

Report to Members

East Cork Municipal District Local
Area Plan Public Consultation Draft

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

6th March 2017

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Chief Executive’s Opinion on the Issues Raised by Submissions & Recommended Amendments.						
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0.1	03/03/17	Description: This report sets out the Chief Executive’s Opinion on the issues raised in the submissions on the public consultation draft of the East Cork MD LAP				
			Prepared by	Drawn by	Checked by	Approved by
		Name	MC / PG	AF	PG	ML

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

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

Section 1 Introduction

1.1 Where we are in the process

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

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

1.1.3. A series of public information events on the Draft Local Area Plan was also held. The East Cork MD event took place in the Middleton Park Hotel on the 29th of November, 2016. A number of individuals and groups sought the opportunity to meet with staff from the Planning Policy Unit during the public consultation period and all such requests for meetings during this period were accommodated.

1.2 Submissions

1.2.1. There were a total of 80 submissions received during the public consultation period on the Draft East Cork Municipal District Area Local Area Plan. 23 submissions focused on general issues facing the County at large, with a further 4 submissions relating to the Municipal District. There were no late submissions.

1.2.2. The majority of the submissions received 43 related to issues in the 2 main towns within the Electoral area. 8 submissions related to issues in the key villages, 10 submissions related to issues in the villages and village nuclei. (All of these figures exclude duplicate submissions)

1.3 Appropriate Assessment

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

1.4 How to use this report

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

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

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

1.4.4. Appendix B, sets out the details list of proposed recommended material amendments to the Draft Local Area Plan. This list is set out by settlement. In addition, Appendix B (i) includes the full text of Section 3 to highlight both the changes emerging from the Town Council Amendment and also the urban expansion areas (Waterrock).

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

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

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

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

1.4.9. 'Non-material' changes to the plan are not identified in this report and will not be included in the proposed amendment that the Council will publish for public consultation later in May 2017. These non-material changes will simply be reflected in the final published form of the plan once it has been adopted by the Council later in the year. At this stage, it is considered that the non-material changes will include the following broad areas;

- Factual information used in the description of settlements and their surroundings (including up to date information on the range of facilities or infrastructure, the number of existing dwellings or the stock of planning permissions that have not been implemented).
- The inclusion of additional information on the extent of existing heritage designations on the various maps included in the plan (e.g. existing nature conservation/scenic landscape/archaeological designations and record of protected structures, information already shown in the County Development Plan 2014 or approved by the appropriate national body).
- The inclusion of appropriate references to relevant objectives in the County Development Plan 2014.
- Changes to the plan reflecting or consequent upon a material change.

1.5 Next Steps

1.5.1. Following the issue of this report to Members on the 6th of March, 2017. The Planning and Development Acts make the following provisions and any amendments to the draft plan:

- The local area plan shall be deemed to be made in accordance with the recommendations of

the Chief Executive (i.e. as set out in this report) unless the Elected Members of the Council make a resolution making or amending the plan otherwise than in accordance with the Chief Executive's recommendation;

- Any resolutions made by the Elected Members of the Council must be passed by at least 50% of the Elected Members of the Council
- The last day on which the Council can make resolutions with regard to the Draft Plan is Thursday 6th April 2017.

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

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

○ A special meeting of the Council has been arranged for **Monday 27th March 2017 in County Hall** in order to facilitate Elected Members who may wish to propose resolutions in relation to any of the Draft Local Area Plans.

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

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

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

Section 2 Principal Issues Raised

2.1 Introduction

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

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

2.2 General Issues

2.2.1. The following paragraphs set out the justification for the Chief Executive's recommendation on a number of general issues that affect the overall approach, not only to this local area plan, but also to all the local area plans currently being prepared by the County Council. In many cases several submissions have set out differing points of view on the approach that should be taken and these individual points of view are reflected in the submission summaries set out in Appendix A. The recommendations set out below have taken all the points made into consideration.

Former Town Council Towns with a Town Development Plans

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

2.2.3. For Midleton, the current Midleton Town Development Plan 2013 will remain in force until the review of the Cork County Development Plan adopted in 2014 is completed in 2020. The Midleton Town Development Plan 2013 is the reference point for guidance in relation to issues of proper planning and sustainable development for land located within the administrative area of the former Town Council.

2.2.4. For Youghal, the current Youghal Town Development Plan 2009, as varied, will remain in force until the review of the Cork County Development Plan adopted in 2014 is completed in 2020. The Youghal Town Development Plan 2009, as varied, is the reference point for guidance in relation to issues of proper planning and sustainable development for land located within the administrative area of the former Town Council.

Chief Executive's Recommendation: Amend Section 3.3 of the Plan dealing with Midleton Town so that issues covered by the Midleton Town Plan 2013, are omitted from the Draft Local Area Plan. The Local Area Plan will now only deal with 'Environs' of the town. Amend the zoning map for Midleton Town and 'grey out' the area to which the Midleton Town Development Plan, as varied applies. See the proposed Amendment EC.03.03.01 in Appendices B, Bi and D.

Chief Executive's Recommendation: Amend Section 3.4 of the Plan dealing with Youghal Town so that issues covered by the Youghal Town Plan 2009, as varied, are omitted from the Draft Local Area Plan. The Local Area Plan will now only deal with 'Environs' of the town. Amend the zoning map for Youghal Town and 'grey out' the area to which the Youghal Town Development Plan, as varied applies. See the proposed Amendment EC.03.04.01 in Appendices B, Bi and D.

Flood Zone Mapping for Coastal settlements

2.2.5. In coastal settlements, and settlements linked to flood risk issues in the wider harbor area, the flood zone mapping shown in the Draft Plan was incomplete and many coastal settlements appeared not to have a coastal flood risk. This has now been rectified and is reflected in the proposed amendments to the plan. There has been a change to the flood zone mapping for Youghal, Cloyne, Whitegate/ Aghada, Ballycotton, Saleen, Shanagarry/Garryvoe and Redbarn. See the amendments for these settlements in Appendix B.

Active Land Management and Strategic Land Reserve

Active Land Management

2.2.1. In response to an identified deficit in the supply of housing units and arising from ongoing research and analysis in the period since the adoption of the CDP 2014 (including with the Planning & Development SPC, public consultations associated with the this LAP process and stakeholder engagement), Cork County Council has given further consideration to the most appropriate process of identifying the additional quantum of housing land supply required to drive growth in the Cork Region.

2.2.2. Active land management is multi-faceted and may be said to include managing the delivery of zoned lands to ensure those lands come into active use; ensuring that social, environmental and economic considerations are appropriately integrated into land identification and delivery; and, ensuring an adequate volume of appropriate lands are identified to ensure the availability of an appropriate supply of serviced/serviceable zoned lands to serve existing and future housing demand.

Chief Executive's Recommendation:

Cork County Council proposes to initiate a process of Active Land Management to include for the ongoing monitoring and evaluation of the following:

- **Actual and projected housing demand in the Cork Region, including household sizes and required household types, appropriate density, vibrancy of the employment market and employment delivery targets**
- **The planning consent process (planning permissions granted/refused for multiple house schemes), commencement notifications, housing completion rates**
- **The roll-out and delivery of essential infrastructure by state agencies, including opportunities to leverage maximum returns from investment by the state**
- **Opportunities to promote modal shift and sustainable transport patterns where appropriate, including along existing, planned and potential future transport corridors**
- **Opportunities to maximise use of existing hard and soft infrastructure, including supporting the vitality and viability of Metropolitan Cork, towns, villages and settlements throughout Cork**
- **It is intended the process of Active Land Management will help ensure the strategic planning policy process is well-positioned to respond in a dynamic manner to the changing nature of the housing market, and in-so-doing help ensure the right type of housing units are being provided at the most appropriate locations, in a timely manner.**

See Proposed Amendment EC. 01.07.06 in Appendix B

Strategic Land Reserve

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

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

Chief Executive's Recommendation:

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

These SLR sites have been subject to a High Level Appraisal and sites selected after this Appraisal are those considered potentially most suitable for zoning. Cork County Council will seek to collaborate with key stakeholders including State Agencies and land owners/developers to agree delivery-focused Framework Plans to inform the appropriate development of the lands identified over the next 12 months

See Proposed Amendment EC. 01.07.07 in Appendix B

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

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

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

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

Department of Housing, Planning, Community and Local Government

2.3.3. The Department acknowledges the large body of work that the Council has undertaken in the preparation of the eight draft municipal local area plans and the concise manner in which the relevant plans have been presented.

2.3.4. The Department raise a number of significant issues as follows;

Issue 1: Statutory Plan Hierarchy and Timelines

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

2.3.6. In this context the Department requests that Plans be amended to:

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

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

Chief Executives Opinion:

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

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

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

Chief Executive's Recommendations (1) Delete Table 1.1 and Replace with new Table. See Proposed Amendment EC.01.01.01;

(2) Delete Paragraph 1.7.6 "Approach to Town Council Development Plans" and replace with new text reflecting current status of the Town Council Development Plans. See Amendment EC.01.07.01.

Issue 2: Metropolitan Cork Strategic Land Reserves.

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

Chief Executive's Opinion:

2.3.11. It is intended to revise the Draft Plan to set out the Council's strategy with regard to Strategic Land Reserve and Active Land Management.

Chief Executive's Recommendation: See Proposed Amendments EC. 01.07.06 (Active Land Management) and EC.01.07.07 (Strategic Land Reserve) in Appendix B

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

2.3.12. Appendix B of the Cork County Development Plan 2014 (CDP) contains the core strategy tables for each Municipal District with a breakdown of figures for each main town. Each draft MD LAP contains

population and housing figures. These figures should be consistent with the CDP, however on closer examination there appear to be significant inconsistencies between the Cork CDP core strategy figures and the figures contained in the draft MD LAP's with regard to the amount of land zoned for residential development purposes.

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

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

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

2.3.16. In addition to the above, it is unclear as to whether some of the above anomalies are occurring through the addition / omission of the town plan zonings. To ensure clarity and transparency it would be beneficial if the Council provided a table including the amount of residential land zoned within the area of each Town Development Plan.

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

Chief Executive's Opinion:

- a) The Municipal District Tables set out in Appendix B of the current CDP were prepared on the basis of the 2011 Local Area Plans which in turn was based on work done in 2009/2010 period. During the course of the preparation of the current Draft Local Area Plans the supply of residentially zoned land and its potential yield was reviewed in light of current circumstances. In a number of cases issues arose where adjustment to the amount of residentially zoned land was required. The issues included impact of updated flood maps, sites having been developed, issues arising from Habitats Directive Assessment and the need to provide additional headroom in the Main Towns to compensate for the lack of water services infrastructure within the village network which meant that a significant amount of the growth allocated to the villages cannot at present be accommodated. The LAP Review included the residential zonings within the Town Councils where rationalising/updating of those zonings also lead to changes in the amount of zoned land and its potential yield. Also in some of the Metropolitan Towns additional zoned land is proposed in order to increase the amount of residentially zoned land to meet some of the Strategic Land Reserve/Headroom deficit identified in Chapter 2 Core Strategy of the CDP 2014 in the area where the greatest demand for housing is greatest.
- b) The Housing Densities High, Medium A and Medium B are set out in Objective HOU 4-1 and Table 3.1 in Chapter 3 Housing of the Cork County Development Plan, 2014 along with the explanatory text.
- c) The amount of zoned land and its yield contributed by the Town Council Development Plans will be included in a revised Table 2.2 and Table 3.1 as appropriate.
- d) With respect to Youghal, during the lifetime of this plan, the council will initiate an Active Land Management process to help address the fact that not all residential zoned land delivers housing. The above table should be considered within the context of this Active Land Management process narrative as set out in section 2 and proposed amendment EC.01.07.06 in Appendix B.

Chief Executive's Recommendation:

- a) **Amendment Proposed: Delete Table 2.2 "Housing Requirements and Supply" and replace with revised Table 2.2 and additional text where appropriate in each Municipal District where this issue**

arises explaining the revised Tables and showing how they are broadly consistent with the Core Strategy of the CDP. See Amendments EC.02.04.01 and EC.03.02.01 in Appendix B.

- b) Amendment Proposed: Insert a new heading “Housing Density” and Paragraph before heading “Quality in Urban Design” in Section 1. See Amendment EC.01.07.02 in Appendix B.
- c) Amendment Proposed: Include figures for the amount of residentially zoned land and housing yield contributed by each Town Council Development Plan in Table 2.2 and Table 3.1 and . See Amendments EC.02.04.01 and EC.03.02.01. in Appendix B.

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

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

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

Chief Executive's Opinion:

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

Chief Executive's Recommendation: Proposed Amendment: Delete Paragraph 2.7.2 and replace with new text which includes a set of criteria, including locational criteria. See Amendment EC.02.05.01. in Appendix B.

Issue 5: Water Services Infrastructure

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

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

2.3.23. It is critical to ensure that further DPI based residential development is avoided. The Department recommends that the County Council insert a general objective stating that in terms of water infrastructure no developer provided infrastructure will be allowed into the future except where agreed with Irish Water and where an appropriate transitional and longer term maintenance and repair programme has been provided for.

Chief Executive's Opinion:

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

Chief Executive's Recommendation: Insert additional objective in Section 2 Local Area Strategy, LAS-01 to address this issue. See Proposed Amendment EC.02.06.01 in Appendix B.

Issue 6: Economic Zonings

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

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

2.3.27. In the East Cork MD, the department requests that access to the YL-I-01 (in Youghal) is in accordance with the Spatial Planning and National Roads Guidelines (Jan 2012) and in Killeagh, the department advises that the Council reassess the merits of the B-01 zoning with regards to its location and scale.

Chief Executive's Opinion:

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

2.3.29. Secondly, in relation to the zoning in Youghal it is intended to retain this zoning objective and amend the text of the specific zoning objective in accordance with the advice provided by both the Department and TII. In relation to the B-01 site at Killeagh, it is proposed to reduce the size of the zoning objective to remove it from the area susceptible to flooding (Zone A).

Chief Executive's Recommendation:

- a) **Table 2.4 "Employment Land Supply" has been included in each Draft Plan showing the amount of land zoned for Business, Industry and Enterprise on a town by town basis. In addition, this table has been updated to reflect the position regarding the former Town Council areas, see Proposed Amendment EC.02.05.03 in Appendix B.**
- b) **In relation to the site specific issues Please refer to the following Proposed Amendments in Appendix B**
Youghal: EC.03.04.05
Killeagh: EC.04.05.03 and EC.04.05.05

Issue 7: Strategic Flood Risk Assessment

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

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

2.3.32. Request specific proposals to ensure that national policy on flood risk assessment is being upheld, in particular reassess the following residential zonings in the East Cork MD, MD-R-01, MD-R-08 and MD-R-09

Chief Executive's Opinion:

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

The main reasons were;

- In some cases, certain zonings were included in areas at risk of flooding, even when such zoning did not pass the Justification Test, as a response to a desire to retain those zonings where planning permission had been granted or where the zoning had already been made in a previous Plan'.

- It was considered that such sites could be best dealt with at Development Management level i.e. the design and layout of any residential scheme would take account of small areas at risk of flooding and ensure that flood compatible uses like open space would be located in such areas. This approach ensures that well located residentially zoned lands will continue to contribute to the overall supply of such lands and not necessitate the zoning of more peripheral less well located lands.
- Given the level of detail available with some of the flood risk mapping it was considered appropriate to allow a more flexible approach where a site was only residually affected by flooding allowing potential developers the opportunity to show through the preparation of site specific flood risk assessments how such sites were or were not affected by flooding.

2.3.34. In addition, A Flood Relief Scheme is under way for Midleton and as part of this project new flood risk mapping is being prepared to cover the entirety of the town, and should become available in late 2017.

2.3.35. In this context it is proposed to retain the zonings on a number of specific sites affected by flood risk pending the availability of the new flood maps with a review to bringing forward an amendment to the Local Area Plan as required once the flood maps are finalised to address any zoning conflicts.

2.3.36. In addition, as noted under Issue (6) above, a further amendment is proposed which will remove the part of Killeagh B-01 that is at risk of flooding (see Proposed Amendment EC.04.05.03).

Chief Executive's Recommendation: No Change Proposed.

Southern Regional Assembly

2.3.37. The Southern Regional Authority is broadly supportive of the Draft Plan and notes that the Draft LAP represents a strong body of work with a clear plan structure and demonstration of consistency as far as it is practicable with national, regional and county planning policy including Core strategy of the Cork County Development Plan, 2014. It notes that strategic locations for future population and employment growth and key infrastructure required to accommodate this growth are identified by the Draft Plan. Clarity is sought with regard to Table 2.2 of the Draft LAP "Housing Requirement and Supply" it may be beneficial if the Council clarify the "estimated residential area" in Youghal is consistent with Table B.10 and Core Strategy of the Cork county Development Plan, 2014.

Chief Executive's Opinion:

2.3.38. A revised Table 2.2 "Housing Requirement and Supply" will be included along with text showing how the Draft Plan is broadly consistent with Table B.10 and Core Strategy of the Cork County Development Plan, 2014.

Chief Executive's Recommendation: Proposed Amendment: Revise Table 2.2 and include supporting explanatory text as appropriate. See Proposed Amendment EC.02.04.01 and EC.03.02.01 in Appendix B.

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

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

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

2.3.41. Department further recommends that sites of archaeological importance that are State or Local Authority ownership should be highlighted and each plan should include an overarching objective to ensure the protection and preservation of archaeological, built and underwater heritage, in addition to a set of General and Specific Objectives which may be included in a new “Archaeological, Built and Underwater Heritage” section of each MDLAP such as The Record of Monuments and Places (RMP) and also Historic Towns and Places (Zones of Archaeological Potential (ZAPs) which should be shown on maps).

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

Chief Executive’s Opinion:

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

Chief Executive’s Recommendation: Additional Objectives in LAS-01 and additional text in Section 2.6 Heritage of each Plan: See Proposed Amendment EC.02.06.01

Department of Education and Skills

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

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

2.3.46. In relation to the East Cork Municipal District, the Department sets out a requirement for the provision of an additional primary and post primary school site in Midleton. These requirements are in addition to the sites zoned in the draft plan. In Youghal, two primary school sites and a post primary school site is required. It is noted that the settlements of Midleton or Youghal are not included in the Department’s 6 year programme of capital investment (up to 2021).

Chief Executive’s Opinion:

2.3.47. In order to facilitate the Department’s request for the opportunity to appraise the technical suitability of any school sites that may be reserved specifically for educational use, and in order to dovetail with the Department’s next programme of capital investment (subsequent to 2021) it is proposed that the Council consults with the Department with a view to identifying both primary and post primary school sites in Midleton and Youghal town in the future and an amendment is suggested in this regard.

2.3.48. Identification of these sites at a later stage when the East Cork MD Local Area Plan 2017 is being reviewed would facilitate broader consideration in the context of the entire town (the environs and the former town council area of Midleton and Youghal).

2.3.49. In the interim a school would be an acceptable use in principle within lands zoned for residential use. Suitable sites may also be available within the existing built up area or within the area covered by the Midleton Town Plan 2013 and Youghal Town Plan 2009.

Chief Executive's Recommendation: Include a new General Objective for each main town to identify additional educational requirements in conjunction with the Department of Education and Skills: See Proposed Amendment EC.03.03.034 (Midleton) and EC.03.04.06 (Youghal)

Cork City Council

2.3.50. The submission from the City Council raises issues in relation to locating new growth close to the edge of the city to cater for city expansion in a more sustainable fashion, comments on the SLR sites, density and residential yields along public transport corridors, the City Gateways initiative and development of the Urban Expansion Areas within Metropolitan Cork.

2.3.51. In relation to East Cork the City Council are of the view that there is no requirement for Strategic Land Reserve SLR 11.

Chief Executive's Opinion:

2.3.52. The Draft LAPs are broadly consistent with the CDP Core Strategy and support the sustainable development of both Cork City centre and the Metropolitan Towns, providing for a sustainable settlement network. In addition, it is intended to revise the Draft Plan to set out the Council's strategy with regard to Strategic Land Reserve and Active Land Management.

Chief Executive's Recommendation: Include additional paragraph in relation to the City Gateways Initiative. See Proposed Amendment EC.01.07.05

Insert additional text relating to the Strategic Land Reserve, see Proposed Amendment EC.01.07.07 and Active Land Management, see Proposed Amendment EC.01.07.06

Environmental Protection Agency

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

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

2.3.55. Settlement specific queries are raised in relation to Ballincollig (critical service infrastructure) Cobh . Carrigtwohill (phasing of delivery of new railway stations and delivering infrastructure in the context of EIA, Water Framework Directive, Habitats and Flood Directives), Schull (WWTP has been upgraded) and Charleville (Lands R-06 are at risk of flooding).

Chief Executive's Opinion:

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

2.3.57. With respect to the timing of the delivery of water services infrastructure, this issue is already addressed by the objectives of each LAP which require that appropriate and sustainable water and waste

water infrastructure, capable of meeting legal requirements and other relevant environmental objectives in relation to water quality / habitat protection, must be provided and be operational in advance of the commencement of any discharges from a development. Adequate provision for storm water disposal is also required.

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

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

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

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

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

Chief Executive's Recommendation: Insert additional Objectives into LAS-01 to address issues relating to water services infrastructure, surface water, architectural, archaeological and ecological issues and text into Table 2.3 where appropriate. See Proposed Amendment EC.02.06.01 in Appendix B. Also, additional text in relation to the National Planning Framework (NPF) is proposed. See Proposed Amendment EC.02.02.01 in Appendix B.

Irish Water

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

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

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

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

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

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

Chief Executive's Opinion:

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

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

Chief Executive's Recommendation: No Change Proposed.

National Transport Authority (NTA)

2.3.71. This submission raises issues which are relevant to the Municipal Districts within Metropolitan Cork only. Supports consolidation of population growth in Metro Cork and City suburbs along corridors where it can be demonstrated associated development can support investment in public transport services and localisation of trip journeys.

2.3.72. Transport Strategy for Cork Metro Area will be prepared during 2017 and its objective is to provide a long-term strategic planning framework for integrated development of transport infrastructure in Metro Cork. Anticipated it will be used to inform transport investment levels and prioritisation. Will provide analytical basis for integration of land use and transport planning – social, economic and environmental indicators. Strategy will be able to inform sustainable land use policy formulation. Recommend reference made to Transport Strategy under Objective LAS-01.

2.3.73. Seek greater consolidation of growth in areas contiguous to Cork City and largest Metro Area settlements which demonstrate: Localisation of trip demand across a range of journeys – employment, education, retail etc. Provision of public transport services as competitive alternative to the car for non-local trips, sustainable accommodation of additional development on basis of existing transport infrastructure, existing public transport services, other services at local level

2.3.74. Recommends that the 5 LAPs with Urban Expansion Areas and other development objectives pertaining to Metro Area have a co-ordinated approach to prioritisation of development locations in 9 Urban Expansion Areas.

2.3.75. Strategic Land Reserve: Lack of clarity on further consultation with Stakeholders, no formal framework for review of sites set out, and how/when/what mechanism applied for to prioritise SLR areas. Generally characterised by lack of road capacity, poor or absent public transport networks and local accessibility to facilities. Recommend against inclusion of SLR sites in LAPs in absence of clear evidence based approach and pending fuller assessment and greater clarity, including stakeholder consultation.

2.3.76. Ensure with regard to the Strategic Employment Areas that the scale and location not undermine CASP, not excessively add to current scatter of car dependent commuting and that a strong case can be made for their locations. Recommend development strategies presented should be subject to a transport assessment process similar to UEAs. Transport Strategy for Cork will assess strategic investment requirements.

Chief Executive's Opinion:

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

2.3.78. Continued improvements in public transport / walking / pedestrian facilities are being advanced, in collaboration with all key stakeholders. Housing and employment growth is identified for areas where public transport exists or can be provided, and, proximate residential / employment zonings are also allowed for within the draft plan.

2.3.79. It is intended to revise the Draft Plan to set out the Council's strategy with regard to Strategic Land Reserve and Active Land Management.

Chief Executive's Recommendations: Insert additional paragraph relating to the Transport Strategy for Cork Metropolitan Area. See Amendment EC.02.06.02 in Appendix B.

Insert additional text relating to the Strategic Land Reserve, see Proposed Amendment EC.01.07.07 and Active Land Management, see Proposed Amendment EC.01.07.06

Office of Public Works (OPW)

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

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

2.3.81. The submission also raises location specific issues in relation to the Claycastle / Williamstown area of Youghal, some of the SLR sites in Metropolitan Cork and the Water Rock and Baneshane areas of Midleton.

Chief Executive's Opinion:

2.3.82. The Council is currently considering some revisions to its policy in relation to flood risk management as set out the Cork County Development Plan 2014 and the issues raised by the OPW in relation to downstream impacts and flood storage areas will be considered further as part of that review. In addition it is proposed to amend Section 1.7 of the Draft Plan to include an additional section on Managing Downstream Flood Impacts.

Chief Executive's Recommendation: Insert additional text in Section 1.8 "Flood Risk Assessment and Management". See Amendment EC.01.08.01 in Appendix B.

Transport Infrastructure Ireland

2.3.83. The submission from TII makes a number of points about the protection of existing national roads, the need to show the relevant routes for new national roads on a map in each LAP and the need to set out mechanisms for funding and delivery of national road upgrades to cater for future plans and private development proposals. The submission seeks clarity on the City Gateways Initiative and considers the approach advocated in relation to Retail Warehousing within Metropolitan Cork to be unacceptable in the absence of an evidenced based planning approach as set out in Guidelines. With respect to the proposals for a Strategic Land Reserve in Metropolitan Cork, the submission considers the information provided to be poor and notes the lack of prior consultation or justification for the sites selected.

2.3.84. With regard to East Cork, the submission requests that the development of Baneshane and Ballinacurra should be subject to TTA. It recommends that access to the site is clarified in Objective MD-B-01. In relation to Youghal, it recommends that YL-B-01 and YL-I-01 should be subject to TTA. It also recommends that Castlemartyr and Killeagh business zonings are amended to ensure compliance with the provisions of the official policy as outlined in the DoECLG Spatial Planning and National Roads Guidelines, 2012. Finally, it requests that any planning proposals within the villages situated within the N25 Midleton to Youghal Constraints Study Area should be cognizant of the N25 Midleton to Youghal scheme.

Chief Executive's Opinion:

2.3.85. As outlined in objective TM 3-1 National Road Network, in Chapter 10 of the County Development Plan, 2014 the Council is committed to the protection of proposed national route corridors where the route selection process has been completed / approved and where the preferred route corridor has been identified. These routes are also shown in the Councils CDP Map browser. In relation to the East Cork a number of amendments have been suggested.

Chief Executive's Recommendation: Insert additional paragraph relating the City Gateways Initiative. See Amendment EC.01.07.05

Insert additional text relating to the Strategic Land Reserve, see Proposed Amendment EC.01.07.07 and Active Land Management, see Proposed Amendment EC.01.07.06

Regarding the East Cork MD see the following Proposed Amendments in Appendix B: Midleton, Baneshane: EC.03.03.06 and EC.03.03.30 and EC.03.03.31

Ballinacurra: EC.03.03.07, EC.03.03.08, Youghal: EC.03.04.04 and EC.03.04.05

Castlemartyr: EC.04.03.03 and EC.04.03.05, Killeagh: EC.04.05.03 and EC.04.05.05

Health and Safety Authority (HSA)

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

Chief Executive's Opinion:

2.3.87. While the Seveso sites are listed in the County Development Plan, they will be also be included on the final mapping for the settlement zoning maps where relevant.

Chief Executive's Recommendation: No Change Proposed.

2.4 Other Issues Raised in General Submissions

2.4.1. In addition to submissions received from Government Departments & Agencies, a number of submissions were received from both individuals, private and public bodies, which raised general issues relating to development in Cork and in the East Cork Municipal District.

Construction Industry Federation (Cork Branch)

2.4.2. This submission from the CIF suggests that the Local Area Plans should include provision to zone a minimum of an additional 450ha (gross) of zoned land and should include a commitment to provide for additional zonings during their 6-year lifetime, should a shortfall in the supply of available and serviceable lands become apparent. Within the Metropolitan area the submissions argues that lands identified as suitable and needed for development within the proposed SLR sites should be zoned for development, on an equal footing to other zoned lands within the LAPs. Regard should be had to the buildability of the land, the infrastructure cost / value ratio and its marketability.

2.4.3. Submission supports more open communication and consultation between the Council and the CIF and its members during the development of the General Development Contribution Scheme, and clarification of what infrastructure investment will require to be funded under separate agreements or contributions. The need for parity on the level of investment required from developers to deliver infrastructure on strategically zoned lands is also mentioned. Submission requests that the CIF and its members be consulted on significant proposed amendments to the Draft LAPs, prior to the formal publication of those amendments.

2.4.4. Further issues raised relate to site specific flood risk assessment and the subsequent updating of flood zone maps, the establishment of a Land Supply Task Force and the need for a full review of the LAPs after a 2-year period, to ensure that the plans are succeeding in providing available land to facilitate an adequate supply of residential units.

Chief Executive's Opinion:

2.4.5. Updated approach to the Strategic Land Supply issues and Active Land Management is outlined in the CEO Reports for the Municipal Districts located within Metropolitan Cork. Sufficient lands are zoned for residential development needs, as well as headroom, for areas outside of Metropolitan Cork.

2.4.6. Site specific flood risk assessments are taken into account as part of the Development Management process and the appraisal of specific development proposals. The need to update flood risk zones will be kept under review.

2.4.7. Local Area Plan reviews are subject to statutory review on a six year cycle. In addition, the Council is providing for Active Land Management.

2.4.8. The Council seeks to engage with all relevant stakeholders in a balanced way as part of the performance of its statutory functions.

Chief Executive's Recommendations: Amendment Proposed: Insert text relating to Active Land Management, See Proposed Amendment EC.01.07.06 in Appendix B. Updated Approach to Strategic Land Reserve, see Proposed Amendment EC.01.07.07 in Appendix B.

Transport and Mobility Forum

2.4.9. The Housing and Mobility Forum Cork is a group who have a common interest in sustainable travel. The submission makes a number of comments in relation to sustainable transport in Metropolitan Cork and the selection of sites as part of the Strategic Land Reserve. At a wider level the submission argues in favour of achieving greater connectivity and permeability for active travel modes (walking, cycling) in all areas and that the plans should support measures support the principle of connectivity and permeability, by requiring developers to demonstrate how they have linked to services, infrastructure and travel routes (existing and proposed) -including adjoining housing. Walking and cycling links do not necessarily have to follow the motor traffic routes. Submission also supports more emphasis on delivering attractive urban design. Finally submission suggests that the more holistic approach taken to the Masterplans areas should be applied to all individual residential zonings.

Chief Executive's Opinion:

2.4.10. Some of the issues raised are outside of the scope of these Local Area Plans and others are more appropriately addressed through the CDP review process and / or legislative initiatives or Ministerial Guidelines. There are no policy impediments with regard to a range of local permeability / movement proposals referenced.

Chief Executive's Recommendation: No Change Proposed.

2.5 Settlement Specific Issues

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

2.6 MAIN SETTLEMENTS:

Midleton

2.6.1. A Total of 39 submissions were received for Midleton. Two of these relate solely to lands within the former town council administrative area and three further submissions straddle the boundaries of the town and environs, CIE [DLAP16-16-11574928], Lidl Ireland GmbH [DLAP16-16-11690408] and Shipton [DLAP16-16-12118634]. Lands within the former town council administrative area are covered by the provisions of the Midleton Town Development Plan (2013). This Town Development Plan continues to provide the planning policy framework for the administrative area of the former Town Council. Submissions relating to lands within the former Town Council area cannot be considered as part of this process. See Section 2 for further details.

2.6.2. The main issues arising from the submissions in relation to the environs of Midleton town can be classified under the following headings;

1. Road Improvements

(i) National Roads [N25] Upgrade at Baneshane

2.6.3. A number of submissions, Aidan Flanagan, Chairman, on behalf of Castlerock Residents Association, DLAP16-16-11578591, and DLAP16-16-11580388, Cllr Susan McCarthy DLAP16-16-11798496, Cllr Anthony Barry, DLAP16-16-11678139, all raise similar issues regarding the slip road onto the N25 from the MD-R-01 site at Baneshane and requests that no further development take place on the MD-R-01 site until this issue has been resolved. A further submission from the Castlerock Residential Association also points to the footpath on the flyover bridge from the L3691 which it notes is inadequate as it is too narrow for two people pushing children's buggies to pass each other safely, without one having to go down onto the road.

Chief Executive's Opinion:

2.6.4. Regarding the N25, the 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.

Chief Executive's Recommendation: It is proposed to amend the zoning objectives MD-R-01 and MD-B-01 and associated text in the draft plan as outlined in Proposed Changes: EC.03.03.06, EC.03.03.30, EC.03.03.31, EC.03.03.35,

(i) Local / Regional Roads Improvements

2.6.5. Cllr Susan McCarthy made two submissions [DLAP16-16-11848013] and [DLAP16-16-11849732] which requests that any developments at R-04, R-05, R-06, and R-07 be subject to special development contributions to improve traffic management at the junction of the R630 and the N25, the second submission concerns the upgrading of the Dungourney road from Midleton Rugby Club grounds to the junction with Broomfield.

Chief Executive's Opinion

2.6.6. The Development Contributions Scheme and its application, is a matter for the development management process. Secondly, regarding the upgrade of the junctions as proposed, it is noted that calming is required on this stretch of road but stated the difficulty is the sourcing of funding for these works as no specific grants are presently available and the nature of the works is beyond the scope of the Low Cost Safety Scheme.

Chief Executive's Recommendation: No change proposed.

2. Community Facilities at Baneshane

2.6.7. A number of submissions make reference to the provision of community facilities at Baneshane, both from the Castlerock Residents Association [DLAP16-16-11582811] who note that in the original planning application for the Baneshane area, (06/8157 and extended under 12/4853), the entire R-01 development had a provision for a Preschool facility, outdoor play area, 2 hard courts, 2 tennis courts, an all-weather pitch and a football pitch, while Hallmark Building Services Ltd., [DLAP16-16-11876382] argue that due to the fact that the primary school is constructed, that the requirement that 'no new houses shall be commenced until the community and recreational facilities are commenced' should be deleted.

Chief Executive's Opinion:

2.6.8. While it is acknowledged that the provision of the Gaelscoil, is a significant community facility, and that the site is now being developed by a number of developers, it is considered that overall, it is necessary to include the specific individual amenities to be provided on the site as a whole. The detail of this and its implementation is a matter for the development management process.

Chief Executive's Recommendation: No change proposed.

3. Flooding Issues

2.6.9. The submission from David O'Gorman on behalf of the residents of Ballyvodock road and surrounding area, [DLAP16-16-11347806], proposes that the lands on the northern side of the L3619 (R-01) be de-zoned for development as part of the new local area development plan because this is a Flood Zone B area and any development here is going to have a negative effect on residents, current and future living in the surrounding area. O'Flynn Construction [DLAP16-16-11876636], requested that additional text be included in the plan which recognised that site specific flood risk assessment may provide evidence that localised areas fall outside these zones and that such assessments should be taken into consideration in the assessment of any planning proposals on lands identified as being at risk from flooding. The Shipton Group, [DLAP16-16-12118634] request that the plan make some reference to where and how best the dividing line between MD-R-09 and MD-O-08 should be determined as the Lee CFRAMs Flood maps did not take the new relief road into account when first prepared and that the following wording be included in both objectives 'The actual dividing line between MD-R-09 and MD-O-08 to be determined by reference to up to date Flood Studies when prepared'.

2.6.10. In addition, William K. Loftus [DLAP16-16-12253647] puts forward suggested flood defence works including a bund wall across the Estuary at Ballinacurra.

Chief Executive's Opinion:

2.6.11. It is considered that as a recommendation to all of these submissions, and as the draft plan states, the current position regarding the sites affected by flooding in Midleton is that a Flood Relief Scheme is underway and as part of this project new flood risk mapping is being prepared to cover the entirety of the town of Midleton. This project is due to be completed towards the end of 2017, after this Local Area Plan is adopted.

2.6.12. In this context it is proposed to retain the zonings on a number of specific sites affected by flood risk pending the availability of the new flood maps with a view to bring forward an amendment to the Local Area Plan as needed once the flood maps are finalized to address any zoning conflicts. In the interim, development management will require a detailed flood risk assessment to be carried out to support any planning

application on lands where there is an identified risk of flooding. This approach is outlined in section 1.8 Flooding Risk Assessment and Management and IN-01 in the draft plan, which refers to the WS 6-1 and WS 6-2 as detailed in Chapter 11, Volume 1 of the Cork County Development Plan, 2014. In addition, additional text is proposed to give further clarity.

Chief Executive's Recommendation: See proposed change EC. 01.08.01 and EC.03.03.36

4. Phasing and Construction of Waterrock Urban Expansion Area

2.6.13. A total of 7 submissions were received either solely in relation to the Waterrock Urban Expansion Area, or making a reference to an objective within the area.

2.6.14. The main issues raised by Ingram Homes Limited, [DLAP16-16-12129022] and Nordic Cold Storage Ltd. and Mr. Patrick Healy, [DLAP16-16-12132405] concern the **(1)** importance of the early construction of U-02 in unlocking the whole Waterrock development area and requests that paragraphs 3.3.105 and 3.3.108 regarding the construction of strategic road U-02 should be amended as they appear contradictory. The former (Ingram) submission also requests that the **(2)** reference to U-08 in objective MD-R-16 and MD-R-17 is deleted as it has no relevance to either zone and replaced with U-03. The latter submission also notes that an amendment is required in order to reflect **(3)** adopted central and local government investment decisions (through the LIHAF). The submission from **(4)** Paul Moore, [DLAP16-16-11841084] and the **(5)** Shipton Group, [DLAP16-16-12118634], request that the phasing as provided for the Waterrock Urban Expansion Area in the draft LAP, be amended to provide greater flexibility and balance in terms of the development of certain areas. **(6)** RSM Ireland, [DLAP16-16-11874686], requests that the existing built-up area zoning objective on the Tir Cluain residential estate be extended to reflect the full ownership of these lands by way of the removal of the eastern parcel from the MD-R-15 zoning objective and likewise, **(7)** Mary & Anthony O'Mahony, [DLAP16-16-11408043], request that 0.24 ha be removed from the MD-R-24 zoning objective and zoned as 'Existing Built Up Area' within Midleton's settlement boundary. Finally, **(8)** Con and Teresa Guerin, [DLAP16-16-12132861] are local residents who wish to have their residential amenity protected in any future development at Waterrock.

Chief Executive's Opinion:

2.6.15. In relation to the main issues regarding the delivery of key infrastructure and the detailed phasing of the development, **(1) (4) (5)** the County Council are mindful that in order to accelerate the delivery of housing on this site, a more flexible approach to the phasing of development is required and an amendment to the draft plan is proposed in this regard. In addition, **(2)** the error regarding the reference to U-08 in objective MD-R-16 and MD-R-17 will also be superseded by this amendment. The detail of the **(3)** LIHAF (Local Infrastructure Housing Activation Fund) has not been finalised so it is not possible to include this by way of an amendment at this time. Aside from the proposed amendment **(6)** for the Tir Cluain residential estate which seeks to remove the permitted estate from MD-R-15 and include it in a new residential zoning objective MD-R-26, it is not proposed at this point to make any **(7)** further changes to the boundaries of the zoning objectives and **(8)** the issue of local residential amenity for existing properties within the master plan areas will be considered at the planning application stage.

(1) (4) (5) Chief Executive's Recommendation: See proposed changes EC.03.03.09, EC.03.03.10, EC.03.03.11, EC.03.03.12, EC.03.03.13, EC.03.03.14, EC.03.03.15, EC.03.03.19, EC.03.03.20, EC.03.03.21, EC.03.03.22, EC.03.03.23, EC.03.03.24, EC.03.03.25

(2) Chief Executive's Recommendation: See proposed changes EC.03.03.17, EC.03.03.18

(3) (7) (8) Chief Executive's Recommendation: No change proposed

(6) Chief Executive's Recommendation: See proposed changes EC.03.03.16, EC.03.03.26

5. Requests for Additional Land to be Zoned to the North of Midleton Town

2.6.16. Four submissions made specific requests for lands to be zoned or included within the development boundary north of Midleton, **(1)** Ray Fitzgerald, [DLAP16-16-11802627], (residential development) **(2)** Patrick McDonnell, [DLAP16-16-11803347], (residential development) **(3)** CEA Architects [DLAP16-16-12123062], (residential care accommodation) and **(4)** Jason Kennedy, [DLAP16-16-12196584] (include lands within the development boundary).

2.6.17. Three submissions requested changes to open spaces as zoned in the draft plan. Two of these **(5)** CIE [DLAP16-16-11574928] and **(6)** Castle Rock Homes, [DLAP16-16-11436019] requested an amendment to allow for residential development. One further submission from **(7)** Miriam McDonnell [DLAP16-16-11803154] requested a change from open space to industrial or other more appropriate use.

Chief Executive's Opinion:

2.6.18. Firstly in relation to submissions **(1), (2) and (3)** it is considered that the development boundary outlined in the draft plan forms the logical limit of built development at this part of Midleton town. Generally these lands to the north of Midleton are poorly accessed and elevated and due to the steep topography there are no plans to improve the road network at this location. **(4)** Regarding the request to include lands within the development boundary Jason Kennedy, [DLAP16-16-12196584] while these lands are at risk of flooding (Flood Zone A) it is acknowledged that these lands could have potential for water compatible uses and an amendment is proposed in this regard.

2.6.19. The submission from **(5)** CIE [DLAP16-16-11574928] requesting residential development is considered premature until this part of the Northern Relief Road is constructed. Part of this site is located within the area covered by the Midleton Town Development Plan (2013) and the site should be reviewed in its entirety at the appropriate time. In addition, the sites' proximity to the Distillery (Seveso site) would also need further assessment with the HSA.

2.6.20. The submission from **(6)** Castle Rock Homes, [DLAP16-16-11436019] proposes that lands currently zoned as Open Space (MD-O-01) which are fully serviced and available for development immediately at Broomfield be zoned for residential development with specific provision of a crèche. It should also be acknowledged that a submission was received from a resident of Broomfield, Andrew Foley [DLAP16-16-12145216], requesting that the lands remain as open space. After careful consideration of these issues it is considered that these lands should be retained as open space in keeping with the original layout of the development as originally permitted and as they have been taken in charge by Cork County Council.

2.6.21. Regarding the submission from **(7)** Miriam McDonnell [DLAP16-16-11803154], it is acknowledged that these lands do not form part of Midleton Football Club and may be suited to other uses. However, access to the site would have to be proposed to the south of the site in consultation with the Non National Roads Design Office. In addition, the overall layout would need to allow for access to the lands to the east of the site should it be required at some point in the future.

(1) (2) (3) Chief Executive's Recommendation: No change proposed

(4) Chief Executive's Recommendation: See proposed change EC.03.03.29

(5) (6) Chief Executive's Recommendation: No change proposed

(7) Chief Executive's Recommendation: See proposed change EC.03.03.03

6. 'Big-box' Retail issues in Midleton Town

2.6.22. These submissions make reference to current and future retail provision in the town centre. The submission from Lidl Ireland GmbH [DLAP16-16-11690408] raises concern that the future focus for retail development within the town's retail core area, arguing that it should not occur to the detriment of existing retail operations which do not occur within the core retail area as defined within the Draft LAP and furthermore argues that the unintended impact of this policy may have such an effect by preventing the expansion of existing enterprises. The submission from the Shipton Group, [DLAP16-16-12118634] notes that

'big box' comparison offering is extremely poor and this needs to be rectified if the town is to compete on all retail fronts and stop leakage to other areas.

2.6.23. Regarding the six sites zoned for town centre development, the submission argues that in all six sites, the options are limited for Big box retail and using the sequential approach that the eastern part of MD-X-01 is the best sequentially justifiable location in Midleton for additional Big Box Retail. It argues that the town has a unique tourism attraction in the Jameson centre that needs to be levered off and protected and enhanced at the southern end of Main Street with the creation of a tourism retail / services cluster which would be anchored by a major tourist focussed retailer.

Chief Executive's Opinion:

2.6.24. The first submission from Lidl Ireland GmbH relates to lands within the former town council administrative area which are covered by the provisions of the Midleton Town Development Plan (2013). This Town Development Plan continues to provide the planning policy framework for the administrative area of the former Town Council. Submissions relating to lands within the former Town Council area cannot be considered as part of this process. See Section 2 for further details.

2.6.25. Regarding the submission from the Shipton Group, [DLAP16-16-12118634] and the suggestion to refocus Midleton town centre northwards, the Midleton Town Plan 2013 sets out a strategy for retail development in the town where future retail development would seek to reinforce the existing town centre and make more intensive use of the space already available within the existing built form of the town. As noted, this approach will continue through the provisions of the Midleton Town Development Plan, 2013. In this regard, it is also considered that the strategy for the MD-X-01 should not include big-box retail and that the objective for the site should remain as set out in the draft plan.

Chief Executive's Recommendation: No change proposed

7. Industrial Zoning and the Midleton Northern Ring Road

2.6.26. The submission from Irish Distillers [DLAP16-16-11583430] raises issues in relation to the route of the final section of the Northern Relief Road and requests that two separate sections of the open space area MD O-05 be rezoned / reclassified as industry / existing built up area. The submission also requests that the LAP provide general strategic objectives for growth at the Midleton Distillery and Dungourney Maturation Facility.

2.6.27. With regard to the Northern Relief Road, the Draft Plan shows two possible paths of the final leg of the road through MD-I-04, one along the eastern boundary of I-04 and other along the western boundary of the I-04. Irish Distillers favour the omission of the western option and the partial realignment of the eastern option further to the east.

2.6.28. With regard to the proposed changes to open space area MD O-05 the submissions seeks to have the zoning on a small area of land north of the Dungourney River adjoining the Distillery changed from open space to "Existing Built Up Area". A second request seeks to change a larger portion of open space land (MD-O-05) to industry as part of an enlarged MD I-04.

Chief Executive's Opinion:

2.6.29. With regard to the realignment of the Northern Relief Road, the western option is considered the most appropriate as it joins the Old Youghal Road some distance west of the junction with the N25, which is considered safer and more suitable from a traffic management perspective as it is less likely to interfere with the operation of the N25. The western option for the road therefore needs to be retained.

2.6.30. The request to change part of MD O-05 located north of the Dungourney River to existing built up area is considered acceptable. The second request re rezoning a larger area of open space land to Industry

as part of MD- I-04 is not considered acceptable. The land abuts existing houses fronting the Old Youghal Road and includes the route of western option for the final leg of the Northern Relief Road (as discussed above) before it joins the Old Youghal Road. It would be premature to change the zoning of this area of land at this stage pending the finalisation of the design of the road and its construction. If the road is constructed broadly in the area shown by the route option, then there won't be much land available between the road and the existing houses for industrial use and it may be preferable to keep the industrial uses to the east of the road and open space uses to the west. Further consideration of this issue is considered premature at this time.

2.6.31. With regard to the request to provide general strategic objectives for growth at the Midleton Distillery and Dungourney Maturation Facility, it is considered that the Draft Plan already recognises the importance of the Distillery as a significant employer and tourist attraction in the region. The Council naturally supports all existing businesses in the County and will assess further expansion proposals in accordance with normal proper planning and sustainable development criteria.

Chief Executive's Recommendation. Amend the Draft Plan to zone the section of MD 0-05 north of the Dungourney River as existing built up area as requested see proposed change EC.03.03.33

8. Ballinacurra

2.6.32. Two submissions raise issues regarding development in Ballinacurra, namely, Ballinacurra GAA Grounds [DLAP16-16-12137430] and the Residents of Carneys Cross, Ballinacurra [DLAP16-16-12144764]. The first of these submissions, from Ballinacurra GAA requests that **(a)** the village of Ballinacurra is included on the map setting out the settlements of the East Cork Municipal District and **(b)** that the site for a primary school be identified in Ballinacurra. In addition, the submission from the Residents of Carneys Cross, Ballinacurra [DLAP16-16-12144764], notes that **(c)** despite the fact that Ballinacurra has grown considerably that no infrastructure was provided in tandem with the development, which has left a legacy of infrastructural issues, including drinking water quality, traffic particularly on the R629 and R630. In relation to the **(d)** Mill Building, in the centre of the village, the submission requests that any future plans to convert the site should include the context of its location, ensure that any new development would be very limited and that the flooding issues for this area would remain an enforceable part of the objective for this site.

2.6.33. The submission notes that **(e)** the MD-R-05 and MD-R-06 are high density, which is inappropriate at this location. It is requested that the areas **(f)** in the flood plain or which drain into the flood plain in Ballinacurra would be dezoned or limited to low density development. Finally, the submission requests a number of amenities for the village including the following: **(g)(1)** A footpath / cycle lane from Ballinacurra to Banard Cross on the R630 on available Council land **(g)(2)** a playground or green area in the centre of the site at MD-R-04, **(g)(3)** a footpath / cycle lane from Ballinacurra to Midleton on the R630, **(g)(4)** a heritage site at the graveyard and ruins of the old church in Ballinacurra, **(g)(5)** an extension to the cemetery in Ballinacurra for current use.

2.6.34. One further submission from **(h)** Frances Kingston, [DLAP16-16-11872915], requested that 2.65 ha of land be included within the LAP boundary in Ballinacurra, (Midleton area) to allow for residential zoning.

Chief Executive's Opinion:

2.6.35. In relation to the first point, **(a)** the mapping issue will be amended for the preparation of the final plan.

2.6.36. Regarding the primary school provision in Ballinacurra, **(b)** it is proposed that a school be located in either of the two large residential sites (MD-R-04 and MD-R-07) subject to agreement with the Department of Education and Skills.

2.6.37. **(c)** As noted in previous reports, the development of Ballinacurra has been planned as part of the growth of Midleton for several decades and it would not be appropriate to seek to reverse this trend at this stage. However, the Council are mindful that a significant amount of development has taken place in Ballinacurra and the draft plan does not seek to cater for any additional growth in Ballinacurra, **(e)**

furthermore it is proposed to amend MD-R-05 and MD-R-06 from high density to medium A density, which is more in keeping with its setting.

2.6.38. (d) It is also noted that the development objective for the Mill Buildings has been replaced with an 'established built up area' land use designation and it has also been included as a possible regeneration site in order to encourage its development in a manner sympathetic to its location. In addition, the development objective makes specific reference to flood relief works to the village of Ballinacurra as well as road improvements both Nationally to the Lakeview roundabout and locally to Carneys Cross.

2.6.39. (f) A Flood Relief Scheme is underway for Midleton (including Ballinacurra) and as part of this project new flood risk mapping is being prepared to cover the entirety of the town. It is anticipated that together with the identification of the areas at risk of flooding, further consultation and consideration will be given to the best solution(s), for the area.

2.6.40. In relation to the requested amenity amendments:

2.6.41. (g) (1) (3) Historically there was a traffic calming scheme for the R630 from Lakeview that was to conclude at the end of the 60km/h speed limits at the Rose hill business park in Ballinacurra as part of the urban approaches to the settlement, however there are no traffic calming plans for the 80km/h part of the regional road.;

2.6.42. (g) (2) The overall layout for the development of the MD-R-04 site and the provision of amenities for that development will be a matter for development management and the implementation of the County Council's Recreation and Amenity Policy SC 5-5 in the County Development Plan 2014; however the plan will acknowledge the importance of a playground for the village;

2.6.43. (g) (4) / (5) The designation of a heritage site is outside the scope of this plan, although it is noted that the Ballinacurra Graveyard, is listed on the National Inventory of Architectural Heritage Reg. No 20907628. This heritage site and the lands in its vicinity are designated as part of the established built up area should an extension be required.

2.6.44. (h) Regarding the submission from Frances Kingston, [DLAP16-16-11872915], no further changes are proposed see appendix A.

(a) Chief Executive's Recommendation: See proposed amendment EC.03.03.28

(b) (c) (d) (f) (g)(1)(3)(4)(5) (h) Chief Executive's Recommendation: No change proposed

(e) Chief Executive's Recommendation: See proposed amendments EC.03.03.07 and EC.03.03.08

(g)(2) Chief Executive's Recommendation: See proposed amendment EC.03.03.05

9. Other issues

2.6.45. A number of submissions from the following: Deborah Hayes, [DLAP16-16-11873760], Paul Murphy and Ursula Cutler [DLAP16-16-11859196], Charles and Joan Hayes [DLAP16-16-11792048] and Fiona Meaney (Secretary) [DLAP16-16-11760258] requested that the Council consider the option of extending the existing Special Protection Area and Special Area of Conservation from East Ferry (Ballinacurra River) Channel and the southern Garranekinnefeake area between Marloag Point and Saleen Creek.

Chief Executive's Opinion :

2.6.46. The designation or expansion of a Special Protection Area, or a Special Area of Conservation is a matter for the National Parks and Wildlife Service (NPWS) and is therefore outside the scope of the plan. The area in question is located in the Metropolitan Cork Greenbelt which affords it the highest protection from a land use planning perspective.

Chief Executive's Recommendation: No change proposed.

Youghal:

2.6.47. A Total of 8 submissions were received for Youghal. Six of these relate to lands within the former town council administrative area which are covered by the provisions of the Youghal Town Development Plan (2009) as varied. This Town Development Plan continues to provide the planning policy framework for the administrative area of the former Town Council. Submissions relating to lands within the former Town Council area cannot be considered as part of this process. See Section 2.2 for further details.

2.6.48. The main issues arising from the submissions in relation to the environs of Youghal town can be classified under the following headings;

1. Request for Additional Land to be Zoned in Youghal

2.6.49. There was one request for additional lands to be zoned in Youghal, Martin Farrell, [DLAP16-16-11867290].

Chief Executive's Opinion :

2.6.50. These lands are currently located within the development boundary of Youghal and are designated as 'existing built up area'. Proposals to development the lands will be assessed on its merits.

Chief Executive's Recommendation: No change proposed.

2. Request to extend the railway to Youghal and abandon the proposed Greenway

2.6.51. There was one submission from Michael McCarthy, [DLAP16-16-11873108], which makes the case for improved infrastructure to the town of Youghal including the restoration of the Railway line from Midleton to Youghal as a short rather than a long term goal of the plan.

Chief Executive's Opinion :

2.6.52. As stated in the Draft Plan the Council is committed to the long term strategic objective to reopen the rail route linking Cork and Midleton to Youghal. However, it is also noted that there is an opportunity to yield a use for the disused railway line as a greenway in the short-medium term. This has the advantage of protecting the integrity of the route for the future while creating jobs and opportunities for the local economy. The upgrading of the N25 remains part of the TII plan for the National Route Network in Cork County, however this project is currently suspended as it is not listed as part of the Building on Recovery Infrastructure and Capital Investment 2016-2021, (DPE&R). In relation to safeguarding development contributions to be spent in the area where they are collected – the development contribution scheme is currently under review and outside of the scope of the LAP Review.

Chief Executive's Recommendation: No change proposed.

2.7 ISSUES IN RELATION TO THE KEY VILLAGES:

2.7.1. A total of 7 submissions were received for the key villages of Castlemartyr, Cloyne, Killeagh and Whitegate / Aghada.

Castlemartyr

2.7.2. One submission was received from Coillte, DLAP16-16-11870823, requests that draft plan is amended to include text to acknowledge the potential of a site within Castlemartyr village for a nursing home and senior housing / retirement home development.

Chief Executive's Opinion:

2.7.3. This site the subject of this submission is recreational woodland which is open to the public 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. While Cork County Council previously permitted development on the site, permission was refused on appeal. In this context it is not considered appropriate to include the text sought by Coillte. It is considered that the plan should be amended to reflect these constraints.

Chief Executive's Recommendation: Please refer to Proposed Change EC 04.03.04

Cloyne

2.7.4. One submission was received from Michael Waldvogel, DLAP16-16-11880366, requests that the specific development objective in Cloyne T-01 should include provision for a Heritage Walk.

Chief Executive's Opinion:

2.7.5. The comments of this submission are noted. The current objective seeks to 'respect the views and settings of existing heritage buildings in the village'. It is considered that this provides scope for the issues raised in the submission and a heritage walk, if appropriate could also be included within an overall development scheme for the town centre.

Chief Executive's Recommendation: No change proposed.

Killeagh

2.7.6. One submission was received from Eoin O'Mahony, DLAP16-16-11700462, requesting that 3.1 ha of land to the north of Killeagh be included within the development boundary.

Chief Executive's Opinion:

2.7.7. The lands the subject of this submission form part of the lands associated with a protected structure (RPS I.D 00408) Dromdihy House and Stables. Dromdihy house is currently in a ruinous condition. The lands are in active agricultural use. The land is extremely elevated with wide views over the countryside and development at this location would be very prominent and would detract from the amenities of the area. Ample land is available with the development boundary of the village to accommodate development which can be developed without being injurious to the amenities of the area.

Chief Executive's Recommendation: No change proposed.

Whitegate / Aghada

2.7.8. A total of five submissions were received in relation to the Whitegate / Aghada area. Three submissions received from **(a)** Mrs Mary Rose Day [DLAP16-16-11878447], **(b)** Michael Hartnett

[DLAP16-16-12130742] (c) Michael Hennessy Ltd, [DLAP16-16- 11586943] all requested extensions to the development boundary to allow for some residential development.

2.7.9. (d) Cllr Susan McCarthy, [DLAP16-16- 11857767], requests that any development contributions received for new residential estates within the development boundary of Whitegate & Aghada (DB-01) be used to improve safety on the R630 at Rostellan village, Lower Aghada and also to improve the streetscape at Whitegate village and **(e)** Cobh Tourism [DLAP16-16-11799628], who note that the siting of industry and other inappropriate development in less sensitive areas including Cork Harbour, must be considered. It is also noted that because Cork Harbour straddles three local area plans that it needs a plan of its own.

Chief Executive's Opinion:

2.7.10. The main issue raised concerned the extension of development boundaries to allow for residential development to occur within the village of Whitegate and Aghada. Aghada itself is a very dispersed settlement and development is scattered over a wide area.

2.7.11. In relation to **(a)** above, 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.

2.7.12. In relation to **(b)**, although it is acknowledged that the land supply in Whitegate and Aghada needs to be augmented, the proposals outlined in this submission are not considered to be the most suitable as they are very elevated, and present access difficulties.

2.7.13. Regarding **(c)**, these lands form part of the Glebe Manor development in Whitegate and therefore it is proposed to include the lands within the development boundary.

2.7.14. Please see Appendix A for the Chief Executives Opinion in relation to points **(d)** and **(e)**.

2.7.15. In addition, it is proposed to include additional lands within the development boundary adjacent to the school which will help consolidate the village and accommodate further growth, subject to resolution of existing water services constraints.

Chief Executive's Recommendations: (a) Please see Proposed Amendment EC.04.06.05

(b) No proposed Change (c) Please see Proposed Amendment EC.04.06.01 and in addition, Proposed Change EC.04.06.02

2.8 ISSUES IN RELATION TO THE VILLAGES:

2.8.1. A total of 7 submissions were received for the villages of Ballycotton, Ladysbridge, Mogeely and Saleen.

Ballycotton

2.8.2. Two submissions were received in relation to Ballycotton village. The first from the BallycottonDevelopment Community Association, [DLAP16-16-11878103] identifies a number of issues which it argues should be addressed in the draft plan. These include, its traffic problems and it is requested that the draft plan seek to reduce this problem throughout the lifetime of the plan by exploring a number of options including, the development of off street car parks within the village, or the introduction of passing bays along the main street which could involve land take or areas where on-street parking would be curtailed. Secondly, the issue of wastewater, where it requests an objective to say that the essential water and wastewater infrastructure improvements will be implemented within the lifetime of the LAP. Thirdly, it requests the provision of public amenities and in particular the provision of a site for a play ground and the wording of objectives, U-01 and U-03 and also the provision of public footpaths.

2.8.3. The second submission from John Scanlon, [DLAP16-16-12131885], requests that the development boundary of Ballycotton be extended to the West providing 1 ha of roadside land.

Chief Executive's Opinion:

2.8.4. The submission from Ballycotton Community Association is noted. Detailed traffic management issues, and footpath requirements, are beyond the scope of this local area plan are best advanced through the area engineer's office. In relation to wastewater, Irish Water is now the organisation with responsibility of water services and is actively progressing proposals for the development of a new waste water treatment plant for the village. Objectives re walkways are already included in the Draft Plan and are considered satisfactory.

2.8.5. Regarding the boundary extension request, [DLAP16-16-12131885], it is considered that there is ample, more suitable land available within the development boundary of Ballycotton as set out in the draft plan and therefore no amendment is proposed. Furthermore these lands are not contiguous to the current development boundary.

Chief Executive's Recommendation: No change proposed**Ladysbridge**

2.8.6. One submission was received from Michael O'Brien, [DLAP16-16-11863041], requests the extension of the settlement boundary of Ladysbridge and the designation of lands (c.15 ha) within the existing built-up area of the village.

Chief Executive's Opinion:

2.8.7. In recent years the village of Ladysbridge has expanded significantly. Lands to the east of the lands proposed for inclusion in the development boundary have already been developed and have extended the village in a linear fashion to the west. The 9.5ha of land located north of the Dromadda Beg Road rises considerably from the public road and development here would be elevated over the existing houses, would be out of keeping with the scale and character of the village and would be injurious to the amenities of the village. It is proposed to include a small portion of the land requested, generally following the same contour line of the section that has already been developed to the east and to include new text in plan to guide the development of the additional land.

Chief Executive's Recommendation: Please see Proposed Amendment EC.05.02.08.02**Mogeely**

2.8.8. Two submissions (including one duplicate) were received from Richard Forrest, [DLAP16-16-11867329], (Duplicate [DLAP16-16-11867193]) requests that new residential development can be best accommodated by an extension of the settlements development boundary to the north, where the natural land level is higher and there is a reduced level of flood risk and that valid question marks exist over the ability to deliver any new homes in Mogeely due to flood risk and legal land constraints.

Chief Executive's Opinion:

2.8.9. 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.

Chief Executive's Recommendation: No change proposed.

Saleen

2.8.10. Two submissions were received regarding the settlement of Saleen. The first, from Coillte [DLAP16-16-11871164], has two main requests (i) to zone 6 ha of lands as Open Space and include within the extended settlement boundary where it is proposed that an Integrated Constructed Wetland (ICW) would be located and secondly, it is proposed to amend the zoning of approx. 1.95 ha of land from Open Space to lands within the settlement boundary in order to allow for future residential development that could be serviced by the new ICW.

2.8.11. The second submission from Colm O'Driscoll [DLAP16-16-12121311] requests that 1.8 acres of land be included within the development boundary at Saleen.

Chief Executive's Opinion:

2.8.12. With respect to the submission from Coillte, the proposal to dezone open space land (existing woodland) within the village boundary to allow it to be redeveloped is not considered appropriate. There is already sufficient land available within the village to cater for the intended scale of growth. The second area of woodland comprising 6ha, is currently outside the development boundary and extends some distance from the village. It is not considered necessary to include it within the settlement boundary. No change proposed in response to this submission.

2.8.13. With respect to the second submission, as the village development boundary extends this far on the northern side of the road it is proposed to amend the development boundary to include additional land on the southern side of the road.

Chief Executive's Recommendation: Please see Proposed Amendment EC.05.02.10.01

2.9 Issues raised in relation to the Environment Report

2.9.1. There were no amendments proposed arising from the Environmental Report. However, some additional issues were raised by the submission from the EPA and these are set out in Section 2 and the Appendices of this report.

2.10 Habitats Directive Screening Report

2.10.1. Two amendments are proposed to give effect to the recommendations of the appropriate assessment of the Plan. The amendment references and a description are set out in Appendix B with the proposed Maps in Appendix D.

Chief Executive's Recommendation: 1. Proposed Amendment: EC 03.03.02 to zone undeveloped SAC land identified as existing built up area in Midleton (Ballinacurra) as 'Open Space not suitable for development.'

2. Proposed Amendment: EC 03.04.02 Zone undeveloped SAC land identified as existing built up area north of X-01 site near N25 in Youghal as Open Space not suitable for development.

Appendix A List of Submissions

Settlement	Reference	Interested Party	Summary of Submission	Chief Exec's Opinion
Countywide				
Countywide	DLAP16-16-11562884	Anna Aherne	This submission requests shorter/summarised versions of the overall plan.	The Draft Local Area Plans are statutorily required to address a wide range of issues over the large geographic area that comprises the Municipal Districts. No Change Proposed
Countywide	DLAP16-16-11810950	Construction Industry Ireland (Cork Branch)	<p>The Local Area Plans should include provision to zone a minimum of an additional 450ha (gross) of zoned land.</p> <p>The Local Area Plans should contain a commitment to provide for additional zonings during their 6-year lifetime, should a shortfall in the supply of available and serviceable lands become apparent.</p> <p>Lands identified as suitable and needed for development within the SLR should be zoned for development, on an equal footing to other zoned lands within the LAPs.</p> <p>In identifying the most suitable lands for zoning, Cork County Council should include a high-level viability assessment of lands, which considers their;</p> <ul style="list-style-type: none"> - Buildability - Infrastructure Cost / Value Ratio - Marketability <p>Favourable consideration should be given to zoning lands within the SLR areas which are credible in terms of delivering housing output during the lifetime of the forthcoming LAPs.</p> <p>Submissions from housebuilders to zone additional lands outside Metropolitan Cork should be considered on their planning merits, within the context of recognising that there is latent housing demand within Cork County.</p> <p>There is a need for open communication and consultation with the CIF and its members during the development of the General Development Contribution</p>	<p>See Section 2 of Draft Plan which sets out the Council's strategy with regard to Strategic Land Reserve and Active Land Management.</p> <p>Sufficient lands are zoned for residential development needs, as well as headroom, for areas outside of Metropolitan Cork.</p> <p>Development Management stage takes account of individual site flood risk assessment as part of its appraisal of development proposals.</p> <p>Local Area Plan reviews are subject to statutory review on a six year cycle. In addition, see Section 2 of this report and Appendix B which sets out the Council's strategy with regard to Strategic Land Reserve and Active Land Management.</p>

Settlement	Reference	Interested Party	Summary of Submission	Chief Exec’s Opinion
			<p>Scheme, and clarification of what infrastructure investment will require to be funded under separate agreements or contributions.</p> <p>There is a need for parity on the level of investment required from developers to deliver infrastructure on strategically zoned lands. This parity can be best achieved through the implementation of a comprehensive General Development Contribution Scheme and minimal use of Special Development Contributions.</p> <p>The CIF and its members should be consulted on significant proposed changes to phasing with the Urban Expansion Areas prior to the publication of the Amended Draft LAPs, as the opportunity for commenting on significant changes at the Amendment stage are limited.</p> <p>The CIF would welcome the opportunity for further consultation with Cork County Council as the City Gateway initiative is developed further.</p> <p>Where site specific flood risk assessment provides more accurate analysis than that provided by the Strategic level assessment, mapping within the LAPs should be amended to reflect the actual flood risk scenario.</p> <p>A Land Supply Task Force should be established to co-ordinate and prioritise infrastructure investment in line with the strategic planning policy objectives and to assist in the monitoring of the availability of serviceable and viable zoned land during the lifetime of the forthcoming LAPs. The Task Force should include representation from the Planning Authority, relevant statutory bodies and the construction industry.</p> <p>There is a need for a full review of the LAPs after a 2-year period, to ensure that the plans are succeeding in providing available land to facilitate an adequate supply of residential units.</p>	
Countywide	DLAP16-	Cork City	Population	The Draft LAPs are broadly consistent

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	16-12631298	Council	<p>Growth in the Metropolitan towns- a greater percentage of dwelling units should be located close to the edge of the city to cater for city expansion in a more sustainable fashion.</p> <p>SLR The indicated net residential yields along public transport corridors does not represent an efficient use of land. Any justification for a proposed increase in the SLR in lieu of low levels of development in the City Docklands would be contrary to the SWRPG 2010-2022 and the Planning and Development Acts 2000 – 2015.</p> <p>City Gateways No land use function has been specified for the City Gateways and given their location at major junctions would be inappropriate as significant employment or retail centres because of impact on the road network</p> <p>Density The densities being proposed are inadequate.</p> <p>Ballincollig The City Council supports the development of the Maglin Urban expansion area at 34 units per hectare. Some of the land banks should be reserved for high density development in order to ensure that the estimated yield can be met while ensuring an appropriate mix of housing is provided in line with demographic trends.</p>	<p>with the CDP Core Strategy and support the sustainable development of both Cork City centre and the Metropolitan Towns, providing for a sustainable settlement network.</p> <p>See Section 2 of this report and Appendix B which sets out the Council's strategy with regard to Strategic Land Reserve and Active Land Management.</p> <p>City Gateway initiative references visual and environmental importance of entry to urban Cork. See Section 2 of this report and Appendix B which clarifies function of City Gateways.</p>
Countywide	DLAP16-16-11592327	Cork Education & Training Board	<p>Responsible for the delivery of primary, post primary and further education in line with their predecessor VECs. With establishment of SOLAS former FAS training centres and training staff were transferred to the CETB.</p> <p>CETB manages and operates twenty four second level schools across County Cork. Committed to the Partnership Model and would like to see a greater sense of collegiality between itself and Cork County Council.</p> <p>Sets out in detail the types of educational and training facilities that they operate in each Municipal District. Provide a list of projects in 6 towns which are part of the Governments 5 year capital investment programme,</p>	<p>The Council will continue to work with the Cork Education and Training Board and the Department of Education and Skills to provide school sites to meet future demands.</p> <p style="text-align: center;">No Change Proposed</p>

Settlement	Reference	Interested Party	Summary of Submission	Chief Exec's Opinion
			covering the years 2011-2016 including projects in Buttevant, Fermoy, Glanmire, Mallow, Midleton and Carrigaline. Also provide details of other projects at various stages, planning, site acquisition etc in Clonakilty, Carrigtwohill and Skibbereen.	
Countywide	DLAP16-16-11882060	Cork Environmental Forum	<p>Focuses on general considerations that would be beneficially applied to all the Municipal Districts.</p> <p>Goals include decreasing travel by private car, providing mixed type housing to reflect actual needs, access to green space daily, creation of wild areas in urban environments, measuring air quality, having an integrated catchment wide perspective to manage flooding issues, and devolved targets, from the National Mitigation Plan to meet our Climate Change commitments.</p> <p>Sets out a series of steps that should be taken towards greater sustainability in a number of key areas such as:</p> <p>Housing: Planning guideline to reflect the need to incentivise passive house standards and support the use of material with low embodied energy.</p> <p>Transport: Accessibility to work, life and recreational activities will be facilitated by a targeted modal shift to more sustainable travel modes.</p> <p>Public Realm: Most towns have inadequate community facilities or public spaces, need more green space and improved biodiversity, include central pedestrianised areas in towns and improved public spaces.</p> <p>Climate Change: Identify land use policies that will enhance carbon sequestration, woodland regeneration, retention of bogs and relieve flooding.</p> <p>Air Quality: Support the development of a Clean Air Partnership for Cork which would provide real time air monitoring and reporting.</p> <p>Flood Plans: Adaption and mitigation plans to take account of emerging challenges.</p> <p>Welcome the inclusion of the principles underpinning the County Development Plan, however raise a number of questions such as;</p> <p>Plans are very lengthy, quiet repetitive</p>	<p>Raises a wide range of issues which are noted. Some of the issues are outside the scope of these Local Area Plans and others which would be more appropriately addressed through the CDP Review process or through other legislative initiatives or various Ministerial Guidelines.</p> <p style="text-align: center;">No Change Proposed</p>

Settlement	Reference	Interested Party	Summary of Submission	Chief Exec's Opinion
			<p>and not aimed at general consumption. Developer led plans.</p> <p>Basic information missing such as Habitat Inventory, details of Mitigation Plan (neither yet complete).</p> <p>Development Contributions Scheme not drafted.</p> <p>Assets such as rivers and coast portrayed negatively e.g. as a flood problem.</p> <p>Issues are cross cutting but there seems to be a lack of a holistic approach.</p> <p>Many of the requirements for implementation are external to the remit or control of Cork County Council e.g. water infrastructure dependent on Irish Water.</p> <p>How will aspirations and aims be resourced?</p> <p>How can local people get more involved at the actual development/implementation phases?</p> <p>Agriculture policy doesn't complement other land use policies.</p> <p>Contend that definition of sustainable development should be the one set out in the LECP.</p>	
Countywide	DLAP16-16-11865670	Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs (DAHRRGA)	<p>Submission sets out the heritage related observations / recommendations of the Dept. in relation to archaeological, built and underwater heritage which needs to be protected, whilst continuing to facilitate the practical development requirements of a modern society.</p> <p>Recommend that consult with County Councils Heritage Unit. Strongly advises that the Council exclude known monuments from land zoned for dense industrial and/or residential/educational developments, particularly with reference to lands identified as Strategic Land Reserves.</p> <p>Should highlight within each MDLAP those sites of archaeological importance in County Cork that are State or Local Authority owned.</p> <p>Each MDLAP should include an overarching objective to ensure the protection and preservation of archaeological, built and underwater heritage which can be expanded upon in</p>	Please see Section 2 of this Report

Settlement	Reference	Interested Party	Summary of Submission	Chief Exec’s Opinion
			<p>a specific section relating to Archaeological, Built and Underwater Heritage.</p> <p>More detailed information specific to each district can be included as recommended by Councils Heritage Unit.</p> <p>Sets out a definition of archaeological heritage describes what that term comprises of.</p> <p>Suggests a set of General and Specific Objectives which may be included in each MDLAP.</p> <p>Suggests information that may be included in the Archaeological, Built and Underwater Heritage section of each MDLAP such as The Record of Monuments and Places (RMP) and also Historic Towns and Places (Zones of Archaeological Potential (ZAPs) which should be shown on maps).</p> <p>Under the National Monuments (amendment) Act 1930-2014 all shipwrecks over one hundred years old, underwater archaeological structures, features and objects are protected. Each MDLAP should take into account any impacts on riverine, lacustrine, intertidal and sub-tidal environments.</p> <p>Suggests text to be included for large scale development such as the Residential Land Reserves.</p> <p>Any proposals for signage within or adjoining archaeological sites should be referred to the Heritage Unit.</p> <p>Welcomes inclusion of sections on Architectural Heritage and the references to Record of Protected Structures in County Development Plan and to Architectural Conservation Areas. Also welcomes the provision of guidance on the protection of architectural heritage in certain urban areas.</p>	
Countywide	DLAP16-16-11881448	Department of Education & Skills	Important that sufficient educational infrastructure to meet the needs of the community is provided.	Please see Section 2 of this Report

Settlement	Reference	Interested Party	Summary of Submission	Chief Exec's Opinion
	Amended Submission (Original Reference DLAP16-16-11879452)		<p>Continue to work closely with the Council in relation to the provision of new schools and the development of existing schools and emphasises the critical importance of the Council ensuring sufficient land is zoned for this purpose.</p> <p>Requests that any potential school site options are appraised by the Dept for technical suitability for school development prior to a specific reservation for educational use is made.</p> <p>School reservations should be made as close as possible to existing community facilities, encourages a multi campus approach, encourage provision of sites adjoining green belts or open space where sporting facilities could be provided. Should zone to facilitate expansion of existing schools and to maintain adequate separation distance to allow for increased school heights.</p> <p>Table 1 sets out the approach taken to identifying school places and additional classroom requirements based on assessment of future population growth.</p> <p>Table 2 identifies requirements to reserve sites for primary and/or post primary schools in a range of towns across the County namely; Ballincollig Carrigaline MD; Ballincollig, Carrigaline North, Cork City South Environs, Passage West, Ringaskiddy / Shanbally. Bandon Kinsale MD: Bandon and Kinsale. Blarney Macroom MD; Blarney and Macroom. Cobh MD: Cobh, Carrigtwohill, Glanmire, Monard and Cork North Environs. East Cork MD: Midleton, Youghal. Fermoy MD: Fermoy, Charleville,</p>	
Countywide	DLAP16-16-11876775	Minister for Housing, Planning, Community and Local Government	See Section 2 of this report	See Section 2 of this report
Countywide	DLAP16-	Environmental	Submission makes the following	1. This issue is already addressed by

Settlement	Reference	Interested Party	Summary of Submission	Chief Exec's Opinion
	16-11591435	Protection Agency	<p>comments:</p> <ol style="list-style-type: none"> 1. Development should be linked to the ability to provide water services infrastructure in advance of permission being granted. 2. Plans should include a reference to the National Planning Framework and the Regional Spatial and Economic Strategy. 3. In order to show how the SEA process has been integrated into the plans, the plans should clarify how the issues raised at the scoping stage have been addressed. In addition the plans should provide information on the environmental sensitivities of each area and the compliance status of critical water services infrastructure in particular. In terms of impacts on receiving water, for example, the significant deficiencies in WWT infrastructure should be a key consideration. 4. Need for priority secondary WWT in key settlements should be addressed as a priority. 5. Commitment to implementing the National Broadband Plan and preparing a Climate Change Adaptation Strategy should be included in each plan. 6. Clarification is required on whether habitat mapping has informed the plans. Plans should include recommendations regarding the protection of key ecological corridors and linkages within each plan area. 7. Potential for cumulative and in combination effects should be assessed in more detail and clarification is required on how the preferred development scenarios were informed by the environmental sensitivities of an area. 8. Changes recommended to some of the EPOs and clarification is required on how the alternatives have been assessed. 9. Clarification is required on what mitigation measures are proposed to address identified environmental sensitivities and on proposed monitoring programmes. 10. Ballincollig Carrigaline Plan MD - submission notes that there are particular aspects of critical service infrastructure which need to be 	<p>the objectives of each LAP which require that appropriate and sustainable water and waste water infrastructure, capable of meeting legal requirements and other relevant environmental objectives in relation to water quality / habitat protection, must be provided and be operational in advance of the commencement of any discharges from a development. Adequate provision for storm water disposal is also required.</p> <ol style="list-style-type: none"> 2. Noted. This will be included. 3. Noted. These issues has already been addressed, as far as it is practicable, in the Environmental Report and the objectives of the Draft Plan. Further clarification on the status of drinking water and waste water treatment infrastructure as given in Table 2.3 of the Draft Plan is proposed by way of amendment – See Appendix B. Further clarification will be given in the SEA Addendum Report / SEA Statement where feasible. Prioritisation of the delivery of secondary waste water treatment facilities is a matter for Irish Water 4. Prioritisation of the delivery of secondary waste water treatment facilities is a matter for Irish Water. 5. Noted. Plans will be amended to include a reference to the National Planning Framework and the Regional Spatial and Economic Strategy. With regard to the preparation of a Climate Change Adaptation Strategy, it is recognised that this falls within the remit of the Council to prepare, but it is beyond the scope of the Local Area Plan process. 6. Habitat mapping for parts of the Blarney, Carrigaline and Middleton Electoral Areas was completed some years ago and has informed the preparation of the plans. It is has not been possible to complete habitat

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			<p>addressed in order to service future development in Ballincollig.</p> <p>11. Cobh MD submission notes new railway stations proposed at Ballynoe and Water Rock plan should clarify at what stage of the phased development the new stations will be required. Where major infrastructure is required the plan should clarify that such infrastructure will need to be planned in accordance with the requirements of EIA, Water Framework Directive, Habitats and Flood Directives etc.</p> <p>12. West Cork Plan should clarify that the Schull WWTP has recently been upgraded.</p> <p>13. Charleville Lands R-04 are at risk of flooding and need to be reconsidered.</p>	<p>mapping for the other main towns of the county in time to inform the LAP process. Objectives for the protection of natural heritage have been included in the plan.</p> <p>7. This is not possible within the current time frame.</p> <p>8 Suggested changes to EPO1 and EPO 5 will be implemented. Changes to EPO8 require additional indicators which have no ready source of data at a local level. With regard to the consideration of alternatives, this process relates to the review of the local area plans, where the plan being reviewed has already been subject to the SEA process. In additional the Local Area plans are about giving effect at the local level to the strategy of the County Development Plan, which has itself been subject to SEA.</p> <p>9 Mitigation measures are built into the objectives of the plan such as objectives re the water services are mentioned at item 1 above. Monitoring will be addressed further in the Environmental Statement.</p> <p>10. The provision of a rail station to serve Waterrock in Middleton will be provided in accordance with the implementation strategy for this strategic site being developed by the Cork County Council. Regarding transport infrastructure provision, the requirement for EIA, Water Framework Directive, Habitats and Floods Directive are set down in statute. The scoping / brief of the LUTS study for Little Island is not as yet complete and will determine how SEA and Habitats Directives will be addressed in the study.</p> <p>See Section 2.3 of this report.</p>
Countywide	DLAP16-16-10945664	Eoin Gleeson	Submission supports the strict protection of the countryside from any further one off rural housing, even in the GB 1-2 areas. The low density structure of our towns shows we are failing to have	One of the key aims of the Core Strategy of the County Development Plan 2014 is to promote sustainable patterns of growth in urban and rural areas that are well balanced

Settlement	Reference	Interested Party	Summary of Submission	Chief Exec's Opinion
			<p>functioning urban populations. The countryside has been affected enough from ribbon development since the 1970's. The greenbelts need complete protection. Settlement structures should start from the centre of towns and villages, restoring vacant property, providing quality spacious town centre apartments on vacant land. The wishy washy approach to further development on the outskirts of towns should stop. Towns need to have a real identity, and provide a real choice for people to live in quality urban accommodation.</p>	<p>throughout the county. The Plan also seeks to establish an appropriate balance in the spatial distribution of population growth between the towns, villages and rural areas so that future growth compliments the strategy to achieve a critical mass of population in the towns, while strengthening and protecting rural communities. Government policy on rural housing as reflected in the 'Sustainable Rural Housing Guidelines for Planning Authorities' seeks to sustain and renew established rural communities. The provisions of the Local Area Plans seek to give effect to the objectives of the County Development Plan on these issues.</p> <p style="text-align: center;">No Change Proposed.</p>
Countywide	<p>DLAP16-16-11881850</p> <p>DLAP16-16-9891830</p>	Gas Networks Ireland	<p>Natural gas has a key role is supporting economic development in Ireland and to transition to a more sustainable low carbon economy.</p> <p>Measures to promote the uptake of alternative fuel in transport (such as compressed natural gas, CNG) will be a critical part of meeting Irelands sustainable transport targets. Initiatives such as Energy Corks Irelands Greenest Bus Fleet (IGBF) project need to be promoted and indeed replicated. GNI encourage Cork County Council to include IGBF as part of its draft Policy Material. This will provide the necessary leadership to ensure that the roll out of alternative fuel infrastructure is successful. Initially using natural gas, CNG vehicles will see a reduction in CO2 emission of up to 22% compared with diesel and a huge reduction in other tailpipe emissions.</p> <p>As the production of biogas is scaled up and used in transport as bio-CNG, even greater lifecycle CO2 emission reductions can be achieved. Biogas is a clean, renewable and carbon neutral fuel, produced from different organic waste materials, upgraded to biomethane and then injected into the existing gas infrastructure. Extensive sources of</p>	<p>Note the continued importance of a robust gas network and reliable supply to the economic well being of the County.</p> <p style="text-align: center;">No Change Proposed.</p>

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			<p>biogas feedstocks (agricultural slurries, wastewater sludge, food wastes etc.) are available in Cork. Production of biogas from indigenous waste streams would also increase our national energy security of supply by reducing our reliance on energy imports. Biogas production should therefore be considered as part of the local area plans.</p> <p>Notes a potential capacity constraint in the Southern Region of the transmission network which coincides with the anticipated cessation of supplies from the Inch entry point in 2021 (Celtic Sea Storage Facility expected to cease production in 2021). The cessation of Inch supplies will result in the Southern Region becoming the most peripheral area on the ROI transmission network. This also presents a significant security of supply concern. Study to identify the optimum economic and technical solution that will address the potential capacity constraint and mitigate the security of supply risk associated with the southern region has been recently carried out. The optimum economic solution has emerged as the up-rating of the Pipeline to the West and Gormanston to Ballough pipelines to 85 barg. It has been identified that this reinforcement will be required in the short to medium term with further reinforcement required in the longer term.</p>	
Countywide	DLAP16-16-10800942	Health and Safety Authority	Submission advises that the Seveso II Directive 96/82/EC (as referenced in the documents provided) has been replaced by the Seveso III Directive 2012/18/EC, transposed as the Chemical Act (Control of Major Accident Hazards Involving Dangerous Substances Regulations 2015, SI 209 of 2015.) Submission also notes that the Draft Plans do not identify all major accident hazard establishments in each of the relevant plans.	Please see Section 2 of this Report
Countywide	DLAP16-16-11847067	Irish Water	Objective is to provide both drinking water and wastewater strategic infrastructure capacity to meet the domestic requirements of the settlements and core strategies of	Notes IW's commitment to secure the provision of the infrastructure necessary to support the evolving population change and economic activity.

Settlement	Reference	Interested Party	Summary of Submission	Chief Exec's Opinion
			<p>development plans subject to the availability of funding and to environmental constraints. Endeavour to secure the provision of the infrastructure necessary to support the evolving population change and economic activity in the 8 MDs over the next plan period.</p> <p>Request Council to consider implications on water services when determining the settlement and core strategies for the county.</p> <p>Acknowledge the settlement hierarchy identified in the CDP and the indicative population targets/housing units included in the current Draft LAPs.</p> <p>Key strategy for supporting growth is to maintain appropriate headroom in strategic water services infrastructure in line with the settlement hierarchy identified in the NSS, regional and County planning policy.</p> <p>The Investment Plan 2017 to 2021 identified 46 individual projects in County Cork, list set out in appendix attached to submission. The County will also benefit from a number of national programmes to improve the quality and efficiency of water services. Importantly compliance driven upgrades of infrastructure will also make provision for growth capacity where appropriate.</p> <p>There are 180 Water Supply Zones (WSZ) in the County. It is intended to rationalise the number of abstractions, water treatments plants and WSZs to ensure the sustainability of abstractions in terms of environmental protection, security, resilience and protection of water sources, interlinking current WSZs into Water Resource Zones.</p> <p>Aim to reduce water leakage in the distribution network from over 50% in some areas to 38% by 2021, to 30% by 2030 and to continue to reduce leakage to an economic sustainable level in the future.</p>	<p>The provision of water services infrastructure is a key consideration to determining settlement and core strategies for the County. Council welcomes IW's commitment to maintain appropriate headroom in strategic water services infrastructure in line with the settlement hierarchy identified in the NSS, regional and County planning policy. IW's plans to rationalise the operation and provision of water services infrastructure is welcomed. Leakage reduction is acknowledged as playing an important role in increasing capacity along with investment in new infrastructure. The CDP and LAPs are subject to full ecological assessment through the AA and SEA process and therefore do take account of water body designations. The Council will continue to work with IW to ensure that the right amount of water services infrastructure is available in time in the right locations to meet future demand.</p> <p style="text-align: center;">No Change Proposed</p>

Settlement	Reference	Interested Party	Summary of Submission	Chief Exec’s Opinion
			<p>There are 150 agglomerations (settlements) in the County served by public waste water collection systems. Twelve agglomerations are discharging wastewater with no or only preliminary treatment and the European Court of Justice has a case pending in relation to 15 WWTPs in Cork for non compliance with the Urban Wastewater Treatment Directive. Includes settlements such as Youghal, Skibbereen, Ringaskiddy, Passage/Monkstown, Midleton, Mallow, Fermoy, Cobh, Clonakilty, Carrigtwohill and Ballincollig.</p> <p>Council should be cognisant of the designation status of water bodies receiving discharges from WWTPs when considering settlement hierarchy and population targets.</p> <p>Objective to provide water supply and wastewater services to support adopted strategies, on a phased basis in line with evolving demand and prioritised in line with the county's settlement hierarchy.</p> <p>Suggest that Councils assessment of existing water services infrastructure to service future populations included in the Draft LAPs does not take into account the rationalisation, leakage reduction, wastewater strategies and projects planned to be undertaken by Irish water in the next investment cycle.</p>	
Countywide	DLAP16-16-11561170	Jennifer Sleeman	<p>No real reference to Climate Change or any assessment of the impact of what is proposed to global warming, how it will contribute to CO2 levels, methane emissions etc. It should be that all proposals should be designed to limit effects of climate change.</p> <p>Council seems to have no regard or assessment on how its proposals and objectives will affect/contribute to Climate Change. It should be considering climate change in all of its proposals and plans.</p> <p>Request that Climate Change be addressed in a meaningful way and assessed in all Local Area Plans.</p>	<p>Current County Development Plan addresses climate change as an issue. Both the CDP and the Draft Local Area Plans are subject to Strategic Environmental Assessment in order to identify and mitigate environmental impacts – including the effects of climate change.</p> <p style="text-align: center;">No Change Proposed</p>

Settlement	Reference	Interested Party	Summary of Submission	Chief Exec's Opinion
Countywide	DLAP16-16-11769006	K Dawson	Planners are not listening to local concerns.	Noted. The submissions received during the public consultation were considered carefully and have lead to a number of Proposed Amendments. No Change Proposed
Countywide	DLAP16-16-11878917 DLAP16-16-11877975	Meitheal Mara Teoranta	<p>In keeping with the objectives of the Cork County Development Plan 2014 the MD LAPs should make provision for access to the water to encourage marine leisure activities in the harbour and contribute to the development of marine tourism.</p> <p>Submission is relevant to Municipal District Local Area Plans that include coastal areas.</p> <p>Access to the water which would allow the enjoyment of the facilities is not addressed. There is a need to provide access to the water for recreational users of the Harbour access is proving more difficult to achieve. This includes places where boats can berth and crew can go ashore in an attractive environment. A list of destinations in Cork City and Harbour is provided.</p> <p>Blueways as articulated in the Cork Harbour Blueway Feasibility Report, commissioned by South and East Cork Area Development (Secad) are mentioned in the West Cork MD LAP but not in other plans.</p> <p>An integrated, holistic approach to harbour development is required in recognition of the heritage value of the Harbour.</p> <p>An adequate slip to provide vehicular boat access to the River Lee and Cork Harbour.</p> <p>Inclusion of an objective to;</p> <ul style="list-style-type: none"> - To improve access facilities, i.e. piers, slips, etc. - To make all the piers in the Harbour more user friendly - To provide support for recreational water-based events, like Ocean to City <p>Inclusion of an objective to;</p>	<p>Also addressed in the Council's Marine Leisure Infrastructure Strategy for South Cork 2010 and Marine Leisure Infrastructure Strategy for Western Division 2007.</p> <p>Raises a number of additional issues which are noted. Some of the issues raised are outside of the scope of these Local Area Plans and others are more appropriately addressed through the CDP review process and / or legislative initiatives or Ministerial Guidelines.</p> <p>A number of issues raised are addressed in the Council's Marine Leisure Infrastructure Strategy for South Cork 2010 and Marine Leisure Infrastructure Strategy for Western Division 2007.</p> <p>Non Material Amendment, not required to be included in CE Report - Lee Estuary and Cork Harbour to be defined as a waterway as opposed to a watercourse.</p> <p>No Change Proposed</p>

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			<p>- Promote a greater awareness and use of the waterways and watercourses, and to provide encouragement to the populace to go on the water on all possible occasions, with the least possible hindrance.</p> <p>The Lee Estuary and Cork Harbour should be correctly defined as a waterway as opposed to a watercourse, because of the level of interventions for navigation.</p>	
Countywide	DLAP16-16-11877709	National Transport Agency	<p>This submission raises issues which are relevant to the Municipal Districts within Metropolitan Cork only.</p> <p>Supports consolidation of population growth in Metro Cork and City suburbs along corridors where it can be demonstrated associated development can support investment in public transport services and localisation of trip journeys.</p> <p>Transport Strategy for Cork Metro Area will be prepared during 2017 and its objective is to provide a long-term strategic planning framework for integrated development of transport infrastructure in Metro Cork. Anticipated it will be used to inform transport investment levels and prioritisation. Will provide analytical basis for integration of land use and transport planning – social, economic and environmental indicators. Strategy will be able to inform sustainable land use policy formulation. Recommend reference made to Transport Strategy under Objective LAS-01.</p> <p>Seek greater consolidation of growth in areas contiguous to Cork City and largest Metro Area settlements which demonstrate: Localisation of trip demand across a range of journeys – employment, education, retail etc. Provision of public transport services as competitive alternative to the car for non-local trips, sustainable accommodation of additional development on basis of existing transport infrastructure, existing public transport services, other services at local level</p> <p>Recommends that the 5 LAPs with Urban Expansion Areas and other development</p>	Please refer to Section 2 of this document

Settlement	Reference	Interested Party	Summary of Submission	Chief Exec's Opinion
			<p>objectives pertaining to Metro Area have a co-ordinated approach to prioritisation of development locations in 9 Urban Expansion Areas.</p> <p>Strategic Land Reserve: Lack of clarity on further consultation with Stakeholders, no formal framework for review of sites set out, and how/when/what mechanism applied for to prioritise SLR areas.</p> <p>Generally characterised by lack of road capacity, poor or absent public transport networks and local accessibility to facilities. Recommend against inclusion of SLR sites in LAPs in absence of clear evidence based approach and pending fuller assessment and greater clarity, including stakeholder consultation.</p> <p>Ensure with regard to the Strategic Employment Areas that the scale and location not undermine CASP, not excessively add to current scatter of car dependent commuting and that a strong case can be made for their locations.</p> <p>Recommend development strategies presented should be subject to a transport assessment process similar to UEAs. Transport Strategy for Cork will assess strategic investment requirements.</p>	
Countywide	DLAP16-16-11866198	Office of Public Works	<p>This submission provides an overview of the three stages of flood risk assessment and the Planning Principles set out in the Guidelines on The Planning System and Flood Risk Management. Submission notes that the Guidelines place a firm onus on local authorities to avoid, mitigate or manage flood risk.</p> <p>Submission makes the following specific comments:</p> <ol style="list-style-type: none"> The Councils approach to flood risk needs to be expanded to include the consideration of the potential downstream flood impacts of development, where the development itself is not in an area of flood risk, but lands downstream of the proposed development are at risk of flooding and the proposed development may have an impact on those downstream risks. 	<p>See discussion in Section 2.3.</p> <ol style="list-style-type: none"> Noted. See Section 2.3. <p>Amendment proposed in relation to down stream flood impacts.</p> <ol style="list-style-type: none"> The need to make provision of flood storage areas will be considered as part of the Councils review of its policy in relation to flood risk management. <p>Location Specific Issues :</p>

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			<p>Examples of where this scenario may arise include:</p> <p>a) areas where there is clearly a flood risk issue downstream of a proposed development (but flood risk has not been flagged as an issue to be considered in respect of the development proposed upstream of the flood risk area).</p> <p>b) Areas where there are flood defences in place downstream and where the development, if it proceeds without proper regard and measures to address flood risk issues, could adversely impact on, and reduce the standard of defence provided, in the defended areas downstream.</p> <p>c) Where there are flood defences under construction or proposed downstream and development could adversely affect the standard of defences under construction or proposed.</p> <p>2. Approach to flood risk management also needs to consider the potential future need for flood storage areas which may be required to enable the adaptation of a proposed flood relief scheme to take account of the future climate change scenario.</p> <p>Location specific comments :</p> <p>Youghal : Williamstown and Claycastle area.</p> <p>YL-T-04 : Submission notes ongoing flood risk management issues in this area associated with the operation of outfalls and other issues, and, in the context of not worsening the flood risk in the area, recommends that there should be no further development in the catchment contributing to this location, which has the potential to worsen flood risk in this area, until the situation is rectified.</p> <p>Zones YLR-02, YLR-03, YLR-07, YLR-10, YLR-11, YLR-13, YLR-14, YLR-15, YLR-17, YL C-03, YL C-01, YL B-03 and YL B-04 all have the potential to increase flood risk in the Williamstown and Claycastle areas if run off from the development is not</p>	<p>Youghal – These issues relate to lands that are covered by the provisions of the Youghal Town Development Plan 2009. The Town Development Plan continues to provide the planning policy framework for the administrative area of the former Town Council and is outside the scope of the LAP review process. See Section 2 for further details.</p> <p>Metropolitan Cork - See response to SLR issues in the CEO Reports for Cobh and Ballincollig-Carrigaline Municipal Disrticts.–</p> <p>Midleton - See Section Two. It is proposed to insert additional text in the plan re pluvial and ground water flood risks in Midleton. See Proposed Amendment EC.03.03.36</p> <p>For response to other location specific proposals, please see the CEO’s report for that Plan.</p>

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			<p>very carefully controlled and limited. Land filling or raising of ground levels in the area needs to be carefully controlled or it may adversely impact on flood risk by removal of flood storage areas. Submission notes history of flooding at the Seafield Business Centre site and housing area to the north of it, and notes this is not shown on the flood zone maps.</p> <p>Metropolitan Cork Submission notes the potential for development, on all the SLR sites and the MUEA sites, to impact on flood risk on lands downstream or on planned defence works within a catchment area: SLR 8 (Kilbarty / Carhoo/ Kilcully) development could adversely impact on the standard of defence being provided in the River Bride (Blackpool). SLR9 and MUEA5 Upper Glanmire / Ballyvolane: Could adversely impact on flood risk and erode the standard of defence to be provided for the Ballyvolane Area. SLR3, SLR 4 and SLR5 : Could increase flood risk in the areas to be protected by the Douglas and Togher Schemes and in other areas which are not being protected by the proposed flood scheme. SLR 6 Could increase flood risk along the Galsheen and Twopot rivers. MUEA4 and SLR7 - Curragheen River Catchment / part of the lands are at risk of flooding. SLR12 Oldcourt Impact on flood risk associated with downstream watercourses. MUEA3 and SLR11. Issues associated with Turloughs, Swallows holes and recent flood events to be considered. Midleton : Further consideration of issues needed. Flooding issues at Water rock, swallow hole at Water Rock. History of flooding north of the railway</p>	

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			<p>line but no risk shown on the map.</p> <p>Cautious approach to development needed pending full identification of the flood risk. Flood events on the R-01 land at Banshane, south of the N25 have been reported these lands shown to be Zone B.</p> <p>Skibbereen - Flood alleviation scheme under construction. Zonings SK-R-04 to SKR-09 inclusive all have potential to affect flood risk and the flood storage areas if run off from development not carefully controlled</p> <p>Bandon: Flood alleviation scheme under construction. Development in areas BDI-02, BD- R-16, BD-B-04 and BD-GB-02 have potential to increase flood risk on the Mill Stream, while BD-R-15 and BD R-14 have the potential to increase flood risk from the Kilbrittan Stream, if not carefully controlled.</p> <p>Objective for Walk in BD-T-02 would require change to the flood defence wall this would need consent of OPW.</p> <p>Fermoy : Flood Relief Scheme Constructed , Any development proposed in the town which might impact on the scheme needs to be referred to the OPW for consultation. Any modification to the scheme requires the consent of the OPW issues may potentially arise on zones Zones FY T-01 to FY T-04 or on lands adjoining the river.</p> <p>Development of FY R-06 and FY R-08 could increase the risk of flooding downstream unless run off from these developments is carefully controlled.</p> <p>Mallow: Flood Relief Scheme Constructed. Any development proposed in the town which might impact on the scheme needs to be referred to the OPW for consultation. Any modification to the scheme requires the consent of the OPW issues may potentially arise on many sites north and south of the river.</p> <p>Development of MW-14 and MW-15 could have the effect of increasing flood</p>	

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			<p>risk and eroding the standard of the defence provided on the Spa Glen and Hospital Streams unless run off is carefully controlled. Same applies to MW R-04 and MW-R-05.</p> <p>Flood Storage areas A number of site specific flood storage areas were identified as part of the River Bride (Blackpool) certified Drainage Scheme. While these are not currently required, they may be needed in the future to facilitate adaptation of the scheme to Climate Change. Submission requests that these areas (located at Killard, upstream of Blackstone Bridge, and Ballincrokig) be protected from development. In addition, downstream areas at risk of flooding should be kept free of development so that future flood risk is not increased and lands remain available for flood storage.</p>	
Countywide	DLAP16-16-11874474	O'Flynn Construction	<p>A substantial amount of additional zoned land is required to ensure that there is sufficient headroom to avoid any shortage in supply arising during the lifetime of the forthcoming LAPs.</p> <p>In determining the amount of land required, Cork County Council should reappraise the assessment of the potential housing yield from the Urban Expansion Areas by 2022.</p> <p>The identification of lands as a back-up option would be counterproductive in addressing the crisis in the housing market. Lands identified within the SLRs identified as being the most advantageous for development should be zoned on an equal footing to other zoned lands within the LAPs.</p> <p>In identification of the most advantageous sites within the SLRs, the following criteria should be included in the assessment;</p> <ul style="list-style-type: none"> - Market demand; - Topography; - Prospect of development commencing 	See Section 2 of Draft Plan which sets out the Council's strategy with regard to Strategic Land Reserve and Active Land Management.

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			Lands within SLRs 6, 7 and 8 have good potential to deliver housing output in the near term. Sufficient lands to facilitate large scale housing development in the near future should be zoned within these areas.	
Countywide	DLAP16-16-11867531 DLAP16-16-11880909	South and East Cork Area Development Partnership CLG	<p>Key issues raised include the following:</p> <p>Social and Community Infrastructure:</p> <ol style="list-style-type: none"> 1. Principles of sustainability, social inclusion, quality of design and adapting to climate change underpinning the CDP should be carried through to the LAPs. 2. Planning of transport infrastructure must be factored in alongside building planning policy. Residential and commercial development needs to be linked to transport and access services other than the private car. 3. No new development should take place without social and community infrastructure provision for those who will live there. New development should have regard to the social and community needs of people (for schools, childcare, libraries etc) in addition to their need for utilities and open space etc. Planning policy should place greater emphasis on the needs of older people to live independently in their own community public transport is vital. <p>Rural Enterprise:</p> <ol style="list-style-type: none"> 4. Rural enterprise is needed in towns and villages to develop sustainable communities and allow people to work close to where they live. 5. Broadband is essential for all businesses and is essential to facilitating service based business in rural areas. 6. The lack of suitable commercial premises is inhibiting the growth of rural enterprise community based incubator units can help address this problem. The Council needs to support this with the provision of land / buildings and provision of broadband. <p>Tourism</p> <ol style="list-style-type: none"> 7. Continued investment in tourism products is essential developing new products and upgrading existing facilities and attractions. Planning restrictions and costs being imposed as a condition of planning are prohibitive, especially for 	<ol style="list-style-type: none"> 1. It is a requirement of the Planning and Development Acts that Local Area Plans must be consistent with the objectives of the development plan for their County. All proposals for development, put forward in accordance with the provisions of this Local Area Plan, must demonstrate compliance with the objectives of the County Plan. 2. Planning policy strives to achieve this. The planning authority has not control over many aspects of transport infrastructure / school/ community facilities but all statutory consultees are consulted during the plan making process. 3. As above. 4. See chapter 6 of the County Development Plan for details of the overall strategy for the economic development of the county. 5. Noted. 6. A broad range and choice of sites have been zoned for business development across the settlement network as set out in the Local Area Plans. 7. Re Tourism: See Chapter 8 of the County Development Plan 2014 re the Council’s policy as regards the development of Tourism in the County.

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			<p>those in rural areas.</p> <p>8. County Tourism Strategy should highlight Cork as a Gateway.</p> <p>9. Adequate pier, harbour and mooring facilities are important to the development of tourism, especially around Cork Harbour and other coastal areas like Ballycotton, Cobh, Youghal.</p> <p>10. Transport is essential in terms of moving tourists around and in terms of creating the tourism product itself walkways, cycle ways and other recreational facilities.</p> <p>11. All recreational trails in County Cork should be developed / upgraded to meet National Trails Office Standards.</p> <p>Environment</p> <p>12. LAP objective LAS 01(d) should be amended to omit the words where possible.</p> <p>13. Cultural and Environmental Heritage sections of the plans should be reviewed as there appears to be some errors in the listing of designated sites. A map of protected natural heritage sites should be included in the LAP.</p> <p>14. Increased efforts are needed to protect areas of natural importance which are not protected under the Habitats Directives. Submission suggests by way of example that some such areas have been damaged in the Ballincollig Regional Park recently, apparently due to works required for reasons of Health and Safety.</p> <p>15. Measures are required to prevent the spread of problematic species. Submission also recommends some changes to the Councils guidelines for developers on Biodiversity and the Planning Process, in terms of the control of such species. In some areas there are plans to extend walkways in areas where problematic species are widespread, potentially spreading such species further if not properly managed. EPO 3 in Volume 2 of the Environmental report should be amended to reflect this issue.</p> <p>16. An accreditation system should be established for invasive species contractors and Council staff and SEACAD could have a role in this.</p> <p>17. The 2009-2014 Cork County Biodiversity Action Plan should be</p>	

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			<p>updated and the updated plan should have a more central role in the development process.</p> <p>18. Funds should be made available to help community groups with the costs of undertaking ecological/ engineering and archaeological assessment.</p>	
Countywide	DLAP16-16-11589178	Southern Regional Assembly	<p>Cobh MD DLAP</p> <p>Overall, the SRA considers the Draft LAP represents a strong body of work with a clear plan structure and demonstration of consistency as far as it is practicable with national, regional and county planning policy, including Core Strategy of the Cork County Development Plan, 2014.</p> <p>New initiatives and key policies are identified at the outset. The strategic locations for future population and employment growth and key infrastructure required to accommodate this growth are identified. The SRA welcome provisions which demonstrate consistency as far as it is practicable with the SW RPG 2010-2022, in particular Objective RSS-02 for the role of the Cork Gateway as the economic driver of the region through targeted investment in infrastructure and Section 4.3.13 which supports planned growth in the metropolitan towns.</p> <p>Objectives of the Draft LAP further demonstrate consistency with SW RPG 2010-2022 with respect to strategic infrastructure of national and regional significance and are consistent as far as it is practicable with Objectives RTS 01 Transport, RTS 02 Public Transport, RTS 03 Cycling and Walking, Table 5.1 National and Regional Roads, RTS 04 Road Network, RTS-05 Airports, RTS-06 Ports and Harbours and RTS-07 Water and Waste Water Treatment Services.</p> <p>By implementing the requirements of the Urban Regeneration and Housing Act 2015, in addition to supporting the growth of Cork Gateway, the designation of regeneration areas is consistent with SW RPG 2010-2022 Social Inclusion and</p>	<p>The Southern Regional Authority is broadly supportive of the Draft Plan. See Section 2.2 of this document for further discussion</p>

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			<p>Regeneration Objective REAS-10 seeking sustainable strategies for the regeneration of areas in need of renewal.</p> <p>More clarity on how a refined number of SLR sites will be selected, including the conclusions arising from a more in depth analysis and assessment against the criteria of Section 1.5.42 of the Draft LAP.</p> <p>It is important the Draft LAP demonstrates consistency with the Higher Level Core Strategy of the CCDP 2014, and clarification on how the final proposed SLR sites will be incorporated within the Core Strategy as additional residential land reserves for the main settlements would be beneficial.</p> <p>Regarding the Strategic Land Reserve;</p> <ul style="list-style-type: none"> - it may be beneficial for the Council to clarify within the LAP how the existing provisions of Section 2.2.25 and 2.2.26 of the CCDP 2014 will apply to the process of re-zoning sites as part of the Strategic Land Reserve (i.e. Variation to the Core Strategy) as far as they are practicable. In particular, it may be beneficial if clarity is provided on the infrastructure requirements and sequencing/phasing/prior-itisation of chosen sites in the context of existing priorities for brownfield regeneration and designated Urban Expansion Areas. - it may be appropriate that development on any SLR designated site is consistent with the sequencing/phasing/prior-itisation set by the Core Strategy (or Variation of) the CCDP 2014 as far as it is practicable and be focused on public transport corridors, in particular rail corridors, as recommended in the CASP 2008 update and supported by SW RPG Objectives for public transport. - It may be appropriate that the assessment criteria applied to potential SLR sites ensures objectives of the Draft LAP to develop metropolitan towns are consistent with the vision and qualities of settlements identified in the Draft LAP and are consistent with the objectives of 	

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			<p>the CCDP 2014 including Objective GI 8-1 Prominent and Strategic Metropolitan Greenbelt Areas and Objective GI6-1: Landscape as far as they are practicable. Accordingly, it may be beneficial to demonstrate consistency with the SW RPG 2010-2022 as far as it is practicable within the SLR assessment /selection process where sustainable locations for future development are balanced with the protection of the regions landscape amenity and natural heritage (Objectives REAS-01 and REAS-03).</p> <p>Regarding Section 5 Description of Alternative Plan Scenarios in the Strategic Environmental Assessment, the SRA note alternative scenarios are described for West Cork MD.</p>	
Countywide	DLAP16-16-11876170	Transport & Mobility Forum	<p>Overall agreement with an East - West development (Midleton Ballincollig) of the Strategic Land Reserves.</p> <p>The (SLR) areas that need to be progressed first should be those with the best access to alternative transport modes (public transport) and with suitable topography (e.g. for walking and cycling).</p> <p>SLR prioritisation is recommended, in the following order;</p> <ul style="list-style-type: none"> - Bishopstown Ballicollig (most favoured) - East along rail corridor - Oldcourt, Rochestown (near former railway line greenway) - Douglas - if developed properly could accommodate additional housing and development <p>Minimum housing density limits should be applied (to SLR lands).</p> <p>The least favoured SLR from a development perspective is the Carrigaline/ Ringaskiddy area, due to the fact that already a high population only has feasible travel access by car, and, the topography is unsuited to access to the city and other hubs by sustainable travel modes such as cycling and walking.</p> <p>For all areas, greater connectivity and</p>	<p>See Section 2 and Appendix B, which sets out the Council’s strategy with regard to Strategic Land Reserve and Active Land Management.</p> <p>Raises a number of additional issues which are noted. Some of the issues raised are outside of the scope of these Local Area Plans and others are more appropriately addressed through the CDP review process and / or legislative initiatives or Ministerial Guidelines.</p> <p>There are no policy impediments with regard to a range of local permeability / movement actions referenced.</p>

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			<p>permeability for active travel modes (walking, cycling) are measures that should be supported.</p> <p>Specific development proposal plans should support the principle of connectivity and permeability, by requiring developers to demonstrate how they have linked to services, infrastructure and travel routes (existing and proposed) -including adjoining housing.</p> <p>There needs to be walking and cycling links that do not necessarily follow the motor traffic routes.</p> <p>Special emphasis to be put on attractive urban design.</p> <p>The manner in which Masterplans are addressing development in a more holistic way should be applied to all individual residential zonings.</p> <p>It is critical that safe active travel access is taken into account from the start, with no schools outside or at the edge of built up areas to be permitted.</p> <p>All planning applications for new schools should require a comprehensive sustainable travel plan for both pupils and staff.</p> <p>It is imperative that the relevant Local Area Plans mapping for future land use zoning complement the Metropolitan Cork Cycle Network Plan.</p> <p>Park & Ride facilities to be developed in conjunction with the major developments in the East and West of the City. There is also a need for Park & Ride facilities in the North of the Metropolitan area.</p> <p>Minimise mono-use of land use (e.g. exclusively residential) - at a minimum incorporate appropriate retail, recreation, community facilities and as required schools etc.</p> <p>Housing provision also needs to be of:</p>	

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			<p>- Higher densities and better standards with allowance for a higher quality than the National Planning Guidelines</p> <p>- Mixed provision along public transport corridors There needs to be larger variety of housing forms and sizes (semi-detached, terraces, duplexes, apartments of various sizes) to respond to the needs of a diverse population</p> <p>Potential exists to improve permeability for active travel modes within Ballincollig West, via retrofitting of area via secure and appropriately designed routes.</p>	
Countywide	<p>DLAP16-16-12177281</p> <p>DLAP16-16-11592294</p>	Transport Infrastructure Ireland	<p>1. Protection of Existing National Roads: Routes to be indicated on overall map included in Chapter 1 and focus on particular schemes in each MD. National Rd Schemes Proposed & Suspended Routes to be indicated on overall map and focus on particular schemes in each MD.</p> <p>2 Development Contribution Scheme: Set out mechanisms for funding and delivery of national road upgrades for future plans and private proposals. Where constraints identified need to explain how will infra be delivered/funded.</p> <p>3 City Gateways: Lack of clarity on the proposal</p> <p>4. Retail Warehousing: Approach advocated is unacceptable. Requires an evidenced based planning approach as set out in Guidelines. Appear to be deferring consideration of issues to DM process. TII should have been consulted in formulation of the Policy. Requests policy be omitted</p> <p>5. Strategic Land Reserve: Information provided is poor, no evidence of appropriate consultation. Unclear how and when the land will be released and justification for selection is unclear. Disappointing approach in comparison to previous Masterplans approach.</p> <p>6. In relation to specific issues raised in</p>	See Section 2.2 of this document for further discussion

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			each Municipal District see Section 2.2	
Municipal District - wide				
Municipal District	DLAP16-16-11880949 and DLAP16-16-11848114 This submission is a part duplicate of DLAP16-16-11880949	Cork Cycling Campaign	<p>This submission proposes seven general principles at a county level, as well as a number of specific comments on the Midleton area where it proposes to modify and improve the LAPs so as to promote more sustainable development and achieve the CDP’s stated objectives of sustainability, social inclusion, and climate change adaptation.</p> <p>Firstly, the submission makes seven general recommendations including: (1) Introduce a default 30 km/h speed limit in all residential areas, around schools, and in town centres (2) Implement traffic calming measures that favour pedestrians and cyclists (3) Require permeability for non-motorised traffic in new residential estates, and retrofit older housing estates to increase permeability (the submission includes two examples to highlight this particular point noting that a journey from Marwood Lawn to Brookville Estate, which are less than 100 m apart, is a 1.7 km journey by road and that a journey from Kilbrody to adjacent Maryborough Hill could be 100 m but is 2.3 km) (4) Accelerate the roll-out of major cycling routes and coherent local cycling networks (5) Promote the switch to sustainable transport options with a long-term marketing and information campaign (6) Favour higher over lower density housing (7) Develop a convenient, efficient, and affordable public transport system for the metropolitan area, and take other measures to increase vehicle occupancy.</p> <p>In relation to East Cork, the plan makes a number of points regarding the MD-R-01 land south of the N25, where the high quality provision for cycling and walking is needed to significantly raise the numbers of people using modes of active travel to reach shops, services, schools etc in the town. The submission notes the poor example of the newly opened school at the N25 access near Castle Rock, where the</p>	<p>The comments of this submission are noted, it is proposed to update the finalised date for the Cork Cycle Network Plan which is 2017.</p> <p>See proposed changes EC.03.03.32 and EC.02.06.02 in Appendix B</p>

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			<p>access to the school from other parts of Midleton is via a far too narrow footpath across the main access road to the N25, making it difficult for any child to walk to school alone. Such scenarios, it is noted, should be avoided in future.</p> <p>Regarding Waterrock, it notes that the overall scheme must be designed in a way that walking and cycling access is safe, direct and attractive from the town centre / train station side arguing that this must not be along the new collector / relief road.</p> <p>Overall, the objective must be an urban layout that promotes walking and cycling and reduces car dependency, to meet national targets for physical activity (public health), climate change (emissions reduction) and overall sustainability.</p>	
Municipal District	DLAP16-16-11789516	Cork Nature Network	<p>Welcomes the principles underpinning the County Development Plan of sustainability, social inclusion, quality of design and climate change adaption that been carried through to the Local Area Plans, some general concerns raised:</p> <ol style="list-style-type: none"> 1. Plans are very lengthy, quite repetitive and not aimed at general consumption. 2. It is encouraged for wildlife areas to be created or current spaces developed to encourage wildlife. 3. Assets such as rivers and coast portrayed negatively e.g. as a flood problem. They are a resource and should be viewed positively for wildlife and tourism. 4. Issues are cross cutting but there seems to be a lack of a holistic approach. 5. How will aspirations and aims be resourced? 6. How can local people get more involved at the actual development/ implementation phases? 7. Agriculture policy doesnt complement other land use policies. 	<p>The Draft LAP has to cover a significant geographical area with an extensive settlement network. The Plan has been subject to Strategic environmental Assessment and Natura Impact Assessment.</p> <p style="text-align: center;">No Change Proposed.</p>
Municipal District	DLAP16-16-11854339	Box Hedge Ltd.,	<p>This submission firstly sets out a specific proposal with respect to lands in Carrigtwohill (which is located in the Cobh MD Local Area Plan Area) and secondly requests that the Council include</p>	<p>It is considered that this submission has merit, please see proposed amendment reference:</p> <p style="text-align: center;">See Amendment No: EC.02.05.02</p>

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			<p>an objective for Outlet Centres similar to that included for Large Scale Retail Warehousing. The submission also requests that the Council recognise that these facilities have parking demands higher than usual, adopted norms, as they have a longer duration of trip and a lower turnover of spaces and consequently parking proposals must be justified.</p>	
Municipal District	DLAP16-16-11880130 and DLAP16-16-11879269 (Duplicate)	Cork Chamber Submission to Draft East Cork MD LAP	<p>This submission acknowledges that significant effort on the part of the Planning Authority has been put into the preparation of these detailed Plans. The submission makes comments on a number of general matters arising from the proposals for the Metropolitan Cork area, including</p> <p>the Urban Expansion Areas, which it notes could proceed in the short term if there is sufficient capacity in water, waste water, road infrastructure and surface water provision. The submission requests that the Draft LAP should set out a detailed phasing framework which will include parcels of land that are suitable for development in short term without a significant upgrade of infrastructure in order to achieve early wins in the Urban Expansion Areas and specific matters.</p> <p>The submission welcomes the Council's decision to establish a specialist housing and infrastructure delivery team, however it highlights the importance of extending this group to include relevant representation from external agencies and the private sector, with the outputs of this representative task force being fed into the formal infrastructure delivery plan as part of targeted measures to achieve growth projections.</p> <p>The submission notes that Irish Water will have a major role to play in the delivery of infrastructure required and that the early publication of the Irish Water investment programme, as well as those of other related agencies such as Transport Infrastructure Ireland and the National Transport Authority, will be required.</p> <p>The submission queries whether the</p>	<p>The comments of this submission are noted. See Section 2 and Appendix B, which sets out the Council's strategy with regard to Strategic Land Reserve and Active Land Management.</p> <p>Amendments Proposed – see section 2 of this report.</p>

Settlement	Reference	Interested Party	Summary of Submission	Chief Exec’s Opinion
			<p>Regeneration Areas identified in town centre zoned lands are, in sequential terms, the preferred location for development, and is it a requirement that their development be mixed-use as opposed to a singular use such as retail, noting that a mixed use approach should be more sustainable in the long-term. The submission welcomes the policy potential for a large scale retail warehouse (over 6000m²) in Metropolitan Cork, which provides a strong policy context for future investment.</p> <p>In relation to the SLR's it is noted that potentially all the Strategic Reserve Lands may be suitable and the submission states that all such lands should be carried forward into the final LAPs, if they can clearly demonstrate how it is proposed to manage overall transport demand that does not contribute to increased congestion. The submission notes that the flood protection structures should be taken into account in the determination of flood zones, or at least a recognition that certain areas that are prone to flooding have the benefit of such defences and that the use of S47 agreements /Special Development Contributions as appropriate, could be used to ensure the ongoing maintenance of such flood defence infrastructure.</p> <p>Regarding Midleton itself, the submission welcomes the proposal to redevelop Midleton Business & Enterprise Centre as a location for modern office space. The submission notes that an additional 15.5 ha of industrial lands has been identified to the south-east of the town, fronting the N25, which it considers to be appropriate.</p> <p>The submission supports the scope for additional retail development in Market Green to the west of the core town centre and Cuddigan’s Yard/Broderick Street to the south.</p> <p>In relation to Youghal, the submission notes that the extent of the town centre has been substantially reduced to focus on the existing linear town centre and adjacent sites only and that the</p>	

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			<p>neighbourhood zoning objective at Seafield factory has been removed. The submission considers that this reflects the existing scale of retail use in the town, the existing level of vacancy, and the limited capacity for further retail development.</p> <p>In relation to Whitegate and Aghada, the submission encourages the Planning Authority, in conjunction with the TII and the NTA, to consider the upgrading of the R630 Regional Road to national road status with respect to this area's status as Ireland's Energy Park, noting that ease of access to this significant opportunity site must be a priority.</p>	
Main Settlement: Midleton				
Midleton	DLAP16-16-11574928	Coras Iompair Eireann (CIE)	<p>This submission makes a number of observations on the Chief Executive's Report (April 2016) regarding CIE's submission seeking re-zoning of lands adjoining Midleton Commuter Rail Station. The submission states that the lands in CIE's ownership adjoin the station in Midleton, are well within the 1000m parameter walking distance from a train station and support the investment in the rail network as well as offering an opportunity for commuters to Cork City to live in suburban Cork and be within 30 mins of the city. The submission makes a number of references to the Midleton Local Area Plan 2nd Edition January 2015, and the zoning objectives contained therein. CIE in noting the comments made in relation to the Midleton Rugby Club does not consider that the most suitable use of the subject lands should be determined by possible future requirements of neighbouring landowners. In addition, the submission notes that the Midleton - Youghal Greenway proposal is in its infancy at present and that proposals for a car park for such a facility could be located at any number of points along the route, while provision for a high density residential development would be a better use for the site. Finally, the submission notes that the proposed extension of the Northern Relief Road should not preclude the development of the remainder of CIE lands rather that</p>	<p>Notwithstanding the issues raised in the submission regarding the proximity of these grounds to the railway station, it is considered premature to change the designation on the lands until this part of the Northern Relief Road is constructed. In addition, the sites' proximity to the Distillery (Seveso site) would also need further assessment with the HSA. Part of this site is located within the area covered by the Midleton Town Development Plan (2013) and the site should be reviewed in its entirety at the appropriate time.</p> <p style="text-align: center;">No Change Proposed.</p>

Settlement	Reference	Interested Party	Summary of Submission	Chief Exec's Opinion
			the lands could be zoned with a proviso that passive provision for the future extension of the relief road be made in any development.	
Midleton	DLAP16-16-11583430	Irish Distillers Ltd.	<p>This submission requests the following in order to better reflect Irish Distillers Ltd existing operation and future expansion plans:</p> <ol style="list-style-type: none"> 1. Realign the eastern alignment of the Northern Relief Road. The submission also includes a separate report indicating IDL's proposed access strategy outlining the benefits of the eastern alignment and argues that the proposed re-alignment of the northern relief road will: <ol style="list-style-type: none"> a. Require no modification to the N25 Cork to Waterford Road; b. Ensure that future operations within IDL Midleton can operate safely and do not impact on vehicles or pedestrians along the northern relief road; c. Provide better access to both the MD-I-04 and MD-I-05 lands; 2. Re-zone Part of O-05 to MD-I-04; 3. Re-zone Part of O-05 to Existing Built-Up Area; and 4. Provide general strategic objectives for growth at the Midleton Distillery and Dungourney Maturation Facility. 	See Section 2 of this Report.
Midleton	DLAP16-16-11690408	Lidl Ireland GmbH	<p>This submission welcomes the proposed Midleton town centre as outlined in the draft plan as being the primary focus for the expansion of town centre uses, with a specific emphasis on comparison retail as well as evening uses which will encourage people into the town centre throughout the day, thereby maintaining vibrancy and vitality.</p> <p>However, it is submitted that this focus should not occur to the detriment of existing retail operations which do not occur within the core retail area as defined within the Draft LAP which make a significant contribution to local competition within Midleton.</p> <p>The submission therefore suggests that sub sections 3.3.18, 3.3.21, 3.3.24 and 3.3.25 generally relating to Midleton Town Centre and Retail Provision be amended to facilitate</p>	<p>This submission relates to lands that are covered by the provisions of the Midleton Town Development Plan (2013). Lands covered by the Town Development Plan are outside the scope of this Local Area Plan review process, and the submission cannot therefore be considered as part of this process. See Section 2 for further details.</p> <p style="text-align: center;">No Change Proposed.</p>

Settlement	Reference	Interested Party	Summary of Submission	Chief Exec’s Opinion
			<p>the redevelopment or expansion of existing retail operations subject to the provisions of the Retail Planning Guidelines 2012 and to the considerations of proper planning sustainable development.</p> <p>On balance, the submission notes that there is a clear emphasis within the Draft LAP on providing for the expansion of the retail offer of Midleton and this is welcomed. However, it expresses concern that the proposed MD-GO-07, with the inclusion of specific wording stating that the town centre is the most appropriate location for the expansion of retail development may be interpreted as precluding any expansion to existing retail services which may be located outside of the town centre or the defined core retail area.</p> <p>The submission notes that while this GO is not intended to undermine local competition, the unintended impact of this policy may have such an effect by preventing the expansion of existing enterprises and remove their ability to compete with other retailers which are not subject to such restrictions on expansion and that having regard to this unintended impact, this policy may be interpreted as running contrary to the statutory guidance which is provided by the Retail Planning Guidelines 2012, where competition is identified as one of 'five key policy objectives to be progressed by planning authorities in planning for and addressing the development requirements of the retail sector'.</p>	
Midleton	DLAP16-16-11802627	Mr Ray Fitzgerald, Broomfield House, Midleton, Co. Cork	<p>The submission requests that 10.48 ha at Broomfield, Midleton be included within the towns development boundary and zoned for residential development for the following reasons:</p> <p>1. It is noted that significant growth is required in Midleton, however it outlines some of the issues / concerns which need to be addressed in order to progress the Water-Rock Urban</p>	<p>The northern boundary of the Broomfield Village development as amended in the draft plan, forms the logical limit of built development at this part of Midleton town. The lands are poorly accessed and elevated and due to the steep topography there are no plans to extend the road permitted to serve the new primary school under Cork County Council ref.</p>

Settlement	Reference	Interested Party	Summary of Submission	Chief Exec's Opinion
			<p>Expansion Area, where most of the growth is proposed.</p> <p>2. That the lands would form a logical natural extension to the existing residential development at Broomfield, to the south of the site and due to elevation and topography could accommodate additional development that are out of the flood risk areas.</p> <p>3. That recently, under Cork County Council ref. 15/5415 (ABP ref. PL04.246234) planning permission was granted for a 2 storey primary school, which also includes a new entrance off the R626 to the north of the proposed school. The submission notes that it could be extended to form an additional access to future residential development to the West.</p> <p>4. Finally, the submission states that the site on which the school has been permitted is considered suitable for residential development given the proximity to the railway station, the northern relief road and the town centre, and it therefore submits that the lands the subject of this submission should also be considered suitable.</p>	<p>15/5415 (ABP ref. PL04.246234) to serve this site.</p> <p>No Change Proposed.</p>
Midleton	DLAP16-16-11803154	Miriam McDonnell	<p>This submission requests that the western portion of MD-O-04 which has been zoned for open space in the draft plan should be zoned for a more appropriate use such as industrial development. The submission argues that these lands which are proposed as an extension to the Midleton Football Club, are not in the ownership of Midleton FC and will not be used in the future by the club, that they are not needed for any other general passive or active recreation need and that the proposed zoning objective is therefore unjust. Finally, it proposes that the zoning of the site for industrial land uses would help to integrate the site with existing and adjoining uses to the north and south of the site.</p>	<p>See Section 2 of this report.</p>
Midleton	DLAP16-16-11803347	Patrick McDonnell, Knockgriffin House,	<p>This submission requests that a 2.0 Ha of land adjoining the MD-R-03 should be included within the towns development boundary and zoned for residential</p>	<p>The northern boundary of the Broomfield Village development as amended in the draft plan, forms the logical limit of built development at</p>

Settlement	Reference	Interested Party	Summary of Submission	Chief Exec's Opinion
		Midleton, County Cork	<p>development as it could contribute to the future housing stock and sustainable travel patterns in Midleton. The submission makes the following points in support of this proposal including:</p> <ol style="list-style-type: none"> 1. That significant additional housing is required in the Midleton area with an estimated additional 5,243 housing units required to accommodate future population growth in the town and that most of this growth is accommodated in Waterrock which has significant infrastructure investment requirements and the cooperation of 19 principal landowners. 2. That these lands would form a logical natural extension to the existing residential development at Broomfield, to the south of the site. 3. Recently, under Cork County Council ref. 15/5415 (ABP ref. PL04.246234) planning permission was granted for a 2 storey primary school. This application also includes a new entrance off the R626 to the north of the proposed school and the submission notes that this route could be extended to from an additional access to future residential development to the West. 4. Finally, that the site on which the school has been permitted is considered suitable for residential development given the proximity to the railway station, the northern relief road and the town centre. 	<p>this part of Midleton town. The lands are poorly accessed and elevated and due to the steep topography there are no plans to extend the road permitted to serve the new primary school under Cork County Council ref. 15/5415 (ABP ref. PL04.246234) to serve this site.</p> <p style="text-align: center;">No Change Proposed.</p>
Midleton	DLAP16-16-11848013	Cllr Susan McCarthy	This submission requests that any developments at R-04, R-05, R-06, and R-07 be subject to special development contributions to improve traffic management at the junction of the R630 and the N25. The submission also requests further collaboration with TII for a sliproad at the Lakeview roundabout and possible improvements to junction of the R-629 Ballinacurra with the R-630 Whitegate road to allow safe exit for motorists from Ballinacurra and Cloyne.	See Section 2 of this Report.
Midleton	DLAP16-16-11854880	Cllr Susan McCarthy	This submission requests that MD-O-05 remain as designated green space for open air facilities, such as GAA sports grounds, and as an ideal location for	This submission is noted.

Settlement	Reference	Interested Party	Summary of Submission	Chief Exec's Opinion
			other leisure facilities with particular potential for a sports centre incorporating a swimming pool.	
Midleton	DLAP16-16-12123062	CEA Architects	This submission requests 5.7 hectares be zoned for residential care accommodation north of Midleton town. The submission in noting the criteria for such accommodation states that the lands are in close proximity to the existing and proposed town centre facilities and existing residential development and would provide the links and accessibility as set out in the development plan.	These lands are removed from the development boundary for Midleton and are not considered appropriate for inclusion. No Change Proposed.
Midleton	DLAP16-16-12145869	Tomas O Donoghue	This submission requests that the existing residential properties at Cahermone which were included as part of the industrial zoning MD-I-05 in the draft plan should be amended to 'existing built up area'.	It is considered appropriate to remove these properties from the MD-I-05 zoning. See Proposed Change EC.03.03.04
Midleton (Ballinacurra)	DLAP16-16-11872915	Frances Kingston	This submission requests that 2.65 Ha of land is included within the LAP Boundary in Ballinacurra, (Midleton area) to allow for Residential Zoning.	It is considered that the residential land supply in Ballinacurra is more than adequate to cater for the growth proposed and that these lands, formerly zoned for a primary school are not required for residential development. No Change Proposed.
Midleton (Ballinacurra)	DLAP16-16-12253647	William K Loftus	This submission proposes flood defense works including a bund wall across the estuary at Ballinacurra, including a dam gate that could be lowered in times of flooding. It is also proposed to incorporate water pumps sufficient to take the flooded Ballinacurra river and pump it over the bund wall. In addition, it is proposed to excavate out slob to create flood water storage from the bund wall back towards Midleton and that this storage area would create a lake of fresh water should it be required for industry and that the bund wall could also create an opportunity to extend the greenway further down the east coast, benefiting tourism and the area generally.	A Flood Relief Scheme is underway for Midleton (including Ballinacurra) and as part of this project new flood risk mapping is being prepared to cover the entirety of the town. It is anticipated that together with the identification of the areas at risk of flooding, further consultation and consideration will be given to the best solution(s), both from an environmental, social and economic perspective. No Change Proposed.
Midleton	DLAP16-	Ballinacurra	This submission requests that the village	See Section 2 of this report.

Settlement	Reference	Interested Party	Summary of Submission	Chief Exec's Opinion
(Ballinacurra)	16-12137430	GAA Grounds	of Ballinacurra is included on the map setting out the settlements of the East Cork Municipal District. In addition, the submission requests that the site for a primary school be identified in Ballinacurra.	
Midleton (Ballinacurra)	DLAP16-16-12144764	Residents of Carneys Cross Ballinacurra	This submission expresses regret that Ballinacurra has not been given separate village status but has continued to be treated as a suburb of Midleton in the draft local area plan. The submission notes that despite the fact that the area is being treated as a suburb of the town it has not received any of the amenities normally associated with a town, with no school, church, park, recreation facility or even footpath. The submission outlines that with the rapid rise in population experienced in the village over the boom years no upgrade was provided to the infrastructure for the village, which has left a legacy of problems with water being undrinkable, and the traffic from both the R629 and the R630, both of which converge in Ballinacurra. The submission notes that with the current upturn that more high density development will be granted. It is hoped that any future development of the area would be limited and would take into account the lack of infrastructure and traffic problems currently being experienced. Regarding the Mill Building in the centre of the village, the submission outlines the planning history on the site and the refusal by An Bord Pleanála on grounds including the flooding issues at Carneys Cross and requests that any future plans to convert this site should include the context of its location, ensure that any new development would be very limited and that the flooding issues for this area would remain an enforceable part of the objective for this site. The submission welcomes the removal of the site zoned for education to the west of the village and the proposal in the draft plan to relocate it to the MD-R-07 and MD-R-04 which it agrees are more suitable sites for a primary school. The submission notes that the MD-R-05 and MD-R-06 are	See Section 2 of this report.

Settlement	Reference	Interested Party	Summary of Submission	Chief Exec's Opinion
			<p>proposed for high density which it argues is not appropriate at this location. The submission outlines the flooding issues experienced in the village to date, and expresses concerns that the flood defense measures being suggested for Midleton will push the rising water further downstream which will in turn increase the risk of flooding for Ballinacurra. It also notes that all sites zoned for future residential development in this current draft plan could potentially add significantly to the flooding being experienced. It is requested that the areas in the flood plain or which drain into the flood plain in Ballinacurra would be dezoned or limited to low density development. Finally, the submission requests a number amenities for the village including the following:</p> <ul style="list-style-type: none"> (1) A footpath / cycle lane from Ballinacurra to Banard Cross on the R630 on available Council land (2) a playground or green area in the centre of the site at MD-R-04, (3) a footpath / cycle lane from Ballinacurra to Midleton on the R630, (4) A heritage site at the graveyard and ruins of the old church in Ballinacurra, (5) an extension to the cemetery in Ballinacurra for current use. 	
Midleton (Baneshane)	DLAP16-16-11347806	David O'Gorman on behalf of the residents of Ballyvodock road and surrounding area	<p>This submission proposes that the lands on the northern side of the L3619 (R-01) be dezoned for development as part of the new local area development plan because this is a Flood Zone B area and any development here is going to have a negative effect on residents, current and future living in the surrounding area. The submission includes photos as visible proof of the hardship endured last winter during Storm Frank, including the road closure which prevented several residents from entering or leaving their homes during this time period. The submission argues that proceeding with zoning in a Flood Zone B area will result in flooding of the residents in the surrounding area and is wholly irresponsible and short sighted and long term this will result in future</p>	<p>As the submission states, the current position regarding the MD-R-01 and other sites affected by flooding is that a Flood Relief Scheme is underway for Midleton and as part of this project new flood risk mapping is being prepared to cover the entirety of the town. This project is due to be completed towards the end of 2017, after this Local Area Plan is adopted. In this context it is proposed to retain the zonings on a number of specific sites affected by flood risk pending the availability of the new flood maps with a view to bring forward an amendment to the Local Area Plan as needed once the flood maps are finalized to address any zoning conflicts. In the interim, development management will require a detailed</p>

Settlement	Reference	Interested Party	Summary of Submission	Chief Exec's Opinion
			<p>compensation claims for damages if they should occur which as evidenced by the photo's attached. It is also noted that such zoning is in direct contravention of the flood risk assessment and management policy as laid out in 1.8 of the DLADP.</p> <p>It is also argued that development on the southern side of L3619 is still feasible as this is not in a Flood Zone and will be an asset to the community when complete. However this development will be dependent on the northern parcel being utilised as natural water attenuation and amenities for the R-01 and surrounding area.</p> <p>In addition, it is noted that section 3.3.73 of the DLADP clearly states that R-01 is affected by flooding and it is our position that the flood relief scheme be fully complete and proven to be effective prior to commencement or granting of any development on R-01 lands.</p>	<p>flood risk assessment to be carried out to support any planning application on lands where there is an identified risk of flooding.</p> <p>In addition, it is proposed to include additional text in relation to flooding issues in Midleton and generally,</p> <p>See Proposed Changes: EC.01.08.01 and EC.03.03.36</p>
Midleton (Baneshane)	DLAP16-16-11578591	Aidan Flanagan, Chairman, on behalf of Castlerock Residents Association	<p>This submission relating to the Castlerock (Baneshane area) states that the current road infrastructure is insufficient to handle the current volume of traffic as it is at maximum capacity already and that the opening of the Gael Scoil at the top of the L3619 has resulted in severe backlogs and congestion at peak hours. The submission includes a number of photos to highlight this point and recommends that the road infrastructure be upgraded prior to any further development commencing on R-01 site. The residents completely disagree that it is permissible to allow the development of up to 400 houses prior to the upgrade works stating that this is irresponsible and will result in a risk to motorists entering onto the N25.</p> <p>The submission points to the original plan for the area (06/1857) which it states required that the N25 grade separated junction be completed as the development was over 400 houses. However, it is noted that the proposed plan is now stating that it is OK to proceed with the existing infrastructure for up to 400 houses, avoiding the</p>	See Section 2 of this Report.

Settlement	Reference	Interested Party	Summary of Submission	Chief Exec's Opinion
			necessity to complete the junction upgrade which it argues is a material change from the original policy and that the road infrastructure upgrade is required prior to any commencement or granting of further development.	
Midleton (Baneshane)	DLAP16-16-11580388	Aidan Flanagan, Chairman, on behalf of Castlerock Residents Association	<p>This submission proposes that connectivity between Baneshane and Midleton is currently totally inadequate and is, in fact, dangerous. The submission points to the footpath on the flyover bridge from the L3691 which it notes is inadequate as it is too narrow for two people pushing children's buggies to pass each other safely, without one having to go down onto the road.</p> <p>The submission states that there is an urgent need for a proper cycling lane on the bridge, especially since the Gaelscoil opened in September 2016 as the current 'footpath' is too narrow for a cyclist and a pedestrian to pass each other safely, without one having to go down onto the road.</p> <p>Finally, it states that there is no street lighting provided on the flyover bridge and footpath, making it extremely dangerous for all users after nightfall. The submission proposes that there is no further development in this area of Baneshane, until a Risk Assessment is carried out in relation to these matters, and adequate footpath, cycle lane, and street lighting is provided.</p>	See Section 2 of this Report.
Midleton (Baneshane)	DLAP16-16-11582811	Aidan Flanagan, Chairman, on behalf of Castlerock Residents Association	This submission states that In the original planning application for the Baneshane area, (06/8157 and extended under 12/4853), the entire R-01 development had a provision for a Preschool facility, outdoor play area, 2 hard courts, 2 tennis courts, an all-weather pitch and a football pitch and requests that in order to comply with the current Midleton Local Area Plan, and any future Midleton Local Area Plan, any new applications on the lands at Baneshane need to address	<p>The comments of this submission are noted. The specific zoning objective for the site in its entirety requires that no new houses shall be commenced until the community and recreational facilities are commenced by the developer. The detail of this and its implementation is a matter for the development management process.</p> <p style="text-align: center;">No Change Proposed</p>

Settlement	Reference	Interested Party	Summary of Submission	Chief Exec's Opinion
			<p>the loss of the above facilities.</p> <p>The submission states that proper planning needs to assess the total land as one development and not the current piecemeal approach that planning applicants are attempting, in an effort to avoid delivering on the conditions set out in the original application 06/8157, with respect to providing these facilities. The submission proposes that the facilities provided for in the original planning for this area be implemented forthwith, and furthermore, that the provision of these amenities are required prior to the granting of planning permission for any further development in the Baneshane area.</p>	
Midleton (Baneshane)	DLAP16-16-11798496	Cllr Susan McCarthy	<p>This submission argues that in view of the increased traffic congestion at the current exit onto the N25, and the highly dangerous nature of the slip-road, (which it notes is both too narrow and too short,) that any new residential development on the site at R-01 be granted conditional only on development contribution towards the proposed N25 grade A separated junction as per original planning application 06/1857 on that site. The submission suggests that it is neither morally acceptable nor pragmatic to proceed with developments of up to 400 houses in this area without providing for safe exit onto the N25. The current situation is highly precarious and would be untenable with any increase in traffic volumes.</p>	See Section 2 of this Report.
Midleton (Baneshane)	DLAP16-16-11876382	Hallmark Building Services Ltd	<p>This submission firstly generally welcomes the modifications included in the draft plan for the R-01 residential objective, however it requests that reference in the objective that 'no new houses shall be commenced until the community and recreational facilities are commenced' be deleted arguing that there is now more than one developer active within the R-01 residential zoning and that permission has been granted to the Department of Education (14/5438 refers) for a substantial new two-storey</p>	See Section 2 of this Report.

Settlement	Reference	Interested Party	Summary of Submission	Chief Exec's Opinion
			primary school building comprising 24 no. general classrooms. The submission notes that this school is now complete and operational and was constructed on the original R-01 site i.e. facilitated by the developer and should be acknowledged as a significant community facility that has already been provided.	
Midleton (Baneshane)	DLAP16-16-11876636	O'Flynn Construction	This submission supports the MD-B-01 zoning, noting that the developer remains committed to the development of the site for business / employment use and supports the zoning proposed in the draft East Cork LAP. However, the submission notes that the flood risk mapping, based on the LeeCFrams Strategic Flood Risk Assessment is inaccurate as the lands have no history of flooding and therefore request the following text amendment to paragraph 3.3.72: 'The land use zoning map for Midleton highlights the areas identified at a strategic level as being at risk of tidal or fluvial flooding. It is recognised that site-specific flood risk assessment may provide evidence that localised areas fall outside these zones. Such assessments will be taken into consideration in the assessment of any planning proposals on lands identified as being at risk from flooding. The flood risk zones have.....'	See Section 2 of this Report.
Midleton (Baneshane)	DLAP16-16-11678139	Cllr Anthony Barry	This submission relates to the slip road onto the N25 from Baneshane and requests that no further development take place on the R-01 site until this issue has been resolved.	See Section 2 of this Report.
Midleton (Broomfield)	DLAP16-16-11436019	Castle Rock Homes	This submission proposes that lands currently zoned as Open Space (MD-O-01) which are fully serviced and available for development immediately at Broomfield be zoned for residential development with specific provision of a crèche. The submission argues that the Draft LAP does not provide for adequate residential development land to allow Midleton reach its population target and fulfil the strategic role identified for it in the CDP. The submission notes the	It is considered that these lands should be retained as open space in keeping with the original layout of the development as originally permitted. No Change Proposed

Settlement	Reference	Interested Party	Summary of Submission	Chief Exec's Opinion
			<p>importance of the completion of phases 2 and 3 of the Northern Relief Road and the accompanying layouts demonstrate that delivery of this road will not be delayed or compromised by allowing development on the lands.</p> <p>It is proposed to include a much needed community asset in the provision of a crèche in an area where the Council has acknowledged that there is a lack and a need for this type of facility. It is noted that the subject land is underutilised and is not suitable for open space due to the lack of passive supervision on the site and that the development of the subject lands will not result in the loss of public open space or impact negatively on open space provision within Broomfield Village as Broomfield Village will have an open space provision of 20%, which it notes is in excess of Council standards. The submission also includes a visual assessment which demonstrates that the subject site does not provide a visual buffer for the rail line and states that the permitting of the development of the land for residential and community uses will not impact the landscape and visual amenity of the area.</p>	
Midleton (Broomfield)	DLAP16-16-11849732	Cllr Susan McCarthy	<p>This submission requests that any further development adjacent to the Dungourney Road or Broomfield village be subject to a special development contribution towards upgrade of Dungourney road from Midleton Rugby Club grounds to the junction with Broomfield. The submission notes that this currently accommodates high volumes of traffic both motorists and pedestrian, and is currently not fit for purpose. Road widening, provision of footpaths and suitable street lighting are essential to any further development.</p>	These comments are noted.
Midleton (Broomfield)	DLAP16-16-12145216	Andrew Foley	<p>This submission relates to the open space MD-O-01 in the Draft MD Local Area Plan requesting that it be retained as Open Space. The submission provides a background to the development of Broomfield 'Village' noting that the original marketing of the development included a mix of residential types and</p>	It is considered that these lands should be retained as open space in keeping with the original layout of the development as permitted.

Settlement	Reference	Interested Party	Summary of Submission	Chief Exec's Opinion
			an associated neighbourhood centre and a series of active recreation and playing areas. The submission makes the point that it was this original vision of the development that most buyers bought into. The submission notes that as detached dwellings and an ugly glass box acting as a community facility now occupy site which was originally earmarked for a neighbourhood centre, despite objections and trips to An Bord Pleanala. The submission also notes that there is a current application on part of the site currently zoned as MD-O-01 passive open space for informal recreation in the current and proposed draft plan and that the site is currently an informal park which should be developed as an active playing area and a small all weather pitch and that the loss of housing capacity could be made up in the northern part of the site. The submission notes that part of the MD-O-01 was taken in charge by Cork County Council. The submission also requests that consideration should be given to the future provision of a pedestrian link from the estate to the train station.	No Change Proposed
Midleton (Broomfield)	DLAP16-16-12196584	Jason Kennedy	This submission requests that 1.819 acres of land at Broomfield West, Midleton be included within the development boundary.	Regarding the request to include lands within the development boundary Jason Kennedy, while these lands are at risk of flooding (Flood Zone A) it is acknowledged that these lands could have potential for water compatible uses and should be zoned for open space in this regard. See Proposed Change: EC.03.03.29
Midleton (TC)	DLAP16-16-11794286	Dean Alan Marley, Rector of St John the Baptist Church, Midleton	This submission in relation to regeneration area MD-RA-01 (iii), strongly supports the objectives as set out in the draft LAP, and in particular that the part of the site directly in front of the main door of the church should not be developed in any way other than as a landscaped open space in order to protect the views of the Protected Structure. The submission does support the appropriate redevelopment of the northern end of the site as proposed.	This submission relates to lands that are covered by the provisions of the Midleton Town Development Plan (2013). The Town Development Plan continues to provide the planning policy framework for the administrative area of the former Town Council and is outside the scope of the LAP review process, therefore the submission cannot be considered as part of this process. See Section 2 for further details. No Change Proposed

Settlement	Reference	Interested Party	Summary of Submission	Chief Exec's Opinion
Midleton (TC)	DLAP16-16-11861607	Chris Weldon	This submission supports objective MD-RD-01(iii) in all respects and in particular the importance of protecting the setting of St John the Baptist Church and the views to the protected structure when viewed from the west and restriction of development other than the northern end of the site as proposed.	<p>This submission relates to lands that are covered by the provisions of the Midleton Town Development Plan (2013). The Town Development Plan continues to provide the planning policy framework for the administrative area of the former Town Council and is outside the scope of the LAP review process, therefore the submission cannot be considered as part of this process. See Section 2 for further details.</p> <p style="text-align: center;">No Change Proposed</p>
Midleton	DLAP16-16-12118634	Shipton Group	<p>This submission, welcomes the population increase proposed for Midleton in the draft plan, however it notes that Waterrock will take time to deliver and that there is a need to ensure that the balance of the housing demand delivery supply parallels the Waterrock development if the 21,576 target is to be achieved in the medium term. The submission, while welcoming the Council's acknowledgement for the need for having extra zoned residential land available, considers that the SLR proposed between Midleton and Carrigtwohill effectively merging the settlements can't be considered good planning as it will not aid the modal shift in transport choice as it would necessitate the building of two more stations and that the chances of securing funding for such are nil. It also states that there is a more efficient location to the north east of the existing rail station that will not require an extra station to be built and moreover will provide patrons for the existing station which it argues will ensure that the existing rail service is both successful and enhanced in terms of frequency and use.</p> <p>In addition, the submission notes that such an extension supports the residential zoning in the draft plan MD-R-03.</p> <p>The submission notes that the convenience retail offering in Midleton is good but not exhaustive, as all the national operators are not represented. In addition, it notes that 'big box' comparison offering is extremely poor</p>	<p>Please refer to Section 2 regarding the SLRs and the designation of further lands for residential development to the east of Midleton Town.</p> <p>It should also be noted that this submission relates to Midleton Town Centre (proper) and also lands that are partly covered by the provisions of the Midleton Town Development Plan (2013). The Town Development Plan continues to provide the planning policy framework for the administrative area of the former Town Council and is outside the scope of the LAP review process, therefore the submission cannot be considered as part of this process. See Section 2 for further details.</p> <p style="text-align: center;">No Change Proposed</p>

Settlement	Reference	Interested Party	Summary of Submission	Chief Exec's Opinion
			<p>and this needs to be rectified if the town is to compete on all retail fronts and stop leakage to other areas. The submission notes that Midleton has a unique tourism attraction in the Jameson centre that needs to be levered off and protected and enhanced at the southern end of main street with the creation of a tourism retail / services cluster which would be anchored by a major tourist focussed retailer like Blarney Woollen Mills, Kilkenny Design or Avoca. In addition, the submission notes that good transport links, in the form of a hop on / hop off bus service that moves people north - south through main street from the Jameson experience to the rail station together with bus parking facilities, must be provided.</p> <p>The submission states that off main street retail will struggle as it will not be possible to deliver any commercially sustainable retail in this location as there is a problem in accommodating medium or big box retail either on or off main street.</p> <p>Regarding the six sites zoned for town centre development the submission argues that in all six sites, the options are limited for Big box retail and using the sequential approach that the eastern part of MD-X-01 is the best sequentially justifiable location in Midleton for additional Big Box Retail. However, the submission notes that the draft plan is seeking to achieve a development format that can't commercially be developed and delivered given that it seeks a multi level development which in residential terms means apartments where there is little or no demand or chance of funding in Midleton. In addition, the submission notes that a stand alone multi level office, would not be commercially viable and deliverable. It is therefore suggested that MD-X-01 be split with MD-X-01 West to read ' high density residential development to include a mix of house types' and that MD-X-01 East be amended to read - 'Mixed use development to include Big Box Retail, Residential and Office development. Provision may also be</p>	<p>In terms of the suggestion to refocus Midleton town centre northwards, the Midleton Town Plan 2013 sets out a strategy for retail development in the town where future retail development would seek to reinforce the existing town centre and make more intensive use of the space already available within the existing built form of the town. As noted, this approach will continue through the provisions of the Midleton Town Development Plan, 2013. In this regard, it is also considered that the strategy for the MD-X-01 should not include big-box retail and that the objective for the site should remain as set out in the draft plan.</p> <p style="text-align: center;">No Change Proposed</p> <p>Regarding Waterrock, an amendment to the draft LAP is proposed to address some of the issues raised, see section 2 of this report and Appendix B EC.03.03.09 and EC.03.03.09-EC.03.03.27</p>

Settlement	Reference	Interested Party	Summary of Submission	Chief Exec's Opinion
			made for small scale retail / retail service units at ground level, with office and /or residential uses at upper floor levels... ' Finally, the submission requests that the plan make some reference to where and how best the dividing line between MD-R-09 and MD-O-08 should be determined as the Lee CFRAMs Flood maps did not take the new relief road into account when first prepared and that the following wording be included in both objectives 'The actual dividing line between MD-R-09 and MD-O-08 to be determined by reference to up to date Flood Studies when prepared'. In addition, the submission suggests that paragraph 3.3.95 be amended to include MD-R-09 alongside MD-R-08 as the MD-R-09 lands can be developed now.	
Midleton (Waterrock)	DLAP16-16-11408043	Mary & Anthony O'Mahony	Request that 0.24 ha of land at Ballyrichard More, be removed from the MD-R-24 Water Rock Masterplan objective and be zoned as 'Existing Built Up Area' within Midleton's settlement boundary in order to ensure that a rural housing application for permission on this site within the family landholding is considered favorably. The submission argues that the lands are not of strategic importance within the Masterplan objective and are removed from the primary landholding by Castle Rock Avenue.	The land to which this submission relates is zoned in the draft LAP and can be developed once the appropriate infrastructure is delivered in accordance with the amendments now proposed. No Change Proposed
Midleton (Waterrock)	DLAP16-16-11841084	Paul Moore	This submission requests that the phasing as provided for the Waterrock Urban Expansion Area in the draft LAP, be amended to provide greater flexibility and balance in terms of the development of certain areas and specifically it is requested that MD-R-14 be included as part of Phase 1 in the final adopted plan. The submission states that proposals for the site are at an advanced design stage with the preparation of a masterplan for entire site comprising 538 no. residential units including 57 no. townhouses and 481 no. dwelling houses, a neighbourhood area comprising of retail units and a crèche, a site reserved for a secondary school, open spaces, landscaping and all ancillary works on a site of approx. 33.83 hectares (83.58	The amendments proposed to the DLAP provide for the development of MD-R-14 to be developed providing relevant infrastructure has been delivered. See Proposed Change: an amendment to the draft LAP is proposed to address some of the issues raised, see section 2 of this report and Appendix B EC.03.03.09 and EC.03.03.09-EC.03.03.27

Settlement	Reference	Interested Party	Summary of Submission	Chief Exec’s Opinion
			acres). It is submitted that the phasing as provided for in the draft LAP, is too rigidly focused on an east-west axis and does not provide sufficient balance to allow the Masterplan area to be developed in a northerly direction as part of Phase 1 it is requested that this issue be addressed in the amendment proposed below	
Midleton (Waterrock)	DLAP16-16-11874686	RSM Ireland	This submission requests that the Existing Built-Up Area zoning objective on the Tir Cluain residential estate be extended to reflect the full ownership of these lands by way of the removal of the eastern parcel from the MD-R-15 zoning objective. The submission argues that this will better reflect the extensive planning history on the site and provide for a consistent policy approach across the lands for the purposes of their development. The submission argues that by including part of the estate lands within the MD-R-15, that the planned development will only necessitate subsequent revisions to the Masterplan implementation schedule as the lands are tied functionally to those within the Existing Built Up Area and this extends to water and wastewater infrastructure service connections, which has been provided for as part of secured planning permissions on the site.	It is important to zone the land as residential and allow for connectivity between Tir Cluain housing estate and MD-U-03 to the west. An amendment is proposed for a residential zone MD-R-26 with a requirement for connectivity. The zone will not be part of the Urban Expansion Area as it has an existing planning permission. See Proposed Changes: EC.03.03.27 and EC.03.03.16
Midleton (Waterrock)	DLAP16-16-12129022	Ingram Homes Limited	This submission supports the objectives of the draft plan, particularly those regarding the Waterrock Urban Expansion Area, however, it makes the following requests: 1) That the reference to U-08 in objective MD-R-16 and MD-R-17 is deleted as it has no relevance to either zone and replaced with U-03. 2) In addition, the submission outlines the importance of the early construction of U-02 in unlocking the whole Waterrock development area and requests that paragraphs 3.3.105 and 3.3.108, regarding the construction of strategic road U-02 which it argues are contradictory should be confined to the following 'Cork County Council will be	Amendments to the draft LAP are proposed addressing many of this issues raised See Proposed Change: an amendment to the draft LAP is proposed to address some of the issues raised, see section 2 of this report and Appendix B EC.03.03.09 and EC.03.03.09-EC.03.03.27

Settlement	Reference	Interested Party	Summary of Submission	Chief Exec's Opinion
			responsible for the funding and construction of Link Street U-02.' The submission outlines in detail how important this strategic road is and that the proposed wording as outlined would be a game changer in relation to the development of the Waterrock lands, by removing all uncertainty surrounding the developability of the LAP, enable an enhanced number of different developers to lodge for planning immediately and commence development as soon as the road is completed and that this would also create a competitive environment which would entice multiple developers and ensure the delivery of a large volume of housing units in a speedy fashion, thereby helping to stabilise house prices.	
Midleton (Waterrock)	DLAP16-16-12132861	Con and Teresa Guerin	This submission requests future consultation with local residents regarding the development at Waterrock. The submitter states that he does not want his residence or gardens to be overlooked	Noted. The issue raised will be considered at the planning application stage. No Change Proposed
Midleton (Waterrock)	DLAP16-16-12132405	Nordic Cold Storage Ltd and Mr. Patrick Healy	This submission outlines the importance of the early construction of U-02 in unlocking the whole Waterrock development area and requests that paragraphs 3.3.105 and 3.3.108 regarding the construction of strategic road U-02 which it argues are contradictory and should be amended. The submission also notes that an amendment is required in order to reflect adopted central and local government investment decisions (through the LIHAF) and that the final LAP should indicate that Link Road U-02 will be provided by the local authority and that necessary design and planning application processes can be commenced and progressed in light of this. The submission also notes that the LIHAF investment does not relate to issues under the control of Irish Water and notes that the DoE has confirmed that the water authority will coordinate its investment plans and programmes to facilitate strategic developments in approved locations.	Noted. In order to accelerate the delivery of housing on this site, a more flexible approach to the phasing of development is proposed as an amendment to the draft. See Proposed Change: an amendment to the draft LAP is proposed to address some of the issues raised, see section 2 of this report and Appendix B EC.03.03.09 and EC.03.03.09-EC.03.03.27

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			<p>The submission notes that there is an ability to widen the Waterrock Road U-07 for its entire length from the western extremity of U-02 to these lands at MD-R-22 and MD-O-11 which are all within the same ownership. The submission also requests the lands at MD-R-22 and MD-O-11 would be included with MD-R-23 and MD-R-24 in paragraph 3.3.90 so that it may be considered appropriate to proceed with development on lands to the west of Waterrock Road provided all required road works (U-02 and U-07) are completed and that the railway crossing on Waterrock Road is closed to traffic. The submission states that the landowners are willing to facilitate the authority in any way possible, whether in terms of design or location in order to achieve the objectives for the area.</p>	
Youghal				
Youghal (TC)	DLAP16-16-11302538	JA Fitzgerald & others	<p>This submission states that Claycastle-Williamstown was designated as an area for further assessment in the OPW CFRAM project and that in December 2015, Cork County Council removed Claycastle-Williamstown stating that they had already carried out a flood study, (Youghal Front Strand Flood Assessment by RPS for Cork County Council, dated October 2011) and were in the process of implementing the recommendations in this report. The submission states that the actual fluvial flood maps prepared using modelling in this report takes precedence over local area plan indicative maps. In 2011, the RPS report recommended a storage area, the installation of an axial flow pump at the CIE culvert to connect to the Upper Outfall at Front Strand, a non-return valve on the upstream manhole chamber, and an emergency overflow pipe at a higher level. It is noted that to date this has not been implemented by Cork County Council and is long overdue. The submission notes that the sewerage collection system for the Knockaverry/Strand sub-catchment of the Youghal agglomeration currently comprises almost half of the towns</p>	<p>This submission relates to lands that are covered by the provisions of the Youghal Town Development Plan (2009). The Town Development Plan continues to provide the planning policy framework for the administrative area of the former Town Council and is outside the scope of the LAP review process, therefore the submission cannot be considered as part of this process. See Section 2 for further details.</p> <p style="text-align: center;">No Change Proposed</p>

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			<p>sewerage output and that it is set to increase with future development and population growth. Together with the EPA and An Taisce, the submitters are of the view that adequate sewage infrastructure should be put in place prior to development and that the LAP should reflect the known defects or pressures unique to the local network. The submission references the Wastewater Discharge Licence (WWDL D0139-01) and notes that the compliance with the condition of the licence has yet to be achieved and is not solely dependent on the construction and commissioning of the wastewater treatment plant.</p> <p>The submission also points to errors in the LAP regarding the number of motor home bays granted (21 and not 82) and the CEO's report regarding the TRD Zoning which it states clearly calls for the reservation of the 21acre site at Claycastle. Finally, the submission queries the omission of the TRD zoned council owned site at the CIE level crossing and railway line at Claycastle from the draft flood map.</p>	
Youghal	DLAP16-16-11867290	Martin Farrell	<p>This submission requests that a parcel of land within the Youghal development boundary should be zoned to provide a small number of individual house sites. The submission notes that road access is in place via an existing cul-de-sac which runs along the southern boundary of the land.</p> <p>The submission notes that the proposed sites would provide a realistic alternative to building individual houses in the countryside as the existing zoned land will require road infrastructure to be built before it can be accessed and is not therefore available to individuals wishing to build this type of house. Finally, the submission notes that the land is currently used for agriculture but it is of limited agricultural use being largely isolated from other agricultural land.</p>	<p>These lands are currently located within the development boundary of Youghal and are designated as 'existing built up area'. It is considered that the current land use designation on these lands could allow for the type of housing proposed in the submission and therefore it should not be amended.</p> <p style="text-align: center;">No Change Proposed</p>
Youghal	DLAP16-16-	Michael Mc Carthy	This submission which is supported by a number of other documents makes the	As stated in the Draft Plan the Council is committed to the long term strategic

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	11873108		<p>case for improved infrastructure for access to the town of Youghal including the restoration of the Railway line from Midleton to Youghal as a short rather than a long term goal of the plan. It argues that the re-opening of the railway line should commence immediately to take advantage of the rising tide of opportunities in Ireland in tourism, industry and business. It also requests that the proposed greenway set out in the draft plan be deleted as it argues that it has no long term vision. The submission suggests various additions and deletions to the draft plan text in order to realise these points. The submission notes that the Transportation and Land Use Strategy for the County as set out in the County Development Plan, which seeks to make Cork a more competitive county can be implemented in Youghal by restoring the rail line.</p> <p>The submission also requests that the N25 be upgraded and that this could also facilitate bringing natural gas to the town. Finally, the submission requests that there is a vision for developing the whole county and that where money collected in a particular town in the county that it is also spent in that town.</p>	<p>objective to reopen the rail route linking Cork and Midleton to Youghal. However, it is also noted that there is an opportunity to yield a use for the disused railway line as a greenway in the short-medium term. This has the advantage of protecting the integrity of the route for the future while creating jobs and opportunities for the local economy. The upgrading of the N25 remains part of the TII plan for the National Route Network in Cork County, however this project is currently suspended as it is not listed as part of the Building on Recovery Infrastructure and Capital Investment 2016-2021. (DPE&R).</p> <p>In relation to safeguarding development contributions to be spent in the area where they are collected – these are currently under review and outside of the scope of the LAP Review.</p> <p style="text-align: center;">No Change Proposed</p>
Youghal (TC)	DLAP16-16-11692846 See also DLAP16-16-11802219	The Planning Partnership	<p>This submission proposes amendments to the text contained within the YL-RA-01: Courtisan Carpets Site Regeneration Objective to include convenience retail as an acceptable use by including 'supermarket' in the range of uses acceptable on the site. In addition, it requests deletions to the phrases 'in keeping with the neighbouring uses and its proximity to the existing shops and series' and the sentence 'The visual impact of any new development will be paramount therefore a carefully considered architecturally designed development which responds to the specific sensitivities of this site will be required', with the latter sentence to be replaced with 'Having regard to its prominence on an important access route into Youghal Town Centre'. The submission welcomes the flexibility</p>	<p>This submission relates to lands that are covered by the provisions of the Youghal Town Development Plan (2009). The Town Development Plan continues to provide the planning policy framework for the administrative area of the former Town Council and is outside the scope of the LAP review process, therefore the submission cannot be considered as part of this process. See Section 2 for further details.</p> <p style="text-align: center;">No Change Proposed</p>

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			<p>which is inherent within the proposed zoning designation (Existing Built-Up Area) for the site would facilitate a wide range of uses, having regard to the prevailing character of the surrounding area and encourage the sustainable redevelopment of what is, currently, a derelict and unattractive site which occurs prominently within the urban fabric of the town. However the submission notes that the regeneration objective, by listing the acceptable uses on the site precludes other uses such as retail which would otherwise be considered to be appropriate.</p>	
Youghal (TC)	DLAP16-16-11801818	Seafield Partnership, Unit 4, Millenium Court, Youghal, Co Cork	<p>This submission requests the Council to provide scope for the Neighbourhood Centre designation or use mix potential to be accommodated in Seafield, Youghal. The submission outlines two options as to how this can be achieved 1) either remove the YL-RA-10 designation and extend the YL-T-04 designation which it notes currently focuses retail provision into an area that is incapable of delivering any meaningful development. 2) increase the mix of uses in the YL-RA-10 zone to include 'a range of alternative uses potentially including neighbourhood centre / neighbourhood centre uses subject to RIA'. The submission expresses concern that the Council by both designating the site as a Regeneration Area and simultaneously removing the option of a smaller scale retail / neighbourhood scheme, is creating a site that is hamstrung from the outset. It notes that the previous An Bord Pleanla decision on this site was in relation to the scale of development at Seafield, which was anchored by a Discount Format Retail Unit, and not necessarily the principle of same. In addition, it notes that another critical issue with respect to the An Bord Pleanla Inspectors assessment previously was their failure to differentiate between Retail Service Units and Retail Units in considering impact. The submission argues that there is scope for a smaller scale convenience retail unit and a series of smaller retail units and retail service units subject to</p>	<p>This submission relates to lands that are covered by the provisions of the Youghal Town Development Plan (2009). The Town Development Plan continues to provide the planning policy framework for the administrative area of the former Town Council and is outside the scope of the LAP review process, therefore the submission cannot be considered as part of this process. See Section 2 for further details.</p> <p style="text-align: center;">No Change Proposed</p>

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			<p>planning controls, however the key concern outlined in the submission states that the TL-T-04 is not capable of accommodating the scale of development that the Council had previously envisaged for the site in the Variation to the Youghal 2009 Town Plan for the Seafield site, in 2014. The submission provides additional information regarding the need for retail provision using survey information for the town prepared as part of the planning application 14/58008 where it found that in terms of both convenience and comparison shopping provision the town was not performing well and not serving its local community. It submits that providing scope for flexibility in the zoning locally, is important as essentially nothing has happened in Youghal over the last 10+ years so as to advance its role in providing for local retail needs.</p>	
Youghal (TC)	<p>DLAP16-16-11802219</p> <p>See also DLAP16-16-11692846</p>	<p>Multi Facades Systems, Unit 1, Springfield Industrial Estate, Youghal, Co Cork.</p>	<p>This submission relating to the Courtisan Carpets requests that the Council alter the Draft Plan as it applies to the site so as to extend the range of uses that can be accommodated in the YL-RA-01 objective or extend the boundary to the YL-T-03 zone. The submission suggests that the proposed Regeneration Area Submission is too restrictive so as to allow the property to be redeveloped and puts forward two options which it argues would allow for the development of the site:</p> <p>Option A: To increase the mix of uses in the YL-RA-01 zone by adding the following uses retail, relocation of commercial businesses requiring additional space and community uses.</p> <p>Option B: To extend the site to the YL-T-03 Zone which allows for the zone to Support primarily convenience retail uses in this ancillary retail area.</p> <p>The submission notes that by both designating the site as a Regeneration Area and simultaneously removing the option of major retail development, that the Council is creating a site that is</p>	<p>This submission relates to lands that are covered by the provisions of the Youghal Town Development Plan (2009). The Town Development Plan continues to provide the planning policy framework for the administrative area of the former Town Council and is outside the scope of the LAP review process, therefore the submission cannot be considered as part of this process. See Section 2 for further details.</p> <p style="text-align: center;">No Change Proposed</p>

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			constrained in development terms.	
Youghal (TC)	DLAP16-16-11848460	Lidl Ireland GmbH	<p>This submission requests that the site of the existing Lidl store on the Mill Road, Youghal should be rezoned from the Town Centre/Neighbourhood Centre land use zoning to the Existing Built-Up Area land use zoning designation and the deletion of the YL-T-03 specific development objective. It also requests an amendment to the text relating to the Town Centre and Retail Development, and the Core Retail Area, where it would be amended to facilitate the redevelopment or expansion of existing retail operations subject to the provisions of the Retail Planning Guidelines 2012 and to the considerations of proper planning sustainable development.</p> <p>In addition, it notes that the text of the YL-G0-06 General Objective for Youghal is primarily intended to promote the town centre as the primary location for new retail development, the inclusion of specific wording stating that the town centre is the most appropriate location for the expansion of retail development may be interpreted as precluding any expansion to existing retail services which may be located outside of the town centre or the defined core retail area and that the unintended impact of this policy may have such effect by preventing the expansion of existing enterprises and remove their ability to compete with other retailers which are not subject to such restrictions on expansion. It therefore suggests that an amended form of the YL-G0-04 General Objective would be included within the adopted East Cork Municipal District Local Area Plan which excludes the reference to Youghal town centre as being the most appropriate location for the expansion of retail development. The submission also argues that having regard to the ZU 2-5 objective of the CDP 2014 which facilitates reasonable expansion of existing retail operations that the YL-G0-06 would appear to be inconsistent with the provisions of this</p>	<p>This submission relates to lands that are covered by the provisions of the Youghal Town Development Plan (2009). The Town Development Plan continues to provide the planning policy framework for the administrative area of the former Town Council and is outside the scope of the LAP review process, therefore the submission cannot be considered as part of this process. See Section 2 for further details.</p> <p style="text-align: center;">No Change Proposed</p>

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			Development Plan objective and the Planning and Development Acts 2000-2015.	
Youghal (TC)	DLAP16-16-11877840	Coras Iompair Eireann (CIE)	This submission relating to the lands adjoining the disused Youghal train station suggests that flood risk issues could be addressed and mitigated against in any development on the lands in accordance with The Planning System and Flood Risk Management Guidelines for Planning Authorities, 2009.	This submission relates to lands that are covered by the provisions of the Youghal Town Development Plan (2009). The Town Development Plan continues to provide the planning policy framework for the administrative area of the former Town Council and is outside the scope of the LAP review process, therefore the submission cannot be considered as part of this process. See Section 2 for further details. No Change Proposed
Key Villages				
Castlemartyr	DLAP16-16-11870823	Coillte	This submission requests that the draft plan is amended to include text to acknowledge the potential of a site within Castlemartyr village for a nursing home and senior housing / retirement home development. The submission states that the subject lands lie within the current development boundary and are suitable for development. The submission notes that while there is a good general policy framework for planning for ageing included in the current Cork County Development Plan 2014 that there is a clear need for a stronger policy in the new ECLAP to support this type of facility in order to help address the significant shortfall in provision for accommodation for older people within the surrounding area. Finally the submission includes extracts from the 2014/2015 Annual Private Nursing Home Survey in order to support this request stating that there is a need for such a facility in the area both in geographical terms and in relation to the percentage of the existing aging population in the area.	See Section 2 of this Report.
Cloyne	DLAP16-16-11880366	Michael Waldvogel	This submission requests that the specific development objective in Cloyne T-01 should include the following: "New Development should consider the 2013 Community Council Development Aims."	The comments of this submission are noted. The current objective seeks to 'respect the views and settings of existing heritage buildings in the village'. It is considered that this

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			In addition, it requests that the term "Heritage Walk" should be incorporated into the description.	provides scope for the issues raised in the submission and a heritage walk, if appropriate could also be included within an overall development scheme for the town centre. No Change Proposed
Killeagh	DLAP16-16-11700462	Eoin O'Mahony	<p>This submission requests that 3.1 ha of land to the north of Killeagh be included within the development boundary. The submission states that there are no sites available or identified in the draft LAP to satisfy the Councils objective to provide residential serviced sites within the development boundary of the village and that the proposed lands lie just outside the current development boundary that they provide a natural progression for the development of the area. It is noted that 3 no. individual houses have already been developed as 'residential serviced sites' by the landowner.</p> <p>In addition, the submission states that the lands are located immediately to the north of the village centre and just 150 metres from the Main Street and N25 National Primary route and are in fact located closer to the village centre/Main Street than many of the lands already included within the development boundary for the village. The submission notes that the lands have an existing entrance on to the L3806 local road and are within the speed limits for the village and have easy access to the village centre/main street, are served by frequent bus services and a good range of facilities and that unlike some of the existing lands already located within the development boundary of the village, the site is not affected by any flooding, environmental and/or other heritage designations.</p>	See Section 2 of this Report.
Whitegate and Aghada	DLAP16-16-11586943	Michael Hennessy Ltd	This submission requests that lands at Glebe Manor, Whitegate (c 0.4 ha or 1 acre) be included within the development boundary of Whitegate and zoned for a medium density residential development appropriate to their context. The submission argues that the rezoning is supported by the Core	These lands form part of the Glebe Manor development in Whitegate and therefore it is proposed to include the lands within the development boundary. See Proposed Change: EC. 04.06.01

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			Strategy of the Cork County Development Plan 2014-2020, and policy objective DB-01 of the draft LAP 2016 and that the lands can be developed for residential use within the short-term, as they have the benefit of: (a) Access to services (b) Access to road infrastructure (c) Access to existing local services including a school.	
Whitegate and Aghada	DLAP16-16-11857767	Cllr Susan McCarthy	This submission requests that any development contributions received for new residential estates within the development boundary of Whitegate & Aghada (DB-01) be used to improve safety on the R630 at Rostellan village, Lower Aghada and also to improve the streetscape at Whitegate village.	The comments of this submission are noted, the development contributions are currently under review and this is outside the scope of the local area plan process. No Change Proposed
Whitegate and Aghada	DLAP16-16-12130742	Michael Hartnett	This submission firstly notes that much of the land outlined in the plan for residential development is developed or is nearing completion. The submission goes on to outline a sizeable land holding (48.10 hectares) adjacent to Whitegate Village and sets out three separate proposals within the overall landholding for residential development as follows: (1) The first is 10.94 acres of land to the east of the main street of the village adjacent to existing residential developments at Glebe Manor, Mosestown Grove, Cois Cuan and Cois Farrage. (2) The second is a 11.11 acre site located to the east of the main street of the village and is adjacent to the existing residential developments of Carlisle Court and Cois Farrage. (3) The third is a 4.13 acre site located to the east of the main street of the village, access to this land is via the existing entrance out onto the road known locally as New Road in Whitegate.	It is acknowledged that the land supply in Whitegate and Aghada needs to be augmented, however the proposals outlined in this submission are not considered to be the most suitable as they are very elevated and present access difficulties. No Change Proposed
Whitegate and Aghada	DLAP16-16-11799628	Cobh Tourism	This submission states that further Industrial development on the eastern shores of Cork Harbour can be seriously detrimental to the tourism and the amenity potential of Cork Harbour, noting that such development can destroy the visual amenity of the	The importance of Cork Harbour is acknowledged in the County Development Plan, 2014, which also includes a policy for Development in Coastal Areas (RCI 9-1). No Change Proposed

Settlement	Reference	Interested Party	Summary of Submission	Chief Exec's Opinion
			<p>Harbour and the historical integrity of its fortifications. The submission states that the planning process has failed to mitigate the visual obtrusiveness of the Bord Gais Powerstation in Whitegate and that this has set a worrying precedent. The submission notes that there is no shortage of land in Ireland and the siting of industry and other inappropriate development in less sensitive areas must be considered.</p> <p>It is also noted that because Cork Harbour straddles three local area plans that it needs a plan of its own.</p>	
Whitegate and Aghada	DLAP16-16-11878447	Mrs Mary Rose Day	<p>This submission relates to a 2.8 ha site at Aghada, Co. Cork, which is currently zoned Open Space (WG-O-06) and located immediately adjacent to the villages southern boundary. The submission outlines an assessment of the main site options for residential development in the settlement which demonstrates that the majority of the main site options are inaccessible from the main road. The submission notes that in order to realise Objective DB-01 of the Draft LAP, it is essential that other more appropriate lands are made available for development in the short-medium term. The submission states that the proposed lands are located within the development boundary, within 450 m from the existing housing and community facilities, can avail of the roads, water supply and foul/storm water infrastructure already available in the area and are relatively flat, noting that contrary to what is stated under Objective WG-O-06, the lands do not contribute to the attractiveness of longer distance views from Cobh.</p>	See Section 2 of this Report.
Villages, Village Nuclei and Other Locations				
Ballycotton	DLAP16-16-11878103	Ballycotton Development Community Association	<p>This submission is based on a survey undertaken in January 2017, to identify the views of residents and business owners in Ballycotton in relation to what was important to them for the future development of the village. This submission identifies the main issues which are to be addressed in the draft plan:</p>	See Section 2 of this Report.

Settlement	Reference	Interested Party	Summary of Submission	Chief Exec’s Opinion
			<p>1. Traffic Problems: One of the main causes of traffic congestion within the village is due to the lack of adequate parking facilities, including the provision of off-street car parks. In addition, the submission notes the traffic problems within the village hindered development in recent years. It is proposed that the Draft LAP acknowledges that there is a severe traffic problem within the village and that objectives are included to seek to reduce this problem throughout the lifetime of the plan by exploring a number of options including, the development of off street car parks within the village, or the introduction of passing bays along the main street which could involve land take or areas where on-street parking would be curtailed. The submission notes that options to reduce traffic issues within the village were discussed with Cork County Council in 2008, however, due to engineering or economic constraints they never materialised.</p> <p>2. Wastewater: The submission notes that objective DB-04 identifies the need for appropriate and sustainable water and waste-water infrastructure, however that there is no indication of timeframes of when this essential infrastructure will be delivered. It is therefore requested that that the Council include an objective to say that the essential water and wastewater infrastructure improvements will be implemented within the lifetime of this LAP.</p> <p>3. Public Amenities: the submission recommends that the LAP zoning map identify a suitable location for a playground in the village and a number of suggested sites are identified in the submission. Regarding, U-03, it is requested that it be amended to read Maintain and develop coastal amenity walk. and that facilities are available for tourists along the walk including a proper car park and that a caf/shop be developed at the beginning of the walk. Regarding U-01 it is requested that this walkway be extended and connected to the cliff walk and that Objective U-01 be amended to read Develop and maintain amenity walk into an amenity of regional</p>	

Settlement	Reference	Interested Party	Summary of Submission	Chief Exec's Opinion
			importance. 4. Footpaths: The submission notes that at present the safe movement of pedestrians is hindered due to the lack of public footpaths throughout the village. It is requested that the Local Area Plan include objectives to upgrade the pedestrian movements throughout the village through the inclusion of public footpaths	
Ballycotton	DLAP16-16-12131885	John Scanlon	This submission requests the development boundary of Ballycotton be extended to the West providing 1 ha of roadside land of suitable topography for low density development. The submission argues that because of the topographic nature of Ballycotton, that it is unlikely that many sites in the village would be suitable for such private provision of services, but that the extension proposed in this submission would help to achieve the target of 45 new houses. The submission notes that the lands are located to the south of the scenic route S48, and as such are designated as Broad Bay Coast and not Scenic Landscape. The submission states that the location of the land and existing density mean that development with a communal treatment system is a viable alternative to waiting for the public sewerage system to be put in place and that the speed limit along this section of the public roads is 50 km and would therefore facilitate a minor junction designed in accordance with NRA TD 9/12.	It is considered that there is ample, more suitable land available within the development boundary of Ballycotton as set out in the draft plan and therefore no amendment is proposed. No Change Proposed
East Ferry	DLAP16-16-11760258	Fiona Meaney (Secretary)	This submission requests that the East Ferry locality identified as the following townlands (Garranekinnefeake, Jamesbrook, Rathcoursey East and Rathcoursey West) should be declared an area of special environmental interest and should be protected as such by Cork County Council, noting that the area is one of unique and remarkable natural beauty, consisting of exquisite, largely wooded valley-slopes overlooking a winding and picturesque channel. The submission notes that part of the areas unique charm is that it is a lightly	The designation or expansion of a Special Protection Area, or a Special Area of Conservation is a matter for the National Parks and Wildlife Service (NPWS) and is therefore outside the scope of the plan. The area is outside of a development boundary and located in the Metropolitan Cork Greenbelt which affords it the highest protection from a land use planning perspective. No Change Proposed

Settlement	Reference	Interested Party	Summary of Submission	Chief Exec’s Opinion
			<p>populated and unspoilt beauty spot, with only eleven inhabited buildings bordering the Channel on its eastern side and only two on its western side and that the roads in this area are narrow, winding and picturesque, not suited to or capable of sustaining heavy traffic. The submission notes the wide range of interesting (and in some cases endangered) wildlife that inhabits the area, including red squirrel, fox and stoat; while families of otter live on the shoreline. Deer have also been observed on the beach near the northeast corner of Great Island. Birdlife in the area includes Kingfisher, Barn Owl, Buzzard (seen in Rathcoursey West), Heron, Little Egret and a large variety of more common birds such as Crow, Goldfinch, etc., etc. Sea life in the area includes sea bass, pollock, mackerel, conger, salmon, seal and the occasional visiting dolphin pod.</p> <p>The submission also requests that Saleen Wood is designated as a Special Amenity and Recreational area. The submission notes that the association has, over the past number of years, invested considerable planning effort on potential woodland trails and would like to work to bring these plans to fruition. The submission notes that these would likely be developed to become part of the national way-marked trails, in conjunction with the National Trails Office and that Coillte have verbally and tentatively offered support, pending resolution of the Saleen Sewage Treatment issue. Finally, and following on from this point, the submission requests that in 2017 the treatment of sewerage from Saleen village be given top priority for development in our area.</p>	
East Ferry	DLAP16-16-11792048	Charles and Joan Hayes	<p>This submission proposes that the East Ferry (Ballinacurra River) Channel area and the southern Garranekinnefeake area between Marloag Point and Saleen Creek be made a protected area or an area of conservation. The submission notes that the East Ferry Channel area and the southern edge of the townland of Garranekinnefeake links two existing</p>	<p>The designation or expansion of a Special Protection Area, or a Special Area of Conservation is a matter for the National Parks and Wildlife Service (NPWS) and is therefore outside the scope of the plan.</p> <p>The area is outside of a development boundary and located in the</p>

Settlement	Reference	Interested Party	Summary of Submission	Chief Exec's Opinion
			<p>areas of conservation, The North Great Island Channel area directly to the north and the Saleen Creek (Poulnabibe) area to the southeast, which lie approximately three kilometres apart from each other. The rationale set out in the submission notes that the waterway of the link area in question would seem to form a natural corridor between the two existing protected areas. The submission notes that flocks of wild duck and other birds use the East Ferry Channel to make their way north or south between the two conserved areas in question and that the area acts as a habitat to a wide range of natural fauna, including Wild salmon, Sea bass, Pollock, Seals and Otters, occasionally, dolphin, lobsters and periwinkles and a range of seashore birds, the kingfisher, curlew, heron, little egret, wild duck, cormorant and swan.</p> <p>The submission notes that this area is highly prized as a peaceful recreational facility for people from Midleton and other nearby areas, as well as by local residents. The submission notes that with the proposed population increase in Midleton to 22,000 people, that such a development would greatly increase the value and role of this beautiful area as a place of unspoilt retreat for East Corks growing population and copper-fasten its continued value and role in this regard.</p>	<p>Metropolitan Cork Greenbelt which affords it the highest protection from a land use planning perspective.</p> <p style="text-align: center;">No Change Proposed</p>
East Ferry	DLAP16-16-11859196	Paul Murpy and Ursula Cutler	<p>This submission requests that Cork County Council consider the option of extending the existing Special Protection Area and Special Area of Conservation which exists north of the Great Island and extending into Ballinacurra, Midleton to include the East Channel of the Harbour. The submission notes that this channel connects the inner harbour north of the Great Island to the southern and wider part of the harbour and that to the south of the East Channel lies another Special Protection Area at Saleen Creek.</p> <p>The submission notes that it seems logical that these two protected areas, north and south of the East Channel,</p>	<p>The designation or expansion of a Special Protection Area, or a Special Area of Conservation is a matter for the National Parks and Wildlife Service (NPWS) and is therefore outside the scope of the plan.</p> <p>The area is outside of a development boundary and located in the Metropolitan Cork Greenbelt which affords it the highest protection from a land use planning perspective.</p> <p style="text-align: center;">No Change Proposed</p>

Settlement	Reference	Interested Party	Summary of Submission	Chief Exec's Opinion
			should be connected by another protected area consisting of the channel itself. as the channel is a natural corridor for wildlife and sealife moving from one area to the next. The submission notes that studies of the area will show extensive activity in this channel with otters, seals, sea bass, salmon and many more examples of marine life present. in addition, the variety of birdlife on and above the water is vast and varied with nesting of owls, buzzards, egrets and many more species in evidence in the wooded areas on both sides of the channel are noted.	
East Ferry	DLAP16-16-11873760	Deborah Hayes	This submission requests that the area of East Ferry, Midleton be zoned as an area of special conservation. The submission notes that the North Channel and the Saleen Creek area are both protected areas and that there is a small area linking the North channel and the Saleen Creek which would benefit greatly from becoming a protected area also. The submission notes that the reason for this is that the water in this area contains seabass and more recently (on Januray 8th harbour purpose) have been sighted and as these fish travel in the stretch of water which connects the two already protected areas that it would make sense to have this particular stretch of water protected in order to protect the wildlife that exists there.	<p>The designation or expansion of a Special Protection Area, or a Special Area of Conservation is a matter for the National Parks and Wildlife Service (NPWS) and is therefore outside the scope of the plan.</p> <p>The area is outside of a development boundary and located in the Metropolitan Cork Greenbelt which affords it the highest protection from a land use planning perspective.</p> <p style="text-align: center;">No Change Proposed</p>
Ladysbridge	DLAP16-16-11863041	Michael O'Brien	This submission requests the extension of the settlement boundary of Ladysbridge and the designation of lands (c.15 ha) within the existing built-up area of the village. The submission argues that this extension would 1. Enable residential development within the settlement boundary of Ladysbridge in an appropriate location which would facilitate the sustainable expansion of the village to the west; 2. Locate residential development outside Flood Zone A which currently hinders residential development throughout much of the village;	See Section 2 of this Report.

Settlement	Reference	Interested Party	Summary of Submission	Chief Exec's Opinion
			<p>3. Relieve pressure on the surrounding countryside for urban-generated rural housing and one-off houses through the adequate provision of quality homes and serviced sites;</p> <p>4. Enable planning gain through the creation of a much needed public open space / amenity area directly adjacent to the village core. In addition, it notes that the possible provision of leisure facilities such as a playground, playing courts and / or an amenity walkway for public use would provide an important resource for the local community and that there is also potential for this amenity walkway to link with the proposed residential lands and onto the village which would also improve permeability through the village.</p>	
Mogeely	DLAP16-16-11867193	Richard Forrest	This is a duplicate submission of DLAP16-16-11867329 (no attachment to this submission)	See Section 2 of this Report.
Mogeely	DLAP16-16-11867329	Richard Forrest	<p>This submission requests that new residential development can be best accommodated by an extension of the settlements development boundary to the north, where the natural land level is higher and there is a reduced level of flood risk and that valid question marks exist over the ability to deliver any new homes in Mogeely due to flood risk and legal land constraints.</p> <p>The submission notes that planning reference 15/6301 (to the south of the proposed lands) included a full appraisal of potential sources of flood risk prospective impacts on the proposed development and a comprehensive scheme of design and appropriate mitigation measures to remove the risk of flooding both on the site and in immediate adjacent area including the safeguarding of existing residential properties to the south in The Meadows estate. The submission further notes that following detailed assessment, it has been demonstrated that the subject lands are above any flood level, and as such, are not constrained in terms of flood risk.</p>	See Section 2 of this Report.

Settlement	Reference	Interested Party	Summary of Submission	Chief Exec’s Opinion
			<p>In addition, the submission requests that in order to better balance viability issues relative to the timely delivery of new homes as well as contributions to local infrastructure services, it is considered that the current cap of 12 units should be increased to 25 no. units commensurate with the ratios in other settlements to bring forward much needed new homes in a more time efficient and cost effective manner, whilst operating within the specified global development figure for the settlement (80 units) noting that such an approach will also assist in the uplift in delivery of Part V social housing.</p>	
Saleen	DLAP16-16-11871164	Coillte	<p>This submission has two main requests (i) to zone 6 ha of lands as Open Space and include within the extended settlement boundary. It is proposed that an Integrated Constructed Wetland (ICW) could be located here which would act as an eco-friendly Waste Water Treatment facility for the village helping to address the existing capacity problem in the area as it states that the existing WWT plant which it notes is not fit for purpose and needs to be replaced. It also notes that an ICW is a viable alternative and would fit well into the landscape and would also provide enhanced informal recreation for the area and would achieve the development objectives U-02, U-03 & D-03 as outlined in the Draft Plan.</p> <p>The submission notes that this element of the proposal offers a solution to the areas critical waste water problem while at the same time providing enhanced recreational value for the area.</p> <p>(ii) Secondly, it is proposed to amend the zoning of approx. 1.95 ha of land from Open Space to lands within the settlement boundary in order to allow for future residential development that could be serviced by the new ICW.</p> <p>The submission notes that the residential development of these lands would provide a credible and sustainable alternative to one-off housing in an area close to the village centre and close to existing community facilities.</p>	See Section 2 of this Report.

Settlement	Reference	Interested Party	Summary of Submission	Chief Exec's Opinion
Saleen	DLAP16-16-12121311	Colm O'Driscoll	This submission requests that 1.8 acres of land be included within the development boundary at Saleen. It argues that the proposed zoning is an infill and that it would square off the development boundary. The submission also outlines the services, access and utilities that are available on site and that it confirms fully with objective DB-01 as outlined in the draft plan.	See Section 2 of this Report.

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

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

The preparation of this appendix is an important part of the process that the Council has followed in order to meet the requirements for the preparation of the new local area plans as set out in section 20 of the Planning and Development Acts. These recommendations will become part of the formal amendment proposals to be issued for public consultation unless the Elected Members of the County Council pass a resolution to the contrary within the time allowed under the Acts (Tuesday 5th April 2011). Once public consultation is completed on all the proposed amendments, the final decision on whether or not they should be included in the plan will be made by a resolution of the Elected Members of the Council. Resolutions in relation to all these matters need to be made at least 50% of the elected members of the Planning Authority. In making the plan, the Council must confine itself to considering the issues of proper planning and sustainable development.

In addition to the material changes detailed in this document, a number of non material changes relating to the procedural and factual content (including factual matters, links and references to objectives in the County Development Plan 2009, the inclusion of mapped information already shown in the County development Plan 2009 and further information concerning the environmental effects of the plan) will be included in the plan before it is finalised.

This appendix should be read in conjunction with the public consultation draft of the plan as published in November 2010.

Appendix B List of Amendments recommended by the Chief Executive

List of Draft Proposed Changes

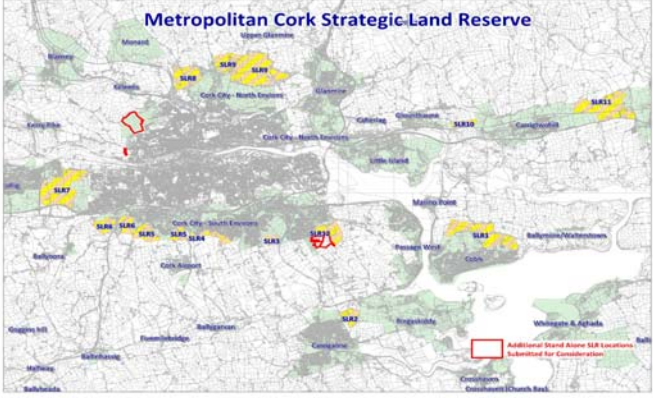
Amendment Ref.	Draft Proposed Change	Page No.																																				
	Section One: Introduction																																					
EC 01.01.01	Delete Table 1.1 Municipal Districts in County Cork and replace with new Table 1.1 which includes list of Town Council Development Plans. Note: This change refers to the text of the draft plan only.	6																																				
Table 1.1: Municipal Districts in County Cork																																						
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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 administrative area of the</p>	17																																				

Amendment Ref.	Draft Proposed Change	Page No.
	<p>former Town Council and the Development Boundary of the Town as delineated in maps included in this LAP. For clarity, the text of the plans will be revised to omit text, policy / objectives on issues covered by the Town Development Plan and the LAP Maps will 'grey out' the area to which the Town Development Plan applies. The current Town Council Development Plans will remain in force until the review of the Cork County Development Plan, 2014 is completed in 2020 and these Town Development Plans are the reference point for guidance in relation to issues of proper planning and sustainable development for land located within the administrative area of the former Town Council.</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
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
EC.01.07.04	<p>It is proposed to include the following paragraph after 1.7.25 'It is the intention of Cork County Council to implement the provisions of the Urban regeneration and Housing Act 2015, through the establishment of a Vacant sites register, identifying sites on which a vacant site levy can be applied. The planning authority will proactively engage through the Municipal District sub-county structures, to identify suitable vacant sites on lands zoned residential and on lands designated as regeneration areas in this plan, which meet the criteria for inclusion in the vacant site register. This will be achieved through a focussed application of the levy, facilitating sustainable urban development and bring such vacant sites and buildings in urban areas into beneficial use.'</p> <p>Note: This change refers to the text of the draft plan only.</p>	17
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
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 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</p>	19

Amendment Ref.	Draft Proposed Change	Page No.
	<p>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 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</p>	

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	<p>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 making cycle, informed consideration may be given as to the likelihood of such lands contributing the number and type of units required and/or whether it is appropriate to continue to zone such lands for residential purposes. 2. Provide dedicated resources (the Housing and Infrastructure Implementation Team) to collaborate with land owners, developers and state agencies to prepare and initiate implementation strategies for key strategic sites, including the designated Urban Expansion Areas and the Monard SDZ, on a prioritised basis. 3. Monitor the delivery of housing units in Key Villages, Villages and Village Nuclei, having regard to the stated <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	<p>It is proposed to delete the paragraphs 1.7.33 – 1.8.46 and all related maps, table 1.3, figure 2 and the description of each SLR and replace with the following:</p> <p>Strategic Land Reserve Section 2.2.15 of the Cork County Development Plan 2014 provides</p>	19

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	<p>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> <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) - and which are listed below in Table 1.3 and Figure 3.</p>																																																																			
	<table border="1"> <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> <tr><td>SLR10</td><td>Carrigtwohill West Extension</td><td>32.4</td></tr> <tr><td>SLR11</td><td>Carrigtwohill East</td><td>220.7</td></tr> <tr><td>SLR 12</td><td>Oldcourt</td><td>78.7</td></tr> <tr><td></td><td></td><td></td></tr> <tr><td></td><td>Submissions</td><td></td></tr> <tr><td>SLR 12 Ext. 1</td><td>Adjoining SLR 12</td><td>26</td></tr> <tr><td>SLR 12 Ext. 2</td><td>Adjoining SLR 12</td><td>8.88</td></tr> <tr><td>SLR 12 Ext. 3</td><td>Adjoining SLR 12</td><td>10.86</td></tr> <tr><td>SLR 13</td><td>Hollyhill</td><td>31.3</td></tr> <tr><td>SLR14</td><td>Shanakiel</td><td>2.1</td></tr> <tr><td></td><td></td><td></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	SLR10	Carrigtwohill West Extension	32.4	SLR11	Carrigtwohill East	220.7	SLR 12	Oldcourt	78.7					Submissions		SLR 12 Ext. 1	Adjoining SLR 12	26	SLR 12 Ext. 2	Adjoining SLR 12	8.88	SLR 12 Ext. 3	Adjoining SLR 12	10.86	SLR 13	Hollyhill	31.3	SLR14	Shanakiel	2.1				
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	<p data-bbox="411 230 938 257">Figure 3: Locations of Strategic Land Reserve Options</p>  <p data-bbox="411 696 1090 752">The SLR sites have been subject to a High Level Appraisal based on the following:</p> <ul data-bbox="459 757 1090 1211" style="list-style-type: none"> • Sequential Approach: Selecting sites based on the principle that potential green-belt development should, where deemed appropriate, be located in the immediate environs of Cork City in the first instance. • Infrastructural Investment: Where sites offer opportunities to leverage maximum returns from infrastructural development but which would not prejudice the delivery of, or necessitate upfront investment which may be considered, regional or national in scale • Multi-modal Transport Opportunities: Located so as to offer potential multi-modal opportunities for accessing local trip generating services, existing/proposed public transport services and strategic employment areas <p data-bbox="411 1240 903 1267">Next Steps after the High Level Appraisal Process:</p> <ol data-bbox="467 1272 1090 1839" style="list-style-type: none"> 1. The sites selected after the High Level Appraisal are those considered <i>potentially most suitable for zoning</i> 2. The selected sites will be designated as Housing Development Zones in the current LAP process 3. Cork County Council will seek to collaborate with key stakeholders including State Agencies and land owners/developers to agree delivery-focussed Framework Plans to inform the appropriate development of the lands identified over the next 12 months 4. Where delivery-focussed Framework Plans have been agreed, Cork County Council will seek to bring the relevant Housing Development Zone lands forward for formal zoning by Variation to the CDP and relevant Municipal District LAP 5. No more than 400ha of lands contained within the selected Housing Development Zones will be advanced to formal zoning through this process <p data-bbox="411 1883 1090 2029">The High Level Appraisal has resulted in the selection of the following 5 no. SLR sites as those considered <i>potentially most suitable for zoning</i> at this stage and which will be designated as Housing Development Zones. The 5 no. sites were first identified in the Draft LAP, are located in the Southern Environs and total approx</p>	

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	542ha: <ul style="list-style-type: none"> • SLR4 Frankfield/Grange • SLR5 Togher/Doughcloyne • SLR6 Ardrostig • SLR7 Ballincollig East-Carrigrohane • SLR12 Oldcourt <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 Managing downstream flood impacts.</p> <p>When planning a development upstream of an area at risk of flooding, intending developers need to be mindful of the need to consider the potential downstream flood impacts of a development, even when the development itself is not in an area of flood risk. This relates in particular to the management of surface water and to the wider issues of pluvial flood risk, which may have downstream impacts. Detailed assessment of the potential downstream impacts is particularly important in areas where flood defences have already been provided or are planned downstream of a development, in order to ensure that there are no to adverse on the standard of defence provided.</p> <p>Note: This change refers to the text of the draft plan only.</p>	27				
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				
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				
Table 2.2 East Cork Municipal District Housing Requirements and Supply						
	Housing Requirement			Housing Supply		
	Census 2011	Population Target	New Units Required	Net Estimated Requirement (ha)	Est. Net Residential area zoned (ha)	Estimated Housing Yield
Midleton	12,001	21,576	5,243	210	185*	5,255
Youghal	7,794	9,115	1,037	52	104**	4,983 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	--	--	--

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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 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. There were no other changes to the residentially zoned development lands in Youghal Environs.</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 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</p>					41

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	<p>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> <ul style="list-style-type: none"> a) Will accommodate a range of predominantly bulky goods under one roof, together with a range of customer facilities (e. restaurant, crèche), on a scale which requires a regional, if not national, population catchment; b) Is in accordance with the Planning Guidelines on Spatial Planning and National Roads in that proposals can demonstrate the development will not adversely affect the efficiency of the national road network and key junctions and interchanges and that it can be demonstrated that traffic volumes can be accommodated within the design assumptions for such roads, taking account of the opportunities for encouraging a modal shift towards more sustainable travel modes; c) Will be served by existing or planned public transport services; d) Will make adequate provision for those opting for home delivery of goods other than by private car; e) Will be accompanied by a traffic impact assessment, demonstrating compliance with the above criteria; and f) Will take account of the vitality/viability criteria in respect of city/town centres set in the Retail Planning Guidelines and avoid the incorporation of uses and activities, as part of the development, which are more appropriate to city and town centre locations. <p>Any proposed sites designated for this use would in particular need to satisfy the locational criteria at (b) and (c) above.</p> <p>The potential impact of a retail warehouse in excess of 6,000 sq. m. will need to be carefully examined in the context of this guidance.</p> <p>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 Section 4.11.4 of the Retail Planning Guidelines for Planning Authorities (2012) describes outlet centres as 'groups of stores retailing end-of-season or discontinued items at discounted prices and are typically located in out-of-centre locations.' Furthermore, the Retail Planning Guidelines highlight the following characteristics of outlet centres:</p> <p>'The success of these outlet centres depends on attracting customers from a wide catchment area, and from the tourism sector. When they are located out-of-town on greenfield sites, they can divert a significant amount of expenditure on comparison shopping goods away from established city/town centres and tourist centres even some distance away. Nonetheless, outlet centres</p>	41

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	<p>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> <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 	

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	<p>town centre location.</p> <p>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																				
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="4" data-bbox="177 441 1350 474" style="text-align: center;">Table 2.4 Employment Land Supply</th> </tr> <tr> <th data-bbox="177 474 478 508" style="text-align: center;">Town</th> <th data-bbox="478 474 764 508" style="text-align: center;">Business</th> <th data-bbox="764 474 1050 508" style="text-align: center;">Industrial</th> <th data-bbox="1050 474 1350 508" style="text-align: center;">Enterprise</th> </tr> </thead> <tbody> <tr> <td data-bbox="177 508 478 542" style="text-align: center;">Midleton</td> <td data-bbox="478 508 764 542" style="text-align: center;">27</td> <td data-bbox="764 508 1050 542" style="text-align: center;">46.0</td> <td data-bbox="1050 508 1350 542" style="text-align: center;">46.2</td> </tr> <tr> <td data-bbox="177 542 478 575" style="text-align: center;">Youghal</td> <td data-bbox="478 542 764 575" style="text-align: center;">35.728.2</td> <td data-bbox="764 542 1050 575" style="text-align: center;">38.5</td> <td data-bbox="1050 542 1350 575" style="text-align: center;">0</td> </tr> <tr> <td data-bbox="177 575 478 609" style="text-align: center;">Total</td> <td data-bbox="478 575 764 609" style="text-align: center;">62.755.2</td> <td data-bbox="764 575 1050 609" style="text-align: center;">8684.5</td> <td data-bbox="1050 575 1350 609" style="text-align: center;">46.2</td> </tr> </tbody> </table>			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
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 1of the Cork County Development Plan, 2014.</p> <p>h) No developer provided infrastructure will be allowed into the future except where agreed with Irish Water and where an appropriate transitional and longer term maintenance and repair programme has been provided for.</p> <p>i) All developments where appropriate will need to comply with Objective TM 3-1 National Road Network as detailed in Chapter 10, Volume 1of the Cork County Development Plan, 2014.</p> <p>j) All developments will need to comply with Management of Surface Water Objectives WS 5-1, WS 5-2 and WS 5-3 as detailed In Chapter 11, Volume One of the Cork County Development Plan, 2014, in order to make provision for Sustainable Urban Drainage Systems and provide adequate storm water attenuation. Surface water management and disposal should be planned in an</p>	43																				

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	<p>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>					
EC.02.06.02	<p>Transport Strategy for Metropolitan Area</p> <p>Insert additional paragraph after 1.7.45 as follows;</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>	43				
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				
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. Net Residential area zoned (ha)	Estimated Housing Yield
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Main Towns	19,795	30,691	6,280	262	289	7,248
<p>*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 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 Appendix B i for the text in full (<u>underlined and in bold</u>).</p> <p>Also note that this revised section 3 also includes all of the proposed changes outlined in this appendix that relate to Midleton, including proposed changes arising from the changes to the Waterrock UEA: EC.03.02.01 and EC.03.03.02, EC03.03.03, EC03.03.05- EC03.03.27, EC03.03.29- EC03.03.32 and EC 03.03.34 – EC.03.03.36 (all</p>				46-105	

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	<p>inclusive). These changes are outlined in bold.</p> <p>Note: This change refers to the text of the draft plan and to the zoning map for the settlement.</p>	
EC.03.03.02	<p>Zone undeveloped SAC land 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
EC.03.03.03	<p>Change the land use on the eastern part of MD-O-04 from Open Space to Business Uses.</p> <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>	78
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.</p> <p>There is no specific objective relating to this change:</p> <p>Note: This change refers to the zoning map for the settlement</p>	83
EC.03.03.05	<p>Amend the paragraph relating to Ballinacurra, to provide an update on the R630 and the provision of a footpath / cycle lane and the requirement for community facilities. 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
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>	73

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	<p>* Flood risk on site * ^</p> <p>Note: This change refers to the text of the draft plan only.</p>	
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 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
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
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; • 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.</p> <p>The Midleton and Carrigtwohill Transportation Study which was</p>	66-83

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	<p>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>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 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</p>	

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	<p>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 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 DTTa's 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 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</p>	

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	<p>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 Midleton town are set out in the 2014 County Development Plan.</p> <p>Water & Wastewater</p> <p>In Midleton 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 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>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; 	

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	<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 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</p>	

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	<p>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 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>			
	<p>Table 3.3 Midleton (Water-Rock) Major Urban Extension Proposed On-Site Infrastructure Programme Delivery Agency: Cork County Council</p>			
	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 Midleton WWTP			Delivery of Bundle ‘A’ will facilitate development on the following zones:	
Drinking water connection to IW infrastructure			MD-R-09 MD-R-10 MD-R-11	

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		Trunk surface water sewer to appropriate disposal point**		MD-R-12 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' Delivery of Bundle 'B' will facilitate development on the following zones: MD-R-14 MD-R-15*** MN-R-17 MD-C-02 MD-C-03	
		Small Park (1)			
		Linear Park Phase 1			
	C	Water-Rock Road Upgrade*	To include water and waste water networks and surface water disposal network	Delivery of this infrastructure bundle is not proposed to commence until after the delivery of Bundle 'A' Delivery of Bundle 'C' will facilitate development on the following zones: MD-R-16 MD-R-18 MD-R-19 MD-R-20 MD-R-22 MD-C-02	
		Small Park (2)			
		Linear park (Phase 2)			

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			MD-C-03										
	<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>***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:</p> <ul style="list-style-type: none"> • Appropriate connections to water services infrastructure and surface management systems; and • Relevant on/off site road infrastructure. <p>****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>Phasing of Water-Rock Development</p> <p>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>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>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 (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="416 1787 1099 2002"> <thead> <tr> <th colspan="3" data-bbox="416 1787 1099 1895">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="416 1895 588 1977">Development Phase</th> <th data-bbox="588 1895 796 1977">No of Housing Units</th> <th data-bbox="796 1895 1099 1977">Off-Site Infrastructure Project</th> </tr> </thead> <tbody> <tr> <td data-bbox="416 1977 588 2002">Phase 1</td> <td data-bbox="588 1977 796 2002">Up to 1,000</td> <td data-bbox="796 1977 1099 2002">Closure of Water-Rock</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	
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											

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			Road/N25 Junction*	
			Knockgriffin Junction Improvements	
			Water-Rock Railway Station	
	Phase 2	1,000 – 1,800	Town Centre Gyrotory 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			
	<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 proving 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 site and prior to the development of Phase 2 there will be a requirement for a transport assessment to identify road and transport</p>			

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	<p>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>Phase 3 of the development lies to the west of the Water-Rock Road and covers an area of approximately 25 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 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>Transportation and Road Network</p> <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</p>	

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	<p>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 Gyrotory'.</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 Gyrotory. <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-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</p>	

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	<p>1.01km to Water Rock 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 Middleton) 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 Middleton 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 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 Yougal 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	Amend MD-R-09 as follows:	75

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	<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> <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: High Density residential development consisting mainly of apartment 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. 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
EC.03.03.12	<p>Amend MD-R-11 as follows: 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 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. 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>	75
EC.03.03.13	<p>Amend MD-R-12 as follows: 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. 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 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
EC.03.03.14	<p>Amend MD-R-13 as follows: Medium A density residential development to include a mix of house types and the provision of a greenway (MD-U-06) to comprise</p>	76

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	<p>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>	
EC.03.03.15	<p>Amend MD-R-14 as follows: 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
EC.03.03.16	<p>Amend MD-R-15 as follows: Medium A density 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-U- 03 to MD-R-26 and Tir Cluain. 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>	76
EC.03.03.17	<p>Amend MD-R-16 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
EC.03.03.18	<p>Amend MD-R-17 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 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>	76
EC.03.03.19	<p>Amend MD-R-18 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</p>	76

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	<p>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>	
EC.03.03.20	<p>Amend MD-R-19 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 adjacent land parcels and developments.</p> <p>Note: This change refers to the text of the draft plan.</p>	77
EC.03.03.21	<p>Amend MD-R-20 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
EC.03.03.22	<p>Amend MD-R-21 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
EC.03.03.23	<p>Amend MD-R-22 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
EC.03.03.24	<p>Amend MD-R-23 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>	77

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	<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>	
EC.03.03.25	<p>Amend MD-R-24 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> <p>Note: This change refers to the text of the draft plan.</p>	77
EC.03.03.26	<p>Amend MD-R-25 as follows: 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
EC.03.03.27	<p>Add in a new zoning objective MD-R-26 as follows: 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
EC.03.03.28	<p>Include reference to Ballinacurra in the final adopted printed map of the settlement.</p>	83
EC.03.03.29	<p>Include new zoning objective MD-O-XX: '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
EC.03.03.30	<p>Amend MD-B-01 as follows: Business development including mixed use employment uses not suited to town centre or edge of centre locations. Full development of this site is dependent 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>	78
EC.03.03.31	<p>Amend the text of paragraph 3.3.41: 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. Full development of MD B-01 site at Baneshane is dependent on revised / improved access arrangements being available to the</p>	55

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	<p>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>	
EC.03.03.32	<p>Amend MD-G0-12 as follows: 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>	72
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
EC.03.03.34	<p>Include new General Objective for Midleton town “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
EC.03.03.35	<p>Test relating to Baneshane - Amend Section 3 paragraph 3.3.13 as follows: 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> <p>Note: This change refers to the text of the draft plan.</p>	73
EC.03.03.36	<p>Insert new paragraph after 3.3.75 as follows: 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
	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 Appendix B (i) for the text in full <u>underlined</u></p>	105

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	<p>in bold). Also note that this revised section 3 also includes all of the proposed changes outlined in this appendix that relate to Youghal, including proposed changes EC.03.04.02, EC.03.04.04, EC.03.04.05 and EC.03.04.06</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. 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
EC.03.04.03	<p>Coastal Flood Zone Mapping Amendment: Youghal It is proposed to delete the Coastal Flood Zone Mapping and replace with the mapping as shown in Appendix D.</p> <p>Note: This change refers to the zoning map for the settlement</p>	105
EC.03.04.04	<p>Amend YL-B-01 as follows: '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
EC.03.04.05	<p>Amend YL-I-01 as follows: '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
EC.03.04.06	<p>Include new General Objective for Youghal town "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
	Section Four: Key Villages	
	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): "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>	113
EC.04.03.02	<p>Delete the following sentence from paragraph 4.3.14: '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
EC.04.03.03	<p>It is proposed to amend the text of B-01 objective as follows: 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
EC.04.03.04	<p>Include additional text in the Castlemartyr chapter, after paragraph 4.3.8 as follows:</p>	111

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	<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> <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: '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>	
	Cloyne	
EC.04.04.01	<p>Coastal Flood Zone Mapping Amendment: Cloyne It is proposed to delete the Coastal Flood Zone Mapping and replace with the mapping as shown in Appendix D</p> <p>Note: This change refers to the zoning map for the settlement</p>	
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): "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>	119
EC.04.04.03	<p>Delete the following sentence from paragraph 4.3.14: 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>	
	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): "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
EC.04.05.02	<p>Delete the following sentence from paragraph 4.5.9: 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
EC.04.05.03	<p>It is proposed to amend the area of B-01 in Killeagh and amend the text of the objective as follows: 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 and to the</p>	123

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	zoning map for the settlement	
EC.04.05.04	Amend the following sentence in paragraph 4.5.20: There are no significant employers in the village and the lands labeled B-01 in this plan, now zoned for business have remained undeveloped over the years. Note: This change refers to the text of the draft plan.	124
EC.04.05.05	Include the following sentence after paragraph 4.5.16 as follows: '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.' Note: This change refers to the text of the draft plan.	123
	Whitegate / Aghada	
EC.04.06.01	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. Note: This change refers to the zoning map for the settlement.	136
EC.04.06.02	It is proposed to include these lands within the development boundary for Whitegate/ Aghada to further consolidate the village. There is no requirement for a specific objective relating to this change. Note: This change refers to the zoning map for the settlement.	136
EC.04.06.03	Coastal Flood Zone Mapping Amendment: Whitegate / Aghada It is proposed to delete the Coastal Flood Zone Mapping and replace with the mapping as shown in Appendix D. Note: This change refers to the zoning map for the settlement	136
EC.04.06.04	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): “No one proposal for residential development shall be larger than 30 housing units.” Note: This change refers to the text of the draft plan.	131
EC.04.06.05	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. Note: This change refers to the zoning map for the settlement.	136
	Section Five: Villages, Village Nuclei and Other Locations	
	Ballycotton	
EC.05.02.04.01	Coastal Flood Zone Mapping Amendment: Ballycotton It is proposed to delete the Coastal Flood Zone Mapping and replace with the mapping as shown in Appendix D Note: This change refers to the zoning map for the settlement	143
EC.05.02.04.02	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): (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.	141

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	Note: This change refers to the text of the draft plan.	
	Ballymacoda	
EC.05.02.05.01	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): (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. Note: This change refers to the text of the draft plan.	144
	Churchtown South	
EC.05.02.06.01	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): (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. Note: This change refers to the text of the draft plan.	146
	Dungourney	
EC.05.02.07.01	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): (b) No one proposal for residential development shall be larger than 5 housing units. Note: This change refers to the text of the draft plan.	148
	Ladysbridge	
EC.05.02.08.01	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): (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. Note: This change refers to the text of the draft plan.	151
EC.05.02.08.02	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: '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.' Note: This change refers to the zoning map and the text for the settlement.	151/152
	Mogeely	
EC.05.02.09.01	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 draft plan). The wording of the O-01 specific objective will read as follows: O-01: Maintain and improve active open space and amenity area including the children's playground and sports uses.	153

Amendment Ref.	Draft Proposed Change	Page No.
	Note: This change refers to the text of the draft plan and to the zoning map for the settlement.	
EC.05.02.09.02	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): (b) No one proposal for residential development shall be larger than 12 housing units. Note: This change refers to the text of the draft plan.	153
	Saleen	
EC.05.02.10.01	It is proposed to include these lands within the development boundary for Saleen. There is no requirement for a specific objective relating to this change: Note: This change refers to the zoning map for the settlement.	157
EC.05.02.10.02	Coastal Flood Zone Mapping Amendment: Saleen It is proposed to delete the Coastal Flood Zone Mapping and replace with the mapping as shown in Appendix D Note: This change refers to the zoning map for the settlement	157
EC.05.02.10.03	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): (b) No one proposal for residential development shall be larger than 10 housing units. Note: This change refers to the text of the draft plan.	155
	Shanagarry / Garryvoe	
EC.05.02.11.01	Coastal Flood Zone Mapping Amendment: Shanagarry / Garryvoe It is proposed to delete the Coastal Flood Zone Mapping and replace with the mapping as shown in Appendix D Note: This change refers to the zoning map for the settlement	159
EC.05.02.11.02	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): (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. Note: This change refers to the text of the draft plan.	158
	VILLAGE NUCLEI	
	Ballincurrig	
EC.05.03.04.01	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): (b) No one proposal for residential development shall be larger than 5 housing units. Note: This change refers to the text of the draft plan.	163
	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
	Ballintotis	
EC.05.03.06.01	As the Normal Recommended Scale of any individual scheme is	167

Amendment Ref.	Draft Proposed Change	Page No.
	<p>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.</p> <p>Note: This change refers to the text of the draft plan.</p>	
	Ballymackibbot / Inch / Mount Uniacke	
	No Changes Proposed	
	Clonmult	
EC.05.03.08.01	<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): (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>	173
	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): (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
	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): (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
	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): (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>	179

Appendix B (i) Changes to Section 3 of the Draft Plans arising from EC.03.03.01 and EC.03.04.01 [Note, this Appendix also includes the Waterrock

3 Main Towns

3.1 Purpose of this Section

3.1.1 The purpose of this section of the plan is to set out the key planning considerations and policy objectives for the **environs of the** main towns of the East Cork Municipal District.

3.2 Introduction

~~**3.2.1** There are two main towns in the East Cork Municipal District, Midleton and Youghal. Up until 2014, both towns were administered by Town Councils with Town Development Plans in place setting out the strategy for the development of the lands within the Town Council area. The challenge for this local area plan is to piece together the former Town Development Plans and the Environs of these towns and into a coherent policy from which the towns can continue to grow and develop.~~

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

3.2.3 The Cork County Development Plan, 2014 identifies Midleton as a Metropolitan Town and Youghal as a Ring Town. The definitions and strategic aims of these settlements are set out in the following sections for each respective town.

~~**3.2.4** The most significant material asset of this electoral area is its main towns. They represent the product of many decades of investment in buildings (including houses, businesses, commercial buildings etc.), hospitals and other health facilities, schools, social and community facilities and wealth of supporting infrastructure. Across the County as whole, the 2006 census recorded that over 46% of the population lived in the main towns. In addition, many people who live in villages, smaller settlements or rural areas rely on the main towns for at least one important aspect of their daily lives (e.g. work, shopping, education etc.).~~

3.2.5 Main Towns will normally have the following facilities: A permanent resident population of over 1,000 persons, primary and secondary school(s), a significant choice of convenience and comparison shopping, industrial, service sector or office based employment, public library, significant visitor facilities (e.g. Hotels, B&B's), Church or other community facility, Post Office/bank / ATM / building society, Garda station, Primary healthcare facilities (GP doctor / pharmacy), sports facility, mains sewerage, mains water, public transport, served by a regional or national road, traffic calming / management scheme / off street car parking, bring site/recycling facilities.

Planning Strategy

3.2.6 Within the East Cork Municipal District, the County Plan provides for growth in population of 11,397 persons. The number of households is expected to grow by 7,179 leading to a net requirement for 7,790 new houses within the Municipal District. . Through its County Development Plan 2014, the Council has allocated the majority of this growth to the towns with

6,280 new houses proposed, the majority of which are planned for Midleton (5,243). Housing growth is also planned within the villages (1,121 units).

3.2.7 In line with the overall core strategy of the County Development Plan 2014, it is a key component of this plan to set out objectives that will:

- Make best use of previous investments in built fabric or infrastructure in the main towns;
- Establish the main towns as the principal location for future investment in housing, jobs, infrastructure and social and community facilities;
- Identify land for future development that will meet the planned requirements for each main town and offer a reasonable choice of location to those intending to carry out development;
- Prioritise future investment in infrastructure to support the sequential or phased development of the land identified for the future needs of the town;
- Confirm the role of the town centre as the preferred location for future retail development; and
- Protect the setting of the town from sprawling or sporadic development by maintaining the existing 'green belt' where only limited forms of development are normally considered.

	Housing Requirement				Housing Supply	
	Census 2011	Population Target	New Units Required	Net Estimated Requirement (ha)	Est. Net Residential area zoned (ha)	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
<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>						

Approach to Plan Preparation

~~**3.2.8** In the preparation of new 'zoning' maps for the main towns in this plan, the following issues have been addressed:~~

- ~~• Zoned areas in the 2011 Local Area Plans that have been developed are now shown as part of the 'Existing Built Up Area'. This approach has been taken in order to allow~~

a more positive and flexible response to proposals for the re-use or re-development of underused or derelict land or buildings particularly in the older parts of the main towns. There are exceptions to this in areas where it is considered necessary to continue to protect / promote a specific land use.

- Where possible the map base has been updated (although the most recent development may still not be shown for reasons beyond the County Council's control);
- The Midleton and Youghal Town Development Plans used 'established' zoning categories to define the appropriate use in existing areas of development e.g. 'established residential' to denote existing residential areas. In the Local Area Plans adopted in 2011 the use of 'established' zoning categories was discontinued in favour of an "Existing Built Up Area" classification. This approach will be applied to the developed areas within the former town council administrative areas to achieve a uniform approach to land use zoning across all Main Towns.
- In most towns a core retail shopping area has been identified.
- In some towns regeneration sites have been identified where there are derelict / vacant sites which detract from the amenity of an area and offer opportunities for redevelopment.

3.3 Midleton

Vision: Mainistir na Corann meaning 'The Abbey of the Coir'

~~**3.3.1 The vision for Midleton is to build on the success of its rail connections to Metropolitan Cork and promote the continued development of the town and its hinterland as a residential, employment, tourist and service location. Key aims in delivering this vision include:**~~

- ~~• Strengthen the economy of the town, attracting new investment in employment, services, retail and tourism uses~~
- ~~• Strengthen the role of the area around the Main Street as the town core, as the primary retail area and the centre of the community~~
- ~~• Secure investment in essential infrastructure including water services and national road improvements~~
- ~~• Promote the continued use of all forms of public transport within and around Midleton and improve opportunities for walking and cycling around the town.~~

3.3.2 The vision for Midleton is to build on the success of its rail connections to Metropolitan Cork and to manage development in the environs in order to support the town centre; The key aims in delivering this vision include:

- Strengthen the economy of the town **as a whole**, attracting new investment in employment, services, retail and tourism uses
- Secure investment in essential infrastructure including water services and national road improvements

- Promote the continued use of all forms of public transport within and around Midleton and improve opportunities for walking and cycling around the town.
- **Manage development in the environs of the town to support the role of the Town Centre.**

Context

- 3.3.3** Midleton is the largest town in East Cork and is located within the area defined as 'Metropolitan Cork' or the 'Cork Gateway'. The planning strategy for the Cork Gateway seeks to achieve significant future growth in population, employment and services, supported by high levels of community facilities, amenities and integrated public transport connections, ensuring the Gateway can be the location of choice for most people, especially those with an urban employment focus.
- 3.3.4** Metropolitan Cork is considered to be a single market area for housing and jobs and, in the area east of the city, the strategy is to promote growth in the area served by the rail corridor which benefits from an established high quality public transport service. Development proposals for the East Cork area have been framed to compliment the City Council's own development proposals' and the County Councils proposals in other Metropolitan Towns.
- 3.3.5** In recent years, whilst retaining its self-sufficient market town character, Midleton has become a popular residential location for commuters working in or near Cork City. The town benefits from a 30 minute peak hour rail service to Cork City with a journey time of 23 minutes. The town offers a strong supply of land for housing, employment and other uses and in this context significant growth is planned in the area in line with the Core Strategy of the Cork County Development Plan 2014.
- 3.3.6** The town has a north-south orientation, with key transport infrastructure at each end; the rail line to the north and the N25 dual carriageway to the south. The lands to the north of the rail line rise steeply in two hills at Water-Rock and Broomfield, with the Owenacurra river valley in between. The lands to the south of the town are low lying leading to the river estuary.
- 3.3.7** Outside the development boundary of the town, the land forms part of the Metropolitan Cork Green Belt. Here, the objectives of the Cork County Development Plan 2014 seek to preserve the character of the area and (subject to certain exceptions) reserve the land generally for agriculture, open-space or recreation uses.
- 3.3.8** The publication of the Midleton and Carrigtwohill Transportation Study (2010) has significant implications, direct and indirect on all lands contained within the development boundary of the town. Implementation of a number of the recommendations of this study will be key to facilitating the development of the town as a sustainable location for business and living, linking the outer areas with the town centre as well as facilitating the establishment of a pedestrian and cycle network.

Ballinacurra

- 3.3.9** Ballinacurra, located less than 2km south of the town centre and south of the N25, lies at the confluence of the Owenacurra River and the east channel of Cork Harbour. In times past it served as the port for the town of Midleton. In recent decades the village has been planned as part of the growth of Midleton, and has become a major suburb of the town. It retains quite a strong character and identity with a good range of services, with the exception of a local primary school. The R630 regional road to Whitegate divides the village from the traditional quay areas to the west.

3.3.10 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.

Population and Housing

3.3.11 The planning strategy for Midleton, as set out in the Cork County Development Plan 2014, provides for the population of the town **and environs** to grow to 21,576 persons, representing growth of 9,575 persons on the 2011 population. In order to accommodate this level of population growth, an additional 5,243 housing units need to be provided in Midleton. This Plan makes provision for a residential land supply of 180 ha with the capacity to provide approximately 4,125 units. This, together with the brownfield opportunities in the town itself (former Town Council), regeneration areas and special policy areas bring the overall unit provision for the town of Midleton to 5,255, in line with the Core Strategy of the County Development Plan.

3.3.12 The priority for Midleton over the life of the new Local Area Plan is to optimise the amount of land available for development for housing in the short – medium term by delivering the infrastructure necessary to facilitate development.

3.3.13 The majority of residential development planned for Midleton town will occur at Water-Rock to the north west of the town centre where approximately 2,500 residential units are proposed in addition to new schools, a neighbourhood centre, parks and a second railway station.

3.3.14 In addition, there is large site in Council ownership at Broomfield West to the north of the town, fronting the Mill Road, which is suitable for residential development. The site comprises a steeply sloping western facing hillside with a wide flat base at its western edge. The upper slopes are quite visually sensitive. Most of the level portion of the site lies within a 1000m radius of the railway station, and the SE corner of the site is just 500m north of the northern relief road and 1200m from the town centre. In July, 2016 Planning permission was granted on part of this site for a primary school (Educate Together).

3.3.15 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.**

3.3.16 Lands are also available south of the N25 at Ballinacurra. Short term improvements can be made to the local road network to accommodate some development in Ballinacurra including a left hand slip lane at the Lakeview Roundabout to the N25. This would significantly reduce traffic congestion on the R630 approaching the roundabout and this is considered essential prior to any further development in the Ballinacurra area. In addition, where appropriate flood risk assessments will be completed in order to ensure that future development does not create a worsening flooding situation particularly along the Balick road.

3.3.17 Many of the new development areas are some distance from the town centre and the development of good quality pedestrian / cycle connectivity to the town centre from new

development areas is essential. In many cases the development of the land identified for new residential development is dependent on the delivery of new roads and water services infrastructure and the timeline around the delivery of this infrastructure is uncertain and may be beyond the direct control of the County Council.

3.3.18 This plan makes provision for a range of house types and densities to be provided which supports rail public transport while also providing a choice of units for family needs. While restrictive policies are in place to protect rural landscapes from urban generated housing, this plan seeks to provide attractive alternatives for family housing within the town. Within the Water Rock site the plan aims to provide a mix of dwelling types from smaller 2 bedroom units to 4/5 bedroom units at an overall density level that supports public transport by allowing higher density development to be located in close proximity to the existing and proposed railway stations which fans out to Medium A and Medium B density residential development with some low density provision for serviced sites at points furthest from the railway line. The approach to housing density in County Cork is set out in Table HOU 4-1 of the County Development Plan 2014.

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

3.3.20 The following table outlines the population, households and new units required in Midleton in order to achieve the population target of 21,576 by 2022 as set out in the Core Strategy of the Cork County Development Plan 2014. The table also outlines the estimated net residential area zoned in this draft plan and the estimated housing yield that could be generated from such sites. It is noteworthy that within the East Cork Municipal District the largest proportion of housing growth is in Midleton.

Table 3.2 Population and Housing in Midleton

	Housing Requirement					Housing Supply	
	Census 2011	Population Target	Total New Households	New Units Required	Net Estimated Requirement (ha)	Est. Residential area zoned in draft LAP	Estimated Housing Yield draft LAP
Midleton	12,001	21,576	4,667	5,243	210	185*	5,255
Total for Municipal District	42,399	53,796	7,179	7,790	262	289	8,462

***Includes 0.85 ha of residentially zoned land from the Midleton Town Development Plan, 2013.**

Core Strategy Source: Cork County Development Plan 2014- Appendix B, Table B 10

Town Centre

3.3.21 Midleton Town Centre acts as a focus for the wider community and should be an attractive, inviting, safe and secure environment for visitors, business, shoppers and residents. **The planning policy for Midleton Town Centre is set out in the Midleton Town Development Plan 2013 and**

this plan supports the main policies and objectives of that plan. Whilst the character of the town centre has been established by its historical layout and rich architectural heritage, in recent years Midleton has undergone a transition from an established small market town to a major growth node for the Cork region. This growth in population has the potential to transform the whole town, including the quantum and type of uses in the town centre. It is important that the design of future development within the town centre builds on its existing character and enhances its appearance and attractiveness. While the narrow plot sizes of the town core have limited the ability of the town centre to accommodate large individual building footprints, considerable backland and brownfield sites exist which could accommodate new town centre development.

Development Strategy

~~**3.3.22** A core principle of this Plan is to enhance and strengthen the existing town centre, centred on Main Street, as the focus for the town and the centre of the community. In order to achieve this principle, growth needs to extend from Main Street into the adjoining streets, making more intensive use of the core of the town, expanding its functionality and enhancing vibrancy within a high quality urban environment. In this context utilisation of backlands and brownfield sites, improving the public realm and pedestrian linkages is particularly important.~~

~~**3.3.23** The Riverside Way Framework Development Plan was prepared on behalf of the Council in 2008 and is an important development framework providing guidance in relation to the future urban form of the town and has informed the town centre strategy as outlined in this Plan which seeks to achieve the following aims:~~

- ~~• Increase the critical mass of population, employment, retail and associated uses within the town centre area, creating a 'living' town with an appropriate and balanced mix of uses.~~
- ~~• Maintain the primacy of the town centre as the primary location for retail and other commercial development i.e. creation of a vibrant retail core supported by a mix of supporting and complementary uses.~~
- ~~• Encourage town centre residential development which will be attractive to owner occupiers, thereby strengthening the existing residential community within the town centre.~~
- ~~• Promote the re-use of buildings and development of under-utilised backland and brownfield sites to successfully integrate with the town centre area, particularly within the Riverside Way area.~~
- ~~• Promote urban design which responds positively to the town's historic character and architectural heritage and ensures all users are catered for.~~
- ~~• Reduce traffic congestion, prioritise pedestrian / cycling facilities and improve the overall public realm.~~
- ~~• Develop the rivers as natural amenity corridors connecting different parts of the town and linking up with established amenity areas.~~
- ~~• Improve permeability and connections between different parts of the town.~~

Retail Provision

- 3.3.24 Midleton enjoys a good local reputation as an attractive shopping town and the reasons for this are evident in the variety and quality of retail outlets, speciality shops, cafes and restaurants, along Main Street and the adjacent side streets. Several convenience anchor stores (Tesco, Supervalu, Aldi and Lidl) are represented, at the edge of the core area. There are also a large proportion of independent retailers which adds to the variety of the retail offer. Midleton also has a specific role in serving a wider rural catchment area and, despite its proximity to Cork City and a number of suburban district centres, its strong retail and service base has ensured it has remained self-sufficient.
- 3.3.25 The Retail Network / Hierarchy identified in the County Development Plan 2014 identifies Midleton as a Sub-Regional / Large Metropolitan Town performing an important sub County retail role offering a good range of convenience provision and a varied comparison offer, serving a large rural catchment. The preference for retail park developments is to locate in or adjacent to the Town Centre, to ensure the potential for linked trips and commercial synergy. A cautious approach is suggested to proposals for edge/out of town retail warehouse developments (objective TCR 4-4 Chapter 7 County Development Plan 2014).
- 3.3.26 The County Development Plan 2014 indicates that Midleton has capacity for additional comparison floor space in line with the population growth targets for the town.
- ~~3.3.27 Midleton's Core Shopping Area and comparison shopping in particular, is generally concentrated along the Main Street, and extends into the side streets and laneways off the Main Street. Within this core area there is scope for the redevelopment and renewal of many premises to accommodate new format retail development and new uses above ground floor level. Within the wider MD-T-01 area surrounding the Core Shopping Area there is scope for new retail and other town centre uses in the backland areas behind the Main street and particularly along Riverside Way in accordance with the Riverside Way Framework Development Plan 2008. Due to its potential to consolidate and strengthen the viability and vitality role of the Core Shopping Area, and enhance the amenity / public realm of the town centre, the MD-T-01 area is the priority area for the development of new retail uses over the life of this plan.~~
- ~~3.3.28 Three other retail 'hubs' (MD-T-02, MD-T-03 and MD-T-04) have developed at the edge of the town centre around convenience shopping facilities—Supervalu at the northern end of the town, Market Green to the north west where Tesco is located and Waters Edge to the west where Lidl and Aldi are located. There is scope for some additional development in Market Green within the MD-T-03 area, provided it does not undermine the function of the Core Shopping Area within MD-T-01.~~
- ~~3.3.29 There is scope for further development of town centre uses, including some retail, through the development of the area known as Cuddigan's Yard within MD-T-05. Development in this area needs to be of a scale that will not undermine the function of the Core Shopping Area within MD-T-01.~~
- 3.3.30 The area zoned as MD-T-01 was originally developed for retail warehousing and this site needs to retain this role into the future, providing for the sale of bulky goods only that will not undermine the role of the other established retail areas, especially the town centre area MD-T-01. The area includes the fire station and a temporary primary school facility. The area also includes a number of undeveloped sites which would be suitable for the development of non retail town centre type uses such as office based employment, leisure, healthcare or other civic type uses.
- 3.3.31 Provision for some retail development / new neighbourhood centre has also been made in the new residential neighbourhood at Water Rock to the north west of the town.

3.3.32 In the future the eastern part of the MD-X-01 site may also play a role in meeting local retail needs on a small scale, subject to a full Retail Impact Assessment and Flood Risk Assessment.

~~3.3.33 Additional non retail development within the town centre is also essential to ensure the vibrancy of the town centre is maintained, particularly in the evening, including uses such as residential, civic buildings, guest houses, hotels, hostels, restaurants, entertainment, leisure, recreation and community uses.~~

~~3.3.34 Under this new plan some areas, including existing housing estates, which were previously zoned for town centre uses have been reclassified as part of the existing built up area.~~

Employment and Economic Activity

3.3.35 Over the life of this Local Area Plan the employment priorities for Midleton are as follows:

- Expand the economic base of the town to enhance local employment opportunities and to underpin population growth ensuring the growth in the residential function of the town is balanced with economic expansion.
- Build on the towns accessibility within the Atlantic Corridor and with a commuter rail service, and its attractiveness as a place to live and work, by promoting Midleton as a location for large scale industry, office based industry and enterprise development.
- Build on the rail corridor investment by encouraging office based employment development near the railway station which would also increase footfall for retail within the town centre.

~~• Retain the range of existing business uses within the town to ensure local availability of a diverse range of goods and services and to maintain the attractiveness of Midleton as a place to shop and do business.~~

3.3.36 Midleton is the principal market town of East Cork and has a strong retail /commercial / employment base. The town also retains a strong manufacturing and services sector and the distillery remains a significant employer in the area. Other significant employers in the town include the retail and services sector. Food production is an important component of the local economy and Midleton Farmers Market is well known across the country.

3.3.37 The Cork County Development Plan 2014 recognised the important employment role of Midleton as part of the economic development of the Cork Gateway. While many residents of the town work in the wider metropolitan area, and the rail service provides good links to the employment available within the city, as the town grows it is important that the economic base grows to enhance local employment opportunities, reduce commuting and help make the town more self sustaining. Employment uses within the town are also important to the viability of the retail sector and the overall day to day vitality of the town.

3.3.38 There are a number of existing business/ industrial parks within the town **and environs** (Europa / Knockgriffin/ Owenacurra / Nordic business / industrial parks / Midleton Business & Enterprise Centre). Midleton Distillery is a major land use to the east of the town centre and is classified as a hazardous industrial instillation under the Seveso II Directive by virtue of the fact that significant quantities of dangerous substances are produced and stored onsite. The distillery in Midleton is classified as an Upper Tier Seveso site. This classification imposes some limitations on neighbouring land uses.

~~3.3.39 A former Mill complex on Dwyer's road has been subdivided into multiple units and now trades as the Midleton Business & Enterprise Centre. There are a number of manufacturing and wholesale businesses and administrative offices within the site and these have some growth potential. The site would also be suitable for redevelopment as a location for modern office space given its proximity to the town centre. The site size is approximately 3.4 hectares.~~

~~3.3.40 In order to promote the overall sustainable development of the town and retain local employment opportunities it is considered important to retain a range of commercial / business activities within the town and provide a convenient central location for such uses where they are accessible to those doing business/ shopping in the town centre.~~

~~3.3.41 Opportunities for new employment uses, including office uses, are available on infill sites within the town, particularly to the north near the railway station where sustainable transport options can be provided and opportunities exist to provide direct pedestrian linkages between the rail station and the town core and retail and service opportunities available therein.~~

3.3.42 Midleton has a well located and plentiful supply of land available to provide a choice of sites for enterprise/ business/ industrial uses. This, in addition to the town's strong brand name, good road access, commuter rail service and strong housing market should position Midleton as an attractive location for new business uses.

3.3.43 This plan makes provision for new enterprise land uses west of the town along the railway line on a site to the west of the Owenacurra Business Park. The lands have frontage on the old Cork Road and the Northern Relief Road.

3.3.44 Land for business uses had been provided to the south of the N25 at Baneshane and also a site off the Midleton Northern Relief Road to the south of MD-I-02. ~~At present the site has direct access to the N25 but this will change under the Midleton Carrigtwohill Transportation Plan whereby access will be via the local distributor road with a link to the national road at Carrigtwohill.~~ 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.

3.3.45 Lands for industrial use have been identified **and expanded** to the east of the town near Midleton Distillery. Completion of the Northern Relief road will enhance the potential of these lands and provide scope for the expansion of the distillery and for new industrial development.

Tourism

3.3.46 Tourism continues to be an important contributor to the economy of Midleton. Development by Irish Distillers of the Old Distillery as a major Industrial Museum has had a dramatic effect on tourism in the town with the associated tour attracting over 300,000 visitors per annum.

3.3.47 The town's position in East Cork close to other historic towns and attractions and the coastline, draw significant tourist numbers. The town is also ideally placed on the major tourist routes between Rosslare (International Ferry Terminal) and West Cork, as well as having rail and

nearby air access (Cork International Airport). Midleton plays a key role in facilitating access to other tourist attractions in the area such as Fota Island, Trabolgan and Ballymaloe.

~~**3.3.48** In terms of accommodation, the Midleton Park Hotel has undergone a major renovation with a large bedroom and leisure centre extension. A hostel has opened in the town. Midleton also has a very good mix of quality retail outlets, shops, restaurant and café's and these are all conveniently located to service and benefit from tourist numbers. The increased financial injection has a dynamic influence and adds an additional dimension to the economy and jobs sector of the town.~~

~~**3.3.49** Given the direct and indirect benefits of tourism for the town, the Council will encourage the development of the tourism and retail sectors in Midleton to further enhance the experience for those who visit the Town. In particular a vibrant town is an attraction in its own right and the development of an attractive town centre encourages visitors to linger in an area and thus boost retail spend. Development of tourism is one of the areas where the prosperity of Midleton can be appreciably increased and the means of achieving this are mainly in the hands of the people of Midleton and a large return can be achieved without outside intervention.~~

3.3.50 The tourism industry relies on the quality and attractiveness of the built and natural heritage and the objectives set out in the County Development Plan 2014 are underpinned by the concept of Sustainable Tourism. This approach provides a high quality product, based on, and in harmony with, a high quality built and natural environment while at the same time maximising the economic benefits accruing to the town. In general however it should be noted that the demands of tourists and shoppers are broadly similar in that both require easy pedestrian access, a diverse and concentrated core area and a well presented and attractive environment.

Community Facilities

~~**3.3.51** Midleton has a good range of community facilities and the largely self sufficient nature of the town makes it a very attractive place to live. Existing sports facilities are well dispersed throughout the town and while the town is reasonably well served, there will be a need to add to these in line with planned population growth. Existing facilities include two golf clubs, GAA, soccer, rugby, pitch and putt, hockey and squash. Indoor facilities include a leisure centre at the Midleton Park Hotel Complex, gyms, indoor courts for volleyball and badminton, community centre and a snooker hall. A five screen multiplex cinema is available at Market Green. There is also a playground for younger children near the town centre.~~

3.3.52 Midleton is well served in terms of educational facilities with five primary schools and four secondary schools in the town. The primary schools are the Gaelscoil, St Bridget's, St John the Baptist, Christian Brothers and the Educate Together. The Gaelscoil have built a new 24 class primary school in Baneshane and the Educate Together School have permission for a new 24 class primary school in Broomfield, to the north of the town. The secondary schools comprise Christian Brothers, Midleton College, St Mary's High School and St Colman's Community College. The Christian Brothers Secondary School have also built a new school on the grounds of their existing complex since the adoption of the last local area plan.

3.3.53 The Council recognises that it has an important role to play in supporting the Department of Education and Science in terms of assessing future educational needs and in facilitating the provision of sufficient and suitable lands in appropriate locations, to meet the need for new or expanded schools in a timely manner and as an integral part of the growth of the town.

3.3.54 With this in mind, new school facilities to serve the Water-Rock Masterplan will be provided within the Masterplan site in tandem with development in that area. Post-primary demand can most likely be accommodated in the planned new post-primary school. Following a re-

examination of the primary school site zoned in Ballinacurra in the previous plan, an alternative location is suggested in this plan for a primary school to be developed as part of the overall development of MD-R-07 or the newly combined residential site MD-R-04. In addition, a 24-class primary school (Educate Together) has been granted within the overall residential site to the north of the town at Broomfield.

3.3.55 Although a 0.19 hectare extension to the existing graveyard on the grounds of the Church of the Most Holy Rosary on St Mary's Road has been completed since the adoption of the last plan there may be a further requirement for a site for a new cemetery in Middleton. With this in mind the previous suggestion in the 2011 plan has been carried forward so that a cemetery can also be considered on the residentially zoned land in Broomfield, however, it should also be noted that this does not preclude consideration being given to alternative sites in the town, subject to proper planning and sustainable development considerations.

~~**3.3.56** Our Lady of Lourdes Hospital (Middleton Community Hospital) and Home is located in the town centre and has a total of 100 beds. The Southern Health Board also have a health centre and the Welfare Home is situated at the Fair Green. A Rehabilitation Centre is run by COPE at Avoncore. There are no primary health care teams in Middleton at present.~~

~~**3.3.57** A very attractive and well maintained town park has been provided at the Council offices in the centre of the town and a newer park has also been developed at Bailick. A new pedestrian walk was completed at Ballinacurra linking it to Ballyannan Wood, providing an attractive off-road amenity walk. The potential to provide additional amenity walks, linking existing and future facilities is outlined in the Transportation Study including the Owenacurra River Route and Dungourney River Route linking with Ballyannan Wood.~~

~~**3.3.58** Where development is proposed on lands adjoining a river, the area immediately adjacent to the waterway should be retained as a linear park, walkway and cycleway, which links into the wider open space network (e.g. parks and other open spaces) and is accessible to the general public. The criteria used for selecting the preferred locations should include avoiding disturbance to birds, preservation of natural landscaping features, accessibility and gradient and managing flood risk. Suitable pedestrian linkage between open spaces should be identified and where appropriate cycle lanes provided. Development proposals should direct movement away from the estuary or incorporate screen planting or other suitable buffering to avoid potential for disturbance to birds.~~

~~• Pursue a policy of appropriately locating services with regard to the needs of the town's community;~~

~~• Ensure that new developments meet requirements for the provision of community infrastructure;~~

~~• Implement policies with regard to the provision of childcare, educational and healthcare facilities; and~~

~~• Develop a comprehensive Green Infrastructure Strategy for town which will seek to protect and enhance existing Green Infrastructure and to seek to develop additional Green Infrastructure where possible.~~

Infrastructure

Roads

3.3.59 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:**

1. Existing poor quality intersections/junctions;
2. Growth in background traffic levels since the current road was constructed;
3. Capacity to accommodate planned development; and
4. Headroom capacity to accommodate future growth (beyond this plan)

3.3.60 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.~~

3.3.61 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.

Walking/Cycling

3.3.62 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.

3.3.63 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.

3.3.64 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 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.

Public Transport Rail

3.3.65 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:

5. Extend the suburban rail service to planned stations north of Cork City Centre;
6. Improve interchange/connectivity between rail services and employment locations in Little Island and Mahon;
7. Improve rail service frequency/quality; and
8. Focus future employment in the City Centre and suburbs in locations well served by rail.

3.3.66 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 provision of an additional rail station to encourage use of train services.

3.3.67 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.

~~**3.3.68** 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.~~

Parking

~~**3.3.69** 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.~~

~~**3.3.70** 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 Middleton 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 6 privately owned commercial car parks with a combined parking provision of 814 parking spaces.~~

~~**3.3.71** 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.~~

~~**3.3.72** The standards for car parking in Middleton town are set out in the 2014 County Development Plan.~~

Water & Wastewater

3.3.73 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.

3.3.74 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.

3.3.75 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.

~~**3.3.76** There are some local options to upgrade the water supply but given the scale of 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 Middleton. Construction on this main could commence in 2017. Given the importance of Middleton 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.~~

3.3.77 The Middleton 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 Middleton WWTP by Irish Water is required to accommodate the development proposed at Water Rock in this plan. and also the proposed target population for Middleton contained in the County Development Plan. This upgrade needs to be provided by Irish Water.**

3.3.78 Investment by Irish Water in the new water and waste water infrastructure will:

9. Improve water supply to the existing population;
10. Help address current water quality issues in receiving waters;

11. **Facilitate planned development in the town generally; and**
12. **Provide additional capacity (or headroom) in water supply and waste water treatment to provide for future growth beyond the development proposed in this plan.**

3.3.79 Pollution Reduction Programmes (PRPs) have been established for four designated Shell Fish growing areas to the south of Midleton at Rostellan North, Rostellan South, Rostellan West and Cork Great Island North Channel. These PRPs seek to protect and improve water quality and ensure compliance with the standards and objectives for these waters established by the 2006 Quality of Shellfish Waters Regulations (S.I. No. 268 of 2006) and with Article 5 of Directive 2006/113/EC of the European parliament and of the Council on the quality required for shellfish waters. The Pollution Reduction programmes include a range of actions and mitigation measures aimed at improving water quality.

Surface Water

3.3.80 New proposals for development in Midleton should include the provision of sustainable urban drainage systems (SUDS), silt traps, and grease hydrocarbon interceptors where appropriate so as to ensure that water quality is improved and maintained. Provision has been made for two storm sewers under the rail line.

Flood Risk Management

3.3.81 The landuse zoning map for Midleton highlights the areas identified as being at risk of tidal or fluvial flooding. The flood risk zones have been updated since the 2011 plan using data from the Lee CFRAM Study (OPW), the 2016 CFRAM data on Areas of Further Assessment (Midleton and Ballinacurra) (OPW) and a county wide flood study prepared for the County Council by JBA Consultants in 2011. These different studies provide information about different parts of the town.

3.3.82 The studies have identified a potential risk of flooding in a number of areas within and on the outskirts of the town, from both fluvial and tidal flooding. The areas at risk largely follow the paths of the Owenacurra and Dungourney Rivers and the areas adjoining the estuary at Ballinacurra. A number of the locations affected are either existing or potential open space but others overlap with larger parcels of zoned land (MD-R-01, **MD-R-09**, MD-R-08, **MD-B-01** and MD-X-01).

3.3.83 A Flood Relief Scheme is under way for Midleton and as part of this project new flood risk mapping is being prepared to cover the entirety of the town, and should become available in late 2017. In this context it is proposed to retain the zonings on a number of specific sites affected by flood risk pending the availability of the new flood maps with a review to bringing forward an amendment to the Local Area Plan as needed once the flood maps are finalised to address any zoning conflicts.

3.3.84 Consideration is being given to the feasibility of carrying out remedial works to address the flood risk on the site labeled MD-X-01. Discussions are ongoing with the relevant parties regarding the progression of this project.

3.3.85 **Flood risks from pluvial and ground water sources are not reflected in the flood zones illustrated in this plan. However, such risks are know in Midleton and will need to be taken into account as part of flood risk assessment of new development proposals.**

3.3.86 In the interim, Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated at being at risk of flooding.

3.3.87 More detailed information on the approach to flooding and how development proposals in areas at risk of flooding will be assessed is outlined in Section One of this Plan, in Chapter 11 of the Cork County Development Plan 2014 and within the Guidelines for Planning Authorities 'The Planning System and Flood Risk Management,' issued by the Minister of the Environment, Heritage and Local Government in 2009.

Waste

3.3.88 There are two bring sites in Midleton at Distillery Walk and Tesco car parks where there are facilities for the recycling of glass, textiles, beverage cans and food tins.

Utilities

3.3.89 The availability of broadband infrastructure enables high speed access to information for industry, public and private sector organisations. It facilitates international e-commerce and is essential for all aspects of business including Small and Medium Enterprises (SME's) and multinationals. Fixed line broadband is available in Midleton. As part of the Regional Broadband Programme, Midleton was approved, as one of 15 towns in County Cork under the Metropolitan Area Networks (MANs) for the provision of a fibre optic communications network.

Environment and Heritage

3.3.90 A number of special sites in County Cork have been identified to be of exceptional importance for wildlife and to this end they have been or are proposed for designation under European and National legislation as Natural Heritage Areas (NHAs), Special Protection Areas (SPAs) or Special Areas of Conservation (SACs). The responsibility for designating sites of nature conservation interest lies with the National Parks and Wildlife Service. Some of these sites also have other designations which can include Statutory Nature Reserve, Refuge for Fauna, Biogenetic Reserve or Ramsar sites.

3.3.91 Natural Heritage Areas are sites which are designated under the Wildlife (Amendment) Act 2000 and include nationally important semi-natural and natural habitats, landforms and geomorphological features, wild plant and animal species or a diversity of these natural attributes. There are 18 proposed Natural Heritage Areas within a 15km buffer surrounding Midleton Town. These are listed as follows:

3.3.92 Of particular note is the Cork Harbour/Great Island Channel which extends to Ballinacurra is also identified as designated SPA, pNHA and cSAC areas in the County Development Plan 2014. It is an objective of the CDP 2014 to maintain the conservation value of all Natural Heritage Areas proposed for designation and this Local Area Plan will attempt to avoid any adverse impacts on these sites. This area hosts a good diversity and numbers of wintering birds. Most of the species that are found in the harbour are represented here, including teal, lapwing, black-tailed godwit, redshank, dunlin and golden plover.

Landscape

3.3.93 The development boundary for Midleton includes substantial areas of predominantly open land uses that are not, generally, intended for development but nevertheless form part of the structure of the town. The protection of these valuable open space areas have been made the subject of specific objectives. New active and passive open space facilities which will be required will be provided in the Masterplan area in conjunction with new development in that area.

Protected Structures and Architectural Conservation Areas


3.3.94 While concentrated in the town centre are, the built heritage of Midleton is a valuable asset to all of the town. The ~~former~~ Midleton Town Development Plan (2013) identifies a total of 51 buildings or sites in Midleton town that are included within the Record of Protected Structures made under section 51 of the Planning and Development Act 2000. Midleton Town boasts some fine Georgian public buildings, terraces and houses, at Broderick Street, St John Baptist, Midleton College the Distillery buildings, Market House and Tracton Lodge. There are also examples of one-off Victorian buildings and detached Edwardian houses. Also notable is the railway station, which includes the signal box, station building, platform facings and the remains of the canopy.



~~3.3.95~~ Also, a number of areas and street frontages within the town are designated as Architectural Conservation Areas. In the vicinity of the railway station, the houses fronting the south side of Railway Street and the eastern side of Mill Road are included within the designation. These areas will also be included in the Cork County Development Plan 2014 by way of a variation as the legislation requires that they be included in a development plan.

~~3.3.96~~ There are a number of areas of known archaeological interest or potential within the town centre area. Some examples of these include sites on the Midleton College Complex, the hall and graveyard site to the north and south of Church Lane and also at the Industrial Estate on Dwyer’s Road. Outside of the town centre boundary, there are a number of archaeological sites to the south of the town, at Castleredmond, Bailick and Ballinacurra, in particular around the old Malt Houses and at Rose Hill.

Residential Protection Zones

~~3.3.97~~ Midleton is fortunate that many residential streets and residential units over ground floor businesses still exist and maintain the vibrancy of a mixed use environment. It is an objective of this plan that this characteristic of the town is maintained by designating Residential Protection Zones where change of use will not be permitted except in exceptional circumstances. This plan and previous development plans have encouraged the conservation and protection of the historical residential element of the character of Midleton and it is proposed to afford the following areas continued protection:

<u>Local Area Plan Objective</u>	
<u>Special Policy Areas: Midleton Residential Protection Zones</u>	
<u>Special Policy Area</u>	<u>Number and Description</u>
	<u>MD-SP-01: Thomas Street</u>



Local Area Plan Objective	
<u>Special Policy Areas: Midleton Residential Protection Zones</u>	
	<u>MD-SP-02: Connolly Street/McDermott Street/Casement Place</u>
	<u>MD-SP-03: Broderick Street</u>


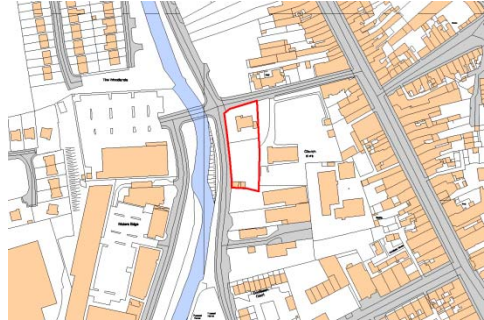
Regeneration Areas

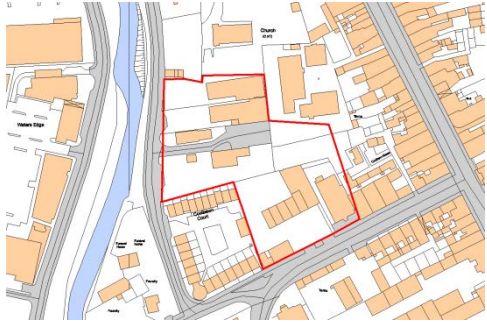
~~3.3.98 This plan identifies a number of areas which are either classified as town centre or as part of the built up area of the town, but merit additional guidance in the event that the opportunity to redevelop them emerges during the life time of the plan. It should also be noted that where a site is fully or even partially within an Architectural Conservation Area any development should give due consideration to these elements. For further information and guidance in relation to Architectural Conservation Areas please refer to Cork County Council's guidance document on the 'Management and Development of Architectural Conservation Areas'.~~

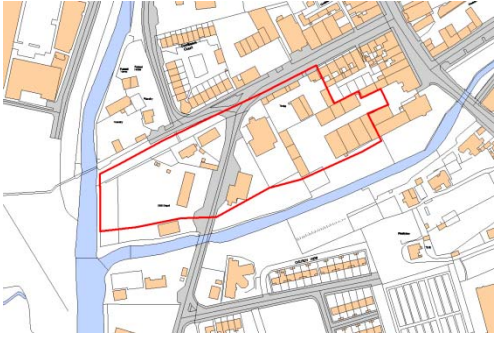
3.3.99 This plan identifies a complex of Mill buildings in Ballinacurra as a regeneration area. This site was formerly zoned as a special zoning objective however; it is considered that including it as existing built up area and also as a regeneration area as it merits additional guidance in the event that the opportunity to redevelop them emerges during the life time of the plan.

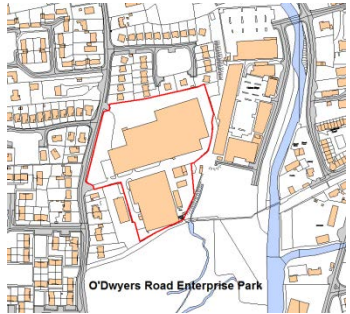

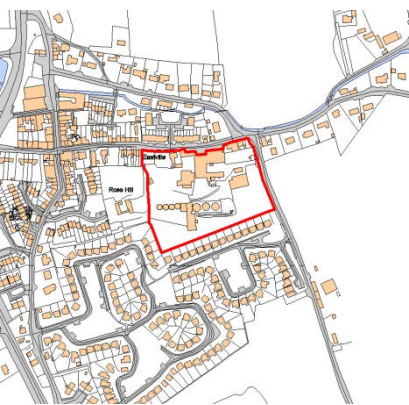
Local Area Plan Objective	
Regeneration Areas: Midleton	
Regeneration Area	Number and Description

Local Area Plan Objective	
Regeneration Areas: Midleton	
Regeneration Area	Number and Description
 <p><small>Page 55 of 62 MITCHELL + ASSOCIATES Scott Taithe Walker Architects</small></p>	<p><u>MD-RA-1: Riverside Way</u></p> <p><u>The Riverside Way area fronts the Owenacurra River to the west of the Main Street and comprises the backland areas of the properties fronting Main Street. The Riverside Way Framework Development Plan 2008 recognised the potential of the area to accommodate a range of new town centre uses that would help consolidate the town centre and enhance the amenity of the river frontage, integrating and reconnecting it with the remainder of the town. Sensitive re-development of the area, is a priority of this plan.</u></p> <p><u>The following subsections to MD-SP-11 outline the main characteristics of each of the five character areas within the overall framework Masterplan.</u></p>
	<p><u>MD-RA-1 (i) Goose's Acre to Thomas Street</u></p> <p><u>This site provides for the opportunity to create a landmark corner development to Riverside Way and Gosse's Acre.</u></p> <p><u>Development of this site should provide for the following:</u></p> <ol style="list-style-type: none"> <u>1. The creation of a street line.</u> <u>2. A high standard of architectural design is required. New buildings shall enhance the character of the area and respect the established building fabric of the town.</u> <u>3. The established narrow plots shall be respected and reinforced by any new development.</u> <u>4. Pocket open spaces shall be provided for using both new and existing mature planting where present.</u> <u>5. Overlooking / shadowing must not effect surrounding properties.</u> <u>6. Realign existing road layout to improve pedestrian connections between Market Green and Main Street.</u>

Local Area Plan Objective	
Regeneration Areas: Midleton	
Regeneration Area	Number and Description
	<p>7. Public pedestrian permeability to be improved between Riverside Way and Main Street</p>
	<p>MD-RA 1 (ii) Thomas Street to Church Lane</p> <p>Development of this site should provide for the following:</p> <ol style="list-style-type: none"> 1. The creation of a street line. 2. A high standard of architectural design is required. New buildings shall enhance the character of the area and respect the established building fabric of the town. 3. The established narrow plots shall be respected and reinforced by any new development. 4. Pocket open spaces shall be provided for using both new and existing mature planting where present. 5. Public pedestrian permeability shall be improved. 6. Protecting the setting and context of St John the Baptist Church as well as the former National School located on church lane will be required. This will need to be dealt with through a carefully considered design process. 7. Overlooking / shadowing must not effect surrounding properties.
	<p>MD-RA 1 (iii) Church of St. John the Baptist and Water's Edge Bridge</p> <ol style="list-style-type: none"> 1. The site is located in an Architectural Conservation Area as well as being located adjacent to St John the Baptist Church which is a Recorded Archaeological Monument and a Protected Structure. 2. Development on this site will be subject to an Archaeological Assessment and investigation prior to any development.

Local Area Plan Objective	
Regeneration Areas: Midleton	
Regeneration Area	Number and Description
	<p>3. Development will only be considered to the upper portion of the site and would have to be of a small scale. Any new development will have to be architecturally designed and demonstrate that it will not impact on the setting of St John the Baptist Church.</p>
	<p>MD-RA-1 (iv) Riverside Way to Broderick Street North</p> <p>Development of this site should provide for the following;</p> <ol style="list-style-type: none"> 1. Promote development of the area to an overall design led masterplan with direct public pedestrian routes connecting Water's Edge, Main Street and Broderick Street, as mixed use with active ground floors, street entrances, including pedestrian bridge of the river. 2. A high standard of architectural design is required. New buildings shall enhance the character of the area and respect the established building fabric of the town. 3. The established narrow plots shall be respected and reinforced by any new development. 4. Protecting the setting and context of St John the Baptist Church. This will need to be dealt with through a carefully considered design process. 5. Overlooking / shadowing must not effect surrounding properties 6. Establish street frontage onto Broderick Street with height to relate to scale of existing street width. 7. Coolbawn Court: Integrate development with surrounding area by improving boundary treatment and providing pedestrian connection to adjoining development.

Local Area Plan Objective	
Regeneration Areas: Midleton	
Regeneration Area	Number and Description
	<p><u>MD-RA-1 (v) Kennedy Park / Broderick Street South</u></p> <p><u>8. Kennedy Park: High Quality residential family apartment development with landscaped communal garden to riverbank. The conservation, restoration and reuse of the former Iron Foundry buildings shall form part of any development proposals. Potential reuses could include possible community use, e.g. crèche, small restaurant/ café onto river. Buildings shall form/define a street edge. Streets to be planted.</u></p> <p><u>9. Broderick Street South: Establish street frontage onto Broderick Street with height to relate to scale of existing street width, with public access through to Riverside Walk.</u></p> <p><u>10. A high standard of architectural design is required. New buildings shall enhance the character of the area and respect the established building fabric of the town. The established plot format shall be respected and reinforced by any new development.</u></p> <p><u>11. Cuddigan’s Yard: This site contains a number of historic structures which are Recorded Archaeological Monuments and located within an Architectural Conservation Area. These are substantial structures capable of renovation and reuse for the purpose of mixed use development. The existing structures shall be subject to a detailed Architectural and Archaeological Impact Assessment by suitably qualified personnel as part of their renovation and reuse. Any new infill development should be of a high standard architectural design that contributes to the historic character of the area.</u></p> <p><u>12. North – south and east – west pedestrian routes to improve permeability and connect into adjoining street, with major use/attraction as focal point at centre.</u></p> <p><u>13. Riverside landscape to be extended into development as ‘soft transition’/ to link development with riverside amenity</u></p>

Local Area Plan Objective	
Regeneration Areas: Midleton	
Regeneration Area	Number and Description
 <p>O'Dwyers Road Enterprise Park</p>	<p><u>MD-RA-2: Dwyer's Road Enterprise Park</u></p> <p><u>This site of 3.4ha comprises a former Mill complex which is currently sub divided in to multiple business units. This site is suitable for development of offices and ancillary residential uses which would help enhance the vitality of the town centre. Pedestrian connectivity may need to be improved as part of any development proposals between the site and the town centre, linking the site with the footbridge over the river onto the Coolbawn and Broderick Street.</u></p>
 <p>Midleton GAA</p>	<p><u>MD-RA-3: GAA lands</u></p> <p><u>These grounds are in active use by the GAA for sports related uses. Were the site to be redeveloped, it would be suitable for a mixed office / residential scheme, given its proximity to the train station.</u></p>
 <p>Ballinacurra</p>	<p><u>MD-RA-1: Mill Buildings Ballinacurra</u></p> <p>These grain stores comprise a mix of traditional and relatively modern buildings on a restrictive site, consideration should be given to the conversion of the principal traditional building on the site to other uses more compatible with the sites present surroundings, including residential or office uses.</p> <p>A limited amount of new development may be possible in a form that respects the traditional buildings remaining on the site. Development of this site is contingent on the provision of flood relief works to the village of Ballinacurra and road improvements both Nationally to the Lakeview roundabout and Locally to Carneys Cross.</p>

Special Policy Area

3.3.100 This plan contains one special policy area which is located off Mill Road, between the railway line and the North Relief Road and is identified on the Midleton Zoning map as Objective MD-X-

01. The site is also close to Midleton railway station and is suitable for mixed use development, potentially including residential and office uses. Provision may also be made for small scale retail units at ground floor level, with the office and/or residential uses at upper floor levels appropriate to a mixed use urban neighbourhood. It is important that any retail development on this site would not detract from the core retail area along the Main Street and that Pedestrian and cyclist linkages are provided along the Owenacurra River.

Urban Expansion Area: Water-Rock

3.3.101 The priority growth area for Midleton in the future is the Water-Rock site which is located ~~on a north~~ 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.

3.3.102 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.

3.3.103 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 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.

Delivering Roads and Services

3.3.104 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.

3.3.105 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.

3.3.106 Where a development objective requires a developer to provide particular infrastructure or amenities in addition to the items referred to in Table 3.3 below, then an appropriate off-set will be considered in relation to the contributions payable.

3.3.107 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.

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

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 Delivery of Bundle 'A' will facilitate development on the following zones: MD-R-09 MD-R-10 MD-R-11 MD-R-12 MD-R-13 MD-R-21 MD-R-23 MD-R-24 MD-R-25 MD-C-01
	Waste Water pumping station and rising main to Midleton WWTP		
	Drinking water connection to IW infrastructure		
	Trunk surface water sewer to appropriate disposal point**		
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)		
	Linear Park Phase 1		Delivery of Bundle

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
			'B' will facilitate development on the following zones: MD-R-14 MD-R-15*** MN-R-17 MD-C-02 MD-C-03
C	Water-Rock Road Upgrade*	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 (2)		
	Linear park (Phase 2)		Delivery of Bundle 'C' will 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
<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>***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:</p> <ul style="list-style-type: none"> • Appropriate connections to water services infrastructure and surface management systems; and 			

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
<ul style="list-style-type: none"> Relevant on/off site road infrastructure. <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>			

Phasing of Water-Rock Development

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.

3.3.109 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.

3.3.110 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 (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:

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

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
		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		

3.3.111 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.

3.3.112 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.

~~**3.3.113** 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.~~

~~**3.3.114** 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 proving 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 Gyratory 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 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.~~

3.3.115 ~~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.

3.3.116 ~~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 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.

3.3.117 ~~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.~~

3.3.118 ~~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.

Ecology Environment

3.3.119 A Preliminary Ecological Appraisal of the Water-Rock site was carried out in January 2015. The report has identified some areas of greater sensitivity and it recommends a number measures and additional surveys to be undertaken before development can take place. Subject to such studies and the implementation of targeted mitigation measures as appropriate, development would be able to proceed without any large adverse effects on the ecology of the site or adjacent environment. Issues needing to be addressed include;

- a) A mammal survey to assess the potential for a badger sett and the presence of otter holts.
- b) A bat survey to determine the use of treelines by bats for commuting and foraging corridors, this should also be extended to survey mature trees proposed for removal to ascertain their use/potential use by roosting bats.
- c) A freshwater aquatic survey of rivers and streams to assess the quality of water, aquatic vegetation, fisheries and to assess the Owenacurra River for presence of Otter holts/feeding territories and potential for Kingfisher.
- d) Provide green spaces and/or corridors within the site to maintain habitat connectivity
- e) Provide adequate buffer zones along watercourses to ensure riparian zones are not degraded and there is no bank side erosion.

- f) Retain existing tree lines and hedgerows where possible.

Transportation and Road Network

~~3.3.120 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.~~

~~3.3.121 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'.~~

~~3.3.122 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;~~

- ~~• 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.~~

~~3.3.123 **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-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.~~

Implementation and Infrastructure Provision

~~3.3.124 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.~~

Water, Waste Water and Roads

~~3.3.125 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.~~

~~3.3.126 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 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.~~

~~3.3.127 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).~~

~~3.3.128 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.~~

~~3.3.129 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.~~

Traffic and Public Transport

~~3.3.130 The Framework Masterplan makes provision for the following new transport infrastructure;~~

- ~~● 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.~~

~~3.3.131 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 Midleton Distillery, are advancing.~~

Green Infrastructure

~~3.3.132 As Midleton continues to grow and expand it is important to protect and retain its existing open spaces and amenity areas. In this regard over the life of this Plan the Council will develop and implement a comprehensive Green Infrastructure Strategy for the town in consultation with key stakeholders and the public, to identify, protect and enhance existing green infrastructure~~

resources and to improve access to, and connectivity between, open spaces as appropriate. Pending the development of the strategy all proposals for development should take account of existing green infrastructure resources and ensure that these are protected and enhanced as new development takes place. Large scale development proposals should include a plan for the management of their open space areas. In particular, it is important that pedestrian linkages are provided which link open spaces in new development in the environs of the town to the existing open spaces within the town centre. Whilst some corridors are informally in place it would be of great advantage to the attractiveness of the town to improve such routes through all weather surfacing and infrastructure such as seating or play areas, where appropriate.

Community Facilities

3.3.133 New school facilities to serve the Water-Rock Masterplan will be provided within the Masterplan site in tandem with development in that area. The Masterplan proposals include two new primary school sites (MD-C-01 and MD-C-02) and a secondary school site (MD-C-03). Proposed school sites in the Water-Rock Masterplan shall be subject to a review if the requirement for schools in Midleton changes during the lifetime of the plan.

Environmental Considerations (AA/SEA)

3.3.134 The full SEA and AA legislative procedures were carried out in the preparation of the amendment to incorporate the Water-Rock amendment into the Midleton Electoral Area Local Area Plan 2011, as adopted in November, 2015. The planning process involved two public consultation stages; a preliminary stage whereby the draft amendment was subject to changes arising from submissions received and the final (formal) public consultation stage where changes made can only be minor in nature and the SEA Statement which accompanied the published amendment summarises how the consultations have been taken into account in the making of the amendment. The Environmental Statement also notes that the planning framework for Midleton town in its entirety will be reconsidered and updated in light of current planning and environmental policy, legislation and guidance during the preparation of this local area plan and the accompanying documents should be referenced in this regard.

General Objectives

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

Local Area Plan Objective General Objectives for Midleton	
Objective No.	
MD-GO-01	Plan for the development of Midleton to achieve its target population of 21,576.
MD-GO-02	Secure the delivery of the Water - Rock Urban Expansion Area and supporting infrastructure through a progressive implementation programme.
MD-GO-03	In order to secure the sustainable population growth and supporting development proposed in GO-01, appropriate and sustainable water and waste water infrastructure that will secure the objectives of the relevant River Basin Management Plan and the Great Island Channel Cork Harbour Special Area of Conservation, and Cork Harbour Special Protection Area, must be provided and be operational in advance of the commencement of any discharges from the development. Waste water infrastructure must be capable of treating discharges to ensure that water quality in the receiving

Local Area Plan Objective General Objectives for Midleton	
Objective No.	
	water does not fall below legally required levels.
MD-GO-04	The boundary of Midleton Town overlaps with the Great Island Channel Cork Harbour Special Area of Conservation, and Cork Harbour Special Protection Area. Development in the town will only be permitted where it is shown that it is compatible with the requirements of the Habitats Directive and the protection of these sites. Protection and enhancement of biodiversity resources within the receiving environment of the town will be encouraged.
MD-GO-05	In accordance with Objective WS 5-1 of Chapter 11 of the County Development Plan, all new development will need to make provision for Sustainable Urban Drainage Systems (SuDs) and provide adequate storm water infrastructure. Surface water Management and Disposal should be planned in an integrated way in consideration with land use, water quality, amenity and habitat enhancements as appropriate.
MD-GO-06	All proposals for development within the areas identified as being at risk of flooding will need to comply Objective IN-01 in Section 1 of this Plan.
MD-GO-07	Support and promote Midleton Town Centre as the primary and most appropriate location of the expansion of retail development. Protect the amenities of existing residential areas within the centre of the town and encourage the provision of new residential uses to strengthen the vitality of the town centre.
MD-GO-08	Support and promote Midleton and as an employment centre. All proposals for employment related development shall be required to prepare and submit a mobility management plan that maximises the use of public transport options/ passenger rail services.
MD-GO-09	Protect and enhance the attractive landscape character setting of the town. Conserve and enhance the character of the town centre (including the special character of Architectural Conservation Areas) by protecting historic buildings, groups of buildings, the existing street pattern, historic laneways, zones of archaeological potential, plot size and scale while encouraging appropriate development in the town, including the development of regeneration areas and improving the public realm.
MD-GO-10	Provide the local road improvements including the new roads necessary to achieve the proposals contained in this plan.
MD-GO-11	Strengthen the town's flood defenses by implementing the findings of the Midleton Flood Relief Scheme, which is currently being prepared.
MD-GO-12	Support the principles of the Midleton and Carrigtwohill Transportation Study published in August 2010 as they apply to Midleton Environs, in a sustainable manner. In particular it is an objective to ensure that provision is made in proposals for new development, particularly for housing, office, retail, industrial and educational uses to provide safe, convenient and pleasant routes linking the development to the railway station and the other principal areas of the town for walkers and cyclists, based on the priority measures identified in the Midleton and Carrigtwohill Transportation Study, August 2010.

Local Area Plan Objective General Objectives for Midleton	
Objective No.	
	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 July, 2015 2017.
MD-GO-13	Reserve land on either side of the railway route to facilitate the possible future upgrading of the route to double track standard. This objective applies to all land within 5m of the perimeter fence on either side of the railway. Within this area the following categories of development will be resisted: <ul style="list-style-type: none"> • New buildings not required for the operation of the railway; and • New vehicular and pedestrian accesses where these accesses are the sole or primary access to development. New bridge crossings constructed will be required to provide sufficient clearance to permit double track operation. Open land uses, such as open space, surface car parking and agriculture will normally be permitted subject to the proper planning and sustainable development of the area. In addition, should the opportunity arise, it is an objective to assess and, as appropriate, develop a greenway on the disused railway line between Midleton and Youghal.
MD-GO-14	Protect river corridors having regard to the need to avoid disturbance to wintering birds and managing flood risk, and where possible, develop these as natural amenity corridors, connecting different parts of the town and linking up with established amenity areas. Development proposals should direct movement away from the estuary or incorporate screen planting or other suitable buffering to avoid potential for disturbance to birds. It is also an objective to provide adequate buffer zones along watercourses to ensure riparian zones are not degraded and there is no bankside erosion. In this regard, developers shall take account of relevant guidance documents relating to watercourse buffer zones.
MD-GO-XX	Support the expansion of primary and post primary education facilities in the town in consultation with the Department of Education and Skills.

Specific Objectives

3.3.136 The following specific development objectives apply to Midleton. Development proposed in these areas must also comply with the General Objectives at the beginning of this section.

Local Area Plan Objective Specific Development Objectives for Midleton		
* Flood Risk -See Objective IN-01 in Section One		^ TIA and RSA Required
Objective No.		Approx. Area (Ha)
Residential		

Local Area Plan Objective		
Specific Development Objectives for Midleton		
* Flood Risk -See Objective IN-01 in Section One		^ TIA and RSA Required
Objective No.		Approx. Area (Ha)
MD-R-01	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.	29.7
MD-R-02	High Density Residential Development – new development on this site should include detailed landscaping proposals.	0.9
MD-R-03	Medium A density Residential Development. In addition, consideration will be given to the provision of a cemetery particularly on the more elevated parts of the site.	25.4
MD-R-04	Medium A density Residential Development to include a mix of house types. Consideration may also be given to the provision of a nursing home. Proposals should take cognisance of the period property in the near vicinity and should include detailed landscaping proposals for the site. Provision of a new purpose built primary school can also be accommodated on this site, subject to agreement with the Department of Education and Science. The development of this site is contingent on the provision of road improvements to the National Route Network including the Lakeview roundabout. ^	16.6
MD-R-05	High 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 a	1.7

Local Area Plan Objective		
Specific Development Objectives for Midleton		
* Flood Risk -See Objective IN-01 in Section One		^ TIA and RSA Required
Objective No.		Approx. Area (Ha)
	detailed Traffic and Transport Assessment and road safety audit. *	
MD-R-06	High Medium A density residential development. The development proposal shall also include a detailed Traffic and Transport Assessment and road safety audit. *	0.9
MD-R-07	Medium A density residential development and provision of individual serviced sites, subject to ground conditions. Provision of a new purpose built primary school can also be accommodated on this site, subject to agreement with the Department of Education and Science. Development proposals must provide for sufficient stormwater attenuation and may require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive and may only proceed where it can be shown that they will not have significant negative impact on the SAC and SPA. * ^	14.7
MD-R-08	High Density residential development to include a mix of house types. The layout shall allow for permeability between adjoining housing areas for pedestrians and cyclists. *	1.9
MD-R-09	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 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.*	5.5
MD-R-10	High Density residential development consisting mainly of apartment 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	5.43

Local Area Plan Objective		
Specific Development Objectives for Midleton		
* Flood Risk -See Objective IN-01 in Section One		^ TIA and RSA Required
Objective No.		Approx. Area (Ha)
	<p>infrastructure described in tables 3.3 and 3.4</p> <p>Part of the site is adjacent to feeder street MD-U-07. 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>	
MD-R-11	<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 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>	7.9
MD-R-12	<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. 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 of the site so that they can provide access to adjacent land parcels and developments.</p>	6.5
MD-R-13	<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</p>	3.56

Local Area Plan Objective		
Specific Development Objectives for Midleton		
* Flood Risk -See Objective IN-01 in Section One		^ TIA and RSA Required
Objective No.		Approx. Area (Ha)
	shall be constructed up to the boundaries of the site so that it can provide access to adjacent land parcels and developments.*	
MD-R-14	<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.</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>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>	9
MD-R-15	<p>Medium A density 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-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>	Area of site will change
MD-R-16	<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>	2
MD-R-17	<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 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>	6.1

Local Area Plan Objective		
Specific Development Objectives for Midleton		
* Flood Risk -See Objective IN-01 in Section One		^ TIA and RSA Required
Objective No.		Approx. Area (Ha)
MD-R-18	<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>	5.18
MD-R-19	<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 adjacent land parcels and developments.</p>	3.01
MD-R-20	<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>	4.4
MD-R-21	<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>	7.4
MD-R-22	<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>	8.7

Local Area Plan Objective		
Specific Development Objectives for Midleton		
* Flood Risk -See Objective IN-01 in Section One		^ TIA and RSA Required
Objective No.		Approx. Area (Ha)
	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.	
MD-R-23	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 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.	3.6
MD-R-24	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 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.	2.6
MD-R-25	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	5.7
MD-R-26	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.	NEW Area
Enterprise		
MD-E-01	Business park for enterprise/industry and non retail commercial development. Broad proposals for the	37.2

Local Area Plan Objective		
Specific Development Objectives for Midleton		
* Flood Risk -See Objective IN-01 in Section One		^ TIA and RSA Required
Objective No.		Approx. Area (Ha)
	development of the site in line with the zoning and including a detailed traffic management plan showing phasing of development in tandem with the delivery of the railway station at Water Rock and safe convenient and pleasant pedestrian and cyclist linkages with the railway station/s, town centre and residential areas shall be submitted prior to any detailed applications being made on the site.	
MD-E-02	Business Park for enterprise/industry and non retail commercial development as part of the Water-Rock Urban Expansion Area. ^	9.2
Business		
MD-B-01	Business development including mixed use employment uses not suited to town centre or edge of centre locations. Full development of this site is dependent 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. * ^	26.8
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.	XX
Industry		
MD-I-01	Industry and non retail commercial development.	0.8
MD-I-02	Industry and non retail commercial development.	2.4
MD-I-03	Industry and to provide for the future extension of the adjoining distillery. Provision should be made to facilitate the construction of the northern relief road and to provide access from this road directly to the distillery complex for commercial vehicles. *	7.5
MD-I-04	Industrial development taking into account the line of the	19.9

Local Area Plan Objective		
Specific Development Objectives for Midleton		
* Flood Risk -See Objective IN-01 in Section One		^ TIA and RSA Required
Objective No.		Approx. Area (Ha)
	<p>proposed Northern Relief Road, the proximity of the Seveso site (Irish Distillers) to the north, the flood risk guidelines and adjacent residential, archaeological and sports uses.</p> <p>Proposals shall include:</p> <ul style="list-style-type: none"> • a traffic and transport assessment and mobility management plan, and; • detailed landscaping plans for the site having regard to its proximity to the N25 and other uses. <p style="text-align: center;">* ^</p>	
MD-I-05	<p>Industrial development taking into account the line of the proposed Northern Relief Road, the proximity of the Seveso site (Irish Distillers) to the north and the need to provide a buffer to protect the amenity of the adjacent houses to the east. Proposals shall include:</p> <ul style="list-style-type: none"> • a traffic and transport assessment and mobility management plan, and; • detailed landscaping plans for the site having regard to its proximity to the N25. <p style="text-align: center;">* ^</p>	15.5
<u>MD-I-06</u>	<u>Midleton Distillery.</u>	<u>1.43</u>
Town Centre		
<u>MD-T-01</u>	<p><u>Town Centre Core area. This is the primary and preferred location for any new retail development in Midleton.</u></p> <p><u>a) Promote the development of this area as the primary location for retail and other uses that provide goods or services principally to visiting members of the public and the priority area and preferred location for new retail development.</u></p> <p><u>b) Prioritise the development of the Riverside Way Area into a new urban quarter, enhancing pedestrian and vehicular links with Main Street and creating new public realm spaces. Development proposals within this area should support the achievement of the Key Objectives for each Character Area as set out in the Framework Plan.</u></p> <p><u>c) Encourage greater use of backland areas and promote the development of brownfield sites within the town centre area where new development can positively contribute to the commercial vitality of the town centre.</u></p> <p><u>d) Encourage the use of upper floors of existing buildings for</u></p>	<u>14.8</u>

Local Area Plan Objective		
Specific Development Objectives for Midleton		
* Flood Risk -See Objective IN-01 in Section One		^ TIA and RSA Required
Objective No.		Approx. Area (Ha)
	residential and office use. e) Continue to enhance the streetscape and heritage assets of the town centre and continue with environmental improvements. f) Encourage a sustainable mix of land uses in the core retail/town centre area.	
MD-T-02	Support primarily convenience retail uses in this ancillary retail area.	0.96
MD-T-03	To provide for the development of a mix of town centre type uses, including retail in this ancillary retail area at a scale that will not undermine the Existing Town Centre MD-T-01.	6.5
MD-T-04	Water's Edge development. Support primarily convenience retail uses in this ancillary retail area.	2.53
MD-T-05	Town Centre Expansion Site Cuddigans Yard / Broderick Street: Existing buildings to Cuddigans Yard to be assessed for architectural / historical merit; retained and renovated to provide for the development of a range of town centre mixed uses, including retail, in this ancillary retail area of a scale that will not undermine the Existing Town Centre T-01. New buildings are to be of a high quality architecturally and complement the existing built development. North – south and east – west pedestrian routes to improve permeability and connect into adjoining street should be considered, with major use/attraction as a focal point at centre. As this site forms part of the Kennedy Park / Broderick Street South character area in the Riverside Way Area Development Framework and Master Plan (2008) further consideration needs to be given to the objectives and principles of this plan in any forth coming development proposal. (See also Regeneration Area MD-RA-1 (v).	2.12
MD-T-01	To provide for the development of non retail town centre uses including office based employment, leisure, civic or healthcare uses and retail warehousing uses selling bulky format goods. This area is not suited to comparison shopping.	7.73 (reduced area)
Community		
MD-C-01	Provision of a site for a primary school as part of Phase 1 of the Water-Rock Urban Expansion Area.	3.3
MD-C-02	Provision of a site for a primary school as part of Phase 2 of the Water-Rock Urban Expansion Area.	2.8
MD-C-03	Provision of a site for a secondary school as part of Phase 1 of the Water-Rock Urban Expansion Area.	5.2

Local Area Plan Objective		
Specific Development Objectives for Midleton		
* Flood Risk -See Objective IN-01 in Section One		^ TIA and RSA Required
Objective No.		Approx. Area (Ha)
Utilities		
MD-U-01	Northern Relief Road (Phases 2 and 3).	-
MD-U-02	Provision of a 3-lane Link Street, from the Northern Relief Road roundabout to the Water-Rock Road, designed and constructed in accordance with the DMURS guidance document to a standard which meets the approval of the Roads Section of Cork County Council.	-
MD-U-03	Provision of a 3-lane Link Street designed and constructed in accordance with the DMURS guidance document to a standard which meets the approval of the Roads Section of Cork County Council.	-
MD-U-04	Provision of a Link Street and road bridge over the railway line, designed and constructed in accordance with the DMURS guidance document to a standard which meets the approval of the Roads Section of Cork County Council.	-
MD-U-05	Railway Station and ancillary services.	0.6
MD-U-06	Provision of a new Greenway as part of the Water-Rock Urban Expansion Area to comprise a cycleway and pedestrian pathway designed in accordance with the DMURS Guidance document to a standard which meets the approval of Cork County Council. The Greenway shall be constructed as part of the residential developments to the south. Each segment of the greenway must be linked up to provide east/west permeability through the site.	-
MD-U-07	Upgrading of the Water-Rock Road to Feeder Street Standard, designed and constructed in accordance with the DMURS guidance document to a standard which meets the approval of the Roads Section of Cork County Council.	-
MD-U-08	Provision of a new Feeder Street designed in accordance with the DMURS Guidance document to a standard which meets the approval of Cork County Council.	-
Open Space, Sports, Recreation and Amenity		
MD-O-01	Passive open space for informal recreation. This area forms an important visual buffer to the railway line.	8.7
MD-O-02	Active open space for Midleton Rugby Club and Midleton College. Proposals for new or improved sports related facilities may be considered.	7.9

Local Area Plan Objective		
Specific Development Objectives for Midleton		
* Flood Risk -See Objective IN-01 in Section One		^ TIA and RSA Required
Objective No.		Approx. Area (Ha)
MD-O-03	These lands form part of the floodplain in the Owenacurra River and provide active open space for informal public recreation including the provision of an amenity walk connecting with similar proposals in the town. *	6.65 (reduced area)
MD-O-04	Active open space for Midleton FC. Proposals for new or improved sports related facilities may be permitted.	3.45 (reduced area)
MD-O-05	Active open space, this facility could include new and improved facilities for the GAA, Tennis Court, Gym and Swimming Pool facilities or other sports complex uses. A direct pedestrian access to the town centre shall also be provided. *	23.5
MD-O-06	Protect the special character and amenity value of Ballyannan Wood.	23.3
MD-O-07	Passive open space. This prominent slope makes a significant contribution to the rural character of Ballinacurra.	5.5
MD-O-08	Provision of Phase 1 section of the Water-Rock Linear Park to include a mix of active and passive open space. This park will span both sides of the River Owenacurra and will include a cycle/pedestrian link with ancillary foot bridges. Provision must be made for appropriate lighting and adequate buffer zones to minimize disturbance to biodiversity such as protected species which may be present within/adjacent to the plan area. *	9.4
MD-O-09	Provision of Phase 2 section of the Water-Rock Linear Park to include a mix of active and passive open space. This park will span both sides of the River Owenacurra and will include a cycle/pedestrian link with ancillary foot bridges. Provision must be made for appropriate lighting and adequate buffer zones to minimize disturbance to biodiversity such as protected species which may be present within/adjacent to the plan area. *	4.4 (reduced area)
MD-O-10	Provision of a small park for passive recreation as part of Phase 2 of the Water-Rock Urban Expansion Area.	2.76
MD-O-11	Provision of a small park for passive recreation as part of Phase 3 of the Water-Rock Urban Expansion Area.	1.2
MD-O-0X:	Open Space not suitable for development.	XX
MD-O-0X:	Open Space suitable for water compatible uses.	XX
<u>MD-O-12</u>	<u>These lands abut the Great Island Channel Cork Harbour Special Area of Conservation, and Cork Harbour Special Protection Area and form part of the floodplain in the</u>	<u>2.7</u>

Local Area Plan Objective		
Specific Development Objectives for Midleton		
* Flood Risk -See Objective IN-01 in Section One		^ TIA and RSA Required
Objective No.		Approx. Area (Ha)
	Owenacurra River.*	
MD-O-13	These lands form part of the Great Island Channel Cork Harbour Special Area of Conservation, and Cork Harbour Special Protection Area and are within the floodplain of the Owenacurra River.*	10.91
MD-O-14	To protect, retain and improve the existing town park and encourage continued public use of this area.*	6.03
Special Policy Area		
MD-X-01	Mixed use residential and office development. Provision may also be made for small scale retail units at ground floor level, with office and/or residential uses at upper floor levels appropriate to a mixed use urban neighbourhood. Pedestrian and cyclist linkages shall be provided along the Owenacurra River. * ^	5.7

3.4 Youghal

Vision: Eochail - Yew Woods

- ~~3.4.1 The vision for Youghal is to promote the town as a desirable place to live and work, as an attractive historic walled port, an important tourist destination and a commercially viable town.~~
- 3.4.2 The vision for Youghal is to promote continued development of the town and its hinterland as a residential, employment, tourist and service location in a coastal setting with its special recreational, heritage and marine tourism functions.
- 3.4.3 The County Development Plan 2014 designates Youghal as a Ring Town and promotes the development of Ring Towns as quality urban centres providing employment, shopping, services and public transport for their resident populations and their rural hinterland. The current Local Area Plan for Youghal supports the continued development of the town as a residential, employment, tourist and service location in a coastal setting with special recreational, heritage and marine tourism functions. Youghal is designated as a Ring Town within the CASP Ring Strategic Planning Area and is located on Cork's eastern boundary with County Waterford. It is an important Ring Town which serves a large hinterland in both counties. Youghal is also an important tourist centre which has benefited from the recent completion of the Youghal by-pass.
- 3.4.4 Youghal is situated on the N25 National Primary Route which forms part of the Atlantic Corridor linking the gateway cities of Cork and Waterford. Development and improvement of the transport infrastructure within the region will not only greatly benefit the Cork and Waterford Gateways, but it will also benefit the other settlements within the corridor.
- 3.4.5 The disused railway line is also an asset for the town and has the potential to fulfill an important role within the railway corridor linking Youghal with Midleton and Cork City as part of a modern transportation system or it could also be developed as leisure infrastructure linking the towns of Midleton and Youghal.
- ~~3.4.6 Improvement of the public realm, facilities and services will be vital to achieve this goal for both the citizens and visitors of Youghal. In addition, it is recognised that new marketing and branding of the town have had an important role in promoting all of the benefits Youghal has to offer to future employers, including a choice of sites for development, good road infrastructure, a unique town centre full of heritage and charm serving a large rural hinterland.~~

Context

- 3.4.7 The town of Youghal is particularly attractive enjoying a fine townscape and a beautiful seaside setting. Much of the shoreline to the north and west is designated as a candidate Special Area of Conservation, a Special Protection Area and a proposed Natural Heritage Area. The steep slopes to the east of the town centre and in the northern part of the town's environs contribute significantly to the town's setting.
- 3.4.8 In physical terms Youghal is a long linear settlement built into the Hillside overlooking the harbour, which is at the confluence of the River Blackwater and Youghal Bay. The Town benefits from the natural amenities of a seaside location with extensive sandy beaches and fishing/port facilities.
- 3.4.9 Since the town was by-passed in 2005, congestion has eased and the ambience and public realm is much improved, however issues remain with conflicts between traffic, parking and pedestrian space, particularly in the main streets. There is an attractive pedestrian friendly environment on the approach to the lighthouse, including a park and seaside walk.

~~3.4.10 A number of plans and strategies have been developed for Youghal over the past number of years, the most recent *Youghal to 2020, A Heritage Led Vision to the Next Decade* sets out a number of Town Enhancement Projects, many of which have been included in this plan. In addition, a '*Public Realm Plan for Youghal*' (2008) is being implemented in the town, together with the '*Youghal Town Wall Conservation and Management Plan*' (2008) with a series of actions over short (1-3 years) medium (3-10 years) and long term (10-20 years).~~

Population and Housing

3.4.11 The strategy for Youghal, as set out in the Cork County Development Plan 2014, provides for the population of the town to grow to 9,115 persons, representing growth of 1,321 persons or 17% on the 2011 population. In order to accommodate this level of population growth, an additional 1,037 housing units need to be provided. A net housing land requirement of 52ha has been identified by the Core Strategy of the County Development Plan 2014.

~~3.4.12 The intention of this plan is to carry forward the undeveloped residential zoning from the former Youghal Town Development Plan 2009 and the Local Area Plan 2011, with some minor adjustments to make a combined provision for a zoned residential land supply of 104 ha with the capacity to provide approximately 1,983 units. There is also scope to deliver residential development within the area zoned Town Centre as part of new mixed use schemes/ change of use of existing buildings or infill development.~~

	Housing Requirement					Housing Supply	
	Census 2011	Population Target	Total New Households	New Units Required	Net Estimated Requirement (ha)	Est. Net Residential area zoned in Draft LAP	Estimated Housing Yield in Draft LAP
Youghal	7,794	9,115	999	1,037	52	104 ha**	1,993
Total for Municipal District	42,399	53,796	7,179	7,790	262	289 ha	8,462
**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							
Source: Cork County Development Plan 2014- Appendix B, Table B 10							

3.4.13 While the zoning provisions in Youghal are greater than required to meet the population target for the town, this land may have a role to play in addressing the uncertainty on the numbers that can be delivered in the villages should certain circumstances regarding water services prevail. In addition, it also provides some additional headroom within the Municipal District albeit in one of the Greater Cork Area Ring Strategic Planning Area towns.

3.4.14 The development strategy for Youghal is to focus new housing development and population growth as close to the existing built footprint of the town to rationalize zoning provisions of

previous plans and to co-ordinate them so as to further strengthen the case for continued investment in water services and infrastructure, as well as providing further impetus for enhancement of public service provision in the town, while also catering for all sectors of the housing market and offering a suitable housing mix.

~~**3.4.15** The lands zoned in the larger sites on the outer areas along the Quarry Road, Upper Cork Hill and the Ballyclamsay Road also have the potential to supply larger detached dwellings at lower densities as an alternative to individual houses in the countryside and in a landscape setting of scenic quality and with extensive views.~~

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

Town Centre

~~**3.4.17** Youghal has a very attractive and historic town centre with many interesting and beautiful buildings and public spaces including a beach and water front area. It benefits from a very compact form with a tight urban grain and network of streets, lanes and stepped pathways that provide excellent pedestrian permeability between the different parts of the town. There are a number of residential properties within the centre of the town, both along the main streets and in back land areas which enhance its vitality and sense of community.~~

~~**3.4.18** A key area to be targeted within the town centre is that of dereliction and vacancy levels. In a study conducted in 2012, overall vacancy in the town was recorded at 25%. One way of tackling this issue and endorsed in this plan, is to outline a strong town retail core with identifiable expansion areas together with continued investment in the public realm that may help to restore business confidence in the town as a whole.~~

~~**3.4.19** Some of the existing building stock in the town centre area is under utilised and opportunities exist to provide additional residential accommodation through renovation / sensitive adaptation of the building stock or new infill development and this will be encouraged. In addition, it is intended that a greater emphasis will be placed on the design and finishes of new development in order to enhance the amenity and character of the town.~~

Development Strategy

~~**3.4.20** This plan identifies the main retail core which comprises the original 16th Century town centre with the old walls of the town and much of the building stock from the past four centuries survives in the town. The principal objective is to encourage the full range of town centre uses within the constraints imposed by the need to retain the fabric and ambience of the old centre.~~

~~**3.4.21** It is acknowledged that the built form of the town centre can represent a challenge for modern retail development. In addition traffic congestion, the lack of convenient public car parking and the poor pedestrian environment have presented difficulties for development in the town centre. It is important therefore that creative solutions are found to accommodate new development recognising the many opportunities that exist for sensitive new infill development, working with the existing built form of the town centre and its historic character.~~

~~3.4.22 In addition, the town itself retains a strong residential function and this objective will be balanced with the objective of allowing town centre type uses that are compatible with the primary residential uses to permeate on a gradual basis into such residential buildings fronting directly onto South Main Street, Kent Street, The Mall and the Market Square. Such changes of use and development will generally be expected to retain the existing fabric of the building or where this is not possible the external scale and character of the existing buildings should be retained.~~

~~3.4.23 Public accessibility to the waterfront will be encouraged with an appropriate building line to maintain the availability of this public amenity to as wide a range of users as possible. It is envisaged that this measure would enhance the overall attractiveness of the town for both resident and visitor.~~

~~3.4.24 In the case of larger scale buildings, particularly those fronting onto North Main Street the primary objective will be to preserve the character and scale of such buildings while also enabling their function to evolve with changing circumstances. In the case of individual buildings currently in use for commercial and other non residential uses additional uses and extensions compatible with the town centre usage will be permitted where the scale and character of such small buildings will generally be maintained. In general, town centre uses respecting the fabric of the heritage built environment will be permitted. Infill and new development is to respect the character, architecture, height and massing of adjoining areas. In general the re-use and recycling of the fabric of the existing built environment will be encouraged.~~

~~3.4.25 Footpaths, pedestrian crossing and street furniture will be upgraded under the Public Realm Plan which is being implemented in the town. Some of the work which has been carried out to date on the streets around the centre has been very successful.~~

Retail Provision

~~3.4.26 This plan seeks to realign the policies for the town centre with the Retail Planning Guidelines 2012 which aims to re-emphasise the need to protect the vitality and viability of the town centre and adopts a strict sequential approach to new retail development. Due to its proximity to the sea, it is also important that the proposed town centre designations are brought in line with the National Guidance on Planning and Flood Risk Management Guidelines and the new information on flood risk in Youghal emerging from the SW CFRAM project.~~

~~3.4.27 Within the town centre retail core, the only convenience multiple present is Supervalu which occupies a small site towards the northern end of North Main Street. In recent years there have been further attempts to augment this convenience sector, with the proposal on the quayside at Catherine Street which was approved in June 2015.~~

~~3.4.28 Of critical importance to the town is the retail core which is identified as being an area from the main spine of the North Main Street (including Supervalu) southwards to the Mall Lane off South Main Street. The Core is the primary location for retail development in the town and is an area to be strengthened and enhanced. The area around the core to the east, to the north and to a degree to the south is identified as YL T 01 where it is proposed that the town centre core could expand, by providing uses compatible with town centre development, namely retail, residential, offices etc. As the town grows there may be demand for additional modern convenience floor space either as extensions of existing businesses or as new developments and this plan identifies this area for such uses in line with the sequential approach outlined in the Retail Planning Guidelines and the need to manage flood risk.~~

- ~~**3.4.29** The area immediately to the south of the retail core constitutes largely Georgian and Victorian architecture and part of this area should retain its town centre designation. The area comprises a mix of nineteenth and early twentieth century residential buildings some of which have been converted for commercial uses (shops, bars, cafes, offices etc.), particularly as one approaches the old town centre. Interspersed amongst these small scale landholdings are longer holdings comprising institutional (mostly schools) and commercial (two hotels and a recent mixed use apartment development). The most appropriate land use designation for the remainder of this area is existing built up area (see CDP 2014).~~
- ~~**3.4.30** From a retail perspective, the development of modern convenience shopping facilities (Tesco and Lidl) on free standing sites at the northern edge of the town has occurred most likely as a result of the challenges associated with the medieval street network and historic building stock within the core of the town. In this plan these sites have been designated according to their current retail function, and are therefore classed as town centre Tesco (YL-T-02) and Lidl (YL-T-03).~~
- ~~**3.4.31** When planning for future retail provision within the town, having regard to the scale of the convenience and other retail floor space proposed, it was considered that the site at Seafield would be more beneficial as a regeneration area to be developed in accordance with the built up area policies of the CDP 2014 and that the principle of a neighbourhood centre as it currently exists should be reinforced in the plan as suggested in the zoning objective YL-T-04.~~
- ~~**3.4.32** The Green's Quay, McDonalds Quay and Store Street Youghal Dockyard area is a brownfield site adjacent to the town centre (YL-T-01) on the seaward side. This site is of great importance to the overall development of the town and it is considered essential that an overall framework master plan is prepared for the site in its entirety which will address its unique characteristics on the waterfront and provide for a coordinated approach to its development, including its potential for public realm, and high quality urban design. Of critical importance due to its location on the quayside is its ability to deal with flooding issues. (see section on Regeneration Areas)~~

Employment and Economic Activity

- 3.4.33** Youghal was traditionally the trading, services and industrial centre for the area but the employment base has contracted significantly in recent decades. Census data for 2011 indicates that, out of a population of 7,794 persons, there were 2,548 people or 32.6% at work in the town. Of those at work, 65% /1,657 worked within the town with professional services being the largest employment category. At the time unemployment within the town was at 29.3%, which was significantly above the national average of 19.0%.
- 3.4.34** The County Development Plan 2014 promotes Youghal as a centre for the promotion of local catchment employment and requires an infrastructure programme to service the promotion of a supply of land for future employment development focused on medium to small business / industry.
- 3.4.35** The challenge for Youghal is to attract additional employment generating development to the town in order to alleviate the high unemployment levels, stem the tendency for long distance commuting and to encourage the town to be more self-sufficient. Given the difficulties associated with attracting large scale, single use employers, it is likely that the tourism and service sectors, as in the past, will be the key sectors for employment growth in Youghal. In terms of attracting further employment or tourism related investment Youghal has many strengths including a historic and attractive built heritage, a coastal location with excellent beaches, quay and active port facilities with potential for additional marine related leisure or

business activities, good access to the national road network via the N25 and a strong supply of residential and employment land to cater for new development.

- ~~3.4.36 This plan, in bringing the former town plan and the former local area plan into closer alignment, provides approximately 74.2 ha for employment related development.~~ The land is primarily concentrated in two blocks, one to the west of the Town Centre and one to the North, both with good access to the N25. The uses allowed for within these lands have been broadened to allow for flexibility within the zoning. It is anticipated that by clarifying and extending the permitted uses and by concentrating these uses in a particular area close to the N25 that substantial gains can be made over the next plan period in industry and enterprise in Youghal. In addition, this plan identifies the Springfield Industrial Estate for business uses.
- ~~3.4.37 One notable difference is that the tourism related development objectives (TRD) set out in the former Town Plan have been redesignated as either open space or as part of the built up area of the town. Local residential amenity is an important consideration in any forthcoming development proposals. This plan also acknowledges the importance of that site in close proximity to the beaches and the Youghal Greyhound track – it is also noted that this site is prone to flooding and therefore it is suggested that flood compatible uses should only be considered in an overall framework for the proper and coordinated development of the site. In 2014, a motorhome park to accommodate 82 no. motorhome parking bays, playground with associated car parking, all weather playing pitch with flood lighting and associated car parking, was granted to augment the supply of this type of accommodation in the town.~~
- ~~3.4.38 In terms of tourism related employment there is a need to develop the inherent attractions within the town be it in the historic own core, opportunities for marine leisure activities or a new attraction based on the redevelopment of the old railway line for example. It is intended that this plan provides the opportunity to support Youghal in strengthening its position as a be spoke heritage tourism destination and what specification attractions could be promoted in this regard.~~
- ~~3.4.39 The town has relied on Youghal Socio-Economic Development Group alongside local groups, to oversee the implementation of meaningful projects across a range of disciplines. Youghal's heritage led regeneration strategy has seen YSEDG deliver conservation and restoration works to Youghal's Town Walls and The Clocktower Gate Building. Youghal's natural heritage has also been developed with the roll out of the Youghal Eco Boardwalk.~~
- ~~3.4.40 The Youghal to 2020 Plan is currently being finalised at the request of Cork County Council by the Youghal Socio-Economic Development Group and Daniel Noonan Archaeological Consultancy, as an action recommended by the Historic Towns Initiative Pilot Programme. The plan was supported by The Heritage Council of Ireland. The plan sets out Cork County Council's strategic approach to the continued preservation and promotion of Youghal's abundance of heritage – cultural, natural and built for the next 5 years outlining a series of enhancement projects for the town including heritage tourism development and destination awareness (marketing and promotion of the town. This plan supports these initiatives as an important guide for the planned development of the town.~~
- ~~3.4.41 In 2016, Cork County Council announced the installation of 6 visitor moorings in Youghal Harbour. The overall design, procurement and installation of the moorings was very generously supported by the Dept. of Agriculture, Food and the Marine. The moorings are attached onto 3.5 tonne concrete mooring blocks with 38mm and 20mm steel chain and each has a "pick up" buoy attached. The moorings are free to use for short term visitors to Youghal and are a fantastic boost to the development of Marine Tourism in the town.~~

Community Facilities and Open Space

3.4.42 Youghal is well served in terms of healthcare provision. There is a community hospital in the town and a new HSE Health centre at Foxhole. Educational facilities include three primary schools and one secondary school as well as a VEC Further Education facility. A co-ed purpose built secondary school was constructed in the town at Parkmountain. ~~The population target for Youghal will give rise to a small increase in demand for educational facilities, which is likely to be catered for by existing schools.~~

3.4.43 Youghal has a variety of services and facilities, including a garda station, fire station, hospital, bus service, public library, theatre, and museum. There is also a community centre and a number of churches/places of worship. The town is also well served by sporting facilities with provision for GAA, rugby, soccer, tennis and golf. There is a leisure centre and swimming complex near the beach which serves a wide area. Perks entertainment complex is located at the western entrance to the town.

3.4.44 The development boundary follows the line of the by-pass to the west of the town. As a result, it includes substantial areas of predominantly open land uses that are not, generally, intended for development but nevertheless form part of the structure of the town. In addition, this plan identifies the large area to the north of the town as open space primarily due to the flood risk associated with the lands. The protection of these valuable open space areas have been made the subject of specific objectives.

Infrastructure

3.4.45 Youghal is well connected by virtue of its location on the N25 and the construction of the bypass has made a significant improvement to the environment within the town.

Public Transport, Cycling and Walking

3.4.46 Youghal also has express hourly bus services to Cork and Waterford as well as many local services. The railway station and line serving Youghal is currently disused but it is an asset that could be developed as part of the modern transport infrastructure for the town or in addition, as an important leisure attraction in East Cork for walking and cycling as part of the EuroVelo 1 trans-European cycling network as well as the National Cycle Network. The aim of the EuroVelo project is to create a network of high quality cycle routes that connect the entire continent. These routes would be used not just by long distance cycle tourists but also by local people making daily journeys.

3.4.47 The relatively flat gradient of the main road network and town centre streets in Youghal would appear conducive to promoting walking and cycling in the town especially when combined with the short length cross streets and lanes that offer extensive and convenient permeability within the town.

~~**3.4.48** In order to improve the walking and cycling offer in the town, improvements, as recommended in the Walking and Cycling Strategies for Cork Active Travel Towns prepared by Atkins and Kieran Boyle Consulting on behalf of Cork County Council (March 2013) will be implemented.~~

3.4.49 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 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.

Car Parking

~~**3.4.50 The standards for car parking in Youghal are set out in the 2014 County Development Plan (Appendix D).**~~

Water Services

3.4.51 Drinking Water: The public water supply in Youghal has limited capacity needs investment and upgrading in order to accommodate the growth identified in this plan. Water supply is sourced from Boola which lies in Co Waterford. Although the Youghal Water Supply Scheme was listed as a scheme to progress through planning on the DoEHLG's Water Services Investment Programme 2010-2012 it was not included in Irish Water's Capital Plan 2016-2021. Further assessment of the public water supply available in the town and its environs may be required during the lifetime of this plan.

3.4.52 Waste Water: Irish Water/ Cork County Council sought Tenders for a design, build, operate and maintain (DBOM) contract entitled the "Youghal Main Drainage Scheme – Wastewater Treatment Plant DBOM Contract". It is proposed, as part of the Youghal Main Drainage Scheme, to augment and upgrade the wastewater management system in the town.

3.4.53 The scope of the Design Build Operate and Maintain DBOM contract comprises a number of stages and elements. Stage 1 of the project shall have a biological capacity of 16,000 PE and Stage 2, to be developed at some future point, shall develop the plant to its ultimate design capacity of 24,000 PE.

3.4.54 Stage 1 of the construction contract commenced on site in November 2015 with all associated works, testing, commissioning and handover currently expected to be completed by November 2017.

3.4.55 Prior to and in conjunction to this DBOM contract, a separate Youghal Main Drainage – Network Contract was carried out and completed in 2015, this was an employer designed works contract, which provided for upgrade works on the drainage network in the town, including works to upgrade and augment the existing sewerage network, to upgrade existing pumping stations and to provide one new pumping station.

Flooding

3.4.56 Draft flood risk maps prepared for the town have identified a potential risk of flooding in a number of places within, and on the northern and southern outskirts of the town, from both fluvial and tidal flooding. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated at being at risk of flooding. The planning proposals of this plan make provision for dealing with this flood risk. More detailed information on the approach to flooding and how development proposals in areas at risk of flooding will be assessed is given in Section 1 of this Plan and within the Guidelines for Planning Authorities 'The Planning System and Flood Risk Management,' issued by the Minister of the Environment, Heritage and Local Government in 2009.

3.4.57 The 'Indicative Flood Extent Map' shown as part of the zoning map for Youghal Environs may be subject to some local uncertainties inherent in the flood risk modeling process used to generate the maps. Those contemplating development in or near the areas shown as being

subject to a possible risk of future flooding are recommended, in consultation with County Council staff, to consider the need to undertake Stage 1 of the site-specific flood assessment process in order to address any uncertainty in relation to flood risks before submitting an application for planning permission.

~~**3.4.58** In the past Youghal town centre has suffered from a number of bad flood events, affecting predominantly the town centre area including Market Place, Catherine Street and parts of Main Street. Separation of the foul and storm-water drainage is essential in this regard.~~

Broadband & Utilities and Waste

3.4.59 Fixed line broadband is available in Youghal. Youghal has no gas supply and it would be a significant benefit to the town if gas was to be extended from Middleton to Youghal. A civic amenity site has been provided in Youghal. There is also a landfill site to the north of the town which is identified in this plan.

Environment and Heritage

Landscape

3.4.60 The landscape character value is identified as very high and the landscape sensitivity is of county importance meaning that it is a vulnerable landscape which is highly sensitive to certain types of changes and with the ability to accommodate limited development. Further discussion and guidance is included in the Cork County Development Plan 2014.

Natural Heritage

3.4.61 The Blackwater River in Youghal is a candidate SAC selected for alluvial wet woodlands and Yew wood, both priority habitats on Annex 1 of the EU Habitats Directive. The site is also selected as a candidate SAC for floating river vegetation, estuaries, tidal mudflats, Salicornia mudflats, Atlantic salt meadows, Mediterranean salt meadows, perennial vegetation of stony banks and old Oak woodlands, all habitats listed on Annex I of the E.U. Habitats Directive. The site is also selected for the following species listed on Annex II of the same directive - Sea Lamprey, River Lamprey, Brook Lamprey, Freshwater Pearl Mussel, Crayfish, Twaite Shad, Atlantic Salmon, Otter and the plant, Killarney Fern.

3.4.62 The Blackwater Estuary SPA is an internationally important wetland site on account of the population of Black-tailed godwit it supports. It is an objective of the 2014 CDP to maintain the conservation value of all Natural Heritage Areas proposed for designation and this Local Area Plan will attempt to avoid any adverse impacts on these sites.

3.4.63 Ballyvergen Marsh, of ornithological and botanical interest and of regional importance is located adjacent to the beaches and is designated as a proposed Natural Heritage Area (pNHA-0078). The provision of greater access to the natural and scenic amenities of this area, including the possibility of establishing interpretative facilities/ observation posts overlooking Ballyvergen Marsh and other heritage areas should be encouraged.

Water Quality

3.4.64 With regard to water quality, the Lower Blackwater Estuary/Youghal Harbour is the relevant coastal waterbody and its ecological status is moderate, also being classified as at risk of not achieving good status. The overall objective for 2015 is to restore this waterbody. Although other factors such as agricultural practices and septic tanks contribute to the water quality difficulties, a new waste water treatment plant for the town would aid the achievement of the objective to restore the water body. This waterbody is also classified as a 'Protected Area', which

is a water body requiring special protection under EU legislation because they are bathing waters, nutrient sensitive and designated as an SPA and cSAC.

- 3.4.65 Youghal Claycastle, Front Strand and Redbarn beaches are very significant assets for the town. Front Strand is located adjacent to the railway station and leads onto Claycastle, which in turn leads on to Redbarn Beach. There are public toilets and parking at the two town beaches and further consideration should be given to the provision of shower facilities (outdoor) at these beaches. Lifeguards are on duty in the bathing season and wheelchair access is available.

Built Heritage

- 3.4.66 Youghal is a town of unique character and heritage with a distinctive and historic walled town centre and a considerable number of listed buildings and recorded monuments and it is also cited as one of the best examples of a Norman walled port in Ireland. A number of iconic buildings are located within the town including Tyntes Castle, the Clock Tower and Myrtle Grove. ~~A heritage-led regeneration strategy for Youghal was published in 2005 suggesting ways in which the physical and non-physical heritage resources could be used as a catalyst in urban regeneration and tourism growth. This plan sought to address a number of issues concerning the economic and physical regeneration of the historic centre of the town through measures which were primarily aimed at the protection, conservation and enhancement of the built heritage of the town. As a result a number of excellent public realm improvements have been undertaken in recent years and plans are in place for others.~~

- 3.4.67 The Record of Monuments and Places designates part of the town as a Zone of Archaeological Potential (ZAPs). Any development within the ZAPs will need to take cognizance of the potential for subsurface archaeology. If it is demonstrated that such archeology is present, appropriate mitigation measures including buffer zones, will be required.

Special Policy Area

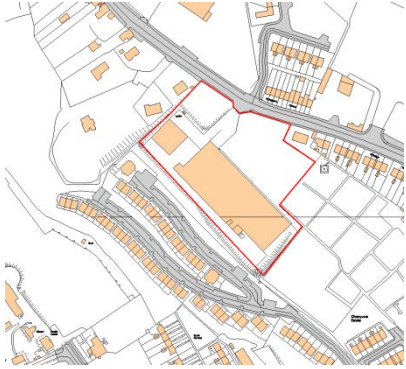

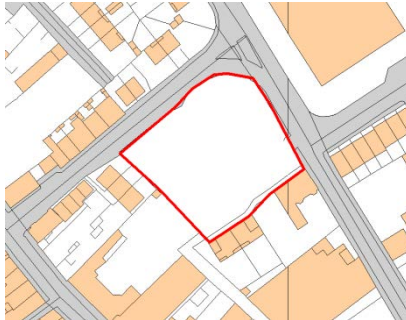
- 3.4.68 The lands at the north western end of the town between the by-pass and the inner relief route were zoned as a special policy area in the 2011 Local Area Plan. This zoning has been retained in this Draft Plan – Objective YL-X-01. The site comprises 5.6 ha. This objective is quite specific in terms of what is envisaged for this site which is recognised as a very important gateway site given its location at the northern approach to the town. There is a former brickworks on part of the site which conveys the historic role of Youghal and could potentially be developed as a tourist attraction. The site is adjacent to the Blackwater Estuary which supports a range of habitats and a large population of wintering bird species of high conservation value. Development on this site should be set out in a Masterplan by the developer and should be of a very high quality having regard both to the ecological and historic landscape sensitivities of the site. Input from both built and natural heritage specialists will be required in the development of such proposals which should significantly enhance the visual approach to Youghal. Parts of the site are also at risk of flooding.



Regeneration Areas



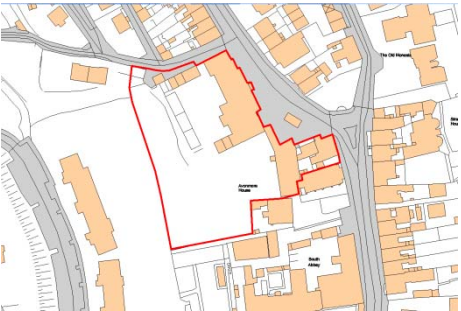
- ~~3.4.69 This plan identifies a number of regeneration areas which are identified as part of the built up area of the town, but merit additional guidance in the event that the opportunity to redevelop them emerges during the life time of the plan.~~

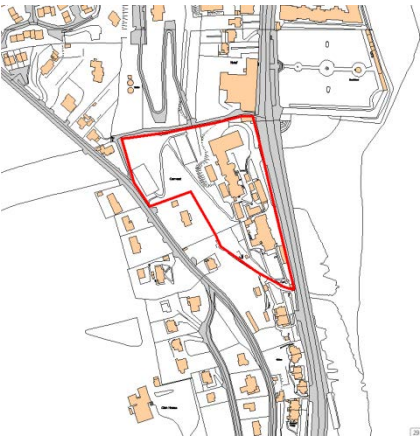
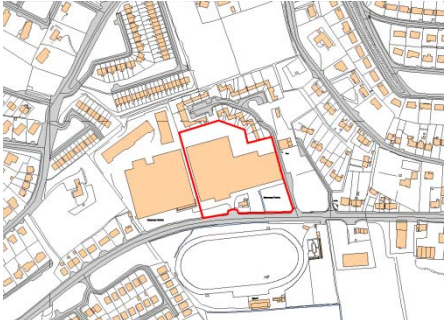
Local Area Plan Objective


Regeneration Areas: Youghal

<u>Regeneration Area</u>	<u>Number and Description</u>
	<p><u>YL-RA-01: Courtisan Carpets Site</u></p> <p><u>It is considered that subject to a suitable design, the site could be more suited to a range of alternative uses potentially including offices or small scale business units, perhaps with a craft / tourism orientation, or residential use / sheltered housing / nursing home in keeping with the neighbouring uses and its proximity to the existing shops and series. The site is adjacent to the Ruins of North Abbey, a protected structure and a Recorded Archaeological Monument and important medieval site. Any future development will be subject to significant archaeological assessment and investigations prior to and/or during the course of any development. The visual impact of any new development will be paramount therefore a carefully considered architecturally designed development which responds to the specific sensitivities of this site will be required. The derelict nature of this site makes it a priority for redevelopment during the lifetime of this plan.</u></p>
	<p><u>YL-RA-02:</u></p> <p><u>This site is recognised as an area with the potential to accommodate a range of uses that would help consolidate the town centre with the neighbouring convenience retail centres to the north west. Suitable access to the site is a key consideration in the redevelopment of this site.</u></p> <p><u>The site will be subject to Archaeological Assessment and investigations prior to and/or during the course of development. The site is also located within an Architectural Conservation Area. In this regard a high standard of architectural design which respects and enhances the character of the historic core shall be required.</u></p>
	<p><u>YL-RA-03:</u></p> <p><u>This is a key site within the retail core / town centre area and has the potential to accommodate a range of new town centre uses including retail uses that would help consolidate the town centre. Careful design and improvement to the public realm in this location are key considerations in this regard.</u></p> <p><u>The site will be subject to Archaeological and Architectural Assessment and investigations prior to and/or during the course of development. The site is also located within an Architectural Conservation Area. In this regard a high standard of architectural design which</u></p>

<u>Local Area Plan Objective</u>	
<u>Regeneration Areas: Youghal</u>	
<u>Regeneration Area</u>	<u>Number and Description</u>
	<p>respects and enhances the character of the historic core shall be required.</p>
	<p><u>YL-RA-04:</u></p> <p>This site, fronting onto Dolphins' Square within the town centre area and has the potential to accommodate a range of new town centre uses including retail uses that would help consolidate the town centre. Careful design and improvement to the public realm in this location are key considerations in this regard.</p> <p>The site will be subject to Archaeological Assessment and investigations prior to and/or during the course of development. The site is also located within an Architectural Conservation Area. In this regard a high standard of architectural design which respects and enhances the character of the historic core shall be required.</p>
	<p><u>YL-RA-05:</u></p> <p>This site fronting onto Catherine Street within the town centre area and has the potential to accommodate a range of new town centre uses including retail uses that would help consolidate the town centre. Careful design and improvement to the public realm including measures to address its waterfront location are key considerations in this regard.</p> <p>The site will be subject to Archaeological and Architectural Assessment and investigations prior to and/or during the course of development. The site is also located within an Architectural Conservation Area. In this regard a high standard of architectural design which respects and enhances the character of the historic core shall be required.</p>

<u>Local Area Plan Objective</u>	
<u>Regeneration Areas: Youghal</u>	
<u>Regeneration Area</u>	<u>Number and Description</u>
	<p><u>YL-RA-06:</u></p> <p><u>This site on McDonalds Quay / Catherine Street has the potential to accommodate a range of new town centre uses that would help consolidate the town centre. Careful design and improvement to the public realm including measures to address its strategic waterfront location are key considerations in this regard.</u></p> <p><u>The site will be subject to Archaeological and Architectural Assessment and investigations prior to and/or during the course of development. The site is also located within an Architectural Conservation Area. In this regard a high standard of architectural design which respects and enhances the character of the historic core shall be required.</u></p>
	<p><u>YL-RA-07:</u></p> <p><u>This site has the potential to accommodate a range of uses which are compatible to the existing built up area, including a mixed use residential or office development.</u></p> <p><u>The site will be subject to Archaeological and Architectural Assessment and investigations prior to and/or during the course of development. The site is also located within an Architectural Conservation Area. In this regard a high standard of architectural design which respects and enhances the character of the historic core shall be required.</u></p>
	<p><u>YL-RA-08: Devonshire Arms Hotel</u></p> <p><u>The redevelopment of this hotel site offers a very important opportunity for Youghal to enhance the public realm and approach to the town centre. Suitable uses include the renovation of the hotel itself together with an appropriate residential component to act in a complimentary manner to the primary use of the site.</u></p> <p><u>The Devonshire Arms Hotel is listed in the Record of Protected Structures for Youghal Town RPS ID: 2101 and 2104, is included in the Architectural Conservation Area and the site also lies within the Zone of Archaeological Potential for South Abbey. Previous archaeological investigations have uncovered human remains on a</u></p>

<u>Local Area Plan Objective</u>	
<u>Regeneration Areas: Youghal</u>	
<u>Regeneration Area</u>	<u>Number and Description</u>
	<p><u>portion of the site. Any redevelopment of this site will be subject to where relevant further archaeological assessment and investigations. Any new development will have to be of a high quality architectural design which responds accordingly to the setting of the protected structure and enhances the quality of the established historic environment.</u></p>
	<p><u>YL RA 09: Loreto Convent and Marymount / Ashton Court</u></p> <p><u>The former Loreto Convent Complex (including Marymount and Ashton Court) is an extensive and prominent site located in the town of Youghal. The complex contains both historic buildings which are included in the Record of Protected Structures, as well as more modern buildings and associated lands. The site provides a prime opportunity for a mixed use development, including offices, businesses uses, residential, recreation and tourism uses. The redevelopment of the site should take a dual approach providing for the conservation/restoration and reuse of the existing historic buildings, and indeed modern structures if so desired, along with the possibility for introduction of high quality new elements within the complex. A sensitive and carefully considered approach should be taken to the redevelopment of this site to ensure that the essential historic elements and character of the site together with any other existing biodiversity characteristics are conserved and any new elements will enhance the overall quality of the complex and respect the visual prominence the same.</u></p>
	<p><u>YL RA 10: Seafield</u></p> <p><u>It is considered that subject to a suitable design, this site is suited to a range of alternative uses potentially including offices or small scale business units, perhaps with a craft / tourism orientation, or residential use / sheltered housing / nursing home or hotel in keeping with the neighbouring uses and its proximity to the existing shops and series. The plaque on the southern facade of the building is a protected structure (3202) and development proposal needs to address this important conservation aspect of the site in both a sensitive and</u></p>

Local Area Plan Objective	
Regeneration Areas: Youghal	
<u>Regeneration Area</u>	<u>Number and Description</u>
	<p>achievable manner.</p> <p>The derelict nature of this site on a key approach to the town centre makes it a priority for redevelopment during the lifetime of this plan.</p>
	<p><u>YL-RA-11: Youghal Dockyard</u></p> <p>This site is of great importance to the overall development of the town and it is considered essential that an overall framework master plan is prepared for the site in its entirety which will address its unique characteristics on the waterfront and provide for a coordinated approach to its development, including its potential for public realm including a marina, and high quality urban design. Of critical importance due to its location on the quayside is its ability to deal with flooding issues which will determine to an extent the types of uses most appropriate to the site.</p> <p>The site will be subject to Archaeological and Architectural Assessment and investigations prior to and/or during the course of development. The site is also located within an Architectural Conservation Area. In this regard a high standard of architectural design which respects and enhances the character of the historic core shall be required.</p>

General Objectives

3.4.70 The following General Objectives apply to all development proposals for Youghal.

Local Area Plan Objective	
General Objectives for Youghal	
YL-GO-01	Plan for development to enable Youghal to achieve its target population of 9,115 persons and to secure the development of additional housing, employment and service uses in the town.
YL-GO-02	In order to secure the sustainable population growth and supporting development proposed in GO-01, appropriate and sustainable water and waste water infrastructure that will secure the objectives of the relevant River Basin Management Plan and the Blackwater River Special Area of

Local Area Plan Objective General Objectives for Youghal	
	Conservation, and Blackwater Estuary Special Protection Area, must be provided and be operational in advance of the commencement of any discharges from the development. Waste water infrastructure must be capable of treating discharges to ensure that water quality in the receiving water does not fall below legally required levels.
YL- GO -03	The boundary of Youghal Town overlaps with the Blackwater River Special Area of Conservation and is adjacent to the Blackwater Estuary Special Protection Area. Development in the town will only be permitted where it is shown that it is compatible with the requirements of the Habitats Directive and the protection of these sites. Protection and enhancement of biodiversity resources within the receiving environment of the town will be encouraged.
YL- GO 04	All proposals for development within the areas identified as being at risk of flooding will need to comply Objective IN-01 in Section 1 of this Plan.
YL- GO -05	In accordance with Objective WS 5-1 of Chapter 11 of the County Development Plan, all new development will need to make provision for Sustainable Urban Drainage Systems (SuDs) and provide adequate storm water infrastructure. Surface water Management and Disposal should be planned in an integrated way in consideration with land use, water quality, amenity and habitat enhancements as appropriate.
YL- GO -06	Support and promote Youghal Town Centre as the primary and most appropriate location of the expansion of retail development. Protect the amenities of existing residential areas within the centre of the town and encourage the provision of new residential uses to strengthen the vitality of the town centre.
YL- GO -07	Support and promote Youghal and as an employment centre.
YL- GO -08	Protect and enhance the attractive landscape character setting of the town. Conserve and enhance the character of the town centre (including the special character of Architectural Conservation Areas) by protecting historic buildings, groups of buildings, the existing street pattern, town walls, historic laneways, zones of archaeological potential, plot size and scale while encouraging appropriate development in the town, including the development of regeneration areas and public realm improvements.
YL- GO -09	Enhance the overall tourism potential of the town, for both locals and visitors, by ensuring the development of appropriate attractions (heritage, retail, etc) which are underpinned by appropriate heritage led town centre renewal and continuing public realm improvements. All development proposals should have due regard to the unique characteristics of the historic context of Youghal and seek to improve the overall attractiveness of the environment. Facilitate the improvement of the beach areas including adequate provision

Local Area Plan Objective General Objectives for Youghal	
	of toilet, shower and changing facilities as well as services such as play areas.
YL- GO -10	Improve and enhance pedestrian and cycling connectivity throughout the town and especially from new development areas to the schools, shops and other services.
YL- GO -11	<p>Reserve land on either side of the railway route to facilitate the possible future upgrading of the route to double track standard. This objective applies to all land within 5m of the perimeter fence on either side of the railway. Within this area the following categories of development will be resisted:</p> <ul style="list-style-type: none"> • New buildings not required for the operation of the railway; and • New vehicular and pedestrian accesses where these accesses are the sole or primary access to development. <p>New bridge crossings constructed will be required to provide sufficient clearance to permit double track operation.</p> <p>Open land uses, such as open space, surface car parking and agriculture will normally be permitted subject to the proper planning and sustainable development of the area.</p> <p>In addition, should the opportunity arise, it is an objective to assess and, as appropriate, develop a greenway on the disused railway line between Midleton and Youghal.</p>
YL- GO -12	Protect river corridors having regard to the need to avoid disturbance to wintering birds and managing flood risk, and where possible, develop these as natural amenity corridors, connecting different parts of the town and linking up with established amenity areas. Development proposals should direct movement away from the estuary or incorporate screen planting or other suitable buffering to avoid potential for disturbance to birds. It is also an objective to provide adequate buffer zones along watercourses to ensure riparian zones are not degraded and there is no bankside erosion. In this regard, developers shall take account of relevant guidance documents relating to watercourse buffer zones.
YL- GO -13	Encourage and work with the voluntary groups in the town to achieve the objective of the plan. It shall be an objective to work with and support the activities of the Tidy Towns Committee, Youghal Chamber of Commerce, Youghal Heritage Society and the other voluntary and corporate organizations who have made and continue to make such a valuable contribution to the life and development of the Town.
YL- GO -XX	Support the expansion of primary and post primary education facilities in the town in consultation with the Department of Education and Skills.

3.4.71 The following specific development objectives apply to Youghal.

Local Area Plan Objective		
Specific Development Objectives for Youghal		
* Flood Risk -See Objective IN-01 in Section One.		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
Residential		
YL-R-01	Medium A density residential development. Detailed landscaping proposals to be included as part of any proposals on the site.	3.3
YL-R-02	Medium B density residential development. Detailed landscaping proposals to be included as part of any proposals on the site.	5.43
YL-R-03	Medium A density residential development. Provision shall be made for access through the site for development of the lands to the south.	2.6
YL-R-04	Medium B density residential development (to meet the needs of a range of housing needs.)	11.19
YL-R-05	Medium B density residential development (to meet the needs of a range of housing needs.) Development on this site shall take into account the high visibility of this elevated site from the Northern approach to the town.	11.32
YL-R-06	Medium A density residential development respecting the densities and character of adjoining development.	20.7
YL-R-07	Medium A density residential development respecting the densities and character of adjoining development.	3.43
YL-R-08	Medium A density residential development respecting the densities and character of adjoining development.	0.99
YL-R-09	Medium A density residential development respecting the densities and character of adjoining development.	1.63
YL-R-10	Medium A density residential development respecting the densities and character of adjoining development.	4.01
YL-R-11	Medium A density residential development respecting the densities and character of adjoining development.	27.1
YL-R-12	Medium A density residential development respecting the densities and character of adjoining development.	0.9
YL-R-13	Medium A density residential development respecting the densities and character of adjoining development.	0.4
YL-R-14	Medium B density residential development respecting the densities and character of adjoining development.	0.12
YL-R-15	Medium A density residential development respecting the densities and character of adjoining development.	2.1
YL-R-16	Medium A density residential development respecting the densities and character of adjoining development.	1.8
YL-R-17	Medium A density residential development respecting the	3.99

Local Area Plan Objective		
Specific Development Objectives for Youghal		
* Flood Risk -See Objective IN-01 in Section One.		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
	densities and character of adjoining development.	
YL R 18	Medium A density residential development respecting the densities and character of adjoining development.	0.26
YL R 19	Medium A density residential development respecting the densities and character of adjoining development.	1.05
YL R 20	Medium A density residential development respecting the visual and other amenities of the area and ensuring the provision of adequate onsite parking facilities and reasonable provision of onsite amenity open space.	1.2
Business		
YL-B-01	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.	9.3
YL-B-02	Business development. This zone is adjacent to the Blackwater River Special Area of Conservation and Blackwater Estuary Special Protection Area. *	4.0
YL-B-03	Business development	14.9
YL B 04	Business development.	7.5
Industry		
YL-I-01	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.	23
YL-I-02	Civic Amenity Site.	15.5
Town Centre		
YL T 01	Town Centre Core area. This is the primary and preferred location	8.6

Local Area Plan Objective		
Specific Development Objectives for Youghal		
* Flood Risk -See Objective IN-01 in Section One.		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
	<p>for any new retail development in Youghal.</p> <p>a) Promote the development of this area as the primary location for retail and other uses that provide goods or services principally to visiting members of the public and the priority area and preferred location for new retail development.</p> <p>b) Encourage greater use of backland areas and promote the development of brownfield sites within the town centre area where new development can positively contribute to the commercial vitality of the town centre.</p> <p>c) Encourage the use of upper floors of existing buildings for residential and office use.</p> <p>d) Continue to enhance the streetscape and heritage assets of the town centre and continue with environmental improvements.</p> <p>e) Encourage a sustainable mix of land uses in the core retail/town centre area.</p> <p>*</p>	
<u>YL-T-02</u>	<u>Support primarily convenience retail uses in this ancillary retail area</u>	<u>1.6</u>
<u>YL-T-03</u>	<u>Support primarily convenience retail uses in this ancillary retail area.</u>	<u>0.9</u>
<u>YL-T-04</u>	<p><u>Neighbourhood Centre: Small scale neighbourhood centre servicing the local community only and of such a scale as to avoid competing with or detracting from the services provided by the town centre and its environs.</u></p> <p>*</p>	<u>2.2</u>
Community		
YL-C-01	Educational use. Developments should be consistent with and complementary to the primary educational function of the site.	6.28
<u>YL-C-02</u>	<u>Hospital. Developments complementary to and consistent with the primary healthcare usage of the land. Existing mature healthy trees to be retained.</u>	<u>3.6</u>
<u>YL-C-03</u>	<u>St Raphael's Centre. Developments should be consistent with and complementary to the primary educational function of the site.</u>	<u>13.5</u>

Local Area Plan Objective		
Specific Development Objectives for Youghal		
* Flood Risk -See Objective IN-01 in Section One.		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
Utilities		
<u>YL-U-01</u>	<u>Wastewater Treatment Plant</u>	--
<u>YL-U-02</u>	<u>Reservoir</u>	--
Open Space, Sports, Recreation and Amenity		
YL-O-01	Passive open space. This area, consisting predominantly of woodland and agricultural land, forms an important visual part of the setting to Youghal particularly when seen from the north. The existing pattern of land uses will remain largely unchanged. Parts of this site are at risk of flooding. *	82.9
YL-O-02	Passive open space. This area, consisting predominantly of agricultural land, forms an important visual part of the setting to Youghal particularly when seen from the north. The existing pattern of land uses will remain largely unchanged.	13.3
YL-O-03	Passive open space. This area, consisting predominantly of agricultural land, forms an important visual part of the setting to Youghal. The existing pattern of land uses will remain largely unchanged.	10.4
YL-O-04	Youghal Rugby Football Club: Further development of the site should be complementary to and consistent with the primarily sports related uses on site.	2.6
YL-O-05	Passive open space. This area, consisting predominantly of woodland and agricultural land, forms an important visual part of the setting to Youghal particularly when seen from the north. The existing pattern of land uses will remain largely unchanged. *	16.32
YL-O-06	Passive open space. This area, consisting predominantly of woodland and agricultural land, forms an important visual part of the setting to Youghal particularly when seen from the north. The existing pattern of land uses will remain largely unchanged. *	57.3
YL-O-XX	YL-O-04: Open Space not suitable for development.	XX
<u>YL-O-07</u>	<u>Sports uses. Further development of the site should be complementary to and consistent with the primarily sports related uses on site.</u>	<u>2.24</u>
<u>YL-O-08</u>	<u>Public Park recreational area, further development of the site should be complementary to and consistent with the primarily</u>	<u>1.3</u>

Local Area Plan Objective		
Specific Development Objectives for Youghal		
* Flood Risk -See Objective IN-01 in Section One.		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
	sports related uses on site.	
YL-O-09	Millennium Town Park— usages and developments complementary to and consistent with the primarily leisure and amenity character of the land.	0.5
YL-O-10	College Gardens (existing Public Park): usages and developments complementary to and consistent with the primarily leisure and amenity character of the land. It shall be an objective to improve the signage so as to indicate the public nature and accessibility of the public park. It shall be an objective to reconfigure the landscaping immediately inside the entrance to better indicate the semi public areas adjacent to the convent and public areas of the town park. This is to ensure that visitors to the town interpret the park as being a publicly accessible space.	4.0
YL-O-11	Ard Rath Park: usages and developments complementary to and consistent with the primary leisure and sporting character of the land.	3.1
YL-O-12	Memorial Park: Public Park: usages and developments complementary to and consistent with the primary leisure and amenity character of the land.	1.2
YL-O-13	Existing Golf course: usages and developments complementary to and consistent with the primary sporting usage of the land. It shall be an objective to encourage the layout and landscaping of the course to ensure that players do not endanger persons or property on adjoining lands.	54.9
YL-O-14	Existing Greyhound Track: usages and developments complementary to and consistent with the primary leisure and sporting character of the land.	2.9
Special Policy Area		
YL-X-01	Development of business uses including a service station and tourist related non high street uses, incorporating the protection and enhancement of the historic structures on site (Youghal Brickworks is a designated Protected Structure, RPS No. 415 and a Recorded Monument CO067-12 and the area also contains a standing stone which is a Recorded Monument (CO 067-071) and providing for a significant area of open space along the northern and western boundaries. This will involve submission of a comprehensive Masterplan for the site, to be prepared with the	17.3

Local Area Plan Objective		
Specific Development Objectives for Youghal		
* Flood Risk -See Objective IN-01 in Section One.		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
	<p>support of built and natural heritage professionals including (inter alia) a qualified conservation architect. Proposals should ensure the protection and preservation of the historic structures on the site in an appropriate setting and protect the nature conservation values of the area and shall be accompanied by an archaeological and architectural assessment. The layout of the site should facilitate access by the public and the development of appropriate interpretive facilities. Detailed landscaping proposals to be included as part of any proposals on the site. Proposals for the site shall also be accompanied by a traffic and transport assessment, mobility management plan and parking strategy.</p> <p># [A buffer zone will be required between any development proposed for this zone and the SPA and SAC. The size of the buffer zone will be determined at project level.]</p> <p>*</p>	

(East Cork Settlement Submissions) by Interested Party (A-Z) Total Number of Submissions on this list is 105 (this includes Duplicate Submissions)		
Interested Party	Reference	Settlement
Aidan Flanagan, Chairman, on behalf of Castlerock Residents Association	DLAP16-16-11582811	Midleton
Aidan Flanagan, Chairman, on behalf of Castlerock Residents Association	DLAP16-16-11580388	Midleton
Aidan Flanagan, Chairman, on behalf of Castlerock Residents Association	DLAP16-16-11578591	Midleton
Andrew Foley	DLAP16-16-12145216	Midleton
Ballinacurra GAA Grounds	DLAP16-16-12137430	Midleton
Ballycotton Development Community Association	DLAP16-16-11878103	Ballycotton
Box Hedge Ltd, Monahan House, Celtic Business Park, Road, Cork	DLAP16-16-11854339	Carrigtwohill
Castle Rock Homes	DLAP16-16-11436019	Midleton
CEA Architects	DLAP16-16-12123062	Midleton
Charles and Joan Hayes	DLAP16-16-11792048	Midleton
Chris Weldon	DLAP16-16-11861607	Midleton
Cllr Anthony Barry	DLAP16-16-11678139	Midleton
Cllr Susan McCarthy	DLAP16-16-11857767	Whitegate & Aghada
Cllr Susan McCarthy	DLAP16-16-11854880	Midleton
Cllr Susan McCarthy	DLAP16-16-11849732	Midleton
Cllr Susan McCarthy	DLAP16-16-11848013	Midleton
Cllr Susan McCarthy	DLAP16-16-11798496	Midleton
Cobh Tourism	DLAP16-16-11799628	Whitegate & Aghada
Coillte	DLAP16-16-11871164	Saleen
Coillte	DLAP16-16-11870823	Castlemartyr
Coillte Teoranta	DLAP16-16-11878577	Watergrasshill
Colm O'Driscoll	DLAP16-16-12121311	Saleen
Con and Teresa Guerin	DLAP16-16-12132861	Midleton
Construction Industry Ireland (Cork Branch)	DLAP16-16-11810950	Countywide
Coras Iompair Eireann (CIE)	DLAP16-16-11877840	Youghal
Coras Iompair Eireann (CIE)	DLAP16-16-11574928	Midleton
Cork Chamber	DLAP16-16-11880130	Countywide
Cork Chamber	DLAP16-16-11879269	Countywide
Cork City Council	DLAP16-16-12129498	
Cork Cycling Campaign	DLAP16-16-11880949	Midleton
Cork Cycling Campaign	DLAP16-16-11848114	Midleton
Cork Education & Training Board	DLAP16-16-11592327	Countywide

(East Cork Settlement Submissions) by Interested Party (A-Z)		
Total Number of Submissions on this list is 105 (this includes Duplicate Submissions)		
Interested Party	Reference	Settlement
Cork Environmental Forum	DLAP16-16-11882060	Countywide
cork nature network	DLAP16-16-11789516	Countywide
Councillor Pdraig O Sullivan	DLAP16-16-11511924	Little Island
David O'Gorman on behalf of the residents of Ballyvodock road and surrounding area	DLAP16-16-11347806	Midleton
David Walsh & Karen Morrissey	DLAP16-16-11468803	Midleton
Dean Alan Marley, Rector of St John the Baptist Church, Midleton	DLAP16-16-11794286	Midleton
Deborah Hayes	DLAP16-16-11873760	Midleton
Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs (DAHRRGA)	DLAP16-16-11865670	Countywide
Environmental Protection Agency	DLAP16-16-11591435	Countywide
Eoin Gleeson	DLAP16-16-10945664	Countywide
Eoin O'Mahony	DLAP16-16-11700462	Killeagh
Fiona Meaney (Secretary)	DLAP16-16-11760258	Saleen
Frances Kingston	DLAP16-16-11872915	Midleton
Gas Networks Ireland	DLAP16-16-11881850	Countywide
Gas Networks Ireland	DLAP16-16-9891830	Countywide
Hallmark Building Services Ltd	DLAP16-16-11876382	Midleton
Health and Safety Authority	DLAP16-16-10800942	Countywide
Ingram Homes Limited	DLAP16-16-12129022	Midleton
Irish Distillers Ltd.	DLAP16-16-11583430	Midleton
Irish Water	DLAP16-16-11847067	Countywide
JA Fitzgerald & others	DLAP16-16-11302538	Youghal
Jack Lynch	DLAP16-16-11878898	Carrigtwohill
Jason Kennedy	DLAP16-16-12196584	Midleton
Jennifer Sleeman	DLAP16-16-11561170	Countywide
John Scanlon	DLAP16-16-12131885	Ballycotton
Jonathan Lane	DLAP16-16-11451184	Midleton
Julie Chambers	DLAP16-16-11741893	Ringaskiddy
K Dawson	DLAP16-16-11769006	Countywide
Kevin Desmond	DLAP16-16-11878647	Cobh
Lidl Ireland GmbH	DLAP16-16-11848460	Youghal
Lidl Ireland GmbH	DLAP16-16-11690408	Midleton
Martin Farrell	DLAP16-16-11867290	Youghal
Mary & Anthony O'Mahony	DLAP16-16-11408043	Midleton
Meitheal Mara Teoranta	DLAP16-16-11878917	Countywide

(East Cork Settlement Submissions) by Interested Party (A-Z)		
Total Number of Submissions on this list is 105 (this includes Duplicate Submissions)		
Interested Party	Reference	Settlement
Meitheal Mara Teoranta	DLAP16-16-11877975	Countywide
Michael Hartnett	DLAP16-16-12130742	Whitegate & Aghada
Michael Hennessy Ltd	DLAP16-16-11586943	Whitegate & Aghada
Michael Mac Aree	DLAP16-16-11877709	Countywide
Michael Mc Carthy	DLAP16-16-11873108	Youghal
Michael O'Brien	DLAP16-16-11863041	Ladysbridge
Michael Waldvogel	DLAP16-16-11880366	Cloyne
Michael Waldvogel	DLAP16-16-11877686	Midleton
Minister for Housing, Planning, Community and Local Government	DLAP16-16-11876775	Countywide
Miriam McDonnell	DLAP16-16-11803154	Midleton
Mr Ray Fitzgerald, Broomfield House, Midleton, Co. Cork	DLAP16-16-11802627	Midleton
Mr Stephen Blair, Director SRA	DLAP16-16-11589178	Countywide
Mrs Mary Rose Day	DLAP16-16-11878447	Whitegate & Aghada
Multi Facades Systems, Unit 1, Springfield Industrial Estate, Youghal, Co Cork.	DLAP16-16-11802219	Youghal
Nordic Cold Storage Ltd and Mr. Patrick Healy	DLAP16-16-12132405	Midleton
Office of Public Works	DLAP16-16-11866198	Countywide
O'Flynn Construction	DLAP16-16-11876636	Midleton
O'Flynn Construction	DLAP16-16-11874474	Countywide
Patrick McDonnell, Knockgriffin House, Midleton, County Cork	DLAP16-16-11803347	Midleton
Patrick Murphy	DLAP16-16-11795774	Little Island
Paul Moore	DLAP16-16-11841084	Midleton
Paul Murpy and Ursula Cutler	DLAP16-16-11859196	Midleton
Residents of Carneys Cross Ballinacurra	DLAP16-16-12144764	Midleton
Richard Forrest	DLAP16-16-11867329	Mogeely
Richard Forrest	DLAP16-16-11867193	Mogeely
RSM Ireland	DLAP16-16-11874686	Midleton
Rushbrooke Links Management Company	DLAP16-16-11874578	Little Island
Ryan Howard	DLAP16-16-11880909	Countywide
Seafield Partnership, Unit 4, Millenium Court, Youghal, Co Cork	DLAP16-16-11801818	Youghal
Shipton Group	DLAP16-16-12118634	Midleton
South and East Cork Area Development Partnership CLG	DLAP16-16-11867531	Countywide

(East Cork Settlement Submissions) by Interested Party (A-Z) Total Number of Submissions on this list is 105 (this includes Duplicate Submissions)		
Interested Party	Reference	Settlement
Southern Regional Assembly	DLAP16-16-12119301	Countywide
Southern Regional Assembly	DLAP16-16-12027690	Countywide
The Planning Partnership	DLAP16-16-11692846	Youghal
Tomas O Donoghue	DLAP16-16-12145869	Midleton
Transport & Mobility Forum, Cork	DLAP16-16-11876170	Countywide
Transport Infrastructure Ireland	DLAP16-16-12177281	Countywide
Transport Infrastructure Ireland	DLAP16-16-11592294	Countywide
William K Loftus	DLAP16-16-12253647	Midleton

Appendix D MAPS

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**

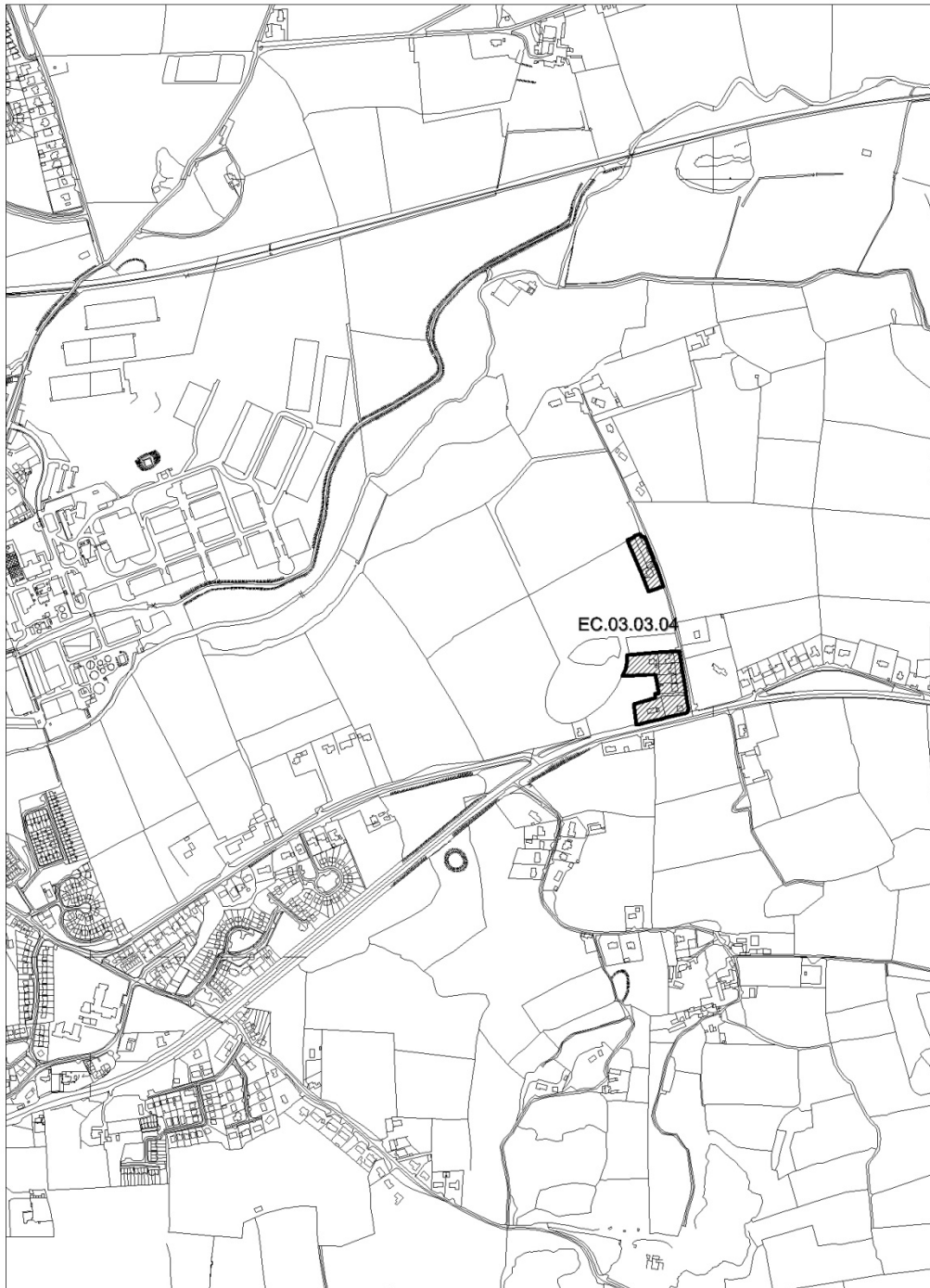
Midleton



Amendment Ref:EC.03.03.03

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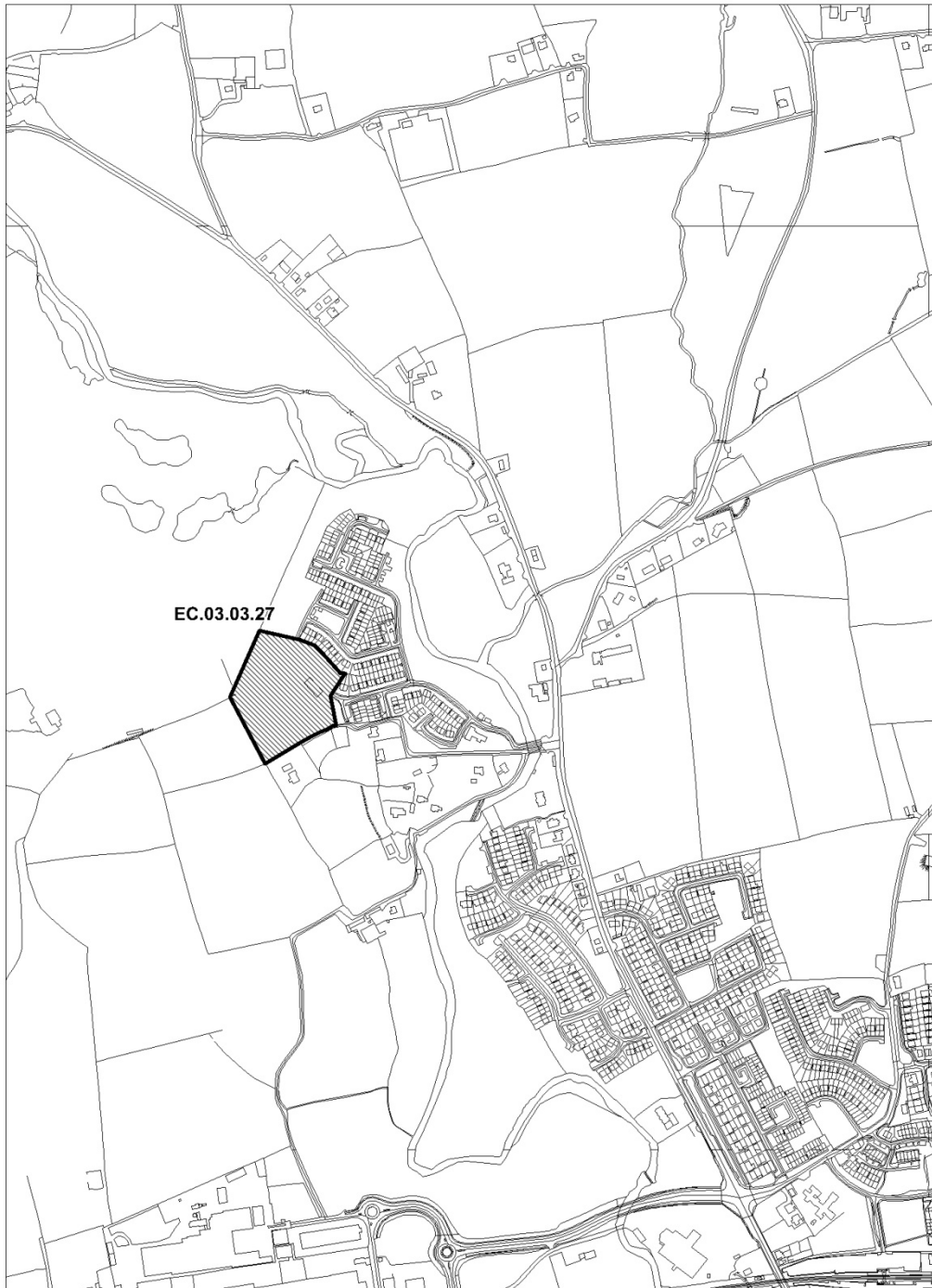
Midleton



Amendment Ref:EC.03.03.04

**East Cork Municipal District Local Area Plan
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Midleton



Amendment Ref: EC.03.03.27

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

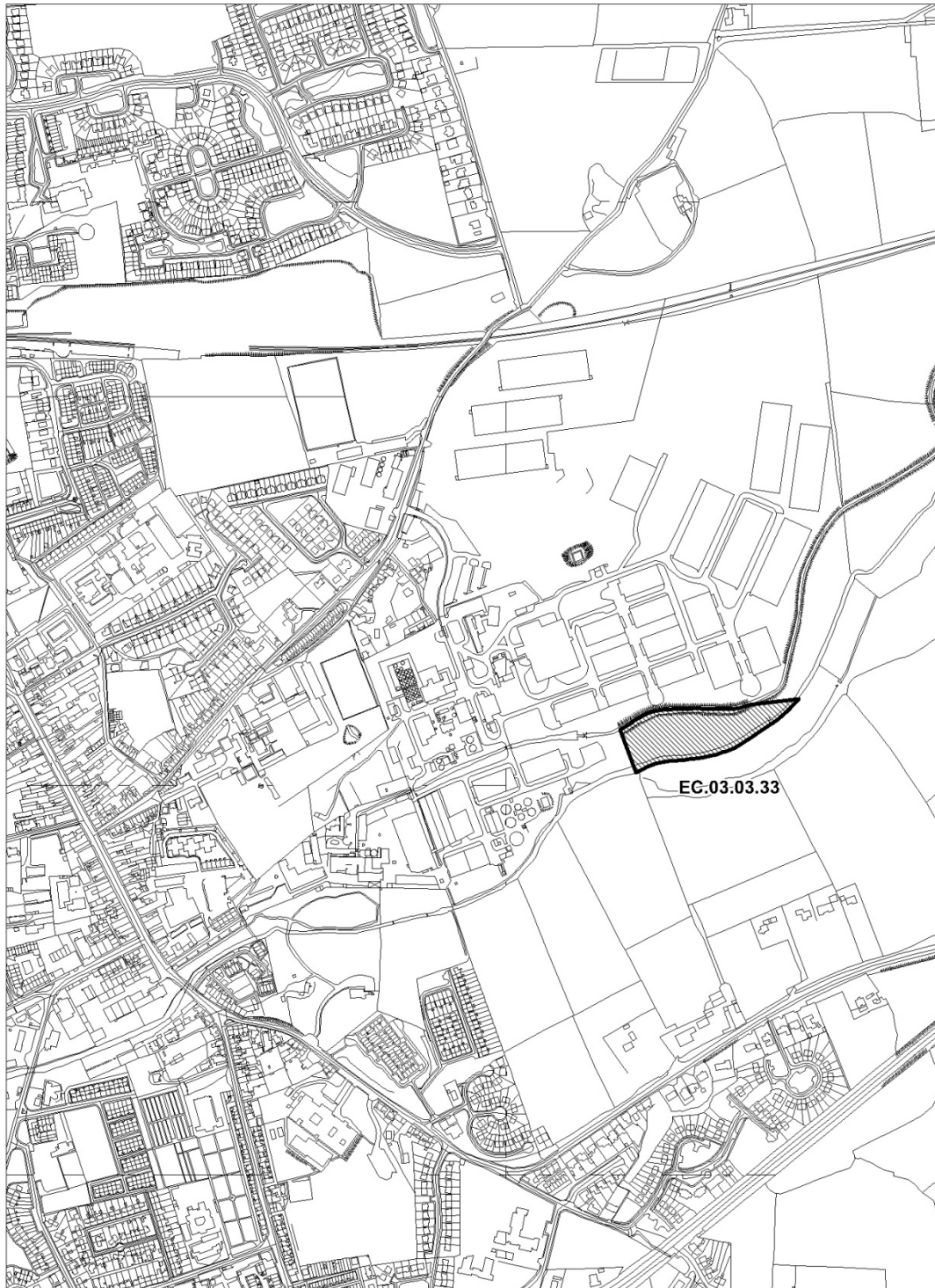
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Amendment Ref:EC.03.03.29

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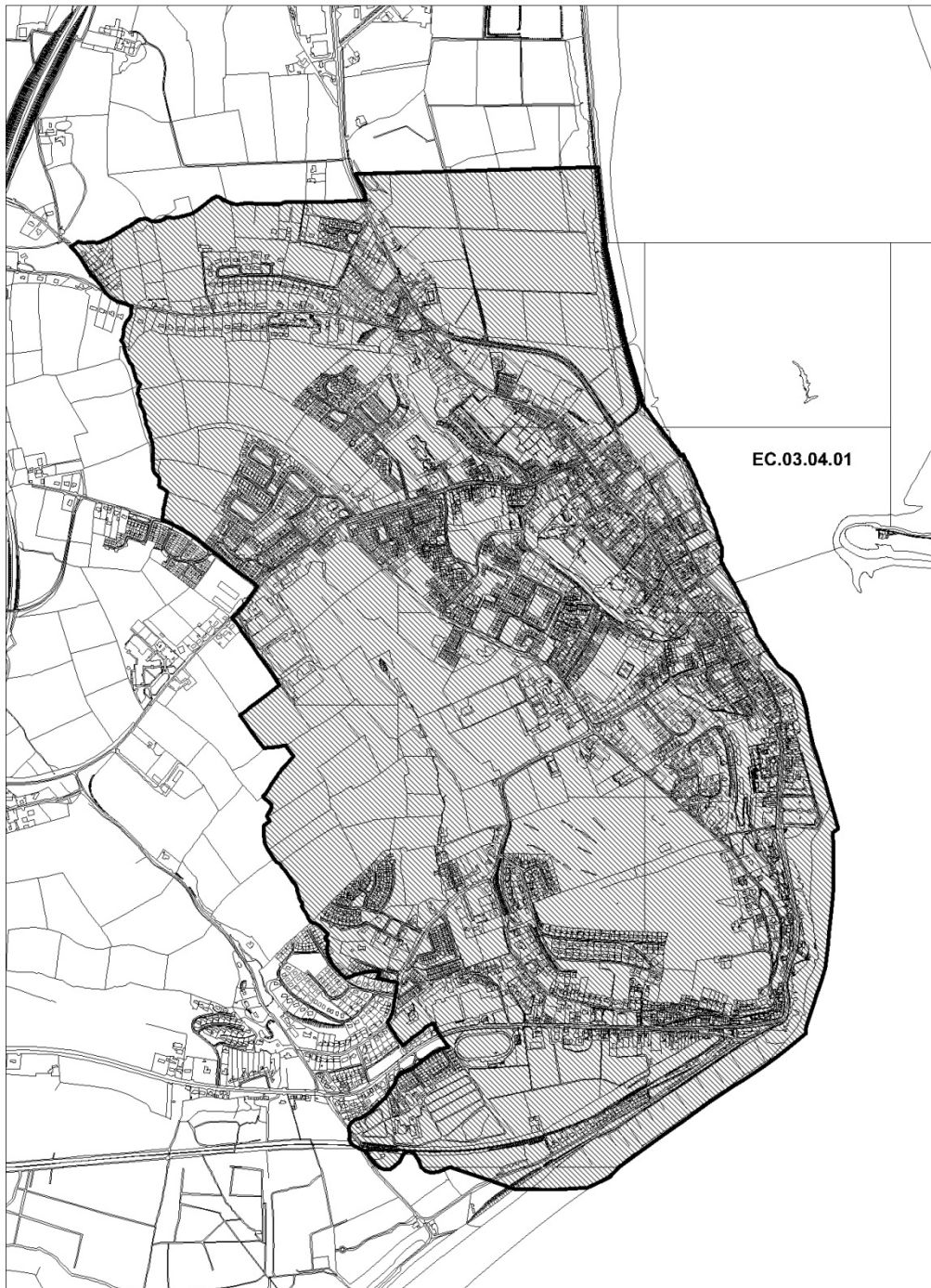
Midleton



Amendment Ref:EC.03.03.33

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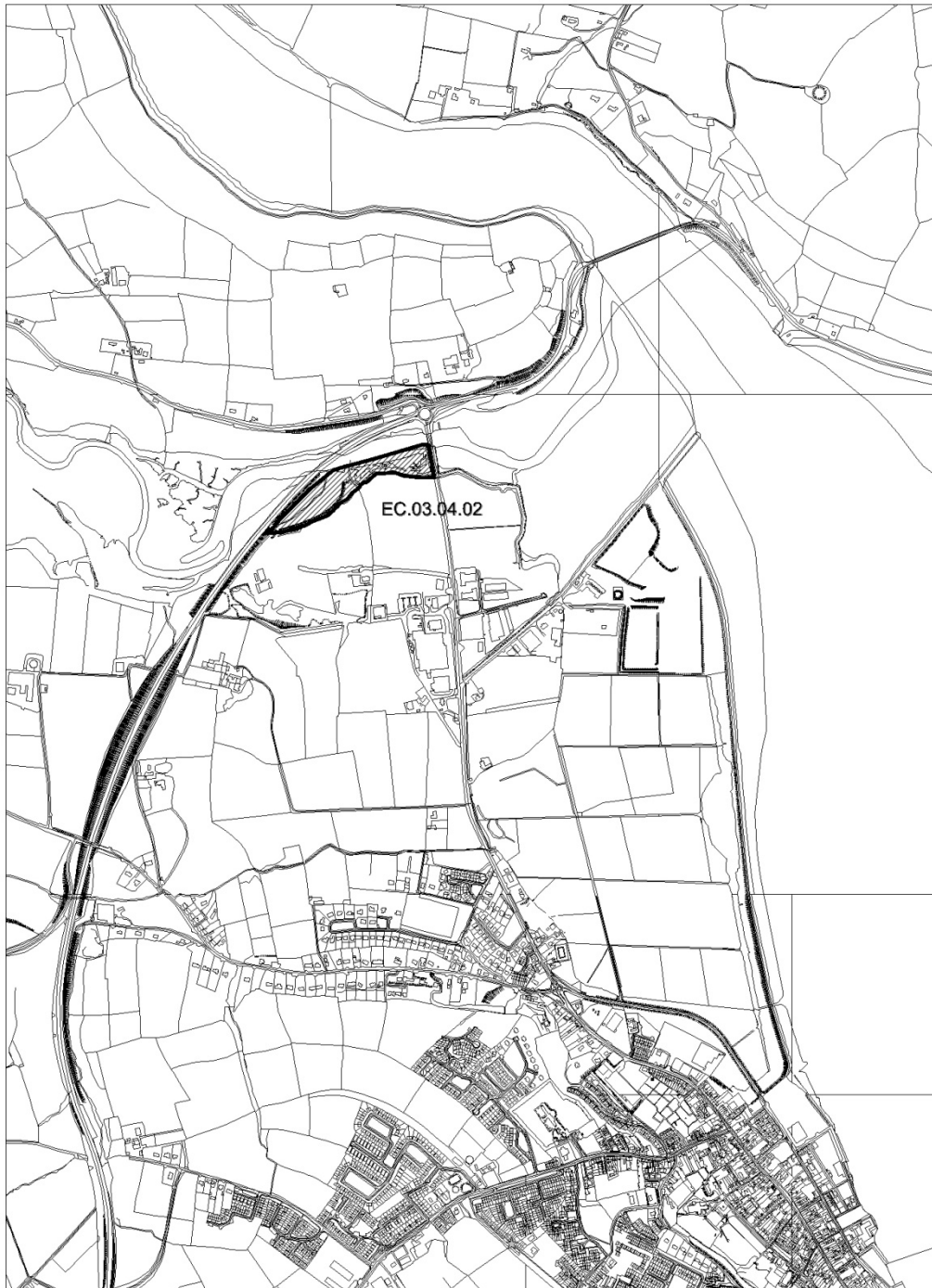
Youghal



Amendment Ref:EC.03.04.01

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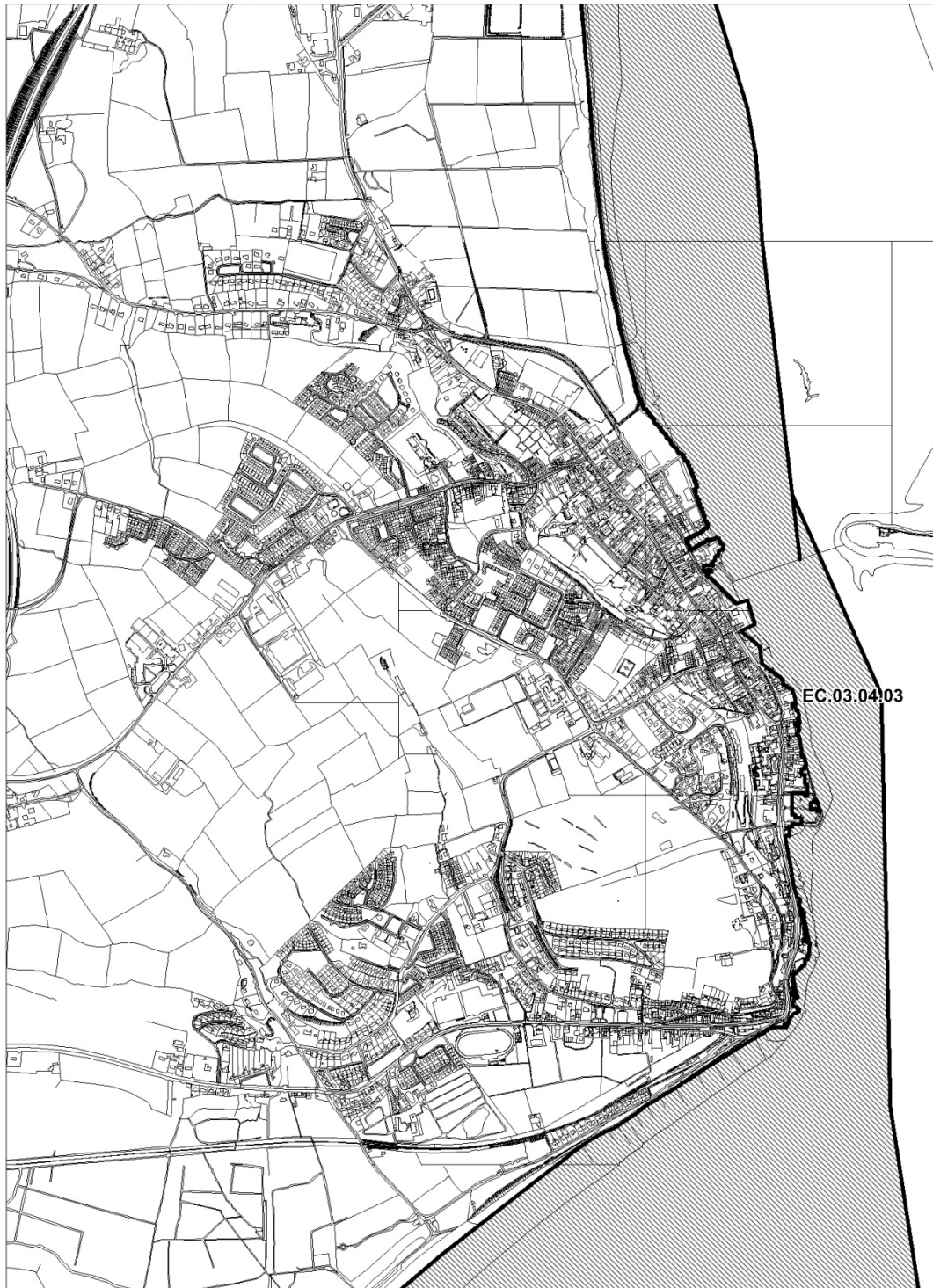
Youghal



Amendment Ref:EC.03.04.02

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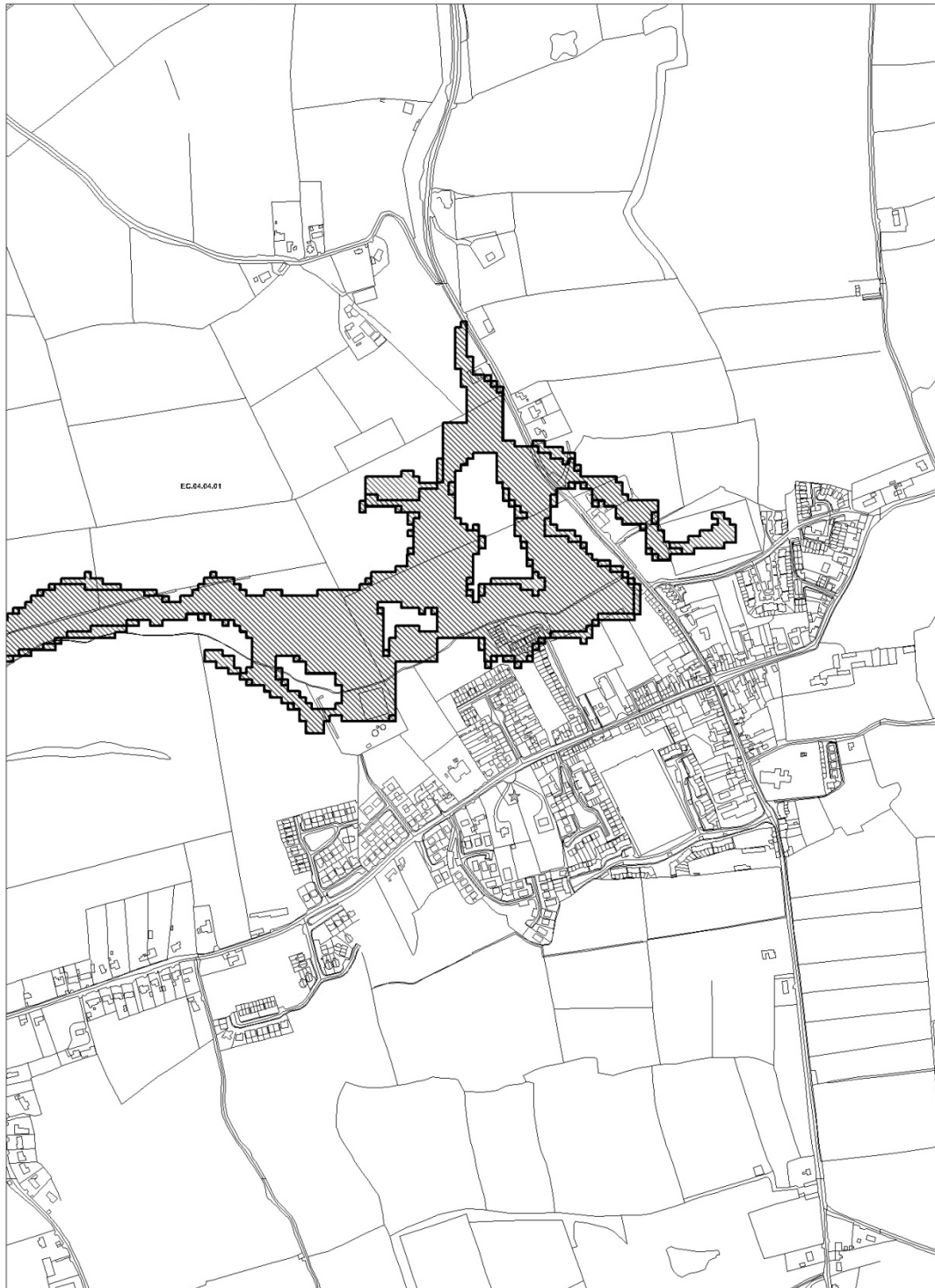
Youghal



Amendment Ref:EC.03.04.03

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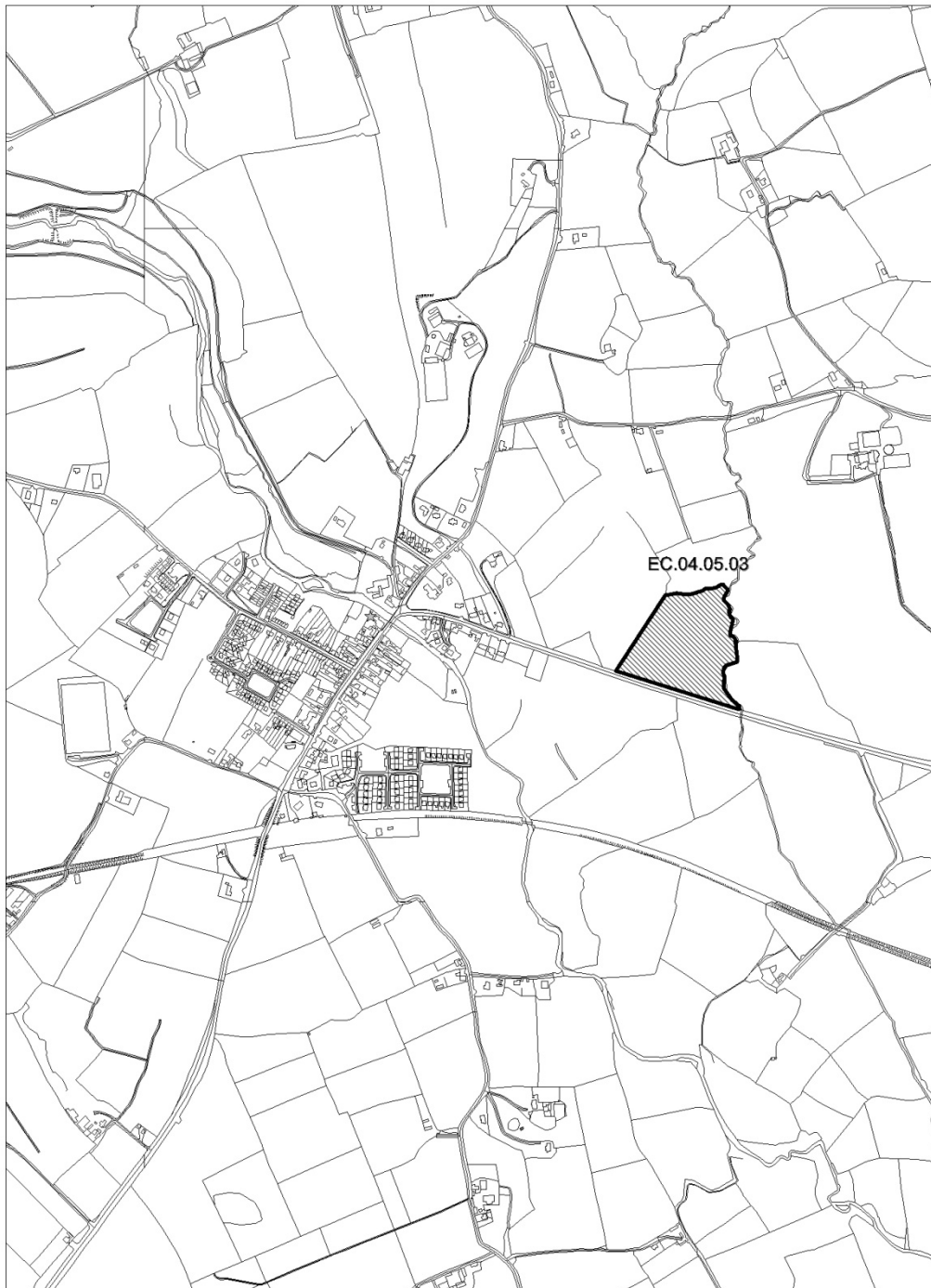
Cloyne



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**

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**

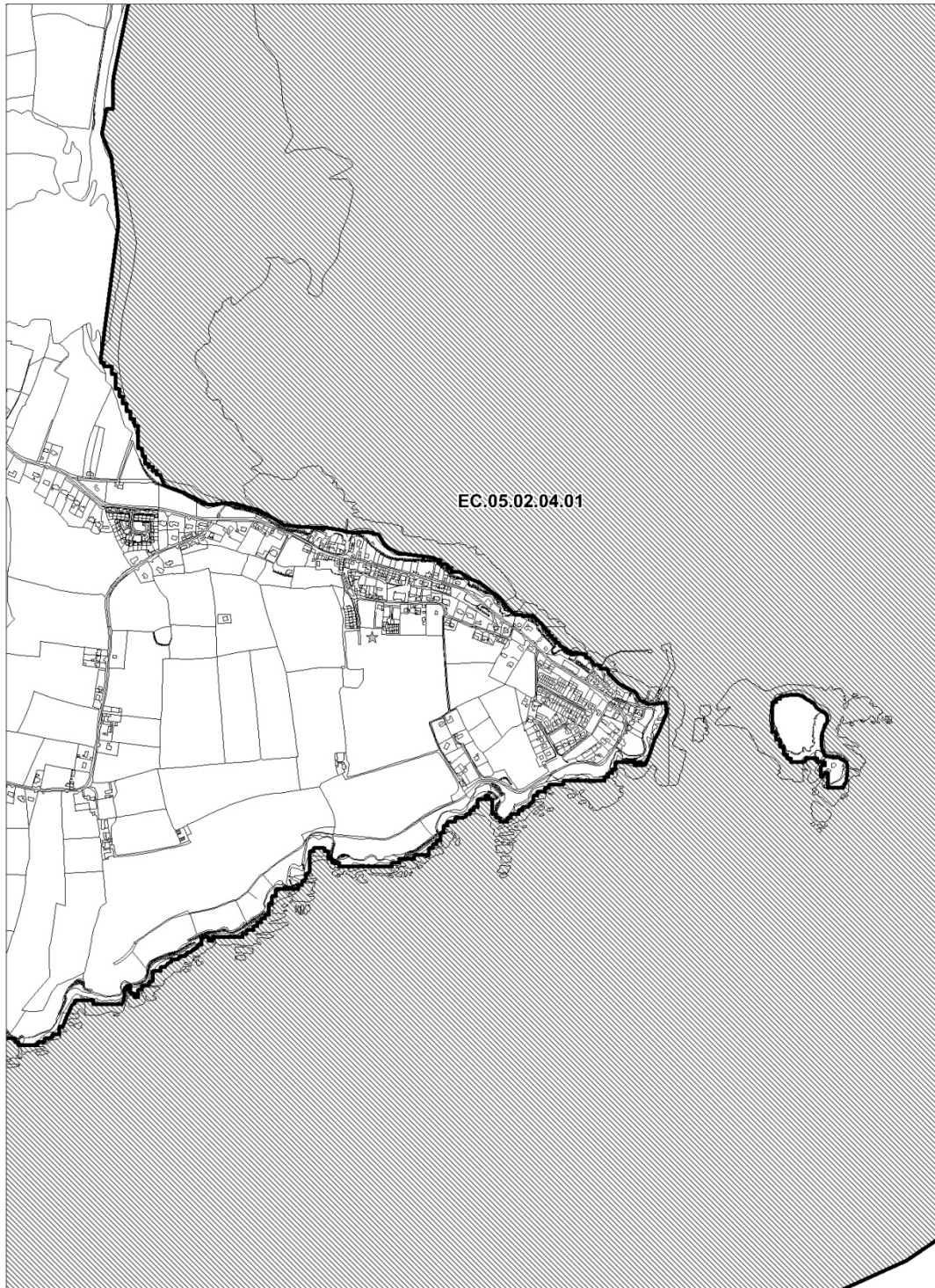
Whitegate Aghada



Amendment Ref:EC.04.06.05

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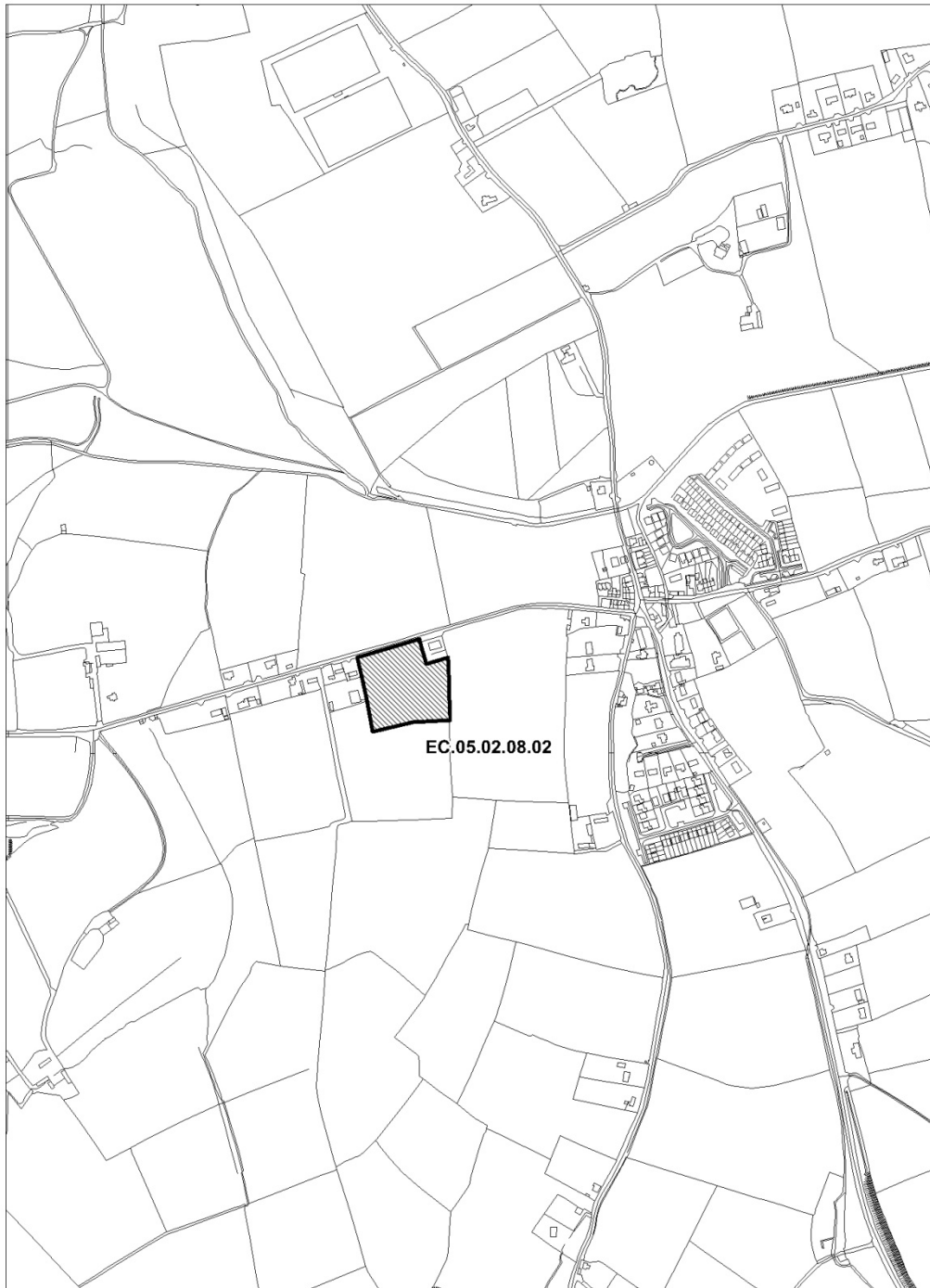
Ballycotton



Amendment Ref:EC.05.02.04.01

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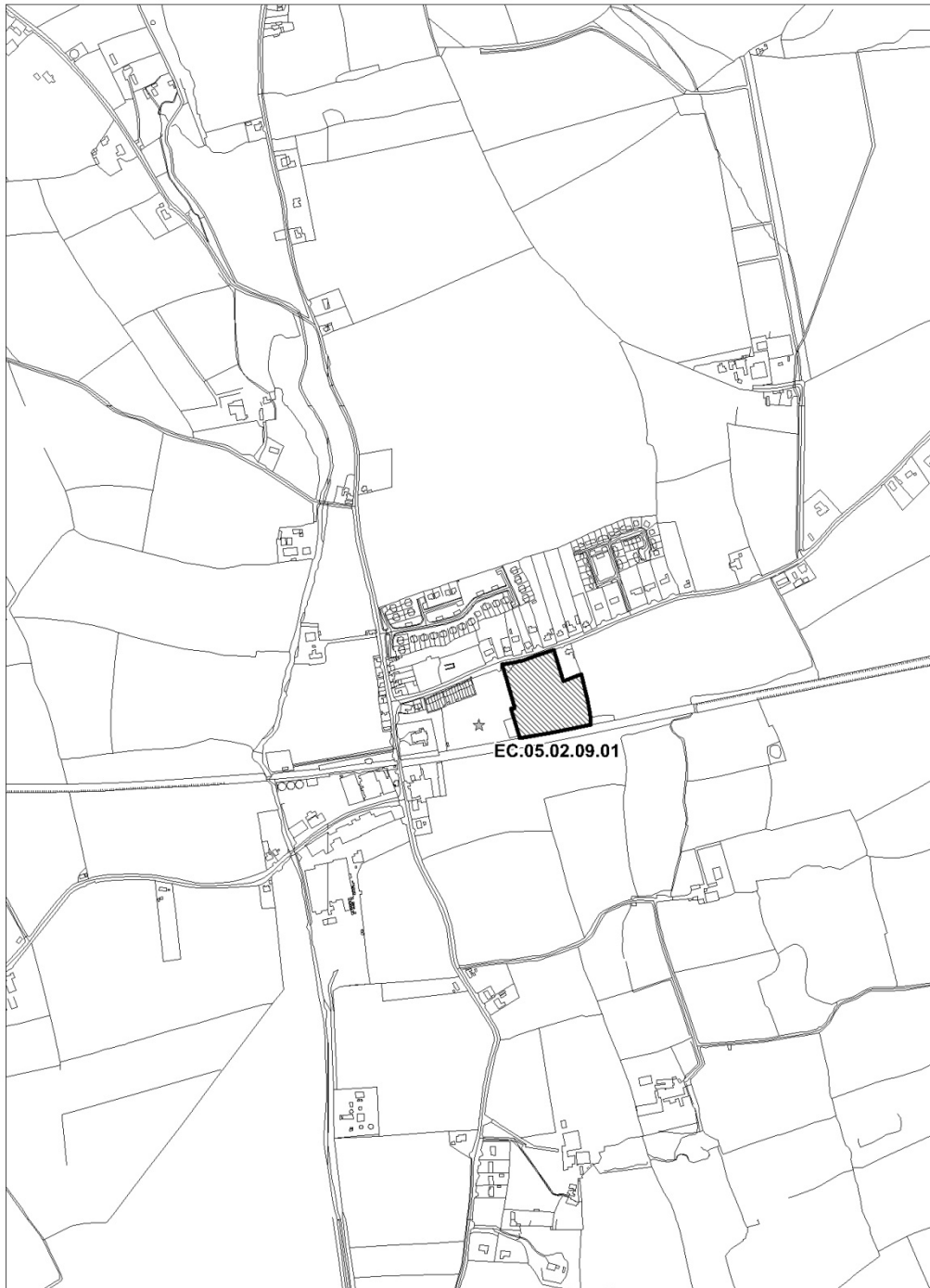
Ladysbridge



Amendment Ref: EC.05.02.08.02

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

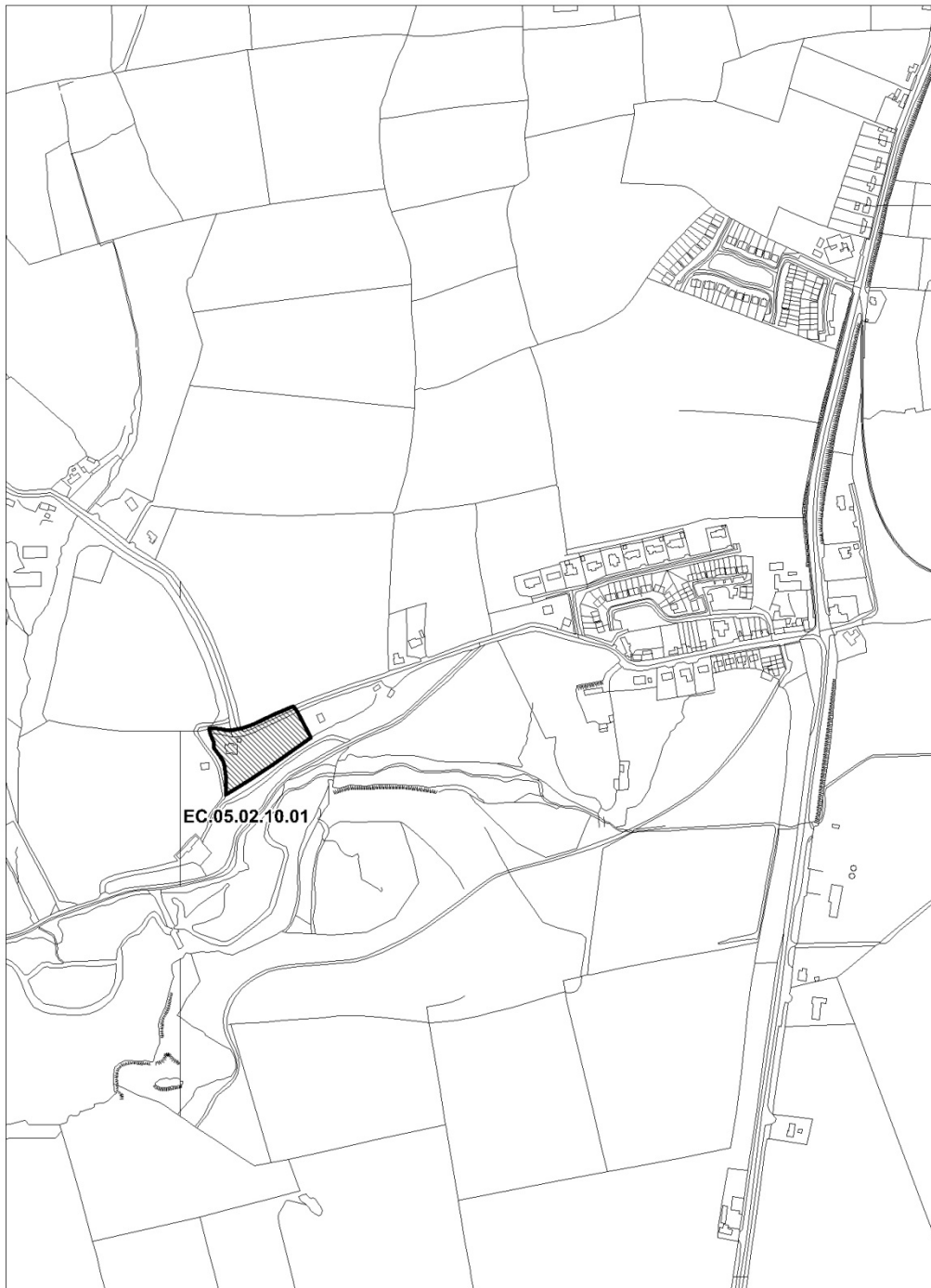
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Amendment Ref:EC.05.02.09.01

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

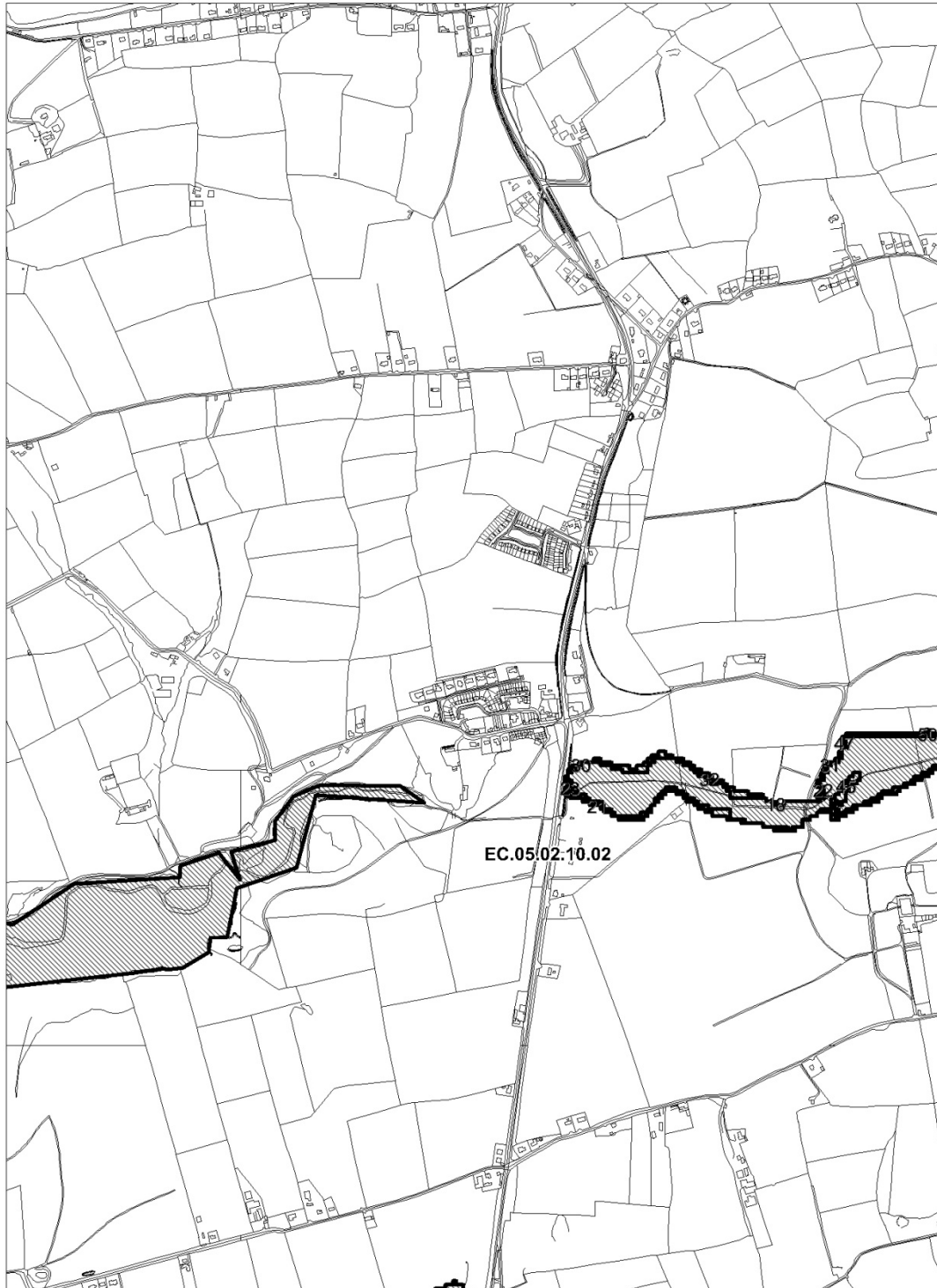
Saleen



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 Late Submissions

There were no late submissions received for the East Cork Plan.