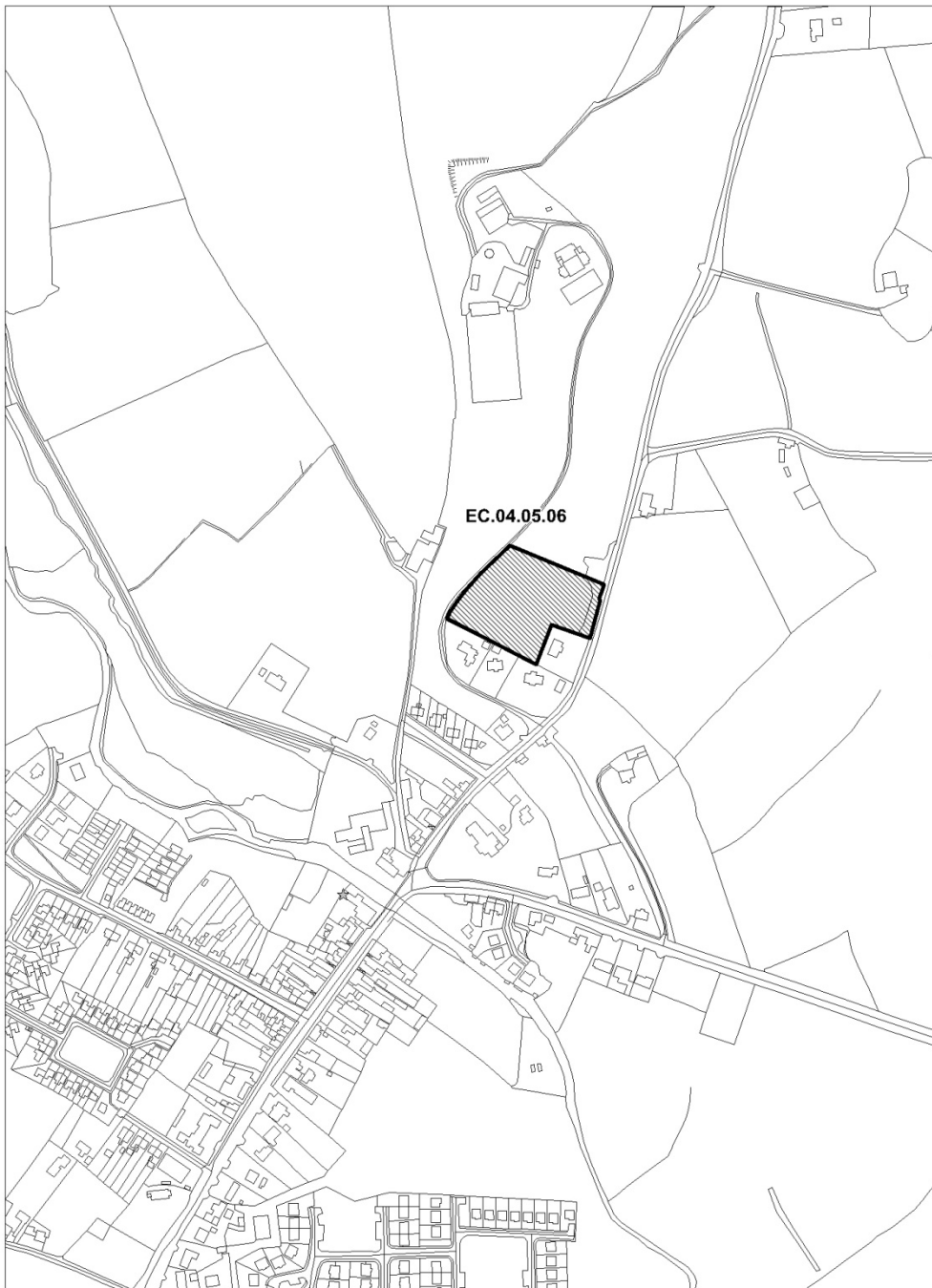
Killeagh



Amendment Ref:EC.04.05.03

East Cork Municipal District Local Area Plan
Public Consultation Draft

Killeagh



Amendment Ref:EC.04.05.06

East Cork Municipal District Local Area Plan
Public Consultation Draft

Whitegate & Aghada



Amendment Ref:EC.04.06.01

East Cork Municipal District Local Area Plan
Public Consultation Draft

Whitegate Aghada



Amendment Ref:EC.04.06.02

East Cork Municipal District Local Area Plan
Public Consultation Draft

Whitegate
Aghada



Amendment Ref:EC.04.06.03

East Cork Municipal District Local Area Plan
Public Consultation Draft

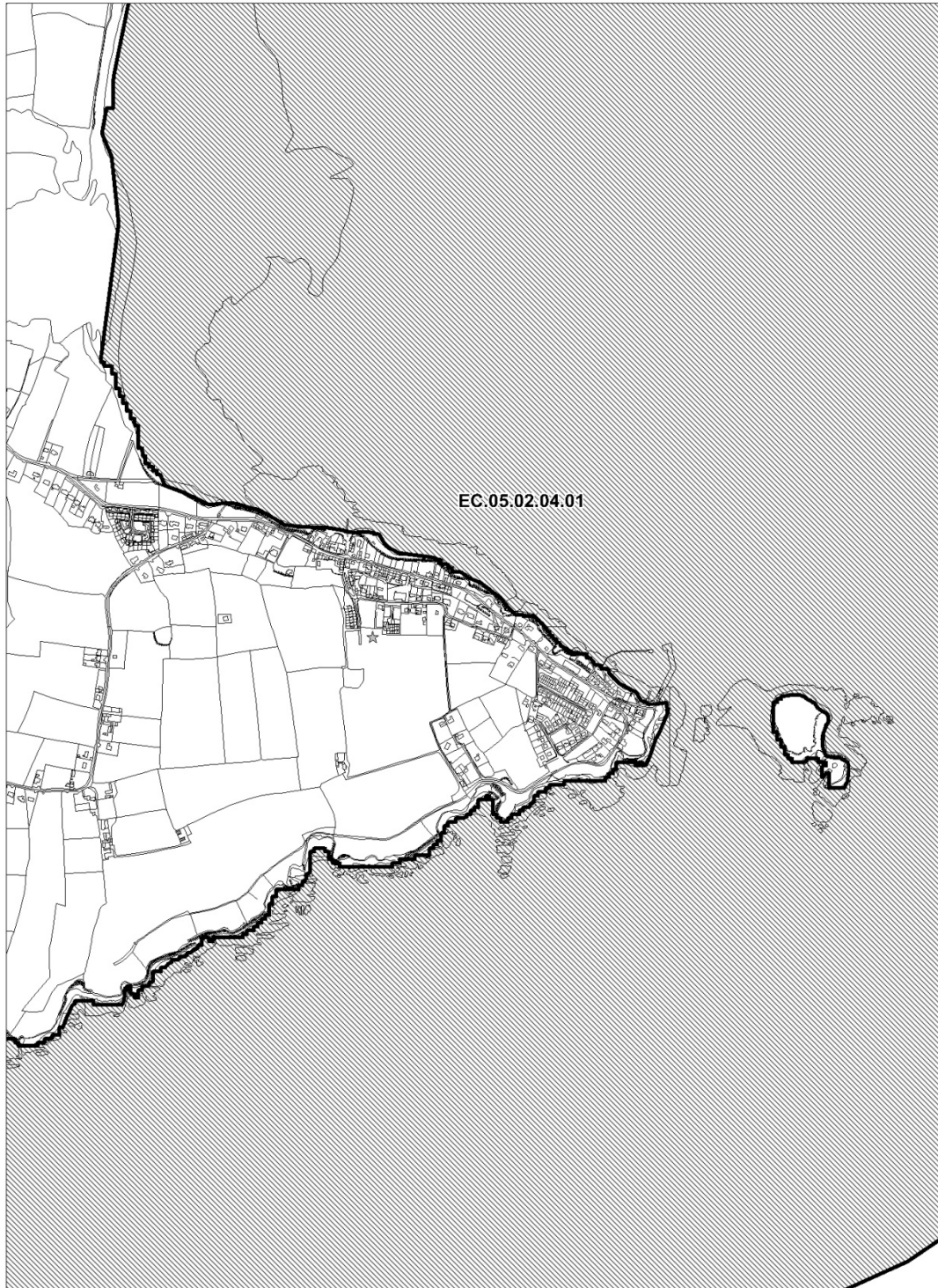
Whitegate Aghada



Amendment Ref:EC.04.06.05

**East Cork Municipal District Local Area Plan
Public Consultation Draft**

Ballycotton



Amendment Ref:EC.05.02.04.01

East Cork Municipal District Local Area Plan
Public Consultation Draft

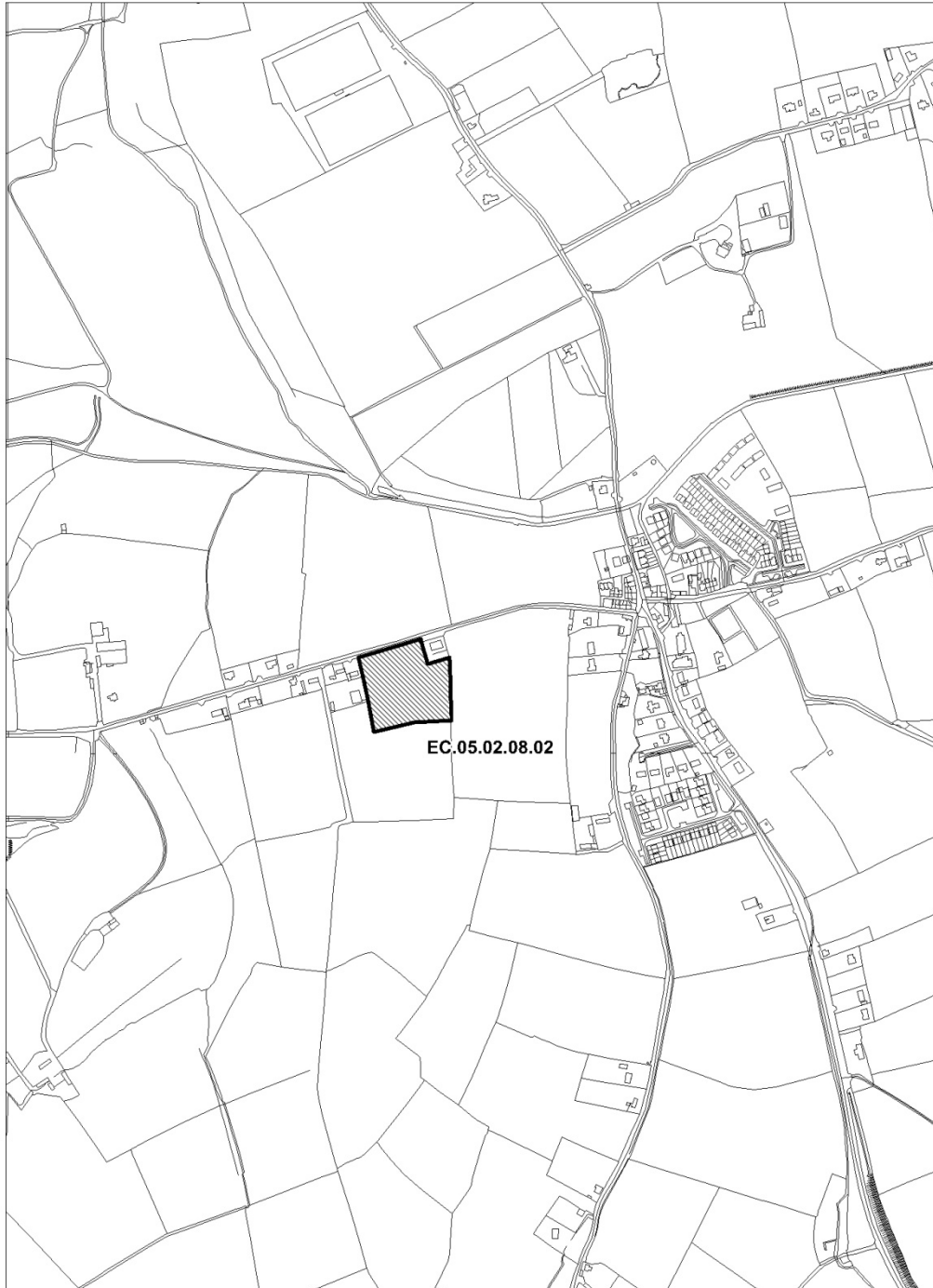
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Amendment Ref: EC.05.02.04.03

East Cork Municipal District Local Area Plan
Public Consultation Draft

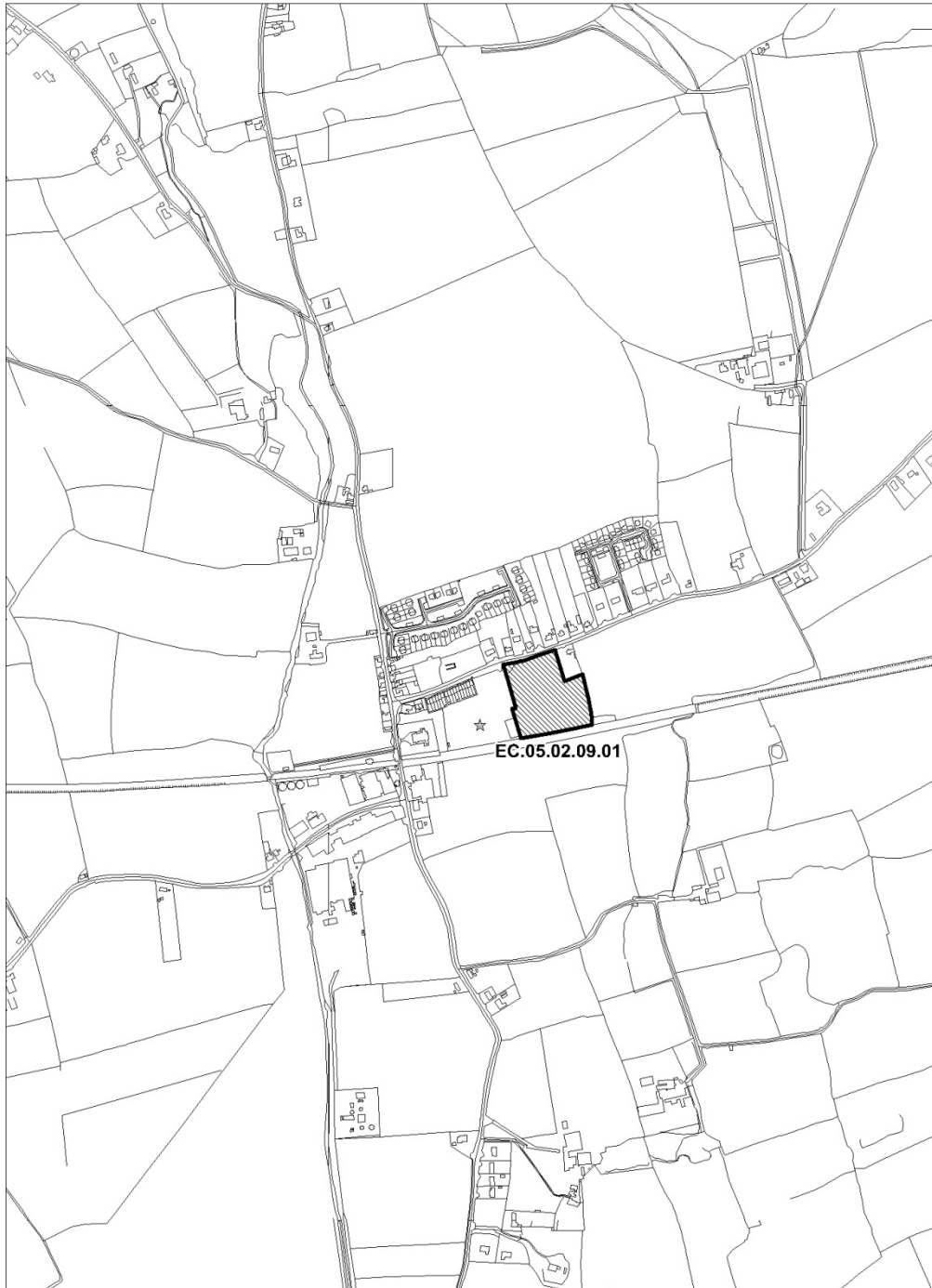
Ladysbridge



Amendment Ref:EC.05.02.08.02

East Cork Municipal District Local Area Plan
Public Consultation Draft

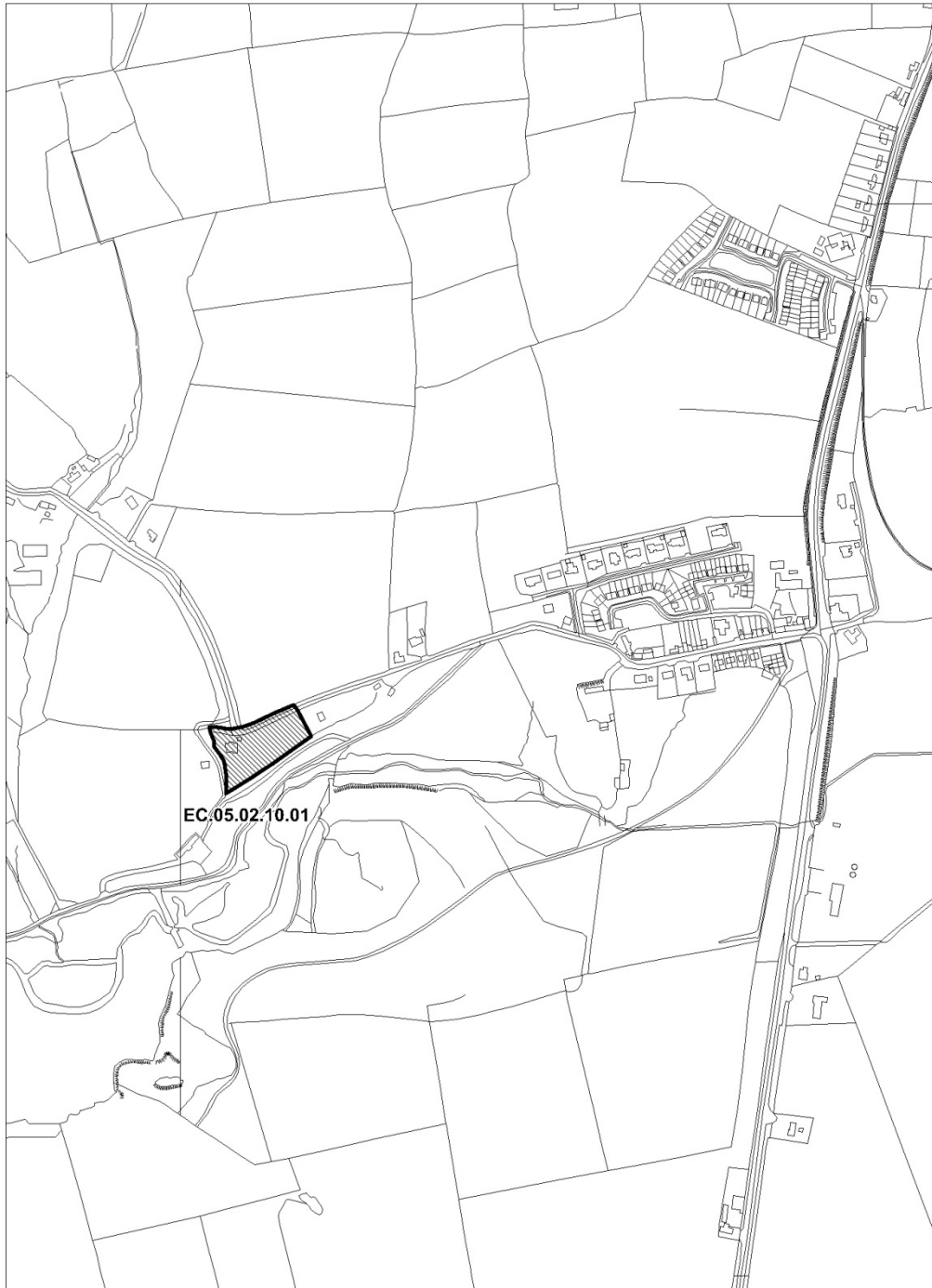
Mogeely



Amendment Ref:EC.05.02.09.01

East Cork Municipal District Local Area Plan
Public Consultation Draft

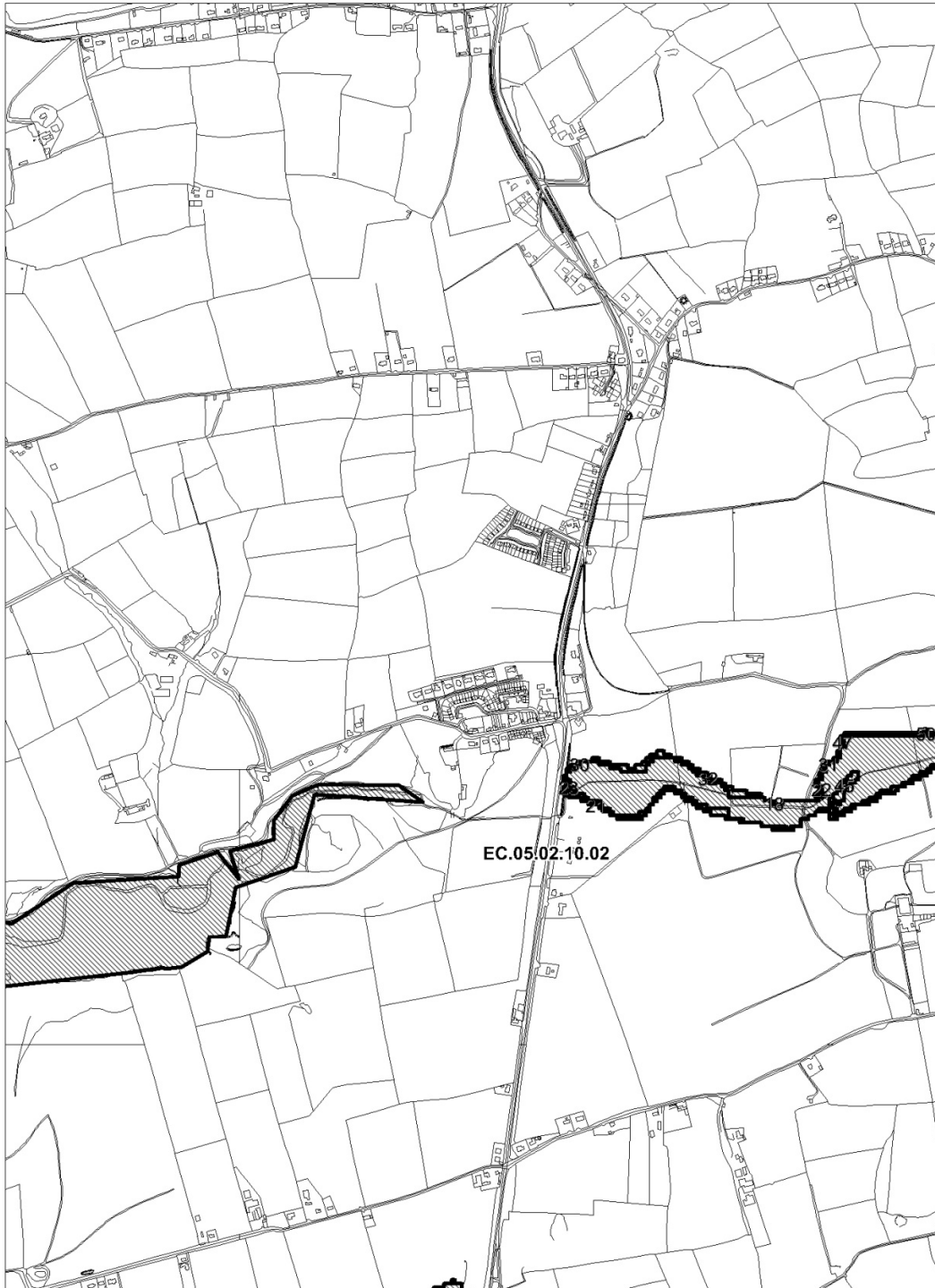
Saleen



Amendment Ref:EC.05.02.10.01

**East Cork Municipal District Local Area Plan
Public Consultation Draft**

Saleen



Amendment Ref:EC.05.02.10.02

**East Cork Municipal District Local Area Plan
Public Consultation Draft**

**Shanagarry
Garryvoe**



Amendment Ref:EC.05.02.11.01

Appendix E List of Submitters

Name of Interested Party	Unique Ref. No.	Settlement Name
Cork Co-operative Marts Limited	AMD21000865	Midleton
Cork Chamber	AMD21005431	Countywide
Cork City Council	AMD21006549	Countywide
Day, Mary Rose	AMD20947917	Whitegate & Aghada
Department of Education & Skills	AMD21006228	Countywide
Department of Housing Planning Community and Local Government	AMD21004041	Countywide
Environmental Protection Agency	AMD20981713	Countywide
Ingram Homes Limited	AMD20934969	Midleton
Irish Distillers Ltd	AMD20998269	Midleton
<i>Lynch, Jack *</i>	<i>AMD21000274</i>	<i>Midleton</i>
McCarthy, Michael and Youghal Forum	AMD20986725	Youghal
Moore, Paul	AMD21000555	Midleton
NTA	AMD21007613	Countywide
O' Brien, Michael	AMD20994040	Ladysbridge
Shipton Group	AMD20917156	Midleton
Southern Regional Assembly	AMD21003184	Countywide
TII	AMD20993186	Countywide

* This submission refers to lands within the Cobh Municipal District Local Area Plan. Please refer to the CEO Report for that plan.