

Report to Members

Carrigaline Electoral Area Local Area Plan Preliminary Public Consultation & Other Issues

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This report focuses on the submissions and observations received from the public following publication of an Outline Strategy for Carrigaline Electoral Area which identified the critical planning issues and choices facing the Electoral Area in the future. The report summarises the outcome of this pre-draft public consultation which was carried out in line with S.20 (1) of the Planning & Development Acts 2000-2006 and will inform the preparation of the Draft Carrigaline Electoral Area Local Area Plan. Appendix A of the report includes a list of the submissions received relevant to the Electoral Area while Appendix B includes a list of submissions received in relation to the Draft Airport Special Local area Plan which are relevant to the Carrigaline Electoral Area. Appendix C details the issues which arose from the Stakeholders meeting held in January 2010.

This report was circulated to the members of the Carrigaline Electoral Area Committee at a meeting on the 4th June 2010. A second meeting has been arranged for the 30th June, 2010 to discuss the issues arising from the report.

Section 1 Electoral Area Context

1.1 Main changes since the last plan

Electoral Area Boundary Changes.

1.1.1. As a consequence of the Electoral Area Boundary Commission changes which were completed in 2008; the Carrigaline Electoral Area was reduced in size from 240 sq km to an area of 180 sq km. As a result of these changes the satellite town of Ballincollig and the village of Ballynora transferred from the Carrigaline to the Macroom Electoral Area and the village nucleus of Roberts Cove transferred from the Carrigaline to the Bandon Electoral Area.

Population Profile 2002 -2006

1.1.2. During the period 2002-2006 the Carrigaline Electoral Area recorded almost a 14% increase in population growth. Table 1.1 below outlines both the population figures for the main settlements and villages and rural area for Carrigaline Electoral Area for the last two census years 2002 and 2006. The populations of the three main settlements Carrigaline, Cork City - South Environs and Passage West all increased during the period 2002-2006 and even though, the boundary of Carrigaline Electoral Area decreased in size, the population of the villages and rural area still increased between the same period.

Settlement *	Population		% Change
	2002	2006	
Cork South Environs	26,381	30,002	13.75
Carrigaline	11,191	12,835	14.69
Passage West	4,595	5,203	13.23
Villages and Rural**	10,711	12,084	12.81
Total	52,878	60,124	13.70

* Figures in this table are based on the revised Electoral Area boundary

**Includes the Strategic Employment Centre of Ringaskiddy

1.1.3. The combined target population growth for the Electoral Area in the period 2006 – 2020 is a very modest 2,971. This low growth figure takes cognisance of the fact that both the CASP 2000 and the CASP Update 2008 specify the need to consolidate growth South East of Cork City thereby Cork County Council

redistributing future population growth to the North East along the Blarney/Cork to Midleton/Cobh Rail corridor.

Settlement	Population 2006	Growth 2006-2020	2020 Target
Cork South Environs	30,002	100	30,102
Carrigaline	12,835	1,231	14,066
Passage West	5,203	83	5,286
Villages and Rural**	12,084	1,557	13,641
Total	60,124	2,971	63,095

* Figures in this table are based on the revised Electoral Area boundary

**Includes the Strategic Employment Centre of Ringaskiddy

1.1.4. Despite its low population target, the household growth target for the entire Carrigaline Electoral Area for 2020 is 26,058, which is an increase of 29%. The reason for this large increase is the likely drop in household size and the increase in housing density especially in the Cork City – South Environs. The overall household growth for the Electoral area is 5,909 and this equates to 7,682 housing units most of which will be accommodated in the three main settlements with the remainder going to the villages and rural area.

Settlement*	Households 2006	H'hld Growth 2006-2020	H'hld 2020 Target
Cork South Environs	9,967	2,467	12,434
Carrigaline	4,264	1,591	5,855
Passage West	1,729	523	2,252
Villages and Rural**	4,189	1,328	5,517
Total	20,149	5,909	26,058

* Figures in this table are based on the revised Electoral Area boundary

**Includes the Strategic Employment Centre of Ringaskiddy

Employment profile of Carrigaline Electoral Area

1.1.5. In the Carrigaline Electoral Area, the employment base is significant and centres on a mix of manufacturing and service industry. Outside of the main towns and strategic industrial areas there are employment and economic activities of varying scale occurring in the smaller settlements and rural areas of the Electoral Area, such as agriculture, quarries, service industries, tourism and other industrial and commercial uses.

1.1.6. The Carrigaline Electoral Area is part of the single employment and property market that is the CASP Metropolitan Cork Area. It is within this area that the largest concentration of pharmaceutical companies in the country are located. The harbour area accommodates nationally significant employment clusters at Ringaskiddy, Little Island and Whitegate in particular.

1.1.7. The two major employment centres in the Carrigaline Electoral Area are Ringaskiddy and the Cork Airport Business Park. Ringaskiddy is categorised as a strategic employment centre which has modern port facilities and contains predominately large-scale manufacturing industrial uses that

occupy large, stand alone sites. The Airport Business Park is a specialised employment centre that provides a prestigious office based industrial area for international traded services.

1.1.8. The Cork Retail Centres Hierarchy defined in the Cork Retail Study 2008, lists the location of Town and District Centres. In the Carrigaline Electoral Area, Town and District Centres are located at Carrigaline, Passage West and Douglas. Neighbourhood centres are located at Togher and Bishopstown Court.

1.1.9. Tourism is a significant industry in the Carrigaline Electoral Area. The Electoral Area contains within it the ferry port at Ringaskiddy and the airport at Farmers Cross. Significant numbers of tourists embark at the airport and ferry port and together with business travel it is a major contributor to the local economy.

1.1.10. The Census 2006 indicates that there are 21,585 jobs in the Cork City- South Environs, the Main towns and the Strategic Employment Areas of the Carrigaline Electoral Area. As can be seen from table 1.4 below the principle centres of employment within the Electoral Area are Ringaskiddy, the Airport Business Park and Cork City – South Environs. The figures for the main settlements have been taken from the CASP Update, July 2008. It should be noted that the CASP Update identified Ringaskiddy and Carrigaline as a single employment area and therefore individual figures are not available.

Settlements	Actual Jobs
Strategic Employment Centre – Ringaskiddy & Carrigaline*	7,816
Cork – South Environs Including the Airport Business Park	13,234
Passage west	535
TOTAL	21,585

*Ringaskiddy and Carrigaline have been dealt with as a single employment area by the CASP update July 2008

1.1.11. Table 1.5 (below) shows that previous plans zoned a total of 437 hectares of land for business use in the Carrigaline Electoral Area. Since 2003, a total of 130 hectares of land has been developed for business related uses within the electoral area and a further 6 hectares are either under construction or in the pre-construction phase of development. A total of 301 hectares of land remain available for future development. However, of this, 95 hectares is reserved for a single or 'stand-alone' development. Therefore, a total of 206 hectares are available for general business development.

Landuse	Total Land Zoned (Ha) (2003)	Developed/In course of development	Total Land Available (Ha) (2008)	Land for 'Stand Alone'	Other Business Land
Total	437	136	301	95	206

1.1.12. In the current economic climate it is difficult to estimate the future rate at which the remaining supply of land will be developed. In the Carrigaline Electoral Area, Ringaskiddy and the Airport Business Park in particular, were amongst the fastest growing employment areas in the Cork County Council

County in recent years and could both be areas where early signs of economic recovery would be expected to manifest themselves in demand for new development.

Future Business Development

CASP Update

1.1.13. The CASP update has a new economic development strategy for the CASP area, which includes the Carrigaline Electoral Area that will deliver a major uplift in economic growth and employment capable of sustaining the increased population now being targeted at the area. The number of jobs in the CASP area is envisaged to increase by over 45,000. Almost 9,000 of these new jobs will be located in the Carrigaline Electoral Area.

1.1.14. In the recent past, the Carrigaline Electoral Area has been a popular location for general manufacturing, large –scale pharmaceuticals, international traded services and commercial uses. It is envisaged that Ringaskiddy will continue to adequately meet the needs of the pharmaceutical industry and other large stand alone activities. The other main settlements Carrigaline, Cork City - South Environs and Passage West may require strengthening of the supply of zoned land to meet the needs of general business uses.

1.1.15. In order to deliver the uplifted employment targets in the CASP Area and in order to address the possible need to accommodate relocating businesses, the Cork County Development Plan has designated a number of strategic and integrated employment centres within the Carrigaline Electoral Area including;

1. Ringaskiddy – Strategic Employment Centre
2. The Airport Business Park - Specialised Employment Centre

Science Park

1.1.16. In December 2003, a study on behalf of Cork County Council examined the feasibility of developing a science park on lands at the western edge of the City at Curraheen and in the vicinity of the Cork Greyhound Stadium. That study was entitled the “Curraheen Action Area Plan” (CAAP). The study recommended the development of a science park, the provision of a new access road to serve the Cork Institute of Technology (CIT), and the development of purpose built accommodation for the students of the CIT and associated sports and recreational facilities. None of the development envisaged in the CAAP has been realised to date. A new study was commissioned in 2008 by Cork County Council, which re-examined the potential for a Science Park. The conclusion of this study proposed the development of a world class science and technology campus on a significantly larger land bank at lands at Curraheen which had pre-existing ties to both CIT and University College Cork (UCC). This proposal is reflected in the in both the CASP Update and the Cork County Development Plan 2009. The 2008 study concluded that the Science Park, when developed and fully operational has the potential to contribute in excess of €450M per year to the local and regional economy.

Cork Harbour Study

1.1.17. The 2009 County Development Plan (para. 4.17.3) states that

1.1.18. “the full potential of the harbour could be best be realised through a more integrated approach to its planning and development. In this regard, the Council will seek to prepare an overall study for the development of the harbour. This study will build on work currently underway in the COREPOINT and IMCORE Projects and will inform future reviews of the Midleton, Blarney and Carrigaline Local Area Plans...”

1.1.19. This study has commenced. It is assessing:

1. overall trends in the use of land beside Cork Harbour, or reclaimed from it, with projections of these trends into the future

2. the main water bodies and channels which make up Cork Harbour, and the varied inter-tidal, reclaimed and land areas which adjoin them, having regard to their current use, visual/ecological/historic importance, potential, mutual interaction, and exposure to the effects of climate change

3. the main land and water uses currently accommodated in the Harbour area, the likely future supply and demand for these uses, and the extent to which some of this demand could be met elsewhere

1.1.20. These assessments should suggest broader strategic options or packages of actions. The Study will take account of their expected feasibility, benefits and impacts, and outline the approach(es) which offer the best prospects of realising the Harbour's potential.

1.2 Pressure/ Challenges for the future for the Electoral Area

Population

- In the period 2002 -2006 the population of the Electoral Area grew from 52,878 to 60,124 persons, an increase of almost 14%.
- The 2020 population target for the Electoral Area is 63,095.
- The 2020 household target for the Electoral area is 26,058, an increase of 29%

Employment

- The total number of jobs in the main towns and Strategic Employment Areas of the Electoral Area, recorded in the 2006 Census, was, 21,585.
- Cork Area Strategic Plan Update identifies a growth in jobs in the Electoral Area up to 2020 of almost 9,000.
- The Local Area Plan will need to address the changing role of the Cork City–South Environs, paying particular attention to the future town centre role of Douglas and the neighbourhood centre roles of Doughcloyne/Togher and Bishopstown Court areas.

Infrastructure

- The development of the Lower Harbour Sewerage Scheme which incorporates Cobh, Monkstown, Passage, Carrigaline (to which Crosshaven wastewater is already pumped) and Ringaskiddy. The EIS for this scheme was approved by An Bord Pleanala on the 26th June 2009. The preliminary Report will be submitted to the Department of the Environment, Heritage and Local Government for approval, however, given the current financial situation, an optimistic completion date is 2015.
- The upgrading of the N28 is essential to the future development of the Electoral Area.
- The development and expansion of Cork airport is crucial to the development and future prosperity of Cork and the region as a whole.
- The proposed future development of a new container terminal and other port related facilities in more sustainable locations in Cork Harbour.

Environment

- Water Quality – Cork Harbour

1.3 Pressure/ Challenges for the future for Each Settlement in the Carrigaline EA

1.3.1 Carrigaline – Main Issues form Outline Strategy.

- Encourage the preparation of the master plan for Shannon Park site which will include educational facilities, integrated sporting facilities and a 'park and share' site.
- Rebalancing the town centre to include better traffic management, car park provision, pedestrian access and general improvements to the public realm. . The town centre will need to be expanded and this will involve the regeneration of existing sites including the Owenabue car park.
- Address the traffic congestion in the town centre.
- Finalise the construction of the new inner road between the Ballea Road and the Kilmoney road (To the rear of the Carrigaline shopping Centre).
- Provision of new educational facilities.

- Consider the options to deal with potential flood risk in the town.
- Examine the suitability of objectives on currently zoned industrial land. Some modest strengthening of the business land supply maybe required.
- Address capacity issues of community, civil and social facilities.
- In 2002, the Central Statistics Office concluded that Carrigaline was the most car dependent town in Ireland. It has an inadequate road network, poor public transport links, inadequate town centre parking and a major peak hour traffic congestion problem in the town centre. In order to help Carrigaline realise its full potential, a number of key transport requirements are necessary.
- The development of the Lower Harbour Sewerage Scheme is essential for Carrigaline to achieve its future residential potential
- The Local Area Plan will need to address the capacity issues of community, civil and social facilities while also recognising the potential that Carrigaline has for a cultural facility such as an art centre, theatre or cinema.

1.3.2 Cork City South Environs – Main Issues form Outline Strategy.

- Regeneration and redevelopment of existing low density industrial/business land as high density mixed use development
- It is envisaged that the majority of these jobs will be higher quality office based employment developed in a high density mixed use environment. This will involve the relocation of existing lower density industrial developments currently located in both Douglas and the Tramore Valley to other more appropriate locations within Metropolitan Cork, therefore, allowing for the regeneration and redevelopment of existing sites.
- Improve traffic management and car parking.
- Improvement to the public realm.
- Facilitating better use of public transport.
- Provision of higher density housing.
- Address capacity issues of community, civil and social facilities.
- Incorporation of the Airport, Airport Business Park and Farmers Cross into the network of settlements.
- Ensure that the existing open spaces and recreation facilities in the area are protected.
- It is important to recognise the pivotal role of the Airport as a driver for economic development, and the need to protect the capacity and land required for the Airport's operational development in the long term. A Special Local Area Plan for the Airport (SLAP) will be prepared by the Cork County Council.
- Surface water drainage and flooding. Future development proposals will require detailed analysis to ensure that the rate and volume of projected surface water discharge is within the capacity of the receiving system.
- The Local Area Plan will need to consider the zoning objectives of existing open space zonings and consider the most appropriate way to develop these lands to best suit the needs of the local community.

1.3.3 Passage West/Glenbrook/Monkstown – Main Issues form Outline Strategy.

- Implement the regeneration and redevelopment of the dock site as a high density mixed use development which maximise the waterfront potential of Passage West.
- Consider the options to deal with potential flood risk in the town.
- Dereliction and obsolescence are widespread throughout the town centre. Consideration needs to be given to town centre improvements and general improvements to the public realm.
- Promote the need for infrastructure improvements especially along the R610 route running from Passage West to Douglas.
- Access issues to zoned land on the western side of the town need to be addressed in order to assist in the development of existing residential zoned lands.
- Passage West wastewater discharges untreated to the harbour and this is one of the contributing factors restricting the development of existing zoned land. In the future, treatment will be provided through the development of the Lower Harbour Sewerage Scheme.

1.3.4 Ringaskiddy – Main Issues form Outline Strategy.

- Very limited potential for new residential development
- The Local Area Plan will recognise Ringaskiddy's potential for large scale stand alone development and will maximise this potential reviewing the specific objectives of existing zonings.
- Potential Relocation of the Port of Cork and port related facilities.
- Accessibility by public transport, in order to provide a balanced response to the over reliance on car dominated commuting in the area.
- Improvements to the N28.
- Impact on existing residential amenities in both Ringaskiddy and Shanbally.

1.3.5 Key Villages, villages & Other Locations – Main Issues form Outline Strategy.

- Consideration will be given to addressing the small shortfall of residential zoned land within the key village of Crosshaven.
- There is an adequate supply of zoned land within the villages and village nuclei to cater for the 2020 population target
- It is envisaged the role of the Other Location will remain unchanged.
- Consideration will be given to the overall impact on existing residential amenities in the village nuclei of Ringaskiddy and Shanbally.
- Consideration will be given to including Farmers Cross in the Network of Settlements.

Section 2 Baseline Environment

2.1 Introduction

2.1.1. This section of the report gives an indication of the significant environmental effects which will need to be taken into consideration when preparing the local area plan. While the Environmental Report, which will accompany the publication of the local area plan, will give more specific detail on the agreed environmental receptors, the purpose of this section is to briefly highlight the environmental issues which will have the greatest effect on the planning and implementation of the local area plan. It is important to note that while this section deals with the effects on the Carrigaline Electoral Area, the environmental effects often have trans-boundary effects, to other electoral areas and even other counties and this should be noted at the outset.

2.1.2. The Local Area Plan Review is also set in the context of a growing number of national and international environment legislative commitments. This has a critical impact on policy formulation and planning decisions at regional and local levels. The most significant issue emerging in the Carrigaline Electoral Area is the provision of appropriate water and wastewater infrastructure to serve the future development needs of the main settlements; Carrigaline, Cork City - South Environs, Passage West and Ringaskiddy.;

2.2 River Catchments and Water Quality

2.2.1. Water Framework Directive (WFD) applies to rivers, lakes, groundwater, and coastal waters. The Directive requires a co-ordinated approach to water management in respect of whole river basins with a view to maintaining high status of waters where it exists, preventing any deterioration in the existing status of waters and achieving at least "good status" in relation to all waters and that status doesn't deteriorate in any waters.

2.2.2. The most significant issue emerging in the Carrigaline Electoral Area is that of water quality within the Owenbue River catchment and the environmental considerations of settlements in close proximity to Cork Harbour and their potential impact upon the Candidate Special Area of Conservation status it is afforded under EU legislation.

2.1.1. The electoral area falls into the Lower Lee and Owenboy River Management Plan, where the river systems are given a water quality rating. The Owenboy River system up stream of Carrigaline town is only achieving moderate quality as a result of numerous wastewater discharges into the river up stream. The other parts of the electoral area (catchments for Crosshaven, Ringaskiddy, Passage West/Monkstown, Rochestown, Douglas and Tramore Valley) have direct influence on the overall water quality of Cork Harbour.

2.3 Water Supply

2.1.2. The current water supply is provided from the Cork City and Harbour Water Supply Scheme. The principle source is Iniscarra reservoir. Issues are water treatment capacity, storage at the treatment plant and the distribution network. An interim sludge treatment system is currently operated at the plant and sludge treatment capacity will have to match the water treatment capacity.

2.1.3. An extension to the Iniscarra Water Treatment Plant Phase 1 has been completed. A sludge treatment upgrade at the Iniscarra Water Treatment Plant is included on the Water Services Investment Programme contract list for 2010-2012.

2.4 Waste Water Treatment

2.1.4. The Draft Lower Lee Owenboy Waste Management Unit Action Plan within the River Basin District management plan states that Carrigaline/Crosshaven, Cobh, Passage West/Monkstown and Ringaskiddy are all causing risk to receiving water quality. This is principally because there are no treatment facilities for effluent generated by the main settlements and effluent is discharged directly into the harbour water. The lack of these treatment facilities may result in the requirement for temporary treatment facilities being required to service any new development

2.5 Waste Management

2.1.5. The Waste Management Plan for Cork County which sets out the requirements for waste management and is currently under review. The Waste Management Plan for Cork County 2004 included an action to provide a civic amenity site in Carrigaline but it has not been provided to date. The Electoral area is currently served by the Civic Amenity Sites at Raffeen and the Kinsale Road (which is within Cork City Council). There are 20 bring sites provided throughout the Electoral Area, 13 of which are located in the main towns of Carrigaline, Cork City- South Environs, Passage West/Glenbrook/Monkstown and Ringaskiddy.

2.6 Nature Conservation & Habitat

2.1.6. Cork Harbour (SPA 4030) is an internationally important wetland site, regularly supporting in excess of 20,000 wintering waterfowl, for which it is amongst the top five sites in the Country. Several of the bird species which appear regularly at this site are listed on Annex 1 of the EU birds Directive, i.e Whooper swan, Golden Plover, Bar tailed Godwit ruff and Common Tern.

2.1.7. There are seven of pNHA sites in the Carrigaline Electoral Area located at Minane Bridge (pNHA 1966 - ecological), Templebreedy- Crosshaven (pNHA 107- Ecological; Zoological & bats), Douglas Estuary (pNHA 1046 - Ornithological), Monkstown Creek (pNHA 1979 - Ornithological), Owenboy River (pNHA 1990 - Ornithological), Fountainstown Swamp (pNHA 371 – ecological) and Lough Beg (pNHA 1066 - Ornithological). All these sites are of national importance.

2.7 Other Environmental Considerations

2.7.1. One of the major environmental issues which need to be given careful consideration is the effect of flooding. This will be assessed, as noted through the implementation of the guidelines through the preparation of the Environmental Report.

2.1.8. Scheduled Monuments are afforded protection under both national legislation and policies enshrined in the County Development Plan 2009. These assets contribute to the character and history of the settlements and rural areas they are located and can contribute to the tourist potential of the area.

Section 3 Principal Issues Raised in Submissions

3.1 Electoral Area Wide Issues

- Need to address **physical infrastructure deficiencies**.
- There is a need to highlight the **tourism potential of both the Cork Harbour and the Carrigaline Electoral Area**.
- Develop a new policy which promotes the development of **Walkways and Cycleways**.
- Need to address **social infrastructure deficiencies and quality of life issues**.
- Is there a need to reconsider the **wording** of particular objectives? Make specific objectives and zoning categories more **flexible**.
- How does Cork County Council propose to implement or develop **Open Space Objectives and Zonings**?

3.2 Principal Issues Raised in Relation to Settlements

3.2.1 Carrigaline – (21 Submissions received) Main Issues from Submissions

- Address **transportation issues** including public transportation, implement CATS and address internal traffic issues including parking.
- Need to address **social infrastructure deficiencies**.
- Need to address **physical infrastructure deficiencies**.
- How does Cork County Council propose to implement or develop **Open Space Objectives and Zonings**?
- Need to accommodate **new educational facilities** both primary and post primary.
- Is there a need for **further residential zoning** in Carrigaline?
- Is existing residential zoned land **constrained**?
- Is there a need for further **employment zoning** in Carrigaline?
- Are there alternative sites for **Park & Share/ Park & Ride**?
- The Local Area Plan should promote the development and use of **Walkways and Cycleways**.
- How can Carrigaline fulfil its **retail potential** as a Metropolitan Town?
- Is there a need to reconsider the **wording** of particular objectives? Make specific objectives and zoning categories more **flexible**.
- Is there a requirement for a separate study/plan for **Carrigaline town centre and T-01**?
- Should the new Local Area Plan facilitate the zoning of land for **allotment or community garden uses**? Will Cork County Council acquire land to facilitate such uses?
- There is a need to highlight the **tourism potential of both the Cork Harbour and the Carrigaline Electoral Area**.

3.2.2 Cork City South Environs – (55 Submissions received) Main Issues from Submissions

- Address transportation issues including **public transportation, commissioning a Douglas Transportation Plan** and addressing all **internal traffic issues** including parking and **Park & Ride** options.
- Need to address **social infrastructure deficiencies** and **quality of life issues**.
- Address the need for improved **pedestrian facilities**.
- How does Cork County Council propose to implement or develop **Open Space Objectives and Zonings including amenity walks**?
- Is there a need to accommodate **new educational facilities**
- Is there a need for **further residential zoning** in the South Environs?
- Is existing residential zoned land **constrained**?
- Is there a need for further **employment zoning** in the South Environs?
- The Local Area Plan should promote the development and use of **Walkways and Cycleways**.
- How can Douglas fulfil its **retail potential** as a District centre?
- Is there a need to reconsider the **wording** of particular objectives? Make specific objectives and zoning categories more **flexible**.
- Is there a requirement for a separate **study/plan for Douglas**?
- Should **Farmers Cross** be included as a settlement?
- There should be provision for a **Southside Cross border Community Park** – both City and County Council land.
- Is there a need to **rezone Green Belt** land for development?
- Would future **development of the Airport Hill** be appropriate?
- Is it necessary to reconsider **population targets** for the South Environs.
- Will future development in the South Environs **compromise** development in the City?
- Will future development in the South Environs **contradict** the objectives of CASP & the CASP Update..
- There is a need to consider **submissions regarding Airport SLAP** which directly effect Carrigaline Local Area Plan lands e.g. the **secondary access** and the **X-04** site.

3.2.3 Passage West/Glenbrook/Monkstown – (14 Submissions received) Main Issues from Submissions

- Address transportation issues including **public transportation** and **all internal traffic issues including parking**.
- Need to address **social infrastructure deficiencies** and concentrate on improving the **quality of life** for residents.
- Need to address **physical infrastructure deficiencies**.
- How does Cork County Council propose to implement or develop **Open Space Objectives and Zonings**?
- Improve access to the harbour and promote better use of the Harbour by all stakeholders.

- Carefully consider **environmental issues** for the Harbour including the potential development of an **Incinerator**.
- Is there a need for **further residential zoning** in Passage West?
- Is existing **residential** zoned land **constrained**?
- Is there a need for further **employment zoning** in Passage West?
- The Local Area Plan should promote the development and use of **Walkways and Cycleways**.
- Is there a need to reconsider the **wording** of particular objectives? Make specific objectives and zoning categories more **flexible**.
- Should **T-01**(Dockland Site). Allow for a wider range of employment uses.
- Need to highlight the **tourism potential** of both the Cork Harbour and the Carrigaline Electoral Area.
- The Local Area Plan should reference the future **CAT ferries service**.

3.2.4 Ringaskiddy – (13 Submissions received) Main Issues from Submissions

- Address transportation issues including **public transportation**.
- Need to address **social infrastructure deficiencies**.
- Need to address **physical infrastructure deficiencies** (e.g. Upgrading the N28)
- How does Cork County Council propose to implement or develop **Open Space Objectives and Zonings**?
- Need to accommodate **new third level educational facilities**.
- **Port Relocation**. Where is the most appropriate location for new port facilities?
- Is there a need for **further residential zoning** in Ringaskiddy and Shanbally?
- Considering the **future development and realignment of the new N-28**, is there a need for further **employment zoning** in Ringaskiddy?
- Is there a need to reconsider the **wording** of particular objectives? Make specific objectives and zoning categories more **flexible**.
- Should **Haulbowline** be dealt with by the Carrigaline LAP rather than the Midleton LAP?
- The Local Area Plan should reference the future **CAT ferries service**.

3.3 Key Villages – Crosshaven & Bays – (28 Submissions received) Main Issues from Submissions

- Are the **Zoning densities** of existing zoned sites in the Myrtleville area too high. The majority of submission for Myrtleville request that residential zonings in the area be limited to low density.
- Is there a need for further residential zoning in Crosshaven & Bays?
- Need to address physical and social infrastructure deficiencies.
- Crosshaven GAA club wish to extend into zoning O-02 (Camden). The current zoning allows for this, but what is CCC current position regarding O-02.
- Promote the tourist potential of Crosshaven by improving access to the water and by developing Fort Camden.

3.4 Villages, Village Nucleus and Other Locations – (7 Submissions received)

- Is there a requirement to rezone land for residential use in the smaller settlements?
- Should Farmers Cross be included in 'Network of settlements'?
- Consideration must be given to potential flooding issues in the smaller settlements.
- Will a development boundary be drawn around existing 'other Locations' – Curraghbinny: Is there potential for infill development?

3.5 Issues Relating to the County Development Plan

- Is there a need to rezone Green Belt land for development?
- Will the Metropolitan Green Belt be modified?
- Is there a need to reconsider the wording of particular objectives? Make specific objectives and zoning categories more flexible.

Section 4 Overall Approach to the Draft Local Area Plan

Ministerial Guidance

Sustainable Development in Urban Areas

4.1.1. Published by the Department of Environment, Heritage and Local Government in May 2009, these guidelines update and revise the Guidelines for Planning Authorities on Residential Densities (1999), and provide further guidance on the appropriate scale of development in smaller towns and villages.

4.1.2. In towns with a population of 5,000 or more, the guidelines reinstate the previous guidance regarding the trend towards smaller average household sizes, the need to encourage the provision of affordable housing and the need to reduce CO₂ emissions by reducing energy consumption and to support a more efficient use of energy in the residential and transport sectors. The guidelines also give an indication as to the appropriate locations for increased densities, including city and town centres, brownfield sites, along public transport corridors, inner suburban / infill areas, sub-division of dwellings and institutional lands and outer suburban / greenfield sites. The Guidelines also reiterate the importance of placing a firm emphasis on the importance of qualitative standards in relation to design and layout in order to ensure that the highest quality of residential environment is achieved.

4.1.3. Concerns have been raised about the impact of rapid development and expansion on the character of smaller towns (less than 5,000 people) and villages through poor urban design and particularly the impact of large housing estates with a standardized urban design approach on the character of towns and villages that have developed slowly and organically over time. In order for these settlements to thrive and succeed, their development must strike a balance in meeting the needs and demands of modern life but in a way that is sensitive and responsive to the past. The Guidelines suggest a number of key points in this regard:

- Development in towns and villages must normally be plan led;
- New Development should contribute to compact towns and villages; giving priority to local trips by walking and cycling, prioritising the re-use of brown field development land and other underused lands or through the development of acceptable green field sites;
- Higher Densities are appropriate in certain locations; increased densities should be supported following the guidance of National Planning Policy (National Spatial Strategy / Atlantic Corridor) and also as a means of reinforcing the street pattern or assisting in the redevelopment of backlands while taking care to protect the architectural and environmental qualities of the settlement;
- Offering alternatives to urban generated housing; in some limited circumstances, notably where pressure for development of single homes in rural areas is high, proposals for lower densities of development may be considered acceptable at locations on serviced land within the environs of the town or village in order to offer people, who would otherwise seek to develop a house in an unserviced rural area, the option to develop in a small town or village where services are available and within walking and cycling distance;
- The scale of new residential schemes for development should be in proportion to the pattern and grain of existing development. Because of the scale of smaller towns and villages, it is generally preferable that overall expansion proceeds on the basis of a number of well integrated sites within and around the town/village centre in question rather than focusing on rapid growth driven by one very large site. **Above all, it is the function of local area plans and any supplementary local development frameworks to make recommendations regarding the appropriate scale of overall development and any individual new housing schemes and to match the scale and grain of existing development within an overall development boundary.**
- Local authorities have a vital role to play in encouraging development through the provision of essential services, in carrying out local planning functions, in utilising their extensive local knowledge in identifying new development opportunities such as backlands development and harnessing the extensive array of powers available to them under planning and urban

renewal and derelict sites legislation in facilitating and encouraging sustainable forms of development.

Flood Risk and the Planning System

4.1.4. The Planning System and Flood Risk Management Guidelines for Local Authorities, were published in November 2009. The overall policy objective of the guidelines is:

To minimise the national level of flood risk to people, businesses, infrastructure and the environment, through the identification and management of existing, and particularly potential future, flood risks in an integrated, proactive and catchment based manner.

4.1.5. A flood risk assessment (FRA) can be undertaken either over a large area or for a particular site to identify whether and to the degree to which flood risk is an issue, to identify flood zones (if not already available), to inform decisions in relation to zoning and planning applications; and to develop appropriate flood risk mitigation and management measures for development sited in flood risk areas.

4.1.6. Flood risk assessments can be undertaken at a range of scales relevant to the planning process. The key scales for FRA are: Regional (for regional planning guidelines); Strategic (for city or county development plans or local area plans); Site specific (for master plans and individual planning applications).

4.1.7. Flood risk assessments should (be):

- Proportionate to the risk scale, nature and location of the development;
- Undertaken by competent people, such as a suitably qualified hydrologist, flood risk management professional or specialist water engineer;
- Undertaken as early as possible in the particular planning process;
- Supported by appropriate data and information, including historical information on previous events, but focusing more on predictive assessment of less frequent or more extreme events, taking the likely impacts of climate change into account;
- Clearly state the risk to people and development and how that will be managed over the lifetime of the development;
- Focused on addressing the impact of a change in land use or development on flood risk elsewhere, ensuring that any such change or development must not add to and should, where practicable, reduce flood risk;
- Consider the vulnerability of those that could occupy the development, including arrangements for safe access and egress; and
- Consider the modification to flood risk that infrastructure such as raised defences, flow channels, flood-storage areas and other artificial features provide, together with the consequences of their failure.

4.2 County Development Plan 2009

Population Targets and Requirement for Zoned Land

4.2.1. The Outline Strategy for this Electoral Area sets the 2020 population target at **63,095** persons. Using an appropriate household figure this would equate to approximately **26,058** households or an increase of **5,909** households. In order to allow for a proportion of vacancies, and frictional losses in the market a future requirement for new housing in the electoral area is **7,683**. Taking into account the units permitted, committed and constructed during the 2006-2010 period, it is estimated that the new 2010-2020 growth in new houses for the electoral area is **4,420** houses.

Table 4.1: Future Population and Housing in Carrigaline Electoral Area						
Settlement Name	Population Growth 2006-2020	Dwelling Unit Growth 2006-2020	Already Built ¹ 2006-2010	Dwelling Unit Growth 2010-2020	Outstanding planning permissions	New Development to 2020 ²
Main Settlements						
<i>Carrigaline</i>	1,231	2,068	385	1,683	653	934
<i>Cork City_South Environs</i>	100	3,207	188	3,019	579	2,051
<i>Passage West / Glenbrook / Monkstown</i>	83	681	2	679	284	233
<i>Ringaskiddy</i>	N/A	N/A	N/A	N/A	N/A	N/A
Key Village						
<i>Crosshaven & Bays</i>	623	691	225	466	140	286
Villages, Other Settlements & Rural Area	934	1,036	56	980	54	916
Total	2,971	7,683	856	6,827	1,710	4,420

4.2.2. It is anticipated that a total of 4,420 new houses will be constructed in the period 2010-2020, with the majority (3,218 or 73%) being constructed in the main towns of South Environs, Carrigaline and Passage West. This total excludes the houses that have already been given planning permission, vacant or under construction.

4.2.3. The main focus of housing development in the main towns of the Electoral Area will be in the South Environs (2,051 units), where the majority of development will take place on brownfield land in Douglas and the Tramore Valley. In Carrigaline, it is anticipated that 934 houses will be constructed, mainly on existing zoned land and the Shannopark Area, north of the town, where a master plan is in the course of being prepared. Moderate growth will continue in Passage West / Glenbrook / Monkstown. In Ringaskiddy there is very limited potential for residential uses because of the importance of the area for future industrial development.

4.2.4. In Crosshaven and Bays, it is anticipated that approximately 286 housing units will be constructed in the period 2010-2020. Table 4.1 above indicates that the remaining smaller

¹ *Already built 2006-2010*: this is the geodirectory count for 2010 minus the geodirectory count for 2005 and indicates what has been built and occupied between '05 and '10. A fifth of this figure gives a yearly average and four fifths gives an estimate of what was built and occupied between '06 and '10

² *New development 2020*: this is the 2020 Housing Requirement minus [vacant units counted in 2010 HLAS (not included in geodirectory count), units under construction and outstanding permissions].

settlements and rural area may require up 916 housing units including the new housing requirements for the rural population currently located outside the network of settlements. It should be noted, however, that in the last 10 years approximately 260 new housing units were constructed in the smaller settlements. Going forward the draft Local Area plan for Carrigaline will make the provision for at least the same level of development.

Economy and Employment

4.2.5. The draft local area plan will need to identify areas of economic development in mainly brownfields locations within the South Environs (Douglas and Tramore Valley) and in the town centre location of Carrigaline and along the marina development of Passage West. The creation of employment in the area is estimated to be in the region of 1500 jobs and these will need to rely on the re-development of lower order industrial land into higher order mixed use integrated urban development, mainly office based industry (enterprise).

4.2.6. There are a number of medium term greenfield development sites which will affect the employment base of the electoral area:-

- The Cork Science and Innovation Park, with a long term forecast for approximately 6500 jobs, located in Curraheen, partly in Carrigaline Electoral Area and partly in Macroom Electoral Area
- Expansion of business uses requiring an airport location.

4.2.7. Subject to some of the greenfield sites, the job creation will occur within the existing development boundaries of the settlements.

Environment

4.2.8. The main thrust of this electoral area is the continued growth of existing settlements. In order for this to take place within the parameters of maintaining a quality environment, it is essential that the discharge of waste water treatment plants and the extensions to them are consistent with the requirement of the Lower Lee Owenboy Water Management Unit Action Plan so that there is no danger to human health and areas on bio-diversity. Particular emphasis needs to be placed on wastewater treatment in Carrigaline, Passage West/Glenbrook/Monkstown and its potential harmful effects on Cork Harbour.

4.3 Recommended Approach in the Main Towns

Carrigaline

4.3.1. Table 4.2 below outlines the current housing stock figures for Carrigaline town. Over 2,500 new dwellings were completed in Carrigaline between 2001 -2010(95%). There is currently an estimated 5,267 units occupied within the town with a further 26 units under construction. Currently it is estimated that newly built vacancy's stand at 70 units (when considering Carrigaline's metropolitan location this vacancy level could be considered moderate). There are 653 units which have an outstanding planning permission. It can be concluded that the potential housing stock based on current commitments for Carrigaline stands at 6,016.

Settlement	Dwellings 2001	Dwellings 2005	Dwellings 2010	Under Construction 2010	Vacant Units 2010	Outstanding planning permissions	Potential Housing stock 2010
Carrigaline	2,695	4,786	5,267	26	70	653	6,016

4.3.2. Table 4.3 below outlines that when houses constructed between 2006 -2010 and the number of existing planning permissions are taken into account the net requirement of new housing in Carrigaline is 934 units. Previous studies (Housing Land Availability Studies) have indicated that the capacity of the current zoned lands is 3,304 units. Given the apparent excess of zoned land when compared to the likely demand for new housing, the Local Area Plan will primarily focus upon the development of existing zoned sites and the phased development of the Masterplan site at Shannonpark. Any medium term development will have to take account of the existing infrastructure difficulties facing Carrigaline and temporary measures will have to be put in place to deal with waste water treatment prior to the commencement of any new development.

Settlement	New House Construction Target to 2020 (Outline Strategy)	Already Built 2006-2020* (plus units which are vacant & under construction)*	Outstanding planning permissions	Additional New Development Required to 2020
Carrigaline	2,068	481	653	934

* *Already built 2006-2010:* this is the geodirectory count for 2010 minus the geodirectory count for 2005 and indicates what has been built and occupied between '05 and '10. A fifth of this figure gives a yearly average and four fifths gives an estimate of what was built and occupied between '06 and '10.

4.3.3. The Shannon Park Master Plan is currently being prepared. Although it is a developer led project, Cork County Council have been very much involved with the preparation of a draft document. The masterplan will set out a framework for the sustainable future development of a mixed use residential neighbourhood at the Shannon park site. The masterplan is at an advanced stage and will

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be completed prior to the publication of the Draft Local Area Plan. The draft plan will incorporate the main aims and specific objectives for the Shannon park area.

4.3.4. The Local Area Plan will endeavour to take a holistic view of Carrigaline town centre including the existing T-01 site, the Owenabue Car Park and the backlands of the Main Street. The implementation of the recommendations of the Carrigaline Transportation Study (especially in relation to car parking) will also play an essential role in the future rebalancing of the town centre.

4.3.5. One of the key issues for Carrigaline is facilitating the delivery of new town centre development at T-01. The current policy which directly ties the development of T-01 to the development of O-02 will be reconsidered as part of the Draft Plan.

4.3.6. The Local Area Plan will also need to consider the quality of open space in Carrigaline and how to achieve the best value from these sites, while there are areas zoned for this use in previous plans, recent survey work has identified issues with the usability and accessibility of some of these lands. The development of allotments will also need to be considered

4.3.7. In terms of employment lands, the Outline Strategy proposed that in addition to reviewing the existing sites, consideration will be given to the modest provision of additional employment lands to ensure that there is no shortfall in the lifetime of the plan. This coupled with a change in the employment land use categories and the types of uses appropriate in these categories will make for a greater range and choice of sites for employment uses.

4.3.8. The appropriate Local Area Plan response to the requirement for additional schools throughout the electoral area will be considered following consultation with the Department of Education and Skills.

Cork City -South Environs

4.3.9. The table below outlines the current housing stock figures for Cork City- South Environs. Over 4,000 new dwellings were completed in Carrigaline between 2001 -2010(54%). There is currently an estimated 11,544 units occupied within the settlement with a further 114 units under construction. Currently it is estimated that newly built vacancy's stand at 275 units (This figure is relatively high but not too concerning given Cork City – South Environs metropolitan location). There are 579 units which have an outstanding planning permission. It can be concluded that the potential housing stock taking account of current commitments for Cork City – South Environs stands at 12,512.

Settlement	Dwellings 2001	Dwellings 2005	Dwellings 2010	Under Construction 2010	Vacant Units 2010	Outstanding planning permissions	Potential Housing stock 2010
Cork City – South Environs	7,488	11,309	11,544	114	275	579	12,512

4.3.10. Table 4.5 below outlines that when houses constructed between 2006 -2010 and the number of existing planning permissions are taken into account the net requirement of new housing in Cork City – South Environs is 2,051 units. The 2008 Housing Land Availability Study (HLAS) indicates that the existing residential land supply in the Cork City-South Environs can adequately accommodate 1,740 dwellings. The remaining 311 units likely to be required can be provided through the redevelopment of brownfield sites within the existing urban area. The majority of these new housing

units will be accommodated within the existing development boundary of the South Environs and therefore avoiding any unnecessary incursions into the green belt. In order to achieve this, the Draft Local Area Plan will support major urban regeneration initiatives in Douglas and elsewhere in the Tramore Valley.

Settlement	New House Construction Target to 2020 (Outline Strategy)	Already Built 2006-2020* (plus units which are vacant & under construction)*	Outstanding planning permissions	Additional New Development Required to 2020
Cork City – South Environs	3,207	577	579	2,051

* *Already built 2006-2010*: this is the geodirectory count for 2010 minus the geodirectory count for 2005 and indicates what has been built and occupied between '05 and '10. A fifth of this figure gives a yearly average and four fifths gives an estimate of what was built and occupied between '06 and '10.

Re-planning of Douglas

4.3.11. The Local area Plan will endeavour to take a holistic view of Douglas and its environs and it is the intension to make a number of significant changes to the Douglas area; namely:-

- Draft a separate development boundary for Douglas
- To set out proposals for an “Integrated Action Area Plan” for the redevelopment of the town centre that will take an integrated approach to the planning of land use and transportation uses. This will include an investigation of the re-location of key intuitional and sporting uses from the town centre to other strategic locations within Douglas and a traffic and transport plan for the Douglas area.
- A co-ordinated approach to the provision of open space, recreation, walkways and cycleways.

Re-zoning of Tramore Valley

4.3.12. Consideration will also be given to encouraging the regeneration of the Tramore Valley area portion of the South Environs. In addition to changes to the business land definitions, it is the intension of the draft plan through an “Integrated Action Area Plan” to identify areas of where regeneration can take place from lower order business activity to higher order environmentally suitable employment zones as a priority. The potential re-zoning will take the form of the following:-

- A separate action area plan boundary
- Detailed land use survey of lower order uses
- Identification of suitable areas for relocation in the metropololitan area
- Detailed traffic and transportation studies
- A co-ordinated and phased approach to the delivery of employment zones

4.3.13. In terms of employment, the target job growth for Cork City - South Environs is 1,500, however, it is expected that these jobs will be accommodated with the existing development boundary of the settlement. It is envisaged that the majority of these jobs will be higher quality office

based employment developed in a high density mixed use environment. This will involve the relocation of existing lower density industrial developments currently located in both Douglas and the Tramore Valley to other more appropriate locations within Metropolitan Cork, therefore, allowing for the regeneration and redevelopment of existing sites. This coupled with a change in the employment land use categories and the types of uses appropriate in these categories will make for a greater range and choice of sites for employment uses.

4.3.14. The draft local area plan will need to incorporate the recommendations of the Masterplan that is being prepared for the Cork Science, Innovation and Technology Park (CSITP), located at Curraheen on the boundary of the Carrigaline and Macroom EA's. The master plan will promote the development of a world class science and technology campus on a significantly large land bank at lands at Curraheen which had pre-existing ties to both CIT and University College Cork (UCC). This proposal is reflected in the in both the CASP Update and the Cork County Development Plan 2009 and has a potential for the creation of 6500 jobs when fully developed, thereby contributing significantly to the local and regional economy.

4.3.15. The Local Area Plan will also consider the quality of open space in the South Environs and how to achieve the best value from these sites, while there were significant areas zoned for this use in previous plans, recent survey work has identified issues with the usability and accessibility of some of these lands. The opportunity to create connectivity between existing larger open spaces and any proposed adjacent open space development in the City will be considered, this will maximise the use of some of the more marginal areas. The development of allotments will also need to be considered.

Cork Airport

4.3.16. A Special Local Area Plan (SLAP) has been prepared with the purpose of facilitating the development of Cork Airport by providing for, and where necessary, protecting land for the future operation and development needs of the airport, looking forward to the year 2040.

4.3.17. With regards to the expansion of business uses at lands in close proximity to the airport a number of factors have to be taken into account.

- The CASP identifies the Airport and its Business Park as a strategic employment location and recognises the potential for office development providing traffic and transport issues can be resolved and the quantum of development can be balanced with proposals in the docklands.
- Land which is in close proximity to an existing Airport and which is suitable for development is a scarce resource and therefore its development should be carefully considered and planned in a sustainable manner.
- The draft Airport SLAP identified that the majority of peak time traffic congestion to and from the Airport is caused by Airport Business Park traffic (75% of the traffic entering the Airport Link Road from the roundabout accessed the Business park with the remaining 25% accessing the Airport itself).
- The secondary access to the Airport is currently scheduled to occur in Phase Two of the Airports development however, the SLAP recognises that if there is to be more business development at the Airport Business Park the secondary access may have to be provided as part of Phase One.
- As well as having a good road transport network through it, the exiting Business Park has the capacity (with regards vacant units) to cater for a number of higher density office based uses.
- The existing Airport Business Park has reached its development limits. The land immediately north of the business park due to its topography and the visual impact on

the setting of the City is not suitable for development and the lands to the south are restricted by existing airport operations.

- Lands in the South East quadrant and East of the N-27 & R600 can not be easily serviced by public transport and can not be accessed through the existing Airport Link Road.

4.3.18. The Carrigaline Local Area Plan will need to consider a framework for the development of lands in the vicinity of the Airport which will:

- Ensure that high density office development requiring an airport location will be served by good public transport.
- Ensure that adequate lands are identified for logistics and service uses that may require an Airport location as airport traffic grows in the future.

Passage West/Glenbrook/Monkstown

4.3.19. The table below outlines the current housing stock figures for Passage West /Glenbrook/ Monkstown. Just less than 800 new housing units were constructed in the period 2001 -2010 (63%). There is currently an estimated 2,073 units occupied within the settlement with a further 126 units under construction. Currently it is estimated that newly built vacancy's stand at 36 units (when considering Passage West /Glenbrook/ Monkstown metropolitan location this vacancy level could be considered moderate). There are 284 units which have an outstanding planning permission. It can be concluded that the potential housing stock for Passage West /Glenbrook/ Monkstown stands at 2,519.

Settlement	Dwellings 2001	Dwellings 2005	Dwellings 2010	Under Construction 2010	Vacant Units 2010	Outstanding planning permissions	Potential Housing stock 2010
Passage West/ Glenbrook/ Monkstown	1,274	2,070	2,073	126	36	284	2,519

4.3.20. Table 4.7 below outlines that when the existing housing stock is taken into account the net requirement of new housing in for Passage West /Glenbrook/ Monkstown is 233 units. Previous studies (HLAS) have indicated that the capacity of the current zoned lands is over and above that required for this level of growth. Given the apparent excess of zoned land when compared to the likely demand for new housing, the Local Area Plan will primarily focus upon the sustainable development of the dock yard site and the phased development of existing zoned sites. Any medium term development will have to have cognisance of the existing infrastructure difficulties facing this settlement and temporary measures will have to be put in place to deal with waste water treatment prior to the commencement of any new development.

Table 4.7 Passage West/Glenbrook/Monkstown Housing requirement to 2020				
Settlement	New House Construction Target to 2020 (Outline Strategy)	Already Built 2006-2020* (plus units which are vacant & under construction)*	Outstanding planning permissions	Additional New Development Required to 2020
Passage West/Glenbrook/Monkstown	681	164	284	233

* *Already built 2006-2010*: this is the geodirectory count for 2010 minus the geodirectory count for 2005 and indicates what has been built and occupied between '05 and '10. A fifth of this figure gives a yearly average and four fifths gives an estimate of what was built and occupied between '06 and '10.

4.3.21. The challenge for the Local Area Plan is to promote the redevelopment of the dock yard site as a high density mixed use development which will allow for an improved modal shift to public transport, walking & cycling, better traffic management, a mix of residential and office based employment, allow for town centre expansion, and will maximise the waterfront potential of the town. Cork County Council will engage with the relevant stakeholders, to seek a resolution to the issues raised by An Bord Pleanála in relation to the dock yard site.

4.3.22. Dereliction and obsolescence are widespread throughout the town centre. Despite this the redevelopment of the waterfront provides great potential for the settlement. The Local Area Plan will address the need to maximise the potential of the town by implementing both new plans and plans from the past, namely the Passage West/Glenbrook Integrated Area Plan.

Ringaskiddy

4.3.23. In the Cork County Development Plan 2009 and the CASP Update Ringaskiddy is designated as a Strategic Employment Centre. The strategic aim for Ringaskiddy is to reaffirm its focus on industrial and port related roles. Major transport infrastructure proposals include potential for enhanced development of port related facilities at Ringaskiddy. Because of its importance as an area for future industrial development there is very limited potential for the expansion of residential uses.

4.3.24. The provision of large scale industry and port related development in Ringaskiddy will also play an important role in the redevelopment of the Cork City docklands by providing for the relocation and development of industrial uses and major port facilities. It is an important element of the CASP Update that the remaining port activities close to the city centre, including the container facilities at Tivoli, should be relocated to areas where larger modern ships can be accommodated and where they are served directly by the national road network, facilitating the movement of freight by road without the need for heavy goods vehicles to pass through either the city centre or any other major residential areas. This relocation will release the land presently occupied by the port facilities and other industry for redevelopment and stimulate much needed urban renewal close to the heart of the city.

4.3.25. It is proposed to improve the existing N28 between the Bloomfield interchange with the N25 South Ring Road and Ringaskiddy village. The improved road will have a greater capacity particularly for freight vehicles making journeys to and from the port and this will substantially improve the standard of the existing N28. The development of this road scheme is being promoted by Cork County Council and is funded by the National Roads Authority. It is critical that the N28 project be finalised as

quickly as possible in order to bring certainty and assurance of commitment to existing and future investment in the Ringaskiddy area.

4.3.26. Having regard to the strategic objectives of the CASP Update, projected employment targets and land requirement targets for the Electoral Area, it is envisaged that Ringaskiddy will continue to act as a Strategic Employment Centre and indeed should see significant industrial employment growth, which will serve the Carrigaline Electoral Area and Cork County as a whole.

4.3.27. In order to establish an appropriate land-use strategy for Ringaskiddy, the Local Area Plan will address the land-use issues associated with the port relocation. The Plan will set out a strategy to maximise the regional economic potential of other undeveloped land and to establish infrastructure to support enhanced public transport to serve the area.

4.3.28. While it is the Councils intention to develop Ringaskiddy as a Strategic Employment Centre within Metropolitan Cork, numerous submissions highlighted the need to protect the amenity afforded to the existing community of Ringaskiddy village and Shanbally. Balancing these two requirements will be a challenge for the Draft Plan. It is recommended that while, the Local Area Plan will continue to promote the employment role of Ringaskiddy, and greater recognition is given to the needs of the established resident community. Consideration will have to be given to determining how this can be best achieved.

4.3.29. The draft Local Area Plan will also give consideration to the provision of third level educational facilities at Ringaskiddy. These facilities will be similar to existing educational facilities in the area and will be linked to marine activities.

Relocation of the Port of Cork

4.3.30. The Port of Cork have reviewed their Strategic Development Plan in light of national, regional, and local transportation policy and the An Bord Pleanála decision on its application in 2008. The Port have concluded that Ringaskiddy remains the primary location for the relocation of port activities from the upper harbour for the following reasons:

- Ringaskiddy is already associated with significant port activity.
- Consolidation of port activities at Ringaskiddy will have considerable benefits to port operations.
- The relocation of container and bulk goods to Ringaskiddy will minimise the need to rely on more than one major road upgrade.
- A new dedicated container terminal is best located on lands adjacent to the existing ferry terminal.
- Bulk operations should be primarily located at the deep water berth and the ADM jetty locations.
- Some supplementary facilities maybe required (at some stage in the future) at Marino Point.
- With regard to the need for rail access the Port of Cork have completed an assessment of the case for rail access to/from the Port. The assessment shows that there is no socio-economic case for a rail operation to the Port of Cork under expected circumstances. Even at the Marino Point site, which is close to the railway, there is no robust case for a rail operation for transporting containers. The circumstances under which the railway opportunity might be taken up are unlikely.

4.3.31. Conclusions reached by the Port of Cork with regard to the future role of Ringaskiddy support the County Development Plan 2009, where Ringaskiddy was named as the preferred location although other options would also be considered. The Port's revised Strategic Development Plan clarifies their future intentions towards Marino Point as a supplementary site for bulk/general cargo. The scale of development now envisaged at Ringaskiddy is less than what was originally proposed in Cork County Council

the application made to An Bord Pleanála. The draft local area Plan will give consideration to the overall approach to the implementation of the Pro of Cork's proposals at Ringaskiddy.

4.4 Villages & Smaller Settlements

Introduction

4.4.1. Within the Carrigaline Electoral Area, there are a total of 11 other settlements including 1 Key Village, 4 Villages, 3 Village Nuclei and 3 Other Locations. The majority of land outside of the settlement in the Carrigaline Electoral Area is located primarily in Metropolitan Greenbelt while the remainder is located in the Rural Housing Control Zone. The population of the villages and rural area stood at 12,084 in 2006, an increase of 12.81% over the 2002 level. The future growth strategy for the villages and rural areas of the Carrigaline Electoral Area, as set out in the Outline Strategy, envisages growth in the order of 1,557 persons to 2020, equating to a population of 13,641 across the villages and rural areas by 2020.

The Settlement Network

4.4.2. In considering the Electoral Area settlement strategy, the 2005 Local Area Plan, for the first time, established a network of settlements for the Electoral Area. This network was made up of five components, namely;

- Main Settlements
- Key Villages
- Villages
- Village Nuclei, and
- Other Locations

Settlement Name	Settlement Network
Carrigaline	MAIN TOWN
Cork City-South Environs	MAIN TOWN
Passage West/Monkstown/Glenbrook	MAIN TOWN
Ringaskiddy	STRATEGIC EMPLOYMENT CENTRE
Crosshaven and Bays	KEY VILLAGE
Minane Bridge	VILLAGE
Waterfall	VILLAGE
Ballinhassig	VILLAGE
Ballygarvan	VILLAGE
Fivemilebridge	VILLAGE NUCLEI
Ringaskiddy	VILLAGE NUCLEI
Shanbally	VILLAGE NUCLEI
Curraghbinny	OTHER LOCATION
Tracton	OTHER LOCATION
Curraheen	OTHER LOCATION

Key Villages

4.4.3. In the period to 2010, the Key Village of Crosshaven & Bays experienced a high level of growth, with the number of new dwellings increasing by approximately 36% (from 1,264 in 2001 to 1,714 in 2010). The table below outlines the current housing stock figures within Crosshaven & Bays and illustrates the growth in the housing stock between 2001 and 2010. There is currently an

estimated 1,714 units occupied in Crosshaven & Bays. Planning permission exists for the construction of a further 140 units. These figures when added to the existing newly built vacant stock and units under construction give an estimated potential housing stock of 1,894 units

Settlement	Dwellings 2001	Dwellings 2005	Dwellings 2010	Under Construction 2010	Vacant Units 2010	Outstanding planning permissions	Potential Housing stock 2010
Crosshaven & Bays	1,264	1,433	1,714	4	36	140	1,894

Strategy for Key Villages

4.4.4. To accommodate the target increase in population by 2020 the outline strategy identified the need to provide an additional 691 units in the period 2006-2020. Between 2006 and 2010, 225 units were constructed, leaving a requirement for 466 units. If outstanding planning permissions are implemented, units under construction completed and vacant units occupied, there is a requirement for the construction of 286 new units. According to the Outline Strategy, there is currently 33 hectares of land zoned to accommodate residential development in Crosshaven & Bays. Using current density guidelines, this land has the potential to accommodate approximately 638 units (using an average density of 20 units to the hectare). It is therefore recommended that since there is sufficient capacity on the existing land supply in Crosshaven & Bays to accommodate the anticipated population growth, there is no requirement for additional lands to be zoned for residential development or to extend development boundaries in this location.

Settlement	New House Construction Target to 2020 (Outline Strategy)	Already Built 2006-2020* (plus units which are vacant & under construction)*	Outstanding planning permissions	Additional New Development Required to 2020
Key Villages (Crosshaven & Bays)	691	265	140	286

* *Already built 2006-2010:* this is the geodirectory count for 2010 minus the geodirectory count for 2005 and indicates what has been built and occupied between '05 and '10. A fifth of this figure gives a yearly average and four fifths gives an estimate of what was built and occupied between '06 and '10.

4.4.5. One of the key aspects of the Guidelines on Sustainable Residential Development in Urban Areas is that development in smaller towns and villages must be plan-led and that the plan should ensure that the scale of new residential development is in proportion to the pattern and grain of existing development. To this end, it is the function of a LAP to “*make recommendations on the appropriate overall scale of development, and any individual new housing schemes and to match the scale and grain of existing development within an overall development boundary*”. With this in mind it is proposed to include objectives for each key village which reflect the provisions of the guidelines

outlining the overall scale of development envisaged (i.e. an upper development limit) for each key village together with and a maximum size for individual housing estates.

Villages, Village Nuclei & Rural Areas

4.4.6. The settlements in the lower order ranking nodes of the Electoral Area (i.e. 4 villages, and 3 village nuclei) range in size from a larger settlement such as Ballygarvan to smaller settlements such as Fivemilebridge. According to the Outline Strategy, the population targets for the villages and rural area equates to 1,036 new dwellings, This figure can be reduced to 916 if outstanding planning permissions are implemented, units under construction are complete and vacant units occupied.

4.4.7. The smaller settlements and rural area may require up to 916 housing units including the new housing requirements for the rural population currently located outside the network of settlements. It should be noted, however, that in the last 10 years approximately 260 new housing units were constructed in the smaller settlements. Going forward the draft Local Area plan for Carrigaline will make the provision for at least the same level of development.

Settlement	Dwellings 2001	Dwellings 2005	Dwellings 2010	Under Construction 2010	Vacant Units 2010	Outstanding planning permissions	Potential Housing stock 2010
Villages & Village nuclei	109	299	369	7	3	46	425

Strategy for Villages & Village Nuclei

4.4.8. It is therefore recommended that the villages of the Electoral Area are best placed to act as alternatives to one-off housing by promoting the development of serviced sites or small scale schemes of an appropriate scale to the morphology and service availability of the settlement. As with the strategy outlined above for the Key Villages it would be desirable in the case of these smaller settlements to move away from zoning land for residential use within the development boundary. In addition, it would be appropriate, in keeping with the guidelines, to define an overall scale of development for each of the smaller villages / village nuclei and maximum size for individual developments.

4.4.9. The village nuclei network has remained almost static over the past five years given their relative remoteness and lack of infrastructure. It is not envisaged that any significant growth will be allocated here for the future save for some housing to meet the indigenous demand.

Other Locations

4.4.10. There are 3 Other Locations within the Carrigaline Electoral Area, all of which lie within the Metropolitan Greenbelt where the relevant housing restrictions apply. It is envisaged that the role of these other location will largely remain unchanged.

Appendix A

List of Submissions for Carrigaline Electoral Area

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
Ballygarvan	5,405	Supple, J.F.	This comprehensive submission requests the retention of a residential zoning R-03 in Ballygarvan. However the submission requests that the objective for this zoning be modified. The submission states that these lands are subject to a refusal in the past, firstly by Cork County Council (Ref 06/5583) and subsequently by An Bord Pleanala. A revised application was granted by Cork County Council but was again refused by An Bord Pleanala. The submission requests that the specific objective for R-03 be modified so to address the issues raise by An Bord Pleanala. The submission also requests that the recreation and amenity element of the zoning will be allocated as part of the allowance for the Recreation and Amenity policy requirements. The submission also states that and proposed development at these lands will included infrastructure improvements which will benefit the settlement as a whole. The Lee CFRAMS study will be considered in any future planning application on the site. Note: A supporting letter from Barry Supple is also submitted.	Consideration will be given to the issues raised in this submission.
Carrigaline	5,014	O'Donoghue, Brian	This extensive submission relates to a number of issues relating to transport, population and proposed masterplan issues in Carrigaline.(1) The submission recognises the important role that the Carrigaline Area Transport Study has for the town. It requests that the issues identified in this report be addressed. (2) It is stated that the upgrading of the N28 is required immediately and Cork County Council should appoint specific person/team to look after this issue. (3) it is stated that the Bus Eireann service to Carrigaline needs to improve, the new N28 requires a bus lane, an express route to Cork City is	The issues raised in this submission are noted.

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
			<p>required, the 'Park and Share' users should be allowed to use the bus lane, night links are required and Bus Eireann need to liaise with the local community on a regular basis. (4) The submitter feels that the population target for Carrigaline for 2020 are underestimated and need to be revised. (5) The submitter believes that the proposed master plan for Shannonpark should be community led rather than developer led, community facilities should be provided prior to the construction of any residential units and no residential units should be started prior to the completion of the upgrading of the N28. (6) the submitter states that now is an opportune time to either give Carrigaline its own Town Council or set up a Carrigaline Transport Task Force (a volunteer group consisting of local people and community groups, Cork County Council, local Councillors, local TDs, local businesses, interested groups, bus Eireann etc.). It is proposed that this group will address the existing transport problems faced by Carrigaline.</p>	
Carrigaline	5,030	O'Brien, Brendan	<p>This submission raises a number of issues relating to traffic in Carrigaline Town Centre. The submission requests that a third lane should be considered at the Heron Roundabout (next to the Hotel and RC Church). One lane to allow traffic to turn left, one to go straight on and one to turn right. The submission also states that the main street in Carrigaline should be made a "clearway" by reducing the existing on street car park spaces.</p>	The issues raised in this submission are noted.
Carrigaline	5,043	Hanlon Family	<p>This submission requests that lands at Shannonpark be zoned for industrial/commercial. The submitters also feels that the site could facilitate park and ride uses. The land in question is adjacent to the proposed new route corridor of the N28 to Ringaskiddy. It is stated that the land in question can no longer be used for agricultural uses as it has already been subdivided by</p>	The draft Local Area Plan will consider a modest strengthening of the business land supply in Carrigaline in appropriate locations.

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
Carrigaline	5,063	Coveney, Maurice	<p>previous road developments. The submission claims that the servicing the site is not a problem and that the site could be regarded as the natural boundary of Carrigaline. The submission is accompanied by a number of maps and documents.</p> <p>This submission raises a number of issues for Carrigaline Town (1) Consideration for a Town Council for Carrigaline should be given priority, (2) reference is made to the closure of the "Sunnyside" road, (3) The closure of the "walkway" between the Rock road and Church Hill should not have been allowed.</p>	The issues raised in this submission are noted.
Carrigaline	5,065	Carrigaline Tidy Towns Committee	<p>This extensive submission relates to the work carried out by the Carrigaline Tidy Towns Committee. The submission gives a summary of Carrigaline's history and a summary of the Committees work programme for the period 2010-2013. The workload for Committee includes landscaping, planting, helping to maintain and develop a wildlife corridor between the Town Centre and the estuary, extend the walk towards Currabinny, promote the Irish language by encouraging Irish place names and general voluntary clean ups throughout the town.</p>	The issues raised in this submission are noted.
Carrigaline	5,134	Neenan, Stephen	<p>This submission requests that lands at Kilnaglery, Carrigaline be zoned for housing development. The lands in question are currently zoned A2 agriculture and are adjacent to the existing Carrigaline Town Development boundary.</p>	Adequate zoned land is available within the development boundary of Carrigaline.
Carrigaline	5,140	Horgan, John	<p>This submission requests that lands at Kilmoney, Carrigaline be zoned for residential development. The submission claims that (1) some lands zoned for residential uses are constrained for one reason or another and therefore will not be developed and as a result Carrigaline will have insufficient zoned land to meet its 2020 growth target, (2) the development of the Shannon Park masterplan area will encourage the imbalanced development of Carrigaline, (3) the development of the lands which are the subject of this submission will provide for an</p>	Adequate zoned land is available within the development boundary of Carrigaline.

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
Carrigaline	5,216	Coughlan, Patrick	<p>alternative to rural one-off housing. The submission claims that the strategy for Carrigaline should allow for the zoning of small pockets of land throughout the town.</p> <p>This comprehensive submission requests that lands at Ardnacloghy, Carrigaline be rezoned from metropolitan greenbelt to a medium density residential zoning. The submission is accompanied by a previous submission which was submitted to the 2003 county development plan review process. The submission claims the development of these lands complies with national, regional, strategic and county policy. The submission claims that these lands if zoned complements the existing R-01 and X-01 zonings, it is close to the proposed new park and share facility, it is located inside of the proposed alignment of the outer Western relief road and is readily available for development.</p>	Adequate zoned land is available within the development boundary of Carrigaline.
Carrigaline	5,294	Carrigaline Educate Together National School	<p>This submission is seeking a permanent site for the Carrigaline Educate Together National School as the school is presently located in temporary premises in Rosemount, Heron's Wood, Carrigaline. Several potential sites have been identified. It is envisaged that the school will grow to have a minimum of 16 mainstream classrooms and will therefore require 4-5 acres for its permanent structure. The submission mentions three potential sites for the school, two of these are located at Shannonpark and one is in Kilnagleary.</p>	The issues raised in this submission are noted.
Carrigaline	5,338	Shipton Group	<p>The submission raise the issues regarding the lack of progress been made to develop the T-01 site, Carrigaline. The submission claims that Cork County Council's lack of ability to fund the delivery of the inner western relief road is the primary reason why T-01 has not been developed. The submission presents two scenarios on how best to develop T-01 based upon Scenario (A) The Compulsory Purchase Order (CPO) for the inner relief road</p>	<p>The issues raised in this submission are noted.</p> <p>Consideration is currently been given to amending the existing zoning definitions and this will be reflected in the draft Local Area plan.</p>

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
Carrigaline	5,422	Carrigaline Rugby Football Club	<p>confirmed or Scenario (B) The CPO for the inner relief road not confirmed. Scenario A: If the CPO is confirmed the town centre zoning should remain but be modified to remove any mandatory requirement for residential uses within 500 metres of the town centre therefore focusing on a mix of retail and commercial uses. Secondly the submission claims that the development of T-01 should not be linked to the development of O-02. There should be any incentive to develop O-02. The submission states that the lower lands on the floodplain while the remainder of the site could be developed for residential and commercial uses. Scenario B: If the CPO for the relief road is not confirmed the U-02 proposal for an inner relief road should be removed and replaced with options for local access throughout the plan. The delivery of O-02 for amenity lands should be incentivised by including enabling zonings for community, civic, institutional or educational facilities. The requirement for residential use in the T-01 should be removed. The submission argues that T-01 should only be developed for retail and commercial uses. The submission states that the density of R-06 and R-07 should be modified and R-08 should be rezoned as a mixed use town centre zoning. Finally the submission requests that a statement not limiting the use of the lands surrounding Water Park house for office use should be included in the new Local Area Plan.</p> <p>This very comprehensive submission requests that Cork County Council facilitate the development of appropriate facilities for Carrigaline RFC through either zoning appropriate land and/or drafting an appropriate objective. The submission states that Carrigaline RFC requires a 4-5 ha area suitable to accommodate 3 pitches and associated facilities ideally located in the Green belt but within an</p>	Consideration will be given to the issues raised in this submission.

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
Carrigaline	5,455	Riordan, Flor	<p>acceptable distance of the area they serve. The submission is supported by a number of references from the 2009 County Development Plan, the Carrigaline Outline Strategy 2010-2020 and the National Spatial Strategy. The submission notes that Carrigaline RFC are currently accommodated on a temporary basis at both Ballyorban and Shannon Park and do not have any permanent facilities. The submission is accompanied by a comprehensive vision for Carrigaline RFC which includes the proposed phasing of development.</p> <p>The submission requests that O-02, Carrigaline be zoned primarily for Community and Educational facilities with provision for a substantial area of Public Open Space (2 to 3 hectares) along the river bank. It is also requested that the new zoning objective for the lands would include specific provision for direct vehicular access to be provided from the Carrigaline Inner Relief Road. This would ensure that the educational and community facilities would be served by public transport and readily accessible to both the town centre and the housing neighbourhoods on the periphery of the town. The submission states that its purpose is to respond to the Outline Strategy Report by highlighting the particular needs of the Carrigaline area and the enhanced role that the lands currently zoned O-02 could play in meeting those needs in a more efficient and sustainable way.</p>	Consideration will be given to the issues raised in this submission.
Carrigaline	5,567	Kavanagh, Donncha	<p>This comprehensive submission requests that proper consideration should be given to the development of a network of cycleways and walkways through a rural environment. This would allow for better public use of existing open spaces including the Metropolitan Greenbelt. The submission focuses on one area of the county but states that a similar exercise could be carried out for other areas. The submission argues that Cork County</p>	This detailed submission raises a number of points in relation to cycleways and consideration will be given to the issues raised in this submission.

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
Carrigaline	5,588	Murnane & O'Shea Ltd and Manor Park Home Builders	<p>Council should develop and adopt a policy which will enable the connectivity of existing cycle routes and the development of new routes thereby creating a strategic network of cycleways which is relatively safe to use. The submission then presents a number of short, medium and long term projects for cycleways which should be addressed in the new Carrigaline LAP.</p> <p>This comprehensive submission requests that lands at Carrigaline East be zoned for medium density residential use with provision for a secondary school. The lands in question are adjacent to the existing development boundary but are located in the green belt between Carrigaline and Ringaskiddy. The submission argues that the existing zoned lands do not have the capacity to accommodate the proposed growth for Carrigaline and therefore additional zoning is required. It is argued that lands which have been zoned but not developed since 1996 should be replaced with new zonings. The submission recognises the need for additional educational facilities and it states that the developer is willing to enter negotiations with the County Council and the department of Education and Science with regards to locating a site for a secondary school on the proposed lands. The submission claims that the lands can be fully serviced, can provide good pedestrian and vehicular links with established residential areas and will facilitate the upgrading of the Rock Road in accordance with the Carrigaline Area Transportation study.</p>	Adequate zoned land is likely to be available within the development boundary of Carrigaline.
Carrigaline	5,601	Tesco Ireland Ltd	<p>This comprehensive submission requests that lands at Carrigaline which are currently zoned for open space uses be rezoned for retail uses. The submission argues that for a town of its size, Carrigaline has insufficient lands zoned for retail provision. It lacks the high quality retail experience that will retain shoppers and therefore is incapable</p>	Consideration will be given to the issues raised in the submission.

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
Carrigaline	5,633	Boland Developments	<p>of competing with other centres such as Douglas and Mahon Point. The submission claims that lands already zoned for retail uses in Carrigaline could be considered difficult to develop and therefore alternatives should be provide.</p> <p>This comprehensive submission refers to lands that currently identified as I-01 in Carrigaline and are zoned for office based industry. The submission requests that the specific objective for these lands be changed so that a wider variety of employment uses and community uses could be accommodated. In addition the submission states that the site should also be considered appropriate for a primary healthcare facility which will serve the surrounding area. The submission is accompanied by a letter from Integris a company who are actively involved in a variety of primary care centres in Cork.</p>	Consideration is currently been given to amending the existing zoning definitions and this will be reflected in the draft Local Area plan.
Carrigaline	5,648	Alchemy Properties	<p>This submission requests that lands currently zoned for new town centre development which are subject to a development brief should be rezoned as established Town Centre. The lands in question currently form part of T-01. The submission claims that since the lands in question operate as a DIY and agri-trade business and therefore represent an established town centre use and should not be subject to an Action Area Plan.</p>	Consideration will be given to the issues raised in this submission.
Carrigaline	5,666	Astra Construction Services Ltd	<p>This submission requests a modification to the specific objective for the X-01 site (Shannon Park-Masterplan Area) in Carrigaline. The submitter states that a maximum of 1,000 rather than 1,200 residential units can be achieved on the site. It is claimed that it goes against good and proper planning to insist on the condition that the park and share, the recreation/amenity and the community facility elements of the masterplan must be developed in phase 1 prior to any housing units being built. The submission states that the phasing of the whole development should be dealt with in</p>	Consideration is currently been given to amending the existing zoning definitions and this will be reflected in the draft Local Area plan.

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
Carrigaline	5,716	Carrigaline Community Association	<p>the masterplan, without pre-conditions and a workable plan agreed. It is argued that in the current climate it is not financially viable to meet the conditions imposed by the existing zoning objective.</p> <p>This comprehensive submission raises a number of issues relating to Carrigaline. (1) In relation to the development of T-01 the submission requests that an agreed town plan layout and streetscape would be developed. The submission includes some revised details for T-01 and Carrigaline Town Centre in general and it also states that the Carrigaline Community Association look forward to working with Cork County Council in revising the detail elements of T-01. Particular reference is made to scale, design, height and aspect of future development. (2) The submission lists other key issues which need to be addressed including; traffic and transportation, education, health facilities, sports and recreation, family support initiatives, infrastructural upgrades, built heritage, tourist potential, security and garda presence, town maintenance (street cleaning etc) and the redevelopment of the community hall. (3) Future planning for Carrigaline needs to be more sustainable and strive to provide the optimum in quality of life for all its inhabitants (4) Land suitable for allotments or a community garden should be provided for in the new Local Area Plan (5) The submission raises a number of issues in relation to transportation. The submission requests that an internal bus service be provided therefore promoting better use of public transport not only in Carrigaline but also connecting to the mainline service to Cork City. The new cycle network requires proper maps and signage and secure parking for bikes. (6) Serious consideration should be given to the provision of a light rail system linking Carrigaline to Cork City. (7) A bio-diversity plan should</p>	Consideration will be given to the issues raised in this submission.

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
Carrigaline	5,758	Carrigaline Allotment Association	<p>be commissioned for the Carrigaline Area.</p> <p>This submission requests that Cork County Council provide an area of land within or in close proximity to the town of Carrigaline for the creation of allotments or a community garden. The submission provides a comprehensive argument as to why the zoning of land for allotment use is beneficial to the environment and the wider community in general.</p>	Consideration will be given to the issues raised in this submission.
Carrigaline	5,767	O'Callaghan, Eoin	<p>This comprehensive submission raises a number of issues relating to the sustainable development of Carrigaline. The submission states that the new Local Area Plan for Carrigaline should prioritise "Quality of life issues" by focusing on the promotion sustainable development, walking, cycling, community activities, reduced congestion and reduced noise and air pollution. The submission states that the existing county development plan has failed the people of Carrigaline especially with regards the provision of community services and amenities. The submission states that Cork county council should introduce new housing estate guidelines which state that new development will not be permitted until consideration is given to the following; transport, schools, Community facilities and sustainability. The submission argues that the new LAP should zone land for the provision of allotments and/or a community garden. The submission raises a number of issues in relation to transportation. The submission requests that an internal bus service be provided therefore promoting better use of public transport not only in Carrigaline but also connecting to the mainline service to Cork City. The new cycle network requires proper maps and signage and secure parking for bikes. A bio-diversity plan should be commissioned for the Carrigaline Area.</p>	Consideration will be given to the issues raised in this submission. The submission includes practical suggestions for improving facilities and amenities in Carrigaline which will be considered as part of the review of the LAP.
Cork City - South	5,016	Dalton, Kevin	<p>The submission raises issues relating to Douglas Village. These include</p>	Consideration will be given to the

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
Environs			issues relating to the existing Douglas Village Shopping Centre, pedestrianisation, planting, graffiti, the need for new pedestrian links, better use of existing brownfield sites (namely the Topaz garage and the Douglas Cinema site)and increased traffic congestion and noise levels especially at peak hour times.	issues raised in this submission.
Cork City - South Environs	5,021	Van Der Byl, S & D	Submission requests that lands at Donnybrook hill, Douglas be rezoned for either low density development or a park and ride facility. The submission suggests that a current planning application has been made on the site in question for high density development. The submission states that such development is not in keeping with the surrounding existing development. It is also stated that access to the site is at a dangerous cross roads. No map of the lands in question were supplied with this submission	The issues raised in relation to densities are noted and will be considered having regard to Government Guidelines
Cork City - South Environs	5,022	Jordan, Mairead	This submission requests that the footpath from Donnybrook to Douglas be upgraded and more pedestrian friendly. The submission states the current footpath is too narrow, is in disrepair and is dangerous. The submission also requests that a recreation area and playground be provided in the Donnybrook area.	The issues raised in this submission are noted.
Cork City - South Environs	5,023	Lynch, Aileen	The submission requests that (1) the provision of an amenity walk form Castletreasure to Douglas and the provision of an amenity park for the Castletreasure area be kept (provided for) in the new Carrigaline Local Area Plan and (2) any traffic using the main roads in Douglas be given priority over traffic exiting the Douglas Village Shopping Centre.	Consideration will be given to the issues raised in this submission.
Cork City - South Environs	5,045	McManamon, Matilda	This submission raises issues in relation to (1) traffic safety in the Castletreasure, Scart Cross, Farmers Cross and Nash's Boreen Area. The submission states that the speed limit in these areas is too fast and therefore too dangerous. (2) Need to improve pedestrian and cycle lanes servicing the south environs area,	Consideration will be given to the issues raised in this submission.

Cork County Council

Planning Policy Unit

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
Cork City - South Environs	5,077	Murphy, Terry	<p>and (3) the need to improve the community and amenity areas of the Castletreasure, Scart Cross, Farmers Cross and Nash's Boreen Area.</p> <p>This extensive submission requests that lands at Rochestown be rezoned from Primarily Commercial uses to Local/Neighbourhood Centre Uses. The submission states that planning application 09/7231, to extend the existing convenience store, was granted by Cork County Council , but this decision was appealed to An Bord Pleanála by a 3rd party. The decision on the appeal is pending. The submission claims that the existing development at this site already serves as a local/neighbourhood centre (although limited by size) and therefore an increase in size will better meet the needs of the local community. It is claimed that this will also promote more sustainable lifestyles and communities</p>	<p>Consideration is currently been given to amending the existing zoning definitions.</p>
Cork City - South Environs	5,085	Department of Transport	<p>This submission advises that the Department of Transport has accepted the recommendations of the Environmental Resource Management (ERM) report on Public Safety Zones. The department is considering how best to give effect to these zones.</p>	<p>The issues raised in this submission are noted.</p>
Cork City - South Environs	5,108	Power, Lorna	<p>This submission raises concerns with any future proposals to construct a new access road to the Douglas Shopping Centre from the Rochestown road and any future proposals to remove the "finger-post" roundabout. It is claimed that both proposals will have adverse effect on the submitters existing property.</p>	<p>The issues raised in this submission are noted.</p>
Cork City - South Environs	5,112	Ahern, John	<p>This submission requests that lands at Lehenaghmore, Farmers Cross be rezoned from Greenbelt A3 to higher density residential use or commercial/business park use. The submission states that the lands in question are adjacent to the existing Airport business park and can be easily serviced. The submission argues that the Greenbelt A3 zoning is no longer appropriate considering the services available at the site and</p>	<p>Consideration will be given to the issues raised in this submission having regard to the CASP Update which envisages that higher quality office based employment will developed on existing brownfield</p>

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
Cork City - South Environs	5,135	SMA Fathers	the length of boundary that the site shares with the existing Business Park. This submission requests that lands at Doughcloyne, Cork City South Environs be zoned for housing development. The lands in question are currently zoned primarily A1 agriculture and are adjacent to the existing Cork City South Environs Development boundary.	sites. This site is in the Metropolitan Greenbelt and there is no requirement to extend the development boundary here.
Cork City - South Environs	5,201	Diskin, Pat	This comprehensive submission requests that lands at Moneygourney be included within the development boundary of Cork City - South Environs. The submission claims that the land owner (who lives adjacent to the site) wishes to construct two dwellings for family members (two grown up sons) who work locally and wish to live close to the existing family unit.	This site is in the Metropolitan Greenbelt and there is no requirement for additional development land here.
Cork City - South Environs	5,202	Boyd Barrett Murphy- OConnor	This submission requests that lands at Moneygourney which are currently zoned 'A1' Metropolitan Green belt be included in the development boundary of Cork City - South Environs and zoned for residential uses. The submission claims that the lands in question are adjacent to the existing development boundary.	This site is in the Metropolitan Greenbelt and there is no requirement for additional development land here.
Cork City - South Environs	5,214	Frinailla Developments Ltd	This submission proposes to extend existing zoning objective R-20 to include additional lands which are zoned established open space, sports, recreation and amenity. The submission also proposes that the specific objective be amended in relation to the consideration of a primary school to clarify the timescale relating to the provision of same.	Consideration is currently been given to amending the existing zoning definitions
Cork City - South Environs	5,224	Barrett, John & Sheila	This submission requests that lands at Lehenaghmore be rezoned from new open space and existing open space to medium density residential development including educational and sports/Amenity facilities. The submission refers to three adjacent plots of land A, B & C which are under the same ownership and are all included within the existing development boundary of Cork City -	Consideration will be given to the need for additional zoned land in appropriate locations.

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
Cork City - South Environs	5,244	Castlelands Construction Co.	<p>South Environs. The submission claims that this site can be fully serviced and if developed will facilitate significant road improvements. The submission claims that as part of the over all scheme educational facilities and sports and amenity facilities will be provided for as part of a later planning application. It is also claimed that the development of this site will allow for improved access to existing Cork County Council land at O-04.</p> <p>This is a very detailed and comprehensive submission relating to the redevelopment of lands at Douglas village and Maryborough Hill. The submission is split into two sections. Section 1 gives a detailed overview of a development vision for Douglas. This section of the submission proposes the development of a new mixed use area to the west of Douglas Village Centre and a new residential neighbourhood to the south of Douglas, at Maryborough Hill. It is argued that the proposed change in land use and subsequent layout of proposals will result in (1) Improved provision of social and community infrastructure including the relocation of existing GAA and Golfing Facilities to new locations and new state of the art facilities. (2) Relocation of existing school to a new school campus area. (3) Improved vitality and viability of town centre uses (4) A reduction in traffic volumes in the village centre and improved pedestrian environment (5) The provision of accessible and high quality public open space and (6) More efficient use of land and existing infrastructure which will provide for better transport and pedestrian links. Section 2 of the submission sets out a very detailed case for the rezoning of Douglas village and the case for the rezoning of the Maryborough Hill Site. (A) The submission argues that the Douglas Village site should be considered for</p>	There have been a number of substantial proposals for the re-planning of Douglas that need to be considered carefully in view of the current constraints on development.

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
			<p>Town Centre /Mixed use zoning because (1) it satisfies the sequential approach, (2) The site is in walking distance of Douglas village and is accessible by public transport, (3) The proposal complies with National, Regional and County Policy, (4) It is an opportunity to improve permeability and connectivity in Douglas village, (5) inadequate existing community facilities (GAA and Schools) will be replaced to an improved and higher standard at a different location and (6) The proposed development layout allows for solutions to traffic problems which currently exist. The submission proposes the following uses for the Douglas village site: shops, food supermarkets, housing, civic buildings and offices, banks and other retail financial services, professional practices, guest houses, hotels, hostels, restaurants, entertainment, leisure, recreation and community uses.(B) The submission proposes that the lands at the Maryborough Hill site should be rezoned for residential uses including ancillary open space and community facilities because (1) The proposal complies with National, Regional and County Policy, (2) It satisfies the sequential approach and consolidates development within the existing LAP development Boundary, (3) The site is in walking distance of Douglas village and is accessible by public transport, (4) The proposal will improve permeability and accessibility between existing residential neighbourhoods (5) Significant levels of amenity will be retained, (6) the provision of community facilities infrastructure in tandem with development, to serve new and existing communities. The submission proposes the following uses for the Maryborough Hill site: (1) Residential approximately 750 units at medium density and varying dwelling type (2) Education. It is proposed to provide two 32 classroom primary schools (One Boys & One Girls with facilities for</p>	

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
			deaf children) which it is stated will meet the requirement of the proposed relocation of the schools in Douglas village and will also meet projected requirements for the area. (3) Open Space & Community Uses including 8.4 hectares of open space to include a park, 3 neighbourhood play areas, 1 local play area, 1 district play area, 1 multi-use Games Area, 1 double tennis court, 1 grassed pitch, 1 dressing room, 2 badminton, 1 basketball and a 200 place crèche. The provision for Replacement of alternative facilities: With regards to the Douglas Village site the submission states that replacement facilities for Douglas GAA Club are proposed for a 9.31 hectare site at Moneygourney which provides an increase of 5.68 hectares. With regards to The Maryborough Hill site the submission states that replacement facilities for Douglas golf course are proposed for a 200 hectare site at Ballinrea South which provides an increase of 150 hectares.	
Cork City – South Environs	5,246	Cork Harlequins Hockey Club	This submission requests that lands at Rathmacullig East, Farmers Cross Be rezoned from Metropolitan green belt to industrial/commercial use. The submission claims that the lands in question are currently used for recreational and sporting activities and are owned by Cork Harlequins Hockey Club. It is argued that these lands are "adjacent to Cork International airport and have excellent road based transport connections".	The draft Local Area Plan will consider what the most appropriate approach is for zoning new lands for employment uses in the South Environs. This approach will have regard to the CASP Update which envisages that higher quality office based employment will developed on existing brownfield sites within the existing development boundary and therefore avoiding any unnecessary incursions into the green belt. Consideration will
Cork City -	5,250	Grange Change	This submission specifically relates	

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South Environs		Group	to the Grange/Frankfield area and the need for a large public park for both city and county residents which would utilise the hillside lands of the locality and the converted landfill on the northside of the South Ring Road for the benefit of the substantial population catchment surrounding these lands. The proposal also includes the restoration of Vernon Mount House as a central element of this proposed public park. The submission proposes a pedestrian access from the Grange Road to the existing walkway down the Vernon Mount valley with a bridge link over the South Ring Road.	be given to the issues raised in this submission.
Cork City - South Environs	5,253	O'Connor, Ted & Margaret	This submission requests that lands at Castletreasure be rezoned from open space/sports/recreation/amenity to medium density residential use. The submission claims that the land in question is the logical extension and completion of the existing housing development. It is claimed that this site is fully serviced and is in close proximity to public transport and Douglas village.	Consideration will be given to the need for additional zoned land in appropriate locations.
Cork City - South Environs	5,255	O'Connor, Ted & Margaret	This submission requests that lands at Scairt Cross be partly rezoned from existing high density residential development to commercial/ local neighbourhood centre with the remainder of the site remaining as a residential. The submission claims that the population of this area justifies the development of a neighbourhood centre, which can be easily accessed by foot.	Consideration will be given to amending the existing zoning definitions.
Cork City - South Environs	5,261	Lane, Dermot & Sheila	This submission raises a number of issues relating to Douglas. The submission states that (1) Douglas Court shopping centre should not be extended as there are still empty units in the Douglas village shopping centre. (2) The high rise development in Douglas village shopping centre has "ruined the look of the village". (3) All open spaces should be retained for amenity purposes. (4) No more commercial building should be permitted in Douglas.	The issues raised in this submission are noted.
Cork City - Cork County Council	5,274	Douglas	This comprehensive submission	There have been a

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South Environs		Community & Development Group	<p>raises a number of issues in relation to Douglas/Grange/Frankfield area. The submission lists a number of specific improvements which are required to reflect the true village/town status of Douglas. These improvements relate to built heritage, public realm improvements, traffic control, improved public transport, pedestrian priority and safety, cycle paths and walkways, improved public parking, improved social infrastructure for all age groups (including an event centre, new community centre, public leisure centre, a cultural centre etc.) and improved technological infrastructure. The submission requests that all derelict sites should be placed on the Derelict Sites Register. The submission states that there is a need for higher quality retail developments while at the same time protecting the residential character of the existing village core. The submission is accompanied by the minutes of a number of public meetings which were held pertaining to the review of the Carrigaline Local Area Plan.</p>	<p>number of substantial proposals for the re-planning of Douglas that need to be considered carefully in view of the current constraints on development.</p>
Cork City - South Environs	5,310	Davis, Liam	<p>This submission proposes that lands at Rochestown are zoned for residential development. The subject lands are part of the A1 Greenbelt. The submission states that the lands are very steep and difficult to farm and therefore would suit an apartment development.</p>	<p>This land is in the Metropolitan Greenbelt.</p>
Cork City - South Environs	5,340	Shipton Group	<p>This submission relates to Douglas and makes a number of recommendations for the development of the town. The submission states that there needs to be a greater emphasis on Douglas through the subdivision of the South Environs with Douglas given equal if not greater prominence than Carrigaline in order to reflect its size and importance as a County Town. The submission states the following in relation to Douglas 1) there needs to be greater focus on road and traffic improvements and a model of a relief road around the village has</p>	<p>There have been a number of substantial proposals for the re-planning of Douglas that need to be considered carefully in view of the current constraints on development.</p>

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			<p>been included in the submission 2) greater focus on public realm upgrade within Douglas Town Centre in order to protect the Town Centre identity, the Architectural Conservation Areas and Heritage sites 3) within the village the petrol station site should be identified for special significance in terms of importance to the town centre and also seek to identify alternative locations for the provision of a petrol station/ garage in close proximity to the town centre. 4) the central part of Douglas needs to retain its mixed use facilities as part of the vibrant social and cultural heart of the village 5) Consideration should be given to the relocation of the schools in order to facilitate the school population and reduce traffic congestion at peak times 6) There should be an assessment of all open spaces within the village 5) Sites should be identified that could be considered for long term parking within the town centre of Douglas. The submission also states that there should be a restriction on the amount and type of office floor space allowed in the village and that the current cap on comparison retail should be revised. The submission also proposes that an area of land to the east of Douglas Court which is part of the shopping centre, but currently identified as Open Space in the 2005 Plan, should be included as part of the Town Centre Zoning for Douglas Court as this would facilitate the expansion of facilities including car parking at Douglas Court, as part of this expansion the submission proposes that a Town Park could also be constructed. Access to the park would be through Douglas Court.</p>	
Cork City - South Environs	5,345	O'Leary, Damien	<p>This submission requests that lands zoned as A1 metropolitan green belt be rezoned for low density residential development which would be in keeping with adjacent development. The submission claims the land in question is adjacent to the existing development boundary</p>	<p>Consideration will be given to the issues raised in this submission. This land is in the Metropolitan Greenbelt and there is no</p>

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Cork City - South Environs	5,378	O'Brien & O'Flynn	<p>for the settlement. It is claimed that an agreement is place to access the lands through an existing development thereby reducing multiple exits on to the main road and ribbon development. It is claimed that the site can be fully serviced and that development at this site will reduce existing pressure for residential uses in the Green Belt. This submission requests that lands at Douglas Village currently zoned for open space (O-12) be rezoned for medium density residential use with the provision for a Town Park. The submission states that the residential element of the proposal will take up 9.6 acres while the remaining 12 acres will be developed as a town park. The submission states that the lands in question are within walking distance of Douglas village and can be fully serviced. It is argued that the current zoning on the land does not provide any active amenity use that is of benefit to the wider community. It is claimed, therefore, that the proposed change of zoning will allow for appropriate residential development which in turn will make it feasible for the provision of a 12 acre town park with amenity walks.</p>	<p>requirement for additional zoned land.</p> <p>There have been a number of substantial proposals for the re-planning of Douglas that need to be considered carefully in view of the current constraints on development.</p>
Cork City - South Environs	5,383	Fleming Construction	<p>This submission requests that lands at Cooney's Lane, Grange, be rezoned from Metropolitan Green Belt to medium density residential development. This submission was previously lodged as part of the 2003 Cork County Development Plan review. The submission claims that the zoning of the lands in question will help meet the proposed additional residential requirements of the settlement. It is claimed that the future development of these lands will provide the area with much need infrastructure requirements and will not compromise the integrity of the green belt. The submission is accompanied by an infrastructure report carried out by DFOD consulting engineers.</p>	<p>There is unlikely to be a requirement for additional zoned land in this location.</p>
Cork City -	5,384	Falvey, Tom	<p>This submission requests that lands</p>	<p>This submission is</p>

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
South Environs			at Grange be rezoned from A1 metropolitan Green Belt to A3 metropolitan Greenbelt. The submission claims that this proposed modification will help the landowner's family members who have a genuine housing need to live in the area in which they were brought up. This submission was previously submitted as part of the 2003 Cork county development plan Review.	outside the scope of the LAP review.
Cork City - South Environs	5,401	Costello; Cotter, Maeve; Buckley, John; O'Driscoll, Liam; Thompson, Jed.	This extensive submission requests that lands at Hop Island, Rochestown be included within the development Boundary of Cork City -South Environs and zoned for low and medium residential development. The submission claims that the zoning of these lands would help meet the deficit in residential zoned land supply in the settlement. It is argued the lands in question are easily serviced by both physical and social infrastructure and are sustainably located adjacent to good public transport routes and the Rochestown/Passage West cycle and walking route. The submission claims that the flood risk on the site identified by the Lee CFRAMS will be addressed. The submission also states that the lands are within the city suburbs and have not been zoned in successive plans by default.	There is unlikely to be a requirement for additional zoned land in this location.
Cork City - South Environs	5,438	St. Patrick's Mills, Douglas	This comprehensive submission requests that lands at St. Patrick's Mills, Douglas be zoned for new Town Centre and Commercial development. The submission argues that this proposed new zoning is supported by CASP, the Retail Strategy, 2009 Cork County Development Plan and the Carrigaline LAP Outline Strategy 2010-2020. The submission claims that the lands in question are suitable for this proposed new zoning because it is a brownfield site which is within an existing development boundary, adjoins the existing built up area of Cork City and do not have any significant topographical or other constraints. It is also argued that these lands offer	There have been a number of substantial proposals for the re-planning of Douglas that need to be considered carefully in view of the current constraints on development.

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Cork City - South Environs	5,451	Casey, John	<p>a logical and immediate extension of the existing town centre.</p> <p>This submission requests that lands fronting the Waterfall Road currently within the Metropolitan greenbelt be rezoned for low to medium density "upmarket" housing. The submission states that housing development on this 22 acre site would complement the existing and proposed employment uses in Bishopstown, Wilton and Curraheen. Rezoning of these lands would (1) consolidate the existing pattern of development and compensate for the decline in population immediately within the City boundary, and (2) The success of the Curraheen Science Park will be enhanced if there is a range of good quality upmarket housing available in the immediate neighbourhood. The submission argues that the identification of these lands makes sound planning sense in terms of the range of existing services and facilities (education, healthcare, retail, employment and recreation) which are all available within short walking/cycling distance of the site.</p>	There is unlikely to be a requirement for additional zoned land in this location.
Cork City - South Environs	5,453	O'Brien & O'Flynn	<p>This submission relates to existing industrial zoning I-03 in Cork City South Environs. The submission states that the site is ideally located to accommodate high density commercial, office and/or other mixed uses. In the 2005 Carrigaline Electoral Area Local Area Plan the specific objective for the site was for 'Industrial estate development suitable for small to medium sized industrial units'. The submission proposes that this site should be an opportunity site with an option for commercial, offices and other uses as it states that the site is centrally located and is the only remaining undeveloped site with significant road frontage on to Sarsfield Road.</p>	The draft Local Area Plan will consider what the most appropriate approach is for zoning new lands for employment uses in the South Environs. This approach will have regard to the CASP Update which envisages that higher quality office based employment will be developed on existing brownfield sites.
Cork City - South Environs	5,459	O'Brien & O'Flynn/SISK	<p>This comprehensive submission requests that lands at Kinsale road/Airport Hill be identified as a "Strategic Opportunity Site" in the new Carrigaline LAP. The submission is accompanied by a masterplan for</p>	The draft Local Area Plan will consider what the most appropriate approach is for zoning new lands

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			the lands. The masterplan presents (1) a framework for the development of the proposed lands, (2) an outline of major infrastructure improvements which will be delivered as part of the overall development proposals (3) an indication of the type and quantum of uses on key development sites, and (4) the proposed phasing of infrastructure and development proposals. The proposed uses for these lands are: office based industry, high technology industry, light industry, distribution and storage, manufacturing, residential (limited). Health and medical care and other commercial uses.	for employment uses in the South Environs.
Cork City - South Environs	5,460	O'Brien & O'Flynn	This submission proposes that 3.2ha of land be zoned for medium density residential development in Cork City South Environs. The lands which are known as 'Cotters Field' are located in Moneygourney. The site is presently zoned primarily open space/sports/recreation and amenity.	There is unlikely to be a requirement for additional zoned land in this location.
Cork City - South Environs	5,462	O'Brien & O'Flynn	This submission proposes to extend R-17 to include an additional 8ha of land for medium density residential development in Cork City South Environs. The proposed site is located in Moneygourney.	There is unlikely to be a requirement for additional zoned land in this location.
Cork City - South Environs	5,468	Rossdale Enterprises Ltd	This submission proposes that lands at Moneygourney, Rochestown be zoned for low density residential development. The lands are within the development boundary of Cork City South Environs and are zoned as established residential land. The submission proposes that these lands are given a specific zoning objective for 'low density residential development served by a connection to public sewer'. The submission also proposes that a small portion of A1 Greenbelt land be included in the proposal. The greenbelt land lies within the same field boundary.	There is unlikely to be a requirement for additional zoned land in this location.
Cork City - South Environs	5,499	M&T McCarthy Developments	This comprehensive submission requests that the current X-01 Special Objective for the Cork City - South Environs be retained. However, the submission requests that the underlying text in relation to	Consideration will be given to the issues raised in this submission.

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Cork City - South Environs	5,508	The Hanley Family	<p>these lands is amended in both the Masterplan for the science park and the Local Area Plan to facilitate the following: (1) The advance development of the lands in question for mixed student/staff accommodation, Science & Technology and retail uses. The retail uses, of local centre scale, should ideally be located to serve the students and staff and the local Curraheen community. (2) Improved linkage to the public transport network proposed under the Cork Traffic Study, (3) The early delivery of the CIT link road and necessary services.</p> <p>This submission proposes that lands at Hanley's Corner, Ballycurreen are zoned for commercial development with provision for offices and retail warehousing. The submission states that the site is at a strategic location in relation to major infrastructural connections. The site is identified in the current local area plan as an established area with industrial and commercial uses. The submission requests that the entire site should be zoned for commercial development with a mix of uses proposed to include retail warehousing and office use. A traffic management proposal has also been included as part of the proposal.</p>	Consideration will be given to the issues raised in this submission.
Cork City - South Environs	5,531	Dublin Airport Authority	<p>This submission requests that lands adjacent to Cork Airport be zoned for industry/enterprise uses. The submission states that the lands in question, X-04 of the Draft Cork Airport SLAP Feb, 2010 are owned by the Dublin Airport Authority but are not required for core airport operation. The submission argues that these are suitable for employment purposes similar to the existing Airport business park. The submission requests that internationally traded services, tourist facilities, office, business and technology and distribution uses should be permissible on the lands identified as X-04.</p>	Consideration will be given to the issues raised in this submission.
Cork City - South	5,534	O'Hanlon, Deirdre & David	<p>This submission requests that lands at Ballycurreen, Kinsale road be</p>	Consideration will be given to the

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Environs			zoned for development. The submission is not specific about any particular type of zoning or development. The submission claims the lands in question could contribute to a sustainable development corridor between the Airport and Cork City. It is claimed that the lands are adjacent to the development boundary of the Cork City - South Environs and can be developed immediately. The submission also requests that these lands should be considered for development under the CASP Review process (Note: This process finished in July 2008).	issues raised in this submission.
Cork City - South Environs	5,548	O'Connell, Timothy	This submission requests that lands at Ballycurreen be zoned for industry/enterprise uses. The submission states that these lands form the natural extension of the already zoned area. It is claimed that the site can be fully serviced, easily accessible and is suitable for small or medium enterprises.	Consideration will be given to the issues raised in this submission.
Cork City - South Environs	5,557	Lyons, Frank	This submission requests that land in Upper Rochestown be zoned for residential development. The lands are part of the A3 Metropolitan Greenbelt.	There is unlikely to be a requirement for additional zoned land in this location.
Cork City - South Environs	5,584	O'Mahony, Dan and Margaret	This submission requests that lands at Inchisarsfield, Douglas be rezoned from open space to town centre uses which will include commercial, retail and residential uses and will incorporate a high standard of landscape design. The submission states that the site can be fully serviced and will be accessed by means of a proposed new ring road which is currently awaiting approval from Cork County Council. The submission claims that the land in question is centrally located and has easy access to public transport. The submission states that the proposed uses on the site will include the following: hotel, retail, offices, visitors centre, medical centre, residential and high quality landscaping.	Consideration will be given to the issues raised in the submission.
Cork City - South Environs Cork County Council	5,587	O'Callaghan, Denis	This extensive submission requests that lands at Ballycurreen & Rathmacullig East be zoned for	Consideration will be given to the issues raised in this

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			Business/Enterprise uses which will facility the extension of the existing Cork Airport Business Park. The site predominately zoned as A3 Metropolitan Green Belt. It is adjacent to the existing Airport Business Park but is separated from it by the N27. The submission presents comprehensive rationale supporting the zoning of these lands. It also makes reference to a number of documents which it claims support the zoning of additional lands for Business/Enterprise uses in this location, namely, the Draft SLAP for Cork Airport 2010, Carrigaline Outline Strategy, Cork County Development Plan 2009 and the Carrigaline LAP 2005. A Landscape Character and Visual Assessment of the Lands which was carried out by a Forestbird Design accompanies the submission	submission.
Cork City - South Environs	5,592	O Riordan, Sean	This submission raises a number of issues relating to Douglas. The submission states that any future development in the Carrigaline Area should be monitored so as to not exasperate the issues arising in Douglas as a result of increased passing traffic from Carrigaline and Crosshaven. The submission states that it would be more appropriate for the existing green route in Douglas to travel from Douglas village up to Grange and Frankfield and on to the Airport and the associated business park. The submission requests that Douglas village has a centre with appropriate street furniture and footpaths with utilities underground, public car parking, priority for pedestrians and a connected road network. The submission also requests that land be made available for the future development of an appropriate community centre which will meet the needs of the growing population both young and old.	This submission includes practical suggestions for improving facilities in Douglas which will be considered as part of the review of the LAP.
Cork City - South Environs	5,611	Brooklyn Properties Ltd.	This comprehensive submission requests that lands not necessary for Airport Uses as outlined in X-04 for the Draft Airport SLAP should allow for "Internationally traded services,	Consideration is currently been given to amending the existing zoning definitions and this

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			Office and Enterprise Uses, complementary to those in the existing business park, ancillary services and tourist facilities" as these will be consistent with established uses and the role of the Airport, and adjacent uses as an employment focus. The submission claims that this mixed use is supported by the Carrigaline LAP Outline Strategy, the 2009 County Development Plan, the Draft Airport SLAP and CASP. The submission requests that the new Carrigaline LAP support the objective X-04 in the draft Airport SLAP. The LAP has to identify a broad mix of uses that are suitable in the South Eastern Quadrant (X-04) of the Airport.	will be reflected in the draft Local Area plan.
Cork City - South Environs	5,637	Douglas Community Association Ltd.	This comprehensive submission raises a number of issues relating to Douglas. The submission requests that (1) as population projections for the area are low the entire existing population of the South Environs should be the basis for planning in the area. (2) The ACA designation and the natural heritage designations in the Douglas area should be preserved and enhanced. (3) The existing traffic congestion and infrastructure problems experienced in Douglas need to be addressed. (4) Douglas is overdeveloped and therefore it is important to retain and enhance the existing green belt surrounding the area and retain the open space zonings and existing green spaces (including Lough Mahon inner Estuary) within the boundary of Douglas. (5) Need for enhanced and new community facilities including an improved swimming pool, youth centre and associated facilities, facilities for the elderly including a healthcare centre etc. (6)The submission requests that the zoning objectives of certain open space lands (O-05, O-05, O-07 , O-08 and U-04) should be prioritised and implemented in the next Local area Plan. (7) There is a need enhance pedestrian permeability within the Douglas area itself and to the city.	Consideration will be given to the issues raised in this submission.

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Cork City - South Environs	5,675	Cork City Council	<p>The submission suggests a number of zoning objectives which would facilitate this. (8) The submission claims that given the level of vacant units in the south environs there is no requirement for further residential development. The submission makes further reference to public spaces, roads, footpaths, traffic control, heritage, walls, signage, litter, anti-social behaviour, ESB and telephone wires.</p> <p>This comprehensive submission raises a number of issues relating to Cork City - South Environs. The submission requests that Cork County Council ensure that the Carrigaline LAP: (1) Is developed in line with the CASP Update and the Draft Cork Public Transport Feasibility Study 2010, (2) Seeks to minimise the zoning of greenfield sites and (3) Reserves the finite roads capacity that exists on the national roads for strategic use as far as possible. The submission also makes a number of observations relating to land use and transportation, population and residential development, employment, infrastructure, quality of life issues, retail and neighborhood centers, the proposed opportunity sites and landscape and amenity issues. The key observation of this submission is that the Cork City Council request that the future development of the South Environs should not contradict the objectives of the CASP Update and should not curtail or impact on development within the City and especially the Docklands redevelopment. The submission also suggests that Cork County Council and Cork City Council should work together to create a joint approach to addressing certain issues including employment, population, transport, infrastructure, open space etc. The submission has also provided more specific comments on certain locations within the South Environs, such as Dougcloyne, Tramore Valley, Douglas etc</p>	Consideration will be given to the issues raised in this comprehensive submission.

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Cork City - South Environs	5,703	Clesham, Ciaran and Hannah	<p>This submission relates to Douglas and raises a number of issues which relate to the Local Area Plan and Strategy. These issues are as follows;</p> <ul style="list-style-type: none"> - The proposed strategy needs to have adequate stakeholder representation made of credible interests. - Development and business interests need to be provided for in an effective manner. Proposals need to lead to sustainable employment. - The GAA pitch needs to be kept in the community. - Existing green areas need to be maintained for recreation and open space. It should be possible to walk and cycle to these facilities. - Residents need to be maintained in the heart of Douglas. - Lack of representation for the community of Douglas needs to be filled. - Future plans need to positively contribute to this area if there is to be community benefit. - Unauthorised activity such as temporary car parks needs to be prevented in Douglas. - Proposed tree planting to improve visual amenity should be specified, agreed and implemented. - Currently there is an excess of existing commercial buildings and many are vacant. Areas adjacent to but not within Douglas contain medium to large commercial buildings with spare capacity. - Douglas village should be kept as a village community not a town centre. 	<p>There have been a number of substantial proposals for the re-planning of Douglas that need to be considered carefully in view of the current constraints on development.</p>
Cork City - South Environs	5,705	Farmers Cross and District Residents Association	<p>This submission raises the following issues which relate to Farmers Cross.</p> <ul style="list-style-type: none"> - The residents association welcomes the proposal to introduce traffic calming measures to discourage congestion of the narrow road network serving existing residential properties in the area. In particular the submission seeks the implementation of a public footpath with lighting between Harlequins sports complex and the Amberly retail outlet. - The residents association welcomes the proposal to enhance and increase accessibility to community, social and recreational facilities and to 	<p>Submission includes practical suggestions for improving facilities in Farmers Cross which will be considered as part of the review of the LAP.</p>

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Cork City - South Environs	5,714	Resource Property Investment Fund	<p>encourage future development of open spaces and opportunities for amenity walks. - In relation to Transportation the submission supports the expansion of Cork Airport and the Airport Business Park. These developments have resulted in a reduction of residential amenity in this area caused by cars and heavy goods vehicles using the narrow road network. The submission seeks measures to redress this and the improvement of residential amenity. The association welcomes the provision of a quality high frequency bus service with the location of bus stops and shelters being agreed with the Residents Association. - The Residents Association welcomes the proposal to incorporate Farmers Cross into the network of settlements and would welcome the opportunity to make a submission on this in due course.</p> <p>This submission relates to the Topaz service stations at Douglas, Frankfield and Bishopstown. The submission states that these three sites are strategically located relative to existing and proposed population and employment areas and are extremely accessible by car and foot and are in areas which will be the subject of redevelopment proposals for more intensive uses. The submission states that these locations will continue to operate as fuel stations but the focus in the future will be on expanding the range of services, including additional retail floorspace, expanded foodcourt/restaurant/cafe uses and other active ground floor uses and in the case of the Douglas site the potential for upper floor primarily employment generating uses. The submission supports the continuation of the town centre zoning objective for the Douglas site and states that the expansion and redevelopment of this site will achieve high quality successful linkages between Douglas Court and Douglas Village shopping centres. In</p>	Consideration will be given to the issues raised in this submission.

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			relation to Bishopstown the submission requests that the site is rezoned for town/neighbourhood centre uses which will establish a stronger link between the existing neighbourhood centre and the commercial areas in the vicinity of the Topaz site. In relation to Frankfield it is considered appropriate that this area be identified as a local services centre reflecting its established use and enabling further appropriately scaled development to serve the existing and future local customer base.	
Cork City - South Environs	5,721	Lifi Construction	This comprehensive submission requests that lands at Knockmullagh, Rochestown which are currently within the metropolitan greenbelt be rezoned for low density residential development. The submission requests that the draft plan should identify the existing settlement structure at Knockmullagh townland as a Village Nucleus and incorporate the proposed lands to facilitate limited residential development to serve local housing need. The submission states that the area in question is already served by a number of existing services and facilities including a church, secondary school, business centre, two nursing homes and a primary school. It is argued that this level of existing services warrants the identification of Knockmullagh as a Village Nucleus. With regards the rezoning of lands of low density residential development the submission states that the lands in question can be serviced and are adjacent to existing low density development. It is argued that the zoning of these lands supports both national and county policy and will provide an alternative to one off housing in the metropolitan greenbelt.	This site is in the Metropolitan Greenbelt and there is unlikely to be a requirement for additional zoned land in this location.
Cork City - South Environs	5,733	IIF Process Mechanical & Electrical Contractors	This comprehensive submission requests that lands which are currently zoned for primarily industry/enterprise be rezoned for employment generating office based industry use. The submission argues	Consideration is currently been given to amending the existing zoning definitions and this will be reflected in

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			that this proposed rezoning is supported by CASP, the County Development Plan 2009 and the Carrigaline Electoral Area Local Area Plan review- Outline Strategy 2010 - 2020. The submission argues that An Bord Pleanála have already assessed the site under reference number 231659 and have accepted in principle the redevelopment of the site for office base industry. The submission states that the Outline strategy for this area places emphasis on the regeneration and intensification of existing developed lands, the delivery of public transport, improved public realm and the provision of sustainable employment generating uses. It argues that the rezoning of these lands will contribute towards the achievement of these objectives.	the draft Local Area plan.
Cork City - South Environs	5,740	O'Brien, Anthony	This comprehensive submission requests that lands which are currently zoned as primarily industrial/enterprise be rezoned as an opportunity site to provide for a mix of uses including commercial, office, enterprise and employment uses. The submission states that while the lands in question are zoned for industry/enterprise uses there is, in reality, a mix of land uses already existing in the area which are more commercial than industrial in nature. It is claimed that the rezoning of these lands is supported by Carrigaline LAP outline strategy January 2010, which envisages future job creation in a high density mixed use environment which will involve the relocation of existing lower density industrial developments. It is argued that the existing low density and disused industrial uses on the site have a negative impact on the surrounding area and therefore the rezoning of these lands would support the outline strategy objective of redeveloping brownfield lands for higher density mixed commercial and employment uses.	Consideration will be given to the issues raised in this submission.
Cork City - South	5,752	Kelleher, Brenda and Pat	This submission raises a number of issues relating to the Carrigaline	Consideration will be given to the

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Environs			Electoral Area. The submission requests that the remaining sea views from the road between Myrtleville and Fountainstown be protected as this is a very popular scenic walking route. The submission requests that the population and housing figures for Cork City -South Environs be revisited as they do not "stack up" and are based upon factors which are no longer appropriate in the present economic climate. The submission requests that the proposed approach to employment in the South Environs be given serious reconsideration because what is presented in the Outline Strategy 2010 could have a detrimental effect on the area. The submission requests that existing residential and community facilities in Douglas village are maintained and protected from any future development. The submission also states that it supports the proposals advanced by the Grange Change partnership for the development of a major cross boundary park for the south side of the city and county including the measures to restore the Vernon Mount House.	issues raised in this submission.
Cork City - South Environs	5,753	Grange Heights Residents Association	This submission raises a number of issues relating to Cork City - South Environs. The submission states that development in the South Environs should be consolidated, that there needs to be improved provision and standard of community facilities and services and there needs to be a clear demarcation of the Green Belt. The submission states that it supports the development of a cross border Southside park (submitted by the Grange Change partnership) and the development of a cycle way connecting grange to Douglas and on to the City. The submission also supports the redevelopment and conservation of Vernon Mount House and the protection of Grange Cottages. The submission expresses concern with the scale, design and associated parking of new commercial properties developed along the Grange road. It is felt that	Consideration will be given to the issues raised in this submission.

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Cork City - South Environs	5,784	McManus, Conor	<p>the Council should prepare a design and planning specification or brief for such sites/development.</p> <p>This submission raises issue with noise and litter pollution in the Douglas and Rochestown area. The submission requests that a proper sound barrier be erected along the South Link road and the Kiltegan Housing estate on the Rochestown road. It is argued that the current sound barrier is inadequate and the noise pollution affects the quality of life in the area. The submission also proposes that the litter problem in Douglas and the Rochestown area be addressed.</p>	The issues raised in this submission are noted.
Crosshaven and Bays	5,042	Desmond, Michael	<p>This submission requests that lands at Crosshaven Hill be rezoned back into the Development Boundary of Crosshaven and Bays. It is stated that the lands in question were previously zoned for development in the 1979 and 1986 County Development Plans; however, they were removed in the 1996 County Development Plan. The submission is accompanied by a number of maps which support the submitters claim.</p>	Consideration will be given to the issues raised in this submission.
Crosshaven and Bays	5,113	O'Brien, Sean	<p>This submission raises issues concerning density and community facilities in Myrtleville, Crosshaven. The submission requests that any lands zoned in the area should have a density limit which is in keeping with the surrounding existing development. Specific reference is made to R-09, requesting that the density be revised from Medium density terrace housing to low density residential use. The submission also states that there is no demand for either a car park or a playground in Myrtleville as both would attract anti-social behaviour. It is stated that the proposed playground for Crosshaven will suffice for the bay areas.</p>	All issues raised in this submission are noted. The issues raised in relation to densities will be considered having regard to the provisions of Government Guidelines.
Crosshaven and Bays	5,114	Barnes, Sharon	<p>This submission raises issues concerning density in Myrtleville, Crosshaven. The submission requests that any lands zoned in the area should be restricted to Low density which is more in keeping with the surrounding existing</p>	All issues raised in this submission are noted. The issues raised in relation to densities will be considered having regard to the

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Crosshaven and Bays	5,118	Keating, Brian	<p>development.</p> <p>This submission raises a number of issues with Myrtleville, Crosshaven. The submission claims that (1) Myrtleville is an area of high scenic value and merits special consideration, (2) Lands currently zoned for residential use should be dezoned thereby taking account of the infrastructure constraints in the area, (3) Myrtleville should stay in its present residential development form, any new residential development should involve the purchase, renovation and rebuild (where appropriate) of existing dwellings. New one-off houses should not be granted thereby protecting the remaining attractive unique ambient setting of the area. (4) The new housing development in the Crosshaven area should adequately meet the housing needs of the community for the foreseeable future. (5) Myrtleville requires a recreation/amenity space with associated public rest rooms which will meet the needs of tourists.</p>	<p>provisions of Government Guidelines.</p> <p>All issues raised in this submission are noted. The issues raised in relation to densities will be considered having regard to the provisions of Government Guidelines.</p>
Crosshaven and Bays	5,127	Templebreedy Pitch & Putt Club	<p>This submission requests that lands at Templebreedy be zoned for amenity and recreation purposes. The submission claims that the land in question is an existing pitch and putt, however the lands are owned by the Department of Defence. It is also claimed that the pitch and putt club was closed on the 30/03/05 by the Dept. of Defence for health and safety reasons. The land in question is located in the Rural Housing Control Zone and is adjacent to the development boundary for Crosshaven and bays. (Awaiting Map to confirm location)</p>	<p>A change in zoning is not necessary to implement this proposal.</p>
Crosshaven and Bays	5,132	Gable Holdings Ltd.	<p>This submission requests that lands at Knocknagore, Crosshaven be zoned for either low density residential development or be included within the development boundary of Crosshaven and bays. The submission claims that the lands in question can be serviced and</p>	<p>Some additional zoned land may be required in appropriate locations.</p>

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Crosshaven and Bays	5,180	White, Fidelma	<p>currently adjoin lands which are already developed in a low density manner. The submission claims that any development at these lands are consistent with a number of paragraphs of the 2009 County Development plan, namely para 3.1.12, para 3.5.3 and para 4.8.10. The submission also claims that development of this site will help meet the shortfall of residential available zoned land in Crosshaven. This shortfall was identified by the Carrigaline Electoral Area Outline Strategy, January 2010.</p> <p>This submission requests that lands at Frenchfurze/Agamartha, Crosshaven Road be rezoned from 'A2' Metropolitan Green belt to 'A1' Metropolitan Green belt. The submission argues that these lands form part of an existing environmental woodland area which is of natural heritage and ecological significance. The submission states that consideration should be given to the adoption of tree preservation measures for "Kelleher's Wood" and that the regulatory authorities should give consideration to designating this area as appropriate i.e. NHA, SPA, SAC, statutory nature reserve, refuges for fauna and landscape conservation areas.</p>	The issues raised in this submission are noted.
Crosshaven and Bays	5,206	Riordan, Jim	<p>This submission requests that lands within the existing development boundary of Crosshaven and bays be zoned for low density residential uses similar to the existing zoning R-08. The submission claims that the zoning of these lands will help meet the shortfall of available residential zoned land in Crosshaven.</p>	Some additional zoned land may be required in appropriate locations.
Crosshaven and Bays	5,234	Daunt, Henry	<p>This submission raises issues concerning density in Myrtleville, Crosshaven. The submission requests that any lands zoned for residential uses in the area should be restricted to Low density which is more in keeping with the surrounding existing development. The submission makes particular reference to R-09 stating that the density of these lands should be low rather than medium density. The</p>	The issues raised in relation to densities are noted and will be considered having regard to the provisions of Government Guidelines.

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Crosshaven and Bays	5,256	Kidney, Michael	<p>submitter also raises an issue with the proposed car park for Myrtleville stating that such a development will attract anti-social behaviour.</p> <p>This submission requests that lands at Fennell's bay, Crosshaven be zoned for low density residential development. The submission claims that the lands in question are adjacent to existing development and can be serviced.</p>	Consideration will be given to the need for additional zoned land in appropriate locations.
Crosshaven and Bays	5,275	Scannell, Gerard	<p>This submission raises issues relating to High density development and erosion in the Myrtleville area. The submission claims that the topography of the lands surrounding Myrtleville is prone to increased surface water runoff and therefore increasing cliff erosion. It is claimed that this type of erosion will increase if higher density development is permitted in the area. It is claimed that a solution to this problem would be the strategic planting of trees, plants and shrubs and restricting future housing development to low density.</p>	The issues raised in this submission are noted.
Crosshaven and Bays	5,339	Shipton Group	<p>This submission raises a number of issues relating to Cork Harbour and access to the water for tourist and sailing activities. The submission requests that a specific objective should be included in the new Local Area Plan which allows for the major expansion, improvement and upgrading of water related facilities both on shore and along the Owenabue River and in particular at the Royal Cork Yacht Club thus positioning Crosshaven as a premier destination for international sailing events and sailing tourists.</p>	The issues raised in this submission are noted.
Crosshaven and Bays	5,346	Crosshaven Hurling & Football Club	<p>This submission requests that the current zoning O-02 and its associated objective (which allows for the provision of playing pitches) should be retained in the proposed new Local Area Plan for the area. The submitter, Crosshaven Hurling and Football Club, claim that their exist operation is at capacity and at present is restricted and cannot meet the current needs of the club. The club have only one pitch and as a result can only cater for limited</p>	The issues raised in this submission need careful consideration in the preparation of the draft Local Area Plan.

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Crosshaven and Bays	5,409	O'Shea and O'Sullivan	<p>number of teams and cannot cater for the needs of both camogie and ladies football. Therefore, the submission requests "that the zoning of the area be left as it is , for the provision of additional playing pitches and are be leased or sold to the Crosshaven Hurling and football Club for the development of same."</p> <p>This comprehensive submission requests that Cork County Council address infrastructure deficiencies faced by the Crosshaven and Bays area. This submission claims that these deficiencies are one of the most critical issues curtailing development in the area and are the primary reason for a refusal by An Bord Pleanala for planning permission on zoned land within the existing development boundary. The submission requests that the County Council prioritise and support the provision of infrastructure in Myrtleville.</p>	The issues raised in this submission are noted.
Crosshaven and Bays	5,484	O'Flynn Construction	<p>This submission proposes that the existing R-08 residential zoning at Ballinluska, Myrtleville, Crosshaven be extended to provide a total of 5.4 acres of land for low density residential development. In 2005 part of the lands (approx. 3.2 acres) were specifically zoned for low density residential development while the remainder lies within the development boundary but is not zoned for any specific use.</p>	Consideration will be given to the issues raised in this submission.
Crosshaven and Bays	5,486	O'Flynn Construction	<p>This submission proposes an amendment to the R-13 Residential Zoning at Crosshaven to allow for 'medium density residential development with provision for landscaping and amenities including a pedestrian footpath'. The submission states that the site is located very close to the town centre. The objective for the site in the 2005 Carrigaline Electoral Area Local Area Plan is for ' medium density residential development to include the provision of public open space for passive and active recreation, on the most elevated part of the site, i.e. that part of the site above the 40m contour.</p>	Consideration will be given to the issues raised in this submission.

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Crosshaven and Bays	5,513	Mullins, Brendan and Rouse, Martin	Proposals for development must also include a pedestrian walk and a landscaping scheme for the site'. The submission states that the development of the site could be improved by amending the zoning objectives to allow for greater integration of the open space and amenities within the overall development. This submission refers to lands at Kilmichael, Fountainstown, Crosshaven. The submission proposes that the site be zoned for low density development in the forthcoming Carrigaline Electoral Area Local Area Plan. The site is 3.64 ha in dimension and is in the Rural Housing Control Zone.	The issues raised in this submission are noted.
Crosshaven and Bays	5,727	Scully, Phillip	This submission raises a number of issues with Myrtleville, Crosshaven. The submission argues that (1) Rebuilding of old bungalows should be permitted, (2) The building of new dwellings should be strictly controlled and limited to detached bungalows, (3) Higher density urban development should not be allowed (4) Light pollution should be avoided (5) Lands located on the skyline should not be zoned for development (6) Waste water infrastructure for the harbour is total inadequate.	Consideration will be given to the issues raised in this submission.
Crosshaven and Bays	5,728	Dunne, Paul, Mary and Mia	This submission argues that Myrtleville is a small coastal village that is not suitable for the level of development which is proposed in the current Carrigaline Local Area Plan. It is stated that any future medium density housing development would have a detrimental effect on the natural beauty, scenery, wildlife and ambiance of this small village. The submission argues that Myrtleville does not have the social or physical infrastructure to accommodate medium density development and therefore such a density should not be applied in this area.	Consideration will be given to the issues raised in this submission.
Crosshaven and Bays	5,729	Crowley, Jeremy	This submission raises a number of issues relating to density in Myrtleville. The submission argues that all existing zoned land should be	Consideration will be given to the issues raised in this submission.

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Crosshaven and Bays	5,770	O'Meara, Fiona	<p>rezoned from medium density to low density as this would be in keeping with existing development in the area. The submission argues that Myrtleville does not have the social or physical infrastructure to accommodate medium density development and therefore such a density should not be applied. The scenic beauty of the area should be protected and maintained.</p> <p>This submission raises a number of issues relating to the Carrigaline Electoral Area. The submission mainly focuses on the villages and rural area of the electoral area with specific mention of Crosshaven and bays. This issues relate to (1) The amount of growth planned fro the villages and rural settlements - Crosshaven and Bays are targeted to absorb a disproportionate share of this growth, (2) The profile of growth in villages and rural areas - household growth targeted in these areas are not consistent with existing patterns, (3) The lack of any provision for social and physical infrastructure especially in the villages and rural areas, (4) Inappropriate zoning and density especially in the Crosshaven and bays area (Myrtleville) and (5) Lack of transparency around population growth forecasts - the need for clarification with regards to population and household forecasts is required.</p>	Consideration will be given to the issues raised in this submission.
Crosshaven and Bays	5,779	Crosshaven Tourism	<p>This submission requests that the tourism potential including the development of holiday chalets be given serious consideration for the Crosshaven and Bays area. The tourist potential of Fort Meagher (Camden) and Templebreedy Fort are specifically mentioned. The submission also requests that a feasibility study of the "slob area" be carried out. It is claimed that improvements to this area would have a positive impact to both the appearance and practical use of this sea side village.</p>	The issues raised in this submission are noted.
Crosshaven and Bays	5,795	Quinlan, Michael	<p>This submission requests that zoning in the Myrtleville area should be</p>	The issues raised in relation to

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Crosshaven and Bays	5,796	Quinlan, Elizabeth	restricted to low density. This submission requests that zoning in the Myrtleville area should be restricted to low density. The submission also requests that the bays element of Crosshaven and Bays should be dealt with as a separate settlement in the new Local Area Plan.	densities are noted. The issues raised in relation to densities are noted.
Crosshaven and Bays	5,807	Cappieri, Daphne	This submission requests that zoning in the Myrtleville area should be restricted to low density. The submission argues that the current infrastructure faculties are at capacity and could not meet the requirements of higher density developments.	The issues raised in relation to densities are noted.
Crosshaven and Bays	5,808	Cappieri, Roberta	This submission requests that zoning in the Myrtleville area should be restricted to low density. The submission argues that the current infrastructure faculties are at capacity and could not meet the requirements of higher density developments.	The issues raised in relation to densities are noted.
Crosshaven and Bays	6,019	O'Flynn Construction	This submission requests that an alternative use should be considered for a vacant crèche building provided as part of the "Brightwater" development in Crosshaven. The submission states that the developer of "Brightwater" has actively sought but has failed to secure an operator for the crèche building provided as part of the development. The submission argues that there is insufficient demand for a crèche at this location and therefore is not financially viable. The submission states that this vacant crèche building has the potential to accommodate other community/commercial uses such as a medical centre or a convenience shop. Therefore the submission claims that consideration should be give to alternative uses for the building.	The issues raised in this submission are noted.
Crosshaven and Bays	6,034	Harbour CAT Ferries	This submission requests that the LAP acknowledge the proposed ferry service in Cork Harbour and planning permissions granted for ferry landing stations at Cobh (Old Town Hall & Deep Water Quay cruise liner area),	The issues raised in this submission are noted.

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Curraghbinny	5,210	Cohalan, Rory	<p>Crosshaven, Monkstown and Passage West. The submission also seeks that potential landing stations at Camden Fort, Ringaskiddy, Spike Island and Haulbowline are acknowledged in the Local Area Plan. A brochure for the ferry service is attached to the submission.</p> <p>This submission requests that lands at Curraghbinny be considered for the infill development of one individual rural house. The submission claims that any development on the site will be designed to integrate well with the existing physical surroundings</p>	<p>Consideration will be given to the issues raised in this submission. However, current policy for Curraghbinny is unlikely to change and therefore this is an issue for Development Management.</p> <p>There is unlikely to be a need for development at this scale.</p>
Curraheen	5,351	Looney, Tony and Carey, Joe	<p>This submission proposes that Curraheen be designated as a village nucleus and that the 5.4ha of land within the proposed boundary be designated for low density uses. The proposed lands are part of the A3 Metropolitan Green Belt. Curraheen is currently designated as an 'Other Location' in the 2005 Local Area Plan. The submission states that the proposed lands are located at the existing centre of the settlement and if zoned for low density residential housing could contribute to the provision of an attractive and compact settlement located within easy cycling distance to the proposed new Rapid Transit Route and proposed new science park.</p>	<p>There is likely to be a requirement for additional zoned land in this location.</p>
Curraheen	5,406	O'Neill, Pat	<p>This submission requests that lands currently zoned as a mixture of A1 and A2 Metropolitan green belt be rezoned as a single A3 green belt zoning. The submission states that there is a history of planning applications on this site. A permission granted on the this site(ref 08/7540) by Cork County Council was refused by An Bord Pleanala further to a third party appeal.</p>	<p>The issues raised in this submission are noted.</p>
Curraheen	5,408	Fleming Construction	<p>This submission proposes a modification to text relating to the settlement of Curraheen in the 2005 Carrigaline LAP. The submission</p>	<p>The issues raised in this submission are noted.</p>

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			requests that the Carrigaline Electoral Area LAP includes the following text within the objectives for the development of Curraheen "In the overall strategy of this Local Area Plan, the prominent open hilltops and valleyside that lie to the south of Curraheen, and define the character of the local area and of Ballincollig will continue to be protected by the Metropolitan GreenBelt policy. Inconformity with the 2009 CDP Policy RCI 8-10, development of a strategic and exceptional nature, that may not be suitably located within zoned lands, may be considered in this location. Amenity and recreation uses may also be considered, subject to due consideration of any built element on the specific function and character of the greenbelt." The submission requests this modification/inclusion because (1) To reflect policies that are in the 2009 County Development Plan, namely, Policy RCI 8-10, (2) to allow the analysis of the development potential of strategic development proposals. The submission states that the interested party is not seeking any amendments to the principle of the greenbelt policy but is currently exploring a strategic development proposal for lands within the greenbelt, which it is claimed are consistent with the existing policy.	
Fivemilebridge	5,349	O'Neill, Tony	This submission requests that lands at Fivemilebridge be considered for housing development. The lands in question are located within the existing development boundary of Fivemilebridge. The submission claims that Cork County Council previously granted permission on this site for eight houses a decision which was later overturned by An Bord Pleanala for reasons mainly relating to physical infrastructure. The submission states that the issues raised by An Bord Pleanala can be addressed.	The lands in question are within the development boundary of Fivemilebridge.
Passage West	5,054	Ryan, Mary	This submission requests that lands at O-04 in Passage West be rezoned	Consideration is currently been
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Passage West	5,242	Passage West Town Council	<p>from open space to open space with an option for single dwelling development. The submission states that the proposed single dwelling will be "of excellence in design as a land mark building"</p> <p>This comprehensive submission raises a number of issues relating to Passage West/Glenbrook/Monkstown. These issues relate to: (1) There are no new residential zonings required for the area. (2) Further residential development should be limited until the infrastructure deficiencies are addressed. (3) The green belt between Passage and Rochestown needs to be maintained. (4) The transport deficiencies (both private and Public) need to be addressed (5) The upgrading of existing community facilities and the development of new facilities is required (including education) (6) Rejuvenation of the town centre is needed. (7) Continued protection of the architecture the settlement should be encouraged (8) Environmental issues and concerns for the area (9) Need to increase funding which is allocated to the Carrigaline Area Office (10) the new LAP needs to focus on addressing quality of life issues and stimulating employment.</p>	<p>given to amending the existing zoning definitions.</p> <p>The issues raised in this submission are noted. The issues raised in relation to future residential zoning are noted and will be considered having regard to the provisions of Government Guidelines.</p>
Passage West	5,312	Davis, Liam	<p>This submission relates to lands at Passage West. The submission proposes that the lands are zoned for residential development. Part of the lands are currently zoned for established residential development while the remainder of the land is zoned for primarily open space/sports/recreational and amenity uses (O-01).</p>	<p>Adequate zoned land is likely to be available within the development boundary of Passage West.</p>
Passage West	5,315	Monkstown, Glenbrook, Passage Branch of CHASE	<p>This comprehensive submission raises a number of issues relating to Cork Harbour, Passage West/Glenbrook/Monkstown and Ringaskiddy. These issues relate to: (1) the diminishing effect that the proposed development of a toxic waste incinerator could have on the residential, industrial and amenity value of the harbour. (2) 'Clean' industry should be promoted and</p>	<p>The issues raised in this submission are noted.</p>

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Passage West	5,324	D'Alton, Marcia	<p>encouraged as much as possible (3) The tourism value of the Harbour including Spike Island should be exploited (4) The transport deficiencies particularly relating to ferries and ports need to be addressed (5) The upgrading of existing community facilities and the development of new facilities is required (6) Access to the harbour (water) needs to be improved. (7) Continued protection of the architecture and built heritage of the area should be encouraged. (8) The new LAP needs to focus on addressing quality of life issues and stimulating employment. (11) The existing walking routes, scenic routes and the natural heritage of the area should be protected. (12) Any future development should not impact on existing amenities. (13) Cork harbour should be a commercial incinerator free zone.</p> <p>This comprehensive submission raises a number of issues relating to Passage West/Glenbrook/Monkstown. These issues relate to: (1) There are no new residential zonings required for the area until the infrastructure is improved. (2) Further residential development should be limited until the infrastructure deficiencies are addressed. (3) The green belt between Passage and Rochestown needs to be maintained. (4) The transport deficiencies (both private and Public) need to be addressed (5) The upgrading of existing community facilities and the development of new facilities is required (including education) (6) Rejuvenation of the town centre is needed. (7) Continued protection of the architecture the settlement should be encouraged (8) The need to consider the environmental issues and concerns for the area (9) Need to increase funding which is allocated to the Carrigaline Area Office (10) the new LAP needs to focus on addressing quality of life issues and stimulating employment. (11) Increase access to the water.</p>	The issues raised in this submission are noted.

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Passage West	5,367	Coakley, Finbarr	<p>(12) Spike Island should be reserved for amenity uses. (13) Extension of pedestrian and cycle route to Carrigaline. (14) The Lime Kiln at Bunkilla should be added to the Record of Protected Structures (15) There should not be a specific area zoned for any proposed relocation of Port Related uses.</p> <p>This submission requests that lands at Passage West/Monkstown be included within the development boundary and zoned for low density residential development. The submission states that the zoning of this land will facilitate the provision of U-04 (pedestrian walk) and will deflect pressures for one-off housing in the rural hinterland of the settlement thereby maintaining the integrity of the Rural Housing Control Zone.</p>	Adequate zoned land is likely to be available within the development boundary of Passage West.
Passage West	5,410	Roberts, Grattan	<p>This submission requests that lands currently zoned for Passive Open Space be rezoned for low density housing. The submission claims residential use of these proposed lands would be more beneficial to Passage West than the current Passive Open Space zoning. It is argued that these lands are situated at a sustainable location in close walking distance to all services and facilities. The submission argues that Passage West's potential to grow is already limited due to its location within the Metropolitan Greenbelt and therefore the Planning Authority should reconsider its approach to zoning lands in such settlements by optimising the sustainable development potential of available land within existing development boundaries.</p>	Adequate zoned land is available within the development boundary of Passage West. There is unlikely to be a requirement for additional zoned land in this location.
Passage West	5,457	O'Brien & O'Flynn	<p>This submission proposes the extension of R-05 in Passage West to include an additional 0.5ha of land for medium density residential development. The proposed lands are presently zoned for Passive open space with provision for landscape protection and are located to the south west of R-05.</p>	Adequate zoned land is likely to be available within the development boundary of Passage West.
Passage West	5,458	O'Brien & O'Flynn	<p>This submission proposes the extension of R-02 in Passage West to</p>	Adequate zoned land is likely to be

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
Passage West	5,547	Cuthbert, Brendan and Catherine	include an additional 1.4ha of land for medium density residential development. R0-2 is currently under construction and the submission proposes to extend it. This submission relates to the Dockyard site in Passage West. The submission states that previously submitted plans by the developer would constitute an overdevelopment of the site which would be completely out of character with the established pattern of development in the vicinity of the site and would have a negative impact on the residential amenity of the area due to overlooking and overshadowing of existing residential properties. The submission also states that previously plans submitted for the site would adversely affect the architectural heritage of 'Lucia Place' which is part of an Architectural Conservation Area.	available within the development boundary of Passage West. The issues raised in this submission are noted.
Passage West	5,574	Murphy, John	This submission raises issues relating to the future redevelopment of the Old Victoria Dockyard site, Passage West. The submission requests that any development at this site should be in keeping with the character of the town especially in terms of height, protection of the existing Architectural Conservation Area (ACA) and the protection of views of the river. The submission requests that the existing area within the Dockyard site which is opposite Lucia Place should be zoned for open space and car parking uses. The protection and enhancement of the existing ACA should be given serious attention in the proposed new Local Area Plan.	The issues raised in this submission are noted.
Passage West	5,631	Clowater Investments Ltd	This submission requests that the zoning objective for the dockyard site in Passage West should be altered to encourage and promote a wide variety of employment generating uses on site and not to restrict the quantum of retail and office to be developed on the site. The submission also requests that Cork County Council address the traffic constraints posed by the main	Consideration is currently been given to amending the existing zoning definitions and this will be reflected in the draft Local Area plan.

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
Passage West	5,756	Allison, Robert & Hunt, Jacqueline	<p>junction in the town. The submission notes that there has already been a refusal for planning permission by An Bord Pleanala on this site (ABP Ref:P/L 04.231646, Cork County Council Ref 08/4086).</p> <p>This submission raises a number of issues relating to Passage West/Glenbrook/Monkstown. These issues relate to enhancing the quality of life in the area, the need to improve the efficient provision of both the social and physical infrastructure of the settlement, protection of the built heritage of the area and the continued protection of existing views in the area.</p>	Consideration will be given to the issues raised in the submission.
Passage West	5,763	Passage West to Monkstown River Users Association	<p>This submission raises a number of issues relating to facilities and access to the river at Passage West and Monkstown. The submission states that the proposed new "Cat Ferry" should be mentioned in the draft plan. The draft plan needs to recognise the tourism/employment potential of Cork Harbour. The submission raises a number of issues hampering the progress (regards access and use of the water) of Passage West/Glenbrook/Monkstown Area. These issues are;(1) The need for proper boarding and landing facilities at the Quayside, Passage West, (2) The need for a usable slipway in Passage West, (3) Repairs are required to the slipway at Glenbrook, (4) the need to widen the slipway at Monkstown, (4) Improved access to "Zack Shea's Strand" at Toureen, (5) Resurfacing of the slipway at Toureen (6) Boarding and landing facilities for the disabled and elderly need to be provided (6)Toilets and water supply should be provided at Quayside, Passage West and (7) The new Plan should encourage and promote river related amenities.</p>	Consideration will be given to the issues raised in this submission.
Ringaskiddy	5,128	Ringaskiddy and Districts Residents Association	<p>This submission raises a number of issues for the Ringaskiddy area, (1) there is a need for an open space amenity and children's play area close to Ringaskiddy village. (2)</p>	The issues raised in this submission are noted.

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
Ringaskiddy	5,138	Byrne, Patrick	<p>There is a need to curtail development that would infringe on the existing amenity facilities in the area, (3) A substantial buffer should be provided between industrial areas and existing residential and community areas. (4) Industrial development should be curtailed until the upgrading of the N28 is complete, and (5) The future Port development should only be carried out in a manner which does not impact on the existing community.</p> <p>This submission requests that lands at Loughbeg Ringaskiddy be zoned for 'Town Centre' development. The lands are currently zoned for open space (O-06), however, the submission claims that planning permission (07/10337) has been granted on these lands for 25 three bedroom apartments to cater for the accommodation requirements for the academic and transient training needs of the Maritime College. It is claimed that in order for this proposed development to be built the zoning of the land will have to be altered as this will meet the terms and conditions of the bank loan approval. In conclusion, the submission claims that the zoning of these lands should correctly reflect what was granted on the site (07/10337).</p>	<p>Consideration is currently being given to amending the existing zoning definitions and this will be reflected in the draft Local Area Plan.</p>
Ringaskiddy	5,243	Teegan, Don	<p>This submission raises a number of issues relating to Cork Harbour and the proposed relocation of port facilities to Ringaskiddy. The submission requests that Cork County Council give serious consideration to where the most appropriate location(s) for new port facilities are within the Harbour. These considerations include the following (1) Commercial consideration: the current container terminal at Tivoli has adequate capacity for the foreseeable future, therefore why is relocation necessary, (2) Future need for relocation considerations: If relocation is necessary then any future facility should be located close to the harbour entrance and</p>	<p>The issues raised in this submission are noted. The preferred location for future port facilities is Ringaskiddy.</p>

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
Ringaskiddy	5,249	Barry, John	<p>remote from residential development, (3) Human, Environmental and Economic Considerations: the damaging consequences to the quality of life for harbour residents and to the flora and fauna of the Harbour arising from the effects of noise, fumes, smoke and light pollution. The submission states that Cork Harbour could become a landmark destination and a significant contributor to the exchequer. Therefore careful consideration must be given to its future development and in doing so avoiding irreversible damage which will effect present and future generation of harbour residents and all harbour users in general.</p> <p>This submission relates primarily to the Ringaskiddy area and zoning proposals by the Port of Cork. It also refers to Marino Point . Submitter lives at Black Point, Great Island which is close to the site of the Port's proposal. Submission states that current proposal is simply a phased version of what has already been refused by An Board Pleanala and has no firm time schedule/ potential time span of 20 to 30 years for phases 3 and 4, which is outside the time frame of the Local Area Plan. Submitter fundamentally objects to any further reclamation of the harbour area from an environmental, ecological and visual perspective and notes that reclamation may affect flooding in the City. The Port of Cork currently uses Tivoli Docks for container traffic which has a capacity of 240,000 T.E.U.'s. In the last year the Ports' handling has declined to 147,000 T.E.U.'s in 2009 from 182,000 in 2006. Aspirations to increase this to 360,000 T.E.U.'s by 2014 seem unrealistic and the Port will be lucky to maintain 150,000 T.E.U's for the foreseeable future having regard to current economic situation and extreme lack of funding. Now incumbent on all statutory bodies to take account of the current</p>	<p>The issues raised in this submission are noted. The preferred location for future port facilities is Ringaskiddy.</p>

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
			<p>economic climate and realities of funding capital works. Funding will not be available to the Port when they already have spare container capacity. It would appear the Port of Cork continues to favour developing at Ringaskiddy despite the refusal of planning permission. Discounting the future movement of heavy goods by rail could prove as disastrous as the last wave of rail closures in Ireland. The Port of Cork already owns 76 acres of land at Marino Point which is leased but unused. There is a further 36 acres adjoining this which is also unused and the Port should focus on this site, which has all the necessary infrastructure for a container facility, if they need to plan for the future. Existing jetty could be widened by dredging and road improvements drafted for the Fota Road to Marino Point would not represent a huge infrastructural project to improve access, and would also benefit the whole of Cobh. In conclusion it is requested that these points receive due consideration as part of the review of the LAP. In addition the issue of the time scale for completion of any plans by the Port of Cork vis-à-vis the timeframe of the LAP should be addressed.</p>	
Ringaskiddy	5,365	Hanley, Eddie	<p>This submission requests that lands currently zoned as existing Educational/Institutional /Civic be rezoned for residential development. It is claimed that the site in question is 0.10 hectares and is not required by the existing school or Catholic Church. The submission argues that in 1996 the lands in question may have appeared (see 1:2500 map provided) to be in the ownership of the neighbouring catholic church, however this is not the case. This submission provides a comprehensive argument for the rezoning of these lands for residential uses and suggests that it may have been an error in a previous plan to zone these lands as existing Educational/Institutional /Civic uses.</p>	Consideration will be given to the issues raised
Ringaskiddy Cork County Council	5,386	O'Flynn	<p>This submission proposes that the l-</p>	The issues raised in

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
		Construction	05 lands at Raheen, Ringskiddy which were zoned in the 2005 plan for industrial uses are again zoned for industry as per the 2005 Carrigaline Electoral Area Local Area Plan. The submission requests that the 28 acre site is retained as general industry to allow for smaller industrial operations which are necessary to provide a support function for the larger stand alone facilities.	this submission are noted.
Ringaskiddy	5,476	Port of Cork Company & University College Cork	This submission is made on behalf of The Port of Cork, the National Maritime College of Ireland, UCC and the IDA. It requests that lands currently zoned for existing industry and enterprise be rezoned for education/Institutional/Civic uses to accommodate a centre(campus) of excellence for marine related education, research and training. The submission states that the proposed mixed use of the site is primarily education research and training with ancillary office and staff/visitor/student residential accommodation. This could be considered to contravene the existing industrial zoning and therefore the need for rezoning. The submission states that in order to accommodate the campus at the proposed site a land swap between the Port of Cork and the IDA will be necessary. This proposed land swap involves lands currently zoned I-15 and therefore a modification to the zoning objective I-15 will be required to facilitate this exchange. The submission states that in the event of the proposal not coming to fruition, the Port of Cork request that their lands be retained for port related activities including cargo handling and logistic port uses.	Consideration will be given to the issues raised in this submission.
Ringaskiddy	5,496	O'Riordan, Dan	This submission requests that lands at Ringaskiddy be zoned for Industry/Enterprise uses. The lands in question are adjacent to the development boundary of Ringaskiddy and are currently located within the strategic greenbelt between Ringaskiddy and Carrigaline. The submission claims	Consideration will be given to the issues raised in this submission.

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
Ringaskiddy	5,507	Port Of Cork Company	<p>that this proposed additional zoning would compensate for the significant loss of industrial zoned land through the proposed new Effluent Treatment Plant, the N28 realignment and multiple wayleaves which intersect the existing I-03 zoning. The submission also argues that proposals for this land could allow for smaller spin off industrial and logistic units which could serve the larger strategic industrial activities.</p> <p>This submission outlines the importance of port development in the drive for national competitiveness and how it is imperative that planning policy continues to plan for the advance provision of port infrastructure. It is stated that the Port of Cork are well advanced in the review of their Strategic Development Plan, having regard to the decision of An Bord Pleanala to refuse proposals for new port facilities at Ringaskiddy and the need to ensure that future development proposals were the most appropriate in relation to key planning, infrastructure, economic, environmental and social issues. The submission requests that the LAPs establish a strong planning and transportation policy framework for the future development of the Port of Cork, which reflects the need for the Company to respond flexibly and competitively to the global market over the next 40 to 50 years. It is requested that the LAPs include zoning and infrastructural objectives for a number of specific sites, identified as preferred locations, for general port operations, as follows; a) Ringaskiddy - there are options for further development at the ADM jetty/ Deep Water Terminal and to the north and east of the Ringaskiddy Ferry Terminal for general port operations including a container terminal, bulk liquid and bulk solid trades. b) Marino Point - potential for bulk liquid, bulk solid and container trades and for reconnection of the site to the</p>	The issues raised in this submission are noted.

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
			<p>national rail network. c) Whitegate/Dogsnose - potential for, in particular, bulk liquids in the context of an expanded energy hub. Options include the provision of a new jetty with tank farm storage on adjacent lands. With regard to transportation it is requested that the LAPs acknowledge 1) the limited scope for rail freight given the origin and destination of port generated container traffic, 2) the need to link the main port facilities to regional and national markets via the national road network, and 3) the need to coordinate investment in the capacity of the national road and rail networks with the phased development of the relevant port facilities. Confirmation is sought that the strategic environmental assessment will be carried out by the Council as part of the LAP adoption process, rather than by the Port as part of their Strategic Plan. The submission provides a more detailed planning rationale for the preferred sites identified for future port activities. Current freight policy issues and road transport issues are highlighted, including; the majority (94%) of the ports customers are located in the Munster region; a study has been completed to draft stage on the scope and potential for rail freight; and, the sites being considered for future port activities involve three principle access corridors corresponding to the N28, R624 and R630, and within each corridor impact on the Dunkettle Interchange is the critical junction. The submission sets out the Port of Cork's needs and objectives, as well as the key drivers influencing the requirement for additional facilities being a) the trend towards larger ships which require deeper water, longer quay facilities and a wider turning area, b) a trend to port centred logistics requiring land banks adjacent to port facilities, c) increased oil and gas exploration off the south and south west coasts requiring services, and d) proposals</p>	

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Ringaskiddy	5,518	Harbour CAT Ferries	<p>to re-develop the Docklands/ City Quays. In the section of the submission titled Technical and Environmental Issues for Site Selection, the criteria used in the site selection process are identified as Physical Suitability, Navigational Suitability, Port Operations, Road Transport, Rail Transport, Terrestrial Ecology, Environmental Impacts, Planning Issues and Cost. The key features and emerging results of preliminary assessments on each of the preferred sites are outlined in the submission using these criteria. The submission also provides details on the issues raised during widespread consultations on the review of the Strategic Plan.</p> <p>This submission requests that the LAP acknowledge the proposed ferry service in Cork Harbour and planning permissions granted for ferry landing stations at Cobh (Old Town Hall & Deep Water Quay cruise liner area), Crosshaven, Monkstown and Passage West. The submission also seeks that potential landing stations at Camden Fort, Ringaskiddy, Spike Island and Haulbowline are acknowledged in the Local Area Plan. A brochure for the ferry service is attached to the submission.</p>	The issues raised in this submission are noted.
Ringaskiddy	5,618	Glaxo Smithkline, Smithkline Beacham (Cork) Ltd.	<p>This submission requests that lands at Ringaskiddy be zoned for Industry and Enterprise. The lands are partly within the development boundary for Ringaskiddy but are not zoned. The submission states that the interested party, Glaxo Smithkline (GSK) currently owns the lands in question. GSK preserve and maintain a Wild Life Bird Sanctuary on part of the lands and are anxious to ensure that the existing industrial zoning designation remains while the balance of the land holding be rezoned for Industrial/Enterprise uses. The submission argues that there are apparent differences in mapping relating to these lands. The submission refers to the following mapping (1) Map 16 The Heritage and Conservation Map which was published in 2009 County</p>	Consideration will be given to the issues raised in this submission.

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
Ringaskiddy	5,797	Donnelly, Dominick	<p>Development Plan, (2) The zoning map which was published in the 2005 Local area Plan and (3) 2010 Strategic Diagram for Ringaskiddy. The submission requests that Cork County Council resolve the apparent differences ensuring that all maps reflect the same zoning designation as the current mapping could have an adverse impact on GSK's working operations.</p> <p>This comprehensive submission raises a number of issues relating to the future development of Port related facilities at Ringaskiddy. The submission argues that the previous reasons for refusal of port facilities at Ringaskiddy still stand. The submission requests that proper and careful consideration should be given to the impact which any proposed development could have on the natural and built heritage of the harbour. It is requested that there should not be any reference (in the Draft LAP) to Ringaskiddy or any other site in the Harbour being the preferred option for the relocation of Port facilities, as this could be deemed prejudicial. The submission states that there needs to be a policy referring to tourist potential of Spike Island. The potential of Ringaskiddy as a Maritime/educational cluster should be highlighted in the draft plan.</p>	The issues raised in this submission are noted.
Ringaskiddy	6,027	Byrne, Patrick & Stephanie Dormon	<p>This submission raised issues in relation to Cork Harbour:</p> <p>HAULBOWLINE ISLAND: Submission requests that the strategy for Haulbowline be included in the Carrigaline LAP as both Haulbowline and Rocky Island are physically connected to Ringaskiddy and any substantial development on the island will impact on the Ringaskiddy area. RINGASKIDDY: a substantial review of the industrial and port related facilities in Ringaskiddy is required. Land zoned over 40 years ago remains undeveloped and the policy of large scale, stand alone industry must be reconsidered in the context of the likely timescale of demand and the detrimental effects</p>	The issues raised in this submission are noted.

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
			<p>of this policy, and the port policy, on the villages of Ringaskiddy and Shanbally. Ringaskiddy has suffered population decline over the last 40 years as a result of the industrial / port policies pursued and needs time to breath and regenerate itself into a new harbour side village benefiting from the advantages of having the National Maritime College of Ireland, Irish Naval Service, UCC Marine Department and a new educational joint venture between the NMCI and the Gulf Agency Company etc. which have helped revitalise the village.</p> <p>PORT OF CORK: It is stated that moving the port facilities to Ringaskiddy is unsustainable and that there are more sustainable locations for almost every aspect of the ports activities, especially on the northern side of the harbour where there is access to the national rail system and better access to the national road system. The old IFI site at Marino Point is seen as offering the best prospects for container and bulk cargo business. The needs of the Port of Cork should be reassessed in national terms - currently seven Irish ports vying for development expenditure, In the UK, 90% of the UK's trade goes through the Port of Felixstowe. Ireland can only afford one port with capacity to berth Panamax vessels and Cork does not have sufficient water depth to accommodate this without massive seabed works and continuous dredging thereafter. A decision needs to be made on what ports in the state are sustainable and a pragmatic approach adopted. Cork is not sustainable in national terms and proposals are driven more by potential land sales than sound spatial planning and sustainability principles.</p> <p>MARINO POINT: The waterside lands at Marion Point are the most suitable location for both container and bulk cargo. There are 125 acres available in the old IFI site and potential for more land across the public road (R624), and further</p>	

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
			reclamation potential to the north of Marino Point. Site already has rail access and when rail connection is upgraded, a new access could be built along the rail line for exclusive port traffic and access to the national road network. TIVOLI: the existing container terminal site at Tivoli is a more appropriate and sustainable location for car ferry facilities due to its proximity to the city and direct access to the national road system. Site also offers potential for rail connection/ rail transportation of cargo, including transportation of cars. N 28 - Need for upgrading part of the N28 is recognised. Section between the junction with the N25 and the Carrigaline Road Roundabout should be upgraded. Works from the roundabout to Ringaskiddy would be unnecessary if the proposals outlined above were implemented and monies saved could be used to fund new access road along the rail line to Marino Point.	
Waterfall	5,293	O'Regan, Terry	This submission requests that land in the A1 Greenbelt near the settlement of Ballynora be changed to A3. The submission states that the current A1 zoning may compromise the future development of BHL Landscapes.	This is an issue for Development Management having regard to the existing use of the lands in question. The County Development Plan 2009, paragraph 4.8.5, addresses this issue.
Waterfall	5,509	Walsh, Ricky - Walsh Group	This submission proposes that 108 acres of Green Belt Lands are rezoned for residential use with associated prospective improvements to the national road network in Waterfall. The submission states that having regard to the significantly increased CASP update target to 2020 the subject lands at Waterfall have considerable merit to be developed as an expansion of the Bishopstown suburb with preliminary capacity appraisals indicating that the lands might deliver between 500 and 1,000 houses. The reasons given to	There is unlikely to be a requirement for this scale of development in this location.

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
Countywide	5,105	Dairygold	<p>support this are;1) Demography and the restrictive administrative boundary curtailing the sustainable expansion of Bishopstown 2) The need to rebalance the north east and south west of the Metropolitan Areas. 3) The potential for improvement of national roads infrastructure through the linkage of the N22 Ballincollig Bypass and the N71 Bandon Road. 4) The proximity to significant employment opportunities within the proposed new Science Park at Curraheen. The submission includes a Road Infrastructure Proposal which proposes to provide vehicular access to the site from two points on the existing N71 and a through road from a proposed new roundabout on the N71 to the existing roundabout on the southern side of the Curraheen Interchange.</p> <p>This submission requests that lands currently zoned for Town centre/Neighbourhood centre uses in Ballinhassig and Minane Bridge be retained. Both sites are currently under the ownership of Dairygold. The submission states that the current zoning should be retained for the following reasons: (1) The historic and established employment use and activity of the sites, (2) The proximity of the subject sites to defined settlement and potential employment resource base which includes local services and facilities, (3) The opportunity that may arise to rejuvenate the property in lieu of the existing facility becoming redundant and derelict in use and appearance, (4) Compliance with Current County Development plan objectives, (5) Location and accessibility and (6) The established economic use of the both sites.</p>	Consideration will be given to the issues raised in this submission.
Countywide	5,313	Cork Harbour Environmental Protection Association CHEPA	<p>This comprehensive submission raises a number of issues relating to Cork Harbour and the settlements located within the harbour. The issues raised include: (1) Tidal infill by private companies should be prohibited in Cork Harbour, (2) The harbour should be recognised for its</p>	The issues raised in this submission are noted. It should be noted that Ringaskiddy is the preferred location for the relocation of port facilities.

Cork County Council

Planning Policy Unit

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
Countywide	5,393	O'Flynn Construction	<p>social and cultural assets and its importance for tourism and water based leisure activities, (3)The full potential of the harbour should be realised through an integrated approach to its planning and development, (4) Proper and careful consideration should be given to the impact which any proposed development could have on the natural and built heritage of the harbour, (5)There should not be any reference (in the Draft LAP) to Ringaskiddy or any other site in the Harbour being the preferred option for the relocation of Port facilities, as this could be deem prejudicial, (6) There is a need for a statement in the proposed draft LAP which confirms the need for rail freight carrying facilities in any site selection process for the relocation of port facilities, (7)There needs to be a policy referring to tourist potential of Spike Island, (8) Haulbowline should be included in the Carrigaline LAP rather than the Midleton LAP (9) The draft LAP should not be formulated until the Cork Harbour Study is finalised.</p> <p>This comprehensive submission states that its aim is to highlight the extent to which O'Flynn Construction's (interested party) investment decisions and development proposals synergize with national, regional and county level planning policy objectives. The submission identifies key issues which it requests are considered during the preparation of the Carrigaline Electoral Area Local Area Plan (Carrigaline LAP). The submission also provides an overview of the potential for O'Flynn Construction's lands to help achieve the strategic growth and development objectives of the Carrigaline Electoral Area. The land holdings referred to in the submission are located at Rock Farm, Curraheen, Ringaskiddy, Crosshaven and Myrtleville. The submission states that there are a number of strategic issues which affect the</p>	The issues raised in this submission are noted.

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
Countywide	5,616	Glaxo Smithkline, Smithkline Beacham (Cork) Ltd.	<p>potential and viability of future development in the County and that the Local Area Plans should:(1) Target infrastructure investment to areas that have been constrained by lack of infrastructure for a significant period;(2) Consider the potential of lands which are located along 'infrastructure investment corridors' and could therefore be delivered cost effectively;(3) Clarify that if it is clearly established that there is not demand for an existing crèche in a development, then favourable consideration will be given to its change of use;(4) Allow for reduced Part V obligation in areas of low demand;(5) Clarify that any zoning objective for a specific recreation and amenity facility will be accepted as contributing toward the required recreation and amenity points of any residential development on the lands; (6) Introduce greater flexibility in employment designations; (7) Introduce greater flexibility in relevant areas in terms of density requirements; (8) Identify opportunities for public private partnerships to fund necessary infrastructure developments.</p> <p>This submission specifically relates to Ringaskiddy and the Glaxo Smithkline Plant. This submission states that Glaxo Smithkline is examining the feasibility of constructing a Wind Turbine or Turbines to provide an alternative source of energy to fossil fuels. The submission requests that the Local Area Plan Review process provides support for the renewable energy strategy and that this should be supported by appropriate zoning designations. The submission states that it is considered vital that future renewable energy planning applications will not be adversely impacted by an absence of designations on land zoning maps. The submission concludes that the necessary documentation to promote renewable energy proposals should be included in the Carrigaline Electoral Area Plan in</p>	The issues raised in this submission are noted.

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
Countywide	5,696	Cork Chamber	<p>order to advance the Government White Paper on renewable energy. This comprehensive submission raises a number of issues relating to the Carrigaline Electoral Area. The submission requests that (1) more emphasis should to be placed on the need to upgrade the N28, as it is essential to the economic development of Cork and the SW region, (2) the LAP should recognise the need to manage Cork harbor for all its stakeholder,(3)The LAP needs to have regard for all port related zoning , not just for the Port of Cork but also related industries that will eventually locate in the environs of the Port, (4) The LAP or Airport SLAP should consider extending the current proposed boundary of the Airport so that it can meet the needs of the region beyond the 30 year horizon of the SLAP, (5) the LAP needs to be more flexible in its approach to the future land needs of industry in the region, (6) Increased effort should be made to facilitate and improved bus service on the proposed new N28 Duel Carriageway, (7) The LAP needs to priorities certain infrastructural requirements for the electoral area and (8) the LAP needs to consider the tourism potential in the Lower Harbour and in particular Spike Island. Access to Spike Island from Ringaskiddy should not be ruled out.</p>	The issues raised in this submission are noted.
Countywide	5,709	Cork City Council's Docklands Directorate	<p>This submission is made on behalf of the Docklands Directorate in Cork City Council. The submission states that it is critical that the docklands area is redeveloped to off set losses of population from the city area and to maintain and enhance the city's primary role as the economic engine for the Cork Region. The redevelopment of the area will address the critical spatial imbalance of population growth in the Gateway area, so that a positive growth trend can be established in the city. The submission addresses three issues; 1) Key Weaknesses of the Cork Gateway which are identified as loss of population/economic</p>	The issues raised in this submission are noted.

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
			<p>development from the city, lack of development to date in the Docklands, the need for improved access and connectivity within and between the city and county as well as internationally, the need for the adequate servicing of strategic zoned industrial lands to ensure the growth of the critical mass of the Gateway and the need to ensure security of electrical supply. 2) Progress to date in the regeneration of the Cork Docklands, the submission sets out the progress that has been made towards the realisation of the Cork Docklands since the publication of the Docklands Development Strategy in 2001. These include the adoption of Local Area Plans for the North and South Docks - 2005 and 2008; use of compulsory purchase powers to secure 26 acres of land for development as a sub regional public park; completion of water supply study, drainage studies, contaminated land study and quay walls study; establishment of various docklands stakeholders forum including a landowners forum, a public services forum and an Arts and Culture Forum; publication of the Docklands Economic Study 2007; Submission to the Government for financial assistance towards funding of key infrastructural requirements under the Gateway Innovation Fund; Continuous liaison with the OPW in determining measures to deal with flooding. Considerable progress has been made to date on progressing infrastructure projects including roads and bridges, public realm and public transport. 3) The need for a joint approach to the regeneration of the Cork Docklands. The Carrigaline Electoral Area LAP review process offers a crucial opportunity to encourage an ongoing joint approach to removing barriers to development facing the docklands such as relocation of the port and certain port related industries as well as the 'Seveso' and other port related uses in the county area. The</p>	

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
Countywide	6,038	Cobh Tourism	<p>submission requests that the County Council is cognisant of the current site selection process being undertaken by the Port of Cork and the fact that this includes the examination of sites outside the Carrigaline Electoral Area. It should be acknowledged that the Port of Cork's relocation plans also include the City Quay's traffic (Para 2.2.24 mentions Tivoli only). In addition the City Council requests that the review process results in the specific identification of sites capable of facilitating the relocation of the existing city based Seveso or other port related uses. To summarise it is requested that the LAP review process examines and responds to the key issues facing the redevelopment of the Cork Docklands as outlined in the submission in its development of a sustainable economic, spatial and transportation strategy for the wider CASP area.</p> <p>This submission emphasises the importance of tourism to Cobh and the wider Cork Harbour and requests that the local area plans facilitate and encourage the development of tourism in these places. Reasons that Cork Harbour can be a premier destination are cited as; its history and culture; the scenic beauty; the unique welcome; and the availability of bed capacity in the region. The submission contends that the tourism potential of the harbour needs to be a priority, through the following: developments that cannot or are not screened or with negative public perceptions in relation to health should not be permitted; new buildings should compliment the scenic beauty of the harbour; disused industrial sites should be rehabilitated; berthing facilities should be provided; potential of Spike Island and a military heritage trail accessed by boat should be realised; and, a pedestrian priority zone should be established between Cuskinny and Ballywilliam along the Tay Road. It is suggested that</p>	<p>The issues raised in this submission are noted.</p>

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
Countywide	5,015	Flavin, Tony	development on Haulbowline be restricted to leisure/ tourism and Naval Service related development, with potential for an iconic building in a unique setting. It is requested that consideration be given to the establishment of a statutory commission to protect and conserve Cork Harbour. This submission questions why local authorities are outside the control of the county senior planner and despite having development plans and guidelines can do what they like. The submission proposes that local authorities and councillors should have no control what so ever as they are not qualified and they disregard the decisions of qualified people.	The contents of the submission are noted.
Countywide	5,024	County Cork VEC	This submission welcomes the emphasis on the need for educational, sports and recreational facilities and considers the zoning of lands for these purposes as essential. Submission makes reference to the recent success in securing sites for schools in Bantry and Skibbereen where the CCVEC, Cork County Council and the Department of Education & Science collaborated. The submission identifies the need to zone sites for post-primary education in Carrigaline and Carrigtwohill and welcomes the opportunity to discuss this further.	The review of the LAP will include consideration of and provision for the educational requirements of each EA.
Countywide	5,027	Bus Eireann	This submission highlights the improvements to bus services in the county in recent years and the commitment to continue this with the assistance of the Councils. The submission highlights the need to encourage modal shift in line with Government and local strategies and the key role infrastructure improvements play in achieving a positive whole trip experience. Key elements in ensuring modal shift are listed as follows; competitive and reliable journey times; range and scope of destinations; attractive frequency; and, convenience of use. Adequate bus priority measures and infrastructure (bus stops) as an	The LAP review will take into consideration bus services availability and how the use of such services can be maximised.

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
			<p>integral part of the planning process are highlighted as essential.</p> <p>The submission welcomes the referral of planning applications of a certain scale to Bus Eireann for comment and highlights the following infrastructural items as being of importance to public transport provision - accessible, safe, comfortable, well lit, wheelchair accessible bus stops that can be accessed by people with disabilities; bus stops at schools should provide a safe environment to school children; maximise free-flow of traffic by adjusting parking and traffic systems; and consideration to allowing public transport use the hard shoulder when entering and existing towns.</p> <p>The submission also suggests that provision be made for overnight parking of buses for early morning departures in outlying towns. The submission is accompanied by recommended designs from the Quality Bus Network Project Office for Bus Stops suitable for Wheelchair Accessible Coaches.</p>	
Countywide	5,068	Rossdale Enterprises Ltd	<p>The submitter urges the Council to recognise the need for greater co-operation between the Council and Developing Companies. It acknowledges the clear vision of the strategy for development along the rail line and the investment made by developers to achieve this objective. The availability of infrastructure in Blackpool, Glounthaune, Carrigtwohill, Midleton and Cobh is referenced. The submission requests that the area plans recognise a) the need to maximise the use of land along the rail line and limit development / zoning elsewhere, b) that minor deficiencies in infrastructure are challenges and not obstacles to development or zoning, c) the reduction in cashflow / profit of developers in current market means they will no longer be able to carry cost of addressing these deficiencies and this should be</p>	Further consideration will be given to the issues raised in preparing the draft plans.

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
Countywide	5,119	National Roads Authority	<p>considered when assessing zoning proposals, d) the prioritizing of Developing Areas like Carrigtwohill for investment by the DoEHLG, e) the need for the Council to identify infrastructure deficiencies and seek Departmental funding to address them and , f) the need to concentrate employment and residential development along the railway line in recognition of the investment already made in this area and to ensure optimal return on this investment.</p> <p>Submission states that primary function of NRA is to secure the provision of a safe and efficient network of national roads. National roads account for 6% of road network but carry 40% of traffic and 98% of freight traffic. The submission welcomes consultation on the ten Outline Strategy papers and requests that the following be considered: 1. Protection of Existing National Routes: The submission advises that local area policies should be adopted so as to avoid the undermining of the strategic transport function of existing national roads, by proposing measures intended to cater for the needs of local traffic which should more appropriately be addressed within the framework of providing an adequate local road infrastructure as advocated in the current Cork County Council Development Plan. The traffic generated from planned development should be quantified and addressed in the preparation of the local area plans, with appropriate planning strategies identified as to how such traffic/trip demand is to be catered for. All options in catering for trip demand should be addressed, including the appropriateness of enhancements to the local road network, walking, cycling and public transport modes, promoting good planning strategies and avoiding inappropriate development that negatively impacts on national roads. Council considers the impact (cumulative) that the</p>	The contents of the NRA submission will be taken into consideration when reviewing each of the Local Area Plans

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
			<p>development of the settlement plans could potentially have on the national road network. Strategic transport assessments are undertaken to inform land use and access proposals in preparing the plans and identifying development lands. The LAP should reflect and safeguard the strategic role of national roads and associated interchanges/junctions in catering for the safe and efficient movement of major inter urban and inter regional traffic. When zoning land regard should be had to the preferences outlined in the Retail Planning Guidelines. The policies outlined in the Sustainable Rural Housing Guidelines should also be taken account of.</p> <p>2. National Road Projects. A list of such projects is provided in a table with the Electoral Areas which each scheme affects also indicated. Objectives, policies or rezonings should not compromise the road planning and route selection, alter the function of these roads or increase the cost of land.</p> <p>3. Metropolitan Cork Area. The NRA recognises the strategic national importance of the development of the MCA as a gateway and supports priorities identified in the NDP and NSS. LAP needs to protect the carrying capacity of the existing and proposed national roads network. Submissions states that a number of LAP's in particular Blarney, Blarney-Kilbarry SLAP, Carrigaline, Midleton and Midleton SLAP fail to meet CDP objectives INF 3-1, 3-3 and 3-6. Local traffic should be catered for on local roads.</p> <p>4. Park and Ride/Green Bus Routes. Supports the provision of public transport but notes that funding of public transport infrastructure such as park and ride and bus priority lanes are outside their normal remit and costs of such should be borne by local authority.</p> <p>5. Development Contribution Schemes. If road improvements required as part of a development then such costs of road upgrades should be borne by the</p>	

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
			<p>developer.6.Noise. Planning applications should identify and implement noise mitigation measures where additional traffic generated breaches noise design goals on national routes.The submissions addresses issues within each of the 10 EA as follows;a) Blarney EA LAP. Need to ensure that policy objectives and planned development of the Atlantic Road Corridor are not undermined by inappropriate or premature development. Need to ensure that the planned upgrade of the Dunkettle Interchange is supported in the plan. Current Council proposals for accessibility mitigation measures do not constitute an adequate response to what is required to ensure the intended function of the interchange and more work is required. Also the councils current proposals to upgrade the interchange are incompatible the NRA's objectives for the junction. It will not be appropriate to have development junctions along the N22/N20/N8 Cork Northern Ring road as it is not intended as a distributor road. Does not support the inclusion of a junction to serve the proposed Monard development.b) Midleton EA LAP. Supports the preparation of the Midleton and Carrigtwohill Traffic and Transportation Study. Does not support the proposed location of retail development in Carrigtwohill. Should reconsider objectives I-06 and I-07 in Carrigtwohill and Knockgriffin/Water Rock and Baneshane in Midleton, such employee intensive uses should be located close to the railway station. A single access should be provided to I-01 and I-02 in Killeagh and I-01 in Castlematyr. The N25 Carrigtwohill-Midleton scheme is at preliminary design stage and the N25 Midleton-Youghal is at constraints stage.c) Carrigaline EA LAP. Appropriate local transportation infrastructure to service generated trip demands</p>	

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
			<p>should be put in place for Ringaskiddy Port, Airport, Carrigaline, Cork City-South Environs and Curraheen. A fully integrated LUTS should be carried out for the Ringaskiddy port and industrial areas and the proposed Cork Science Park. It is noted that the Science Park has excellent potential accessibility to public transport/sustainable transport. The CIT link road to the national road network would only be considered if provided as a busway scheme. The proposed Cork Southern Ring Road interchange upgrades are dependent on the availability of funding. Consultants were appointed in 2006 to advance preparation of the N28.d)Macroom EA LAP. The N22 road improvement scheme which includes the Macroom Bypass has been published and submitted to a Bord Pleanala.e) Mallow EA LAP. The N20 Mallow/Charleville/Croom road scheme, the N20 Blarney to Mallow is been progressed as a single scheme. Re-examine land use objective CO-1 and statement included 10.4.8 with respect to the Section 6.3 of the CDP, 2009.f)Fermoy EA LAP. Notes para. 3.1.13 and 3.1.43 of the Outline Strategy and request consultation with respect to any proposal in proximity to national roads and refers to section 6.3 of the CDP. Supports reference to NRA online service area under section 4.1.9.g) Kanturk EA LAP. The N20 Mallow/Charleville/Croom road scheme, the N20 Blarney to Mallow is been progressed as a single scheme.h) Bantry, Skibbereen and Bandon EA LAP. The Draft Clonakilty Transportation Plan should address the protection of capacity of the N71. Should re-examine landuse objective I-01 with respect to Section 6.3 of CDP. In Skibbereen land use objectives I-02, I-03 and R-03 should be re-examined with respect to Section 6.3 of CDP. In Bandon any additional employment and retail development</p>	

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Countywide	5,129	Irish Farmers Association (Cork)	<p>lands referred to under sections 3.1.5 and 3.1.8 in the Outline strategy are tested stringently with respect to Section 6.3 of CDP. The protection of the safety, carrying capacity and efficiency of the existing and future national roads network is maintained and an integrated approach to land use and transportation solutions should be undertaken, such that local traffic generated by developments is catered for primarily within the framework of the local roads i.e. non national. Would welcome an opportunity to further discuss the issues raised in the submission.</p> <p>The submission is made by Cork IFA and highlights the important role that agriculture and food production plays in Co Cork. The submission states that planning policy at national and local levels should support and reflect this important role. More specifically the submission states that: 1. Agriculture and food production is more progressive and efficient here in Cork than other counties, leading to job creation in food production and associated services, which is a major benefit to local people and the local economy. 2. The industry should be supported in every way by the authorities, particularly in terms of encouraging people into food production and agriculture generally. 3. REPs and other schemes have been beneficial for the community and economy. 4. Planning policy should support farm enterprise and the provision of the necessary farming facilities. 5. The provision of infrastructure and the maintenance of the network of rural roads will pay dividends to the rural economy. Need to emphasise the importance of agriculture in the commercial and social life of County Cork. Need to maintain all existing services in rural areas such as post offices etc. Access and the transport of goods a key issue, the Bandon Bypass in its current form is too steep. Need to provide overtaking bays along main</p>	The LAP review will continue to support the key role of the agricultural industry in rural Ireland and make provision where possible for its continued development.

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
Countywide	5,277	Keane, Margaret C	<p>road where opportunities for overtaking are limited. Notes that last CDP dealt comprehensively with rural areas but this review should not ignore such areas.</p> <p>This submission raises a number of issues relating to the County as a whole 1) the rivers should be dredged yearly to help reduce the risk of flooding 2) All housing in rural areas should be low density 3) The sewerage and waste from key villages should be directed to the nearest town and have one treatment plant for each area. 4) Waste should not be allowed to enter rivers 5) In order to finance the preceding points water rates and rates should be charged for five years. 6) Finally, where possible there should be a white or yellow line along the kerb side of all secondary roads.</p>	The flooding and infrastructure issues raised will be dealt with further in the draft LAP's.
Countywide	5,281	Construction Industry Federation (Cork Branch)	<p>(1) This submission stresses the increased imperative, in the current economic climate, of the Council working in partnership within the CIF in preparing the LAPs and for all parties to strive to promptly realise the plans once adopted . If the right plans, and all necessary infrastructure are put in place then a development upturn can be facilitated, assisting local and national economic growth. The LAP review process provides the Council with the opportunity to: a) demonstrate leadership, innovation and a sense of urgency in resolving current challenges, b) commit to a programme of focused and prioritised infrastructural investment and the equitably embrace solutions which can be delivered by, or in partnership with, the construction industry; and c) embrace measures which simplify the increased quantum of plans/ masterplans, regulations and assessments required. (2) Submission continues to state that Council should provide clear zoning objectives and pursue alternative approaches to securing objectives, such as working closely with the construction sector, to</p>	Noted. The issues raised will be given further consideration during the preparation of the draft LAP's

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
			<p>provide infrastructure. The LAPs should be reviewed after 2 years to ensure they reflect demand and market conditions. (3) CIF continues to have concerns about the spatial distribution of zoned development land while it is accepted that overall, there is enough land to meet a 6 year LAP timeframe. Clarity needs to be brought to the issue of the time span of this LAP – 6 or 10 years as this has significant implications for the land supply required. (4) A number of specific measures have been identified would could help hasten more favourable development conditions: CASP & CASP UPDATE: The CIF is of the view that the dwelling output targets set for Cork City for the 2006-2020 period are unachievable and will constrain development within Metropolitan Cork. In addition the Departments Guidelines on Sustainable Residential Development in Urban Areas will serve to limit development in the smaller towns and villages thus limiting their ability to absorb additional development in the future. The County Metropolitan Area will need to accommodate additional growth and the County Development Plan should be amended to enable the LAPs to make adequate allowance for this. The disparity between CASP targets and estimated growth patterns are indicative of a number of issues which should be addressed by the LAPs: - a) the lack of zoned lands in preferred market locations, b) the lack of adequate road and service infrastructure, c) lack of emphasis on Market needs, d) lack of front loading of infrastructure provision and strong marketing campaigns for key target growth areas, and e) lack of effective implementation structure to drive forward the needs of the key target growth areas. CASP Update should be reviewed when 2011 census figures are available so that appropriate strategy adjustments can be pursued. INFRASTRUCTURE: CIF</p>	

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			<p>supports the concept of targeted infrastructure investment, especially in areas where development of zoned land has been constrained for some time by lack of infrastructure e.g. Mallow and Blarney which both have significant water supply constraints. Council should adopt a more aggressive approach in seeking necessary funds, tax designations etc. to progress the CASP strategy. Approach to infrastructure delivery needs to be overhauled and time frame for delivery shortened and a number of suggestions are given in this regard. Opportunities for PPPs to fund infrastructure need to be identified. Unrealistic for the Council to require future infrastructure provision to be the primary responsibility of developers – there needs to be an equitable balance between public and private sector funding. PLANNING GAIN: two major planning gain policies have been introduced in the last 10years - Part V requirements in relation to the provision of social and affordable housing and Councils Recreation and Amenity Policy requiring the provision of facilities within developments / payment of a contribution in lieu of provision. In addition development contributions have increased dramatically. The Planning Bill proposes further planning gain requirements in the form of schools, flood relief schemes and broadband provision. An 80% windfall tax is also proposed. Cumulative impact of all these measures is to stifle the recovery of the residential development market. Council should call for a national review of planning gain and undertake its own review and address issues within the LAPS where possible. Specifically the LAP's should acknowledge that many areas have limited or no demand for affordable housing and a reduced Part V obligation should apply in these areas – varying percentages to apply as appropriate to each area. In relation to the Council's Recreation</p>	

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			<p>& Amenity Policy it is suggested that where there is a specific objective on a site for the provision of a specific amenity such as a playing pitch or a walk, this should be capable of being off set against the facilities required under the Recreation and Amenity Policy. At present no allowance is made for such objectives in calculating requirements under the Policy. Furthermore, the CIF is concerned that the Council is progressing this policy in advance of its own ability to effectively manage the additional estate management burden. The Council's insistence on the provision of facilities with easy maintenance, tarmac surfaces surrounded by fencing and limited or no play equipment can lower the residential amenity of many developments and is a retrograde step. LAP's should establish clear objectives to ensure that residential amenity is enhanced by the provisions of the Recreation and Amenity Policy even if this means a greater reliance on monetary contributions for the provision of off site facilities or more emphasis on 'casual play spaces' in line with Departmental Guidelines on Sustainable Residential Development in Urban Areas.</p> <p>CRÈCHES : While acknowledging national guidelines on crèche provision it is felt that these result in an over provision of facilities and the standards of the Barcelona Agreement are more appropriate. Local Area Plans should reinforce the flexibility offered by the County Development Plan policy on crèche provision (.. normally be provided) by noting that if it is clearly established that there is no demand for an existing crèche, favourable consideration will be given to changing its use.</p> <p>MARKET CONSIDERATIONS : While development needs to be plan led, it is important that the planning process takes account of what the market requires and in many areas, for example, very high density developments will not be accepted</p>	

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			<p>by the market and density provisions need to be more flexible. In the majority of locations the market will not accept density greater than 10-12 units per acre and favours detached, semi detached and terraced housing. Apartment schemes have been of limited success in the city and have little prospect of being successful in the Satellite / Ring Towns or smaller outline towns and villages. Higher densities only work in urban locations or on special sites with a combination of beneficial factors such as good public and private transport access and views of water. Development of units for which there is no market demand is not socially or economically sustainable and LAP's need to critically review density requirements for all settlements and consider market needs in each area. ZONING / WINDFALL TAX: concerns about lack of information on how windfall tax is to be applied on "any change in zoning" and potential impact of any changes to the current zoning objectives in terms of liability for this tax e.g. a change from stand alone industry to general industry. Council needs to have regard to the potential economic impact of amending zoning objectives and give consideration to maintaining the zoning provisions the 2005 LAPs as they are. SEA / HIA : concerned at impact of these Directives on the complexity of planning process and the status of long established zonings. Where environmental issues arise which result in the omission, part omission or amendment of existing zoned lands the CIF request that they are consulted in advance of the publication of the relevant draft plans . Clarification on timeframes for these processes is also sought.Document usability – Better linkages should be provided between the County Development Plan mapped objectives for the greenbelt, rural housing control zone</p>	

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
Countywide	5,285	Birdwatch Ireland	<p>and heritage objectives and the LAP documents. It should be evident from the LAP documents where controls / constraints apply without having to revert back to the County Development Plan documents.</p> <p>Submission states that Cork harbour supports wetlands and wild bird species of local, national and international importance. The wetlands and the bird species they support provide significant public benefits including amenity and recreation, flood protection, ecotourism as well as protection for priority wildlife habitats and species. The submission states that any proposal which adversely affects a site covered by the EU Habitats Directive and any decision making process must be subject to Appropriate Assessment. Concerned about impact of increased disturbance, loss of habitat or increased fragmentation of wetlands. Highlights the fact that the even small areas can be vital for the future of a species. Welcomes a strategic approach to all forms of development in coastal areas and the need for an ICZM approach. Need to consider regional and national port requirements. LAP process should be used to enhance and further protect the valuable wildlife assets of the harbour area so that the public benefits provided by this wildlife resource are protected for future generations and a truly sustainable approach to the future of Cork Harbour is adopted. The submission includes a summary of national and international obligations to protect wild bird interests in particular the Habitats and Birds Directives. The submission also includes a copy of "Protecting Irelands wild birds and their habitats- Why Birds Count- Policy and Advocacy Priorities" This document highlights the main areas of concern for wild bird conservation and provides a framework for developing policy relating to a wide range of areas of relevance to</p>	The contents of the submission are noted and consideration will be given to addressing the issues raised as part of the preparation of the draft LAP's

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
Countywide	5,482	O'Flynn Construction	<p>protecting wild bird species and their habitats. These include social and economic benefits, halting loss of biodiversity, network of protected areas, management and monitoring, sustainable management of land and sea, safeguarding our seas, protecting our wetlands, farming and wildlife, upgrading of uplands, providing wilder woods, dealing with climate change and delivering bird conservation. A list of birds on the "Red" and "Amber" endangered lists is included in a separate document.</p> <p>Permission was granted for a crèche facility as part of the Brightwater and Drakes Point development; however the crèche has remained vacant for 4 years despite serious efforts to secure an operator. This submission highlights the difficulties of the blanket application of the "Childcare Facilities Guidelines for Planning Authorities, June 2001". The submission states the LAP guidelines on child care provision are taken as requiring a crèche for every 75 dwellings. The submission states that in fact this should be treated as only a guideline. In some cases there is little demand for such facilities and it therefore does not make sense to provide them. Request that Council adopt a more flexible policy in relation to the provision of childcare, community and commercial facilities so that the relevant facilities can be provided within a particular area. The submission also includes a detailed proposal for a change of usage for a crèche facility in the Brightwater development in Crosshaven. The proposal makes the case for a combined crèche and primary care centre on the existing vacant crèche site.</p>	<p>The contents are noted. The policy issues raised relating to childcare provision are more appropriately dealt with in the County Development Plan. The site specific issues raised are considered a matter best dealt with by Development Management.</p>
Countywide	5,605	Crean, John	<p>This submission suggests that the Council prepare a general zoning matrix in all Local Area Plans in order to offer greater clarity to the Development Control function of the Council and An Bord Pleanála. The submission states that at present there are areas in the County where</p>	<p>Noted. The Council intends to review how zoning is applied and zoning definitions as part of the review process and further</p>

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
			the limited suite of development zonings applied in the Local Area Plans lead to situations where certain small scale developments may be interpreted as non conforming. The submission acknowledges that while there are certain provisions in the County Development Plan that seek to address this issue (Objective LAP 3-1) in some manner this is insufficient and vague. The submission states that the inclusion of a matrix in the Cork LAP's would allow for general and specific local issues to be taken into account and invite the Council to consider preparing a Zoning Matrix for the definition of uses "Permitted in Principle", "Open for Consideration" or "Not Permitted" in various zones.	consideration will be given to the issues raised.
Countywide	5,712	Reynolds, Stan	This submission makes suggestions on improving the public utility of Cork Harbour for residents and tourists. In order to avail of the potential recreational opportunities offered by the harbour the public need safe means of access in the form of public slipways, public piers and public pontoonage. Almost all of the current infrastructure dates from the Victorian era, with the exception of more recent public facilities (pier and pontoon) provided in Crosshaven. Public access to the River Lee within the city is limited to ladders along the quay walls. It is suggested that Cork harbour be viewed as a public "commons" and that public access be provided. The review of the LAPs should make provision for the provision of publicly owned and operated marinas at a number of strategic locations around the harbour including Cork city centre, Passage West, Cobh, Aghada etc. Pontoons could also be provided at smaller locations and have advantages from a safety perspective as well as facilitating older / less mobile members of society in physically accessing their boats. Such facilities would open up opportunities for city dwellers to use	Noted. Further consideration to the issues raised around Cork harbour will be given during the preparation of the draft LAP's.

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
Countywide	5,718	The Campaign for Sustainable Rural Housing	<p>the river and harbour for recreation. Regulations and charges could be introduced to give preference to smaller boats with no engine /low horse power engines to encourage gently pottering on the river rather than high powered zooming of power boats and jet skis. It is important that the marina and pontoons are publicly owned to ensure access is available and affordable in the public interest. Facilities for launching trailered boats are also required. Within the City a marina would also facilitate the Fire Brigade to station a small rescue boat on a pontoon with which to rescue people who fall into the river - at present the fire men have enter the river as swimmers to rescue people. The provisions such facilities will improve access to the harbour and contribution to economic growth and job creation. It is further suggested that the number and density of boats moored upstream of Crosshaven could easily be quadrupled by switching to a mooring system based upon rows of timber piles, spaces 60m apart, as seen for example on the Hamble River in Hampshire. Submission continues to express concern that the Council continues to view Ringaskiddy as a suitable location for the relocation of the Port of Cork having regard to the fact that An Bord Pleanala has outlined several reasons why it is logistically and strategically unsuitable for such development. Opportunity should be taken with the LAP to delete references to Ringaskiddy being a suitable location for the relocation of the Port of Cork. Finally submission includes some suggestions for developing tourism in the harbour - all the Napoleonic fortifications around the harbour should be restored and opened up to the public</p> <p>This submission consists of a copy of STRIVE Report Series No.44 "Sustainable Rural Development: Managing Housing in the</p>	<p>The contents of this detailed report are noted. The main issues</p>

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
			<p>Countryside" prepared for the EPA. The report addresses the question of housing development in rural areas. Central to this contentious debate is the concept of sustainability and its application to rural areas. Rural housing is a complex and multidimensional faceted public policy issue. A range of novel methodologies and the collection of significant new data in relation to rural change and housing in Ireland underpins the report. Key Findings- Rural Ireland is not a homogeneous area with a single shared experience. Depending on geographical location and economic circumstances rural areas face contrasting experiences.- The buoyancy of the 1990's helped rural areas to absorb the decline in the primary sectors of agriculture and fisheries.- Case studies found that rural housing and settlement was underpinned by fairly stable community (35.5% lived in their current dwelling for 20 years or more). Over half recent movers had moved from a more urban location. Over half that group were from a rural background.- Reasons for moving to rural area included social and physical characteristics of rural areas, good place to raise kids, sense of community, social networks, importance of dwelling type.- Marked growth in the numbers of second homes concentrated in certain rural and coastal areas. Significant increase in the number of long term vacant dwellings in such areas.- Effective environmental design can provide a valuable tool in mitigating some of the impacts of rural dwellings.- Scattered rural housing presents additional costs such as maintaining minor roads, supplying electricity, school transport and postal services. Cost is generally passed on to the wider community. Economic costs must also be evaluated in terms of perceived social benefits.- Some evidence that in-migration can encourage investment, however this</p>	<p>relating to rural housing policy raised in the report are more appropriately dealt with in the County Development Plan.</p>

Settlement Name	Submission No.	Interested Party	Summary of Submission	Response
			<p>appears more complex and less inevitable than sometimes presumed.- Local elected members overwhelmingly proactive in relation to further rural housing. This view is framed in the context of sustainable communities, sustaining viable rural population levels and maintaining local services</p> <p>Report states that policy implications would include- Planning policy that reflects the diversity of rural Ireland-Need to developed integrated, holistic and multidimensional approaches to rural sustainable development.- Need to understand residential behaviour-need to move beyond development control to a more positive planning response.-Good design plays a key role in mitigating some of the visual and environmental impacts of rural housing.-Need a more interactive deliberative communication between decision makers, technical experts, other stakeholders and the public.- Need to identify new instruments which encourage the delivery of sustainable rural development.- Need improved data in relation to numbers, distribution uses and impacts of second homes.- Report encourages further research in areas of rural housing affordability, implications of rural housing and an aging society, supply-side issues and technological innovation in relation to improving environmental performance.-</p>	

Appendix B

LIST OF RELEVANT SUMMARY OF SUBMISSIONS MADE TO DARFT AIRPORT SLAP:

Sub No.	Interested Party	Summary of Submission	Response to Issues Raised
217	Moynihán, Jim	<p>This submission proposes the inclusion of a 42 acre parcel of land within the Cork International Airport development boundary and re-iterates the suitability of the land for aviation related commercial development as was set out in their earlier pre-draft submission. The area proposed is to the south east of the airport and the submission is accompanied by a comprehensive masterplan for the lands in question.</p> <p>The report accompanying this submission outlines the factors in support of the proposal as:</p> <p>(1) Government and Planning Policy Support: The NSS, RPG's, The Atlantic Gateways Initiative, The Cork Area Strategic Plan and the Cork County Development Plans (2003, Draft 2007), Carrigaline Electoral Area Local Area Plan are in favour of airport development.</p> <p>(2) Economic Factors: The Airport provides a significant amount of employment, directly and indirectly throughout the region.</p> <p>(3) The Future Sustainability of the airport: this is reliant on a number of factors both physical and economic. It is stated that an airport must have the ability to generate commercial revenue in a market with increasing competition. Additionally provision should be made for future expansion of the airport's facilities and services so that it is not impeded by environmental constraints.</p> <p>(4) Environmental Sustainability: the challenge to the design of airports is to ensure adequate environmental protection whilst also delivering social and economic development. Two major environmental concerns with regard to Cork Airport include the</p>	Section 4, paragraphs 4.3.16 to 4.3.18 of this document deals with the issues raised in this submission.

Sub No.	Interested Party	Summary of Submission	Response to Issues Raised
221	Dublin Airport Authority	<p>preservation of the greenbelt and the volume of road traffic generated by the airport which could be alleviated with the clustering of aviation related development.</p> <p>(5) Demand: The report states that there is a strong demand for aviation related development in proximity to the airport.</p> <p>This submission welcomes the publication of the Draft Plan as a framework for the sustainable planning and development of the Airport. The submission highlights a number of items, where it is felt could give rise to uncertainty in their interpretation and suggests changes that would help clarify, as follows; 1) While section 3 outlines the strategic phases of development and identifies aviation and operational requirements for each phase, section 5 will be used as the basis for the assessment of development management proposals. Additional wording is suggested to clarify the indicative nature of the table in section 3. 2) A passenger figure is provided for the start point of strategic phase 1, however the downturn in passenger numbers means that any current development proposals would fall outside the strategic phases outlined in the draft plan and so it is suggested that the figure be replaced by the word 'current'. 3) Paragraph 4.6.23 should refer to a reduction in 'projections for car parking provision' not just a reduction in car parking provision. 4) It is requested that the Cork Airport SE Quadrant Study be considered in determining appropriate uses for the X-04 site. 5) The table dealing with funding of infrastructure is noted but the submission wishes to ensure that contributions to these infrastructure items are consistent with the usage generated by any</p>	<p>Section 4, paragraphs 4.3.16 to 4.3.18 of this document deals with the issues raised in this submission.</p>

Sub No.	Interested Party	Summary of Submission	Response to Issues Raised
		individual user.	
222	Brooklyn Properties Ltd.	<p>This submission requests that, in order to ensure consistency between the forthcoming Carrigaline LAP and the SLAP, the lands not required for airport uses identified as X-04 in the Draft Plan, should be identified with the uses so as to allow for internationally traded services, office and enterprise uses, complementary to those of the existing business park, ancillary services and tourist facilities as well as airport operations if necessary. The submission contends that the SLAP needs to support and recognise the growth of the airport as a strategic centre for the development of employment in office based enterprise and international trade services. A report into issues of access and servicing is included as an appendix to the submission. The section in the Draft Plan in relation to funding of infrastructure is noted, however, it is submitted that the following principles should apply; Proportionality – a developer should only have to pay a proportion of any contribution; and Offset – cost of infrastructure over and above that necessary for the scheme should be offset. It is also requested that a timeline for all the proposed infrastructure works set out in section 5.6 be established.</p>	<p>Section 4, paragraphs 4.3.16 to 4.3.18 of this document deals with the issues raised in this submission.</p>
223	Cork Chamber	<p>This submission welcomes the Draft Plan but raises a number of matters that it is requested be developed further in the final plan, as follows: 1) The current boundary should be extended further so as to provide for enhanced access, development of airport real estate for the non-aviation sector, parking management, cargo handling and also to facilitate the private sector interest in developing airport related activities. 2) Consideration should be given to identifying other lands in proximity to the airport for</p>	<p>Section 4, paragraphs 4.3.16 to 4.3.18 of this document deals with the issues raised in this submission.</p>

Sub No.	Interested Party	Summary of Submission	Response to Issues Raised
225	Cork City Council	<p>business and industrial use. 3) The secondary access is welcomed. 4) The objective for the upgrading of the N27 is welcomed, but greater emphasis should be given to the prioritisation of the Sarsfield Road and Bandon Road flyover projects. 5) Passenger facilities for the improved bus service should be integrated into the terminal facility and additional night time public transport links should be considered. 6) Adequate provision has been made for facilities critical to Airport operations such as terminal extension. 7) Agreement with draft plan proposals for protecting land for northern runway extension. 8) Adequate provision has been made for cargo facilities. 9) Cork Airport must operate with as much autonomy as possible.</p> <p>The submission is supportive of the contents of the Draft Plan but considers a number of issues need to be addressed in the adopted SLAP, as follows; 1) the plan needs to be clear on the document within which general non airport related zonings will be considered, but in any event, future proposals for the extension or intensification of office based activity at the Airport Business Park needs to be consistent with CASP, which places the strategic emphasis on the City Centre & Docklands as the primary location for large scale growth in the high end business services sector; 2) the X-04 zoning appears to concede the principle of development, thereby pre-empting the determination of the suitability of such land for development, so some case must be made to justify the identification of the lands for development; 3) it is important that any assessment of traffic differentiates between airport employees and those of the business park and that a full assessment be done of all traffic using the airport. Particular</p>	<p>Section 4, paragraphs 4.3.16 to 4.3.18 of this document deals with the issues raised in this submission.</p>

Sub No.	Interested Party	Summary of Submission	Response to Issues Raised
		<p>emphasis should be put on controlling future car parking supply in the business park and reference should be made to the Cork Area Transit Study as it makes strategic reference to the route from the City Centre to the airport.; 4) there needs to be greater elaboration on the references made to the rationalisation of junctions on the N27; 5) a specific objective should be introduced requiring all businesses with over 100 employees to undertake mobility management plans; 6) the extent and impact of the public safety zones should be considered in the context of the possible impacts on land use zoning and development within the administrative area of Cork City; 7) No further comments in relation to the Environmental Report.</p>	

3. Issues relating to Douglas

- Need for a traffic plan in Douglas as a major problem is traffic gridlock. Brady Shipman Martin has done a plan.
- Douglas is a thriving village but there is a need to provide employment, especially for the young.
- Douglas needs an event centre, youth centre and community centre. There is a lot of land in Douglas that should be developed for community uses.
- There is strong support for a Town Council in Douglas. Douglas makes a large contribution to Cork County Council in money terms (rates) but is not getting any benefit back.
- Douglas GAA club need more pitches.
- There has to be co-operation between the community, the HSE, the County Council etc.
- Shares the frustration about the lack of attention to Douglas, which is a gateway to the City and to Carrigaline. There needs to be a group to monitor development in Douglas.
- Through traffic is a huge problem, not traffic with a destination in Douglas. There should be no more development in Carrigaline until traffic situation in Douglas is resolved.
- A primary care centre is very important. If services are available in the community then there are environmental benefits from less travel.
- The village should have a centre, character and amenities and where possible services should be laid underground. There should be uniformity in the design of public lighting. More, but not excessive, pedestrianisation would be welcome.
- There should be 2 types of traffic management for the village; one for morning commuters and one for the evening to allow people to use the village centre (e.g. To collect the newspaper, dry cleaning, pub).
- Frankfield, Douglas and Rochestown operate as one. There is no central driving force in Douglas – it needs a stronger centre. Bishopstown suffers from not having a centre. There is a shortage of facilities for young and old people as the existing facilities are inadequate. Health centre is too small.
- Welcomes progress on primary care centres and progress on walkways.
- Overhanging garden growth in the Rochestown Road is a problem.

4. Issues relating to Carrigaline

- High car dependency in Carrigaline which doesn't promote a healthy lifestyle. The old rail line is blocked up and prevents it being used as a walking route. Estates are designed for cars with no pedestrian permeability. Children can't walk to school with ease and there is a need to look at opening up pedestrian routes.
- Need to link up cycle and pedestrian network to provide a more permeable network.
- Public transport needs to be provided before or at the same time as houses in a development. Need to change culture and attitudes to public transport.

- Carrigaline rugby club has grown significantly in the last two years and as it does not have its own facilities it needs new facilities that are well located.

