

Report to Members

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

June 2010

Document Verification
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Job Title: Midleton Electoral Area Local Area Plan Review						
Document Title: Report to Members Midleton Electoral Area Local Area Plan Preliminary Public Consultation and Other Issues.						
Revision 1.0	Date 02/06/2010	Filename: Midleton Pre draft Managers Report – May 2010				
		Description: Final Version				
			Prepared by	Drawn by	Checked by	Approved by
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This report focuses on the submissions and observations received from the public following publication of an Outline Strategy for Midleton 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 Midleton Electoral Area Local Area Plan. Appendix A of the report includes a list of the submissions received relevant to the Electoral Area while

Section 1 Electoral Area Context

1.1 Main changes since the last plan

1.1.1. The Midleton Electoral Area has the largest population of the 10 electoral areas in the County. The 2006 Census recorded 55,151 residents in the electoral area and this is targeted by the CASP Strategy Update 2008 to grow to 84,208 by 2020 (53% in 14 years). Population growth on such a scale and in such a short time period has never been achieved in County Cork before and the Local Area Plan review faces very significant challenges. The Electoral Area has a strong foundation based on a good level of infrastructure investment in the past, particularly with regard to transportation. This together with the Cork Suburban Rail Network, currently serving three of the four main towns, offers the potential to sustainably deliver high rates of population and employment growth. Successfully achieving this level of growth in the Midleton Electoral Area will be a major 'milestone' for the Cork region as a whole if it is to achieve its full socio economic potential in the coming years.

1.1.2. The recent electoral area boundary changes as a consequence of the Electoral Area Boundary Commission have resulted in just one change to Midleton, with the addition of a mainly rural area to the northwest containing the village of Knockraha.

1.1.3. Three of the four main towns, Carrigtwohill, Midleton and Youghal and a number of smaller settlements including the key villages of Castlemartyr and Killeagh are located along the Waterford-Cork section of the Atlantic Corridor.

1.1.4. Carrigtwohill and Midleton have also been designated as 'Developing Areas' by the Department of the Environment, Heritage and Local Government (DoEHLG).

1.1.5. In 2005, two Special Local Area Plans (SLAP's) were prepared for the towns of Carrigtwohill and Midleton to take advantage of proposals to establish a suburban rail network for Cork including the re-opening of the rail line to Midleton and in particular to give detailed consideration of the implications for these settlements of the large scale growth envisaged in CASP. Since the 2005 Local Area Plans and Special Local Area Plans were adopted there has been significant progress in achieving the strategic planning proposals outlined in those plans, the most notable of which is the recent re-opening of the commuter rail service to Midleton. Therefore, as the SLAP's have largely fulfilled their function, it is now considered appropriate that the towns of Carrigtwohill and Midleton be dealt with as part of the new Electoral Area Local Area Plan.

1.1.6. The 2009 County Development Plan (para. 4.17.3) states that, "...the full potential of the harbour could be best 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 Electoral Area Local Area Plans..". This study is underway and it is intended to make a Draft version of the Study available for public consultation and comment at the same time as the draft Local Area Plans for the Electoral Area in 2010. The public response to the Harbour Study can be considered in at the same time as those responses to the draft Local Area Plan so that there is a common approach to the integrated planning and development of the Harbour.

1.1.7. With the restoration of passenger rail services to Midleton and Carrigtwohill, the electoral area is now the best served part of the county for public transport. Cobh, Midleton and Carrigtwohill are served by a half hourly service at peak times and hourly in the off-peak, to and from Kent Station in Cork City. Three of the four main towns in the electoral area, Carrigtwohill, Cobh and Midleton, are within a 24 minute journey time (or less) from Cork. It is also now possible to travel between these three towns entirely by means of public transport without making a journey in to Cork to change routes. The completion of Phase 1 of the Northern Relief Road in Midleton represents an important new infrastructure improvement in the electoral area. The Midleton and Carrigtwohill Transportation Study has also been completed.

1.1.8. Cork County Council is in the process of preparing draft Masterplans for the X-01 sites in Midleton and Carrigtwohill which it is envisaged will feed in to the LAP process. Significant progress has been made on these important plans and it is envisaged that their main proposals will be ready for inclusion in the draft Local Area Plan later in this year.

Population

1.1.9. In the 2006 Census, Midleton EA recorded a 17% increase in population from 2002. The majority of this growth, over two thirds, has occurred in the four main towns. The best performing main town was Carrigtwohill which saw a rise of 97%, effectively a doubling of the population in the four year period, while strong growth of 26% was also recorded in Midleton. Both of these towns are located along the Cork-Midleton rail corridor and the substantial growth rates achieved are an endorsement of the policies implemented to help achieve the goals of the Cork Suburban Rail Network Project.

Settlement Hierarchy	Population		
	2002	2006	% Change
Midleton EA*			
Carrigtwohill	1,411	2,782	97%
Cobh	9,811	11,303	15%
Midleton	7,957	10,048	26%
Youghal	6,597	6,785	3%
Villages & Rural Areas**	21,327	24,233	14%
Total	47,103	55,151	17%

* Figures in this table are based on the revised electoral area boundary
**includes Whitegate / Asheda Specialist Employment Centre

1.1.10. The most modest change in population was in Youghal town, with growth of just 3% over the same period, 2002 to 2006. In a time of unprecedented economic growth, and given Youghal's role as an important Ring Town serving a large rural

hinterland, this modest population growth is disappointing. The Local Area Plan review will need to consider how best to strengthen the position of the town as the focus for growth in this part of the electoral area.

1.1.11. The high level of growth in the villages and rural areas, at 14%, is also a worrying trend that has been identified by CASP Update. Whilst this level of growth is an indication that the villages and rural areas are far from stagnant, local employment within the villages and rural areas has not grown at the same rate, giving rise to widespread growth in unsustainable, longer distance commuting patterns. If the County Development Plan objectives to prioritise the main towns as the key locations for growth in population and as the focus for new investment in employment, services and public transport, are to be achieved, then the Local Area Plan review will need to develop policies and objectives to make the towns more attractive as places to live, and yet maintain positive growth in the villages and rural areas but at more moderate rates in the future. CASP Update has committed to monitoring development in the villages and rural areas in the CASP Ring, with a view to extending rural housing controls, if required, to ensure adherence to the CASP strategy.

1.1.12. The combined target population growth for the Electoral Area in the period 2006 – 2020 is 29,057. Household growth in the same period is projected to be 16,522, equivalent to an increase of 21,479 dwelling units. This population growth is to be distributed among the four main towns and the villages & rural areas as follows:

Table 2.2 Midleton Electoral Area: Population Growth 2006-2020

Settlement	Population 2006	Growth 2006-2020	2020 Target
Carrigtwohill	2,782	9,230	12,012
Cobh	11,303	3,240	14,543
Midleton	10,048	13,687	23,735
Youghal	6,785	1,524	8,309
Villages & Rural Areas	24,233	1,376	25,609
Total	55,151	29,057	84,208

1.1.13. The towns earmarked for the highest level of growth are Carrigtwohill and Midleton, both towns being on the Cork – Midleton rail line. Almost 80% of the targeted growth in the electoral area is to be accommodated in these two towns, reflecting the emphasis of the CASP and CDP policies to direct development to the north and east of the city along the rail corridor. Reflecting the strategy to moderate growth in the villages and rural areas, particularly in the CASP Ring, the growth level is a modest 5.6% up to the horizon year.

Employment in Midleton Electoral Area

1.1.14. The Census 2006 indicates that there are 11,686 jobs in the Main towns and the Strategic Employment Areas of the Midleton Electoral Area.

1.1.15. The principle centres of employment within the electoral area are Carrigtwohill and Midleton where 3,527 and 3,725 jobs were recorded respectively. Over 2,000 jobs were also recorded in Cobh. Although Whitegate is a significant industrial area, despite the large-scale character of its industry, only 743 jobs were recorded there.

1.1.16. Analysis of the 2006 Census identified that all the towns in Midleton EA had an excess of employees over jobs. This was most pronounced in the towns of Youghal and Cobh, where there are significant levels of commuting. Cork City and Little Island are both significant employment destinations for employees living in the electoral area and with the re-opening of the rail line to Midleton, both locations are now accessible from three of the main towns in the electoral area by a means other than the private car.

1.1.17. A total of 717 hectares of land were zoned for business use in the Midleton Electoral area in the 2003 County Development Plan, accounting for approximately 30% of the total for the county. Since 2003, a total of 59 hectares of land have been developed for business related uses within the electoral area and a further 40 hectares are either under construction or in the pre-construction phase of development. A total of 618 hectares of land remain available for future development. However, of this, 222 hectares are in five free-standing sites that are reserved for single or 'stand-alone' development. Therefore, a total of 396ha are available for general business development.

1.1.18. In the current economic climate it is difficult to estimate the future rate at which the remaining supply of land will be developed. The Midleton Electoral Area was one of the fastest growing areas in terms of both employment and population in the County in recent years and could be one of the areas where early signs of economic recovery would be expected to manifest themselves in demands for new development. At the rate of development experienced in recent years the existing supply of zoned land (excluding the 222ha 'stand-alone' sites) could be sufficient to last for up to 20 years.

1.1.19. In addition to the established zoned land for business use, Midleton EA also contains two brownfield sites at Marino Point and Haulbowline, both with prime locations on the waterfront of Cork Harbour. The role and potential of these locations in accommodating population and employment growth needs to be defined in the Local Area Plan.

Future Business Development

CASP Update

1.1.20. The CASP update has a new economic development strategy for the CASP area, which includes the Midleton 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. Over 10,000 of these new jobs will be located in the Midleton Electoral Area.

1.1.21. However, notwithstanding this strong land supply in overall terms, some of the areas that have experienced the highest rates of population growth in recent years, particularly Cobh and Carrigtwohill may require the strengthening of their supply of land suitable for business development so that they do not become over reliant on commuting.

1.1.22. A number of the 'stand-alone' sites in the electoral area have been zoned for some time and remain undeveloped, and given the changing nature of business and the evolving implementation of the settlement strategy, it would be prudent to re-examine the suitability of some of these existing sites.

1.1.23. In order to deliver the uplifted employment targets in the CASP Area, the 2009 County Development Plan designated two major employment centres in the electoral area. Carrigtwohill is seen as a Strategic Employment Centre and as an important location for high technology manufacturing, while Whitegate functions as a Specialist Employment Centre in the processing and storage of strategic energy resources. Midleton is designated as an Integrated Employment Centre, with a balanced provision of land for housing and for employment development. Cobh and Youghal both fulfil the functions of District Employment Centres, providing additional houses and jobs for the urban areas and immediate hinterland.

1.1.24. Little Island, which is a designated Strategic Employment Centre in the Blarney Electoral Area, attracts a large number of workers from Midleton and Youghal.

Environmental Issues in the Electoral Area

1.1.25. Water Quality is identified as 'moderate' for the receiving waters of Midleton and Carrigtwohill towns and the Blackwater Estuary in Youghal. Two of the main towns (Cobh and Youghal) currently have large areas where no wastewater treatment is available at present. The capacity of existing wastewater treatment facilities is inadequate and if unresolved will constrain the ability to achieve the levels of growth for population and employment set out above.

1.1.26. Midleton EA contains a number of Natural Heritage Sites including proposed Natural Heritage Areas, candidate Special Areas of Conservation and proposed Special Protection Areas and it is an objective of the CDP 2009 that these areas be protected. All proposals in the Draft Plan will need to be assessed in this context. In particular, some key development sites, such as Marino Point and the stand-alone employment site in Saleen, are in close proximity to some of these natural heritage sites and the planning of those development sites will need careful consideration if unacceptable risks, particularly to protected habitats, are to be avoided.

1.1.27. There are a number of settlements in the electoral area that contain Architectural Conservation Area's (ACA's); namely, Castlemartyr, Cloyne, Haulbowline and Killeagh. ACA's are areas that collectively contribute to the built heritage and character of the settlement, although they may not be individually suitable for inclusion on the Record of Protected Structures. It is the intention that special planning controls will be developed for ACA's that set out objectives for the conservation and enhancement of the special character of the area, based on an architectural appraisal of each settlement and the Draft Plan will need to consider these where relevant.

1.2 Pressure/ Challenges for the future

1.2.1. The main issues to be addressed in the Local Area Plan for this electoral area include:

1.2.2. Facilitate the harbour's regionally significant employment function through wider economic development supported by investment in infrastructure.

1.2.3. Encouraging balanced population growth so that full economic potential can be achieved.

1.2.4. Support the continued development of a robust employment base, fostering the establishment of self-sustaining communities, reducing the reliance on longer distance commuting to urban centres for employment and other services securing an enhanced quality of life for the residents of the Midleton Electoral Area.

1.2.5. Capitalise on the potential of the harbour and coast as major leisure and recreational providers, with Cobh and Youghal playing important roles in providing complementary tourist service bases.

1.2.6. Development in villages and rural areas will complement the planned growth in the towns at a scale that respects both the targets outlined in the CASP Update 2008 and the setting and character of each village.

1.2.7. Examine the potential associated with the possible re-opening of the railway to Youghal.

1.3 Other Considerations in the Electoral Area

1.3.1. The fixed nature of rail infrastructure allows steps to be taken at this stage to protect potential sites for future rail stations in those settlements along the extended line, including Youghal, Killeagh and Mogeely. The approach taken to density on sites within these settlements will also need to be considered to make sure the most appropriate level of growth, capable of sustaining a commuter service, is achieved. The Local Area Plan review ought to give some consideration to putting in place a framework to exploit the potential of the extended rail service.

1.3.2. CASP identified a long term objective for the extension of commuter rail services to Youghal. Population growth in the town remained almost static in a period of economic boom, which may in part be due to its poor connectivity to the other population, employment and service hubs in the county. The addition of a rail service would undoubtedly provide greater accessibility to the town, which in turn could act as a stimulus to development, and give the town an opportunity to broaden its employment base. Contemporaneous improvements in road infrastructure as part of the Atlantic Corridor will also improve access, but the commuter rail option would counter any tendency for the town to become increasingly a car based dormitory town, by offering a public transport alternative.

1.3.3. The eastern part of the Atlantic Corridor traverses the electoral area and the implications for settlements within the corridor of the associated enhanced transport infrastructure, will have to be considered in the LAP.

1.3.4. Cobh and Youghal have no waste water treatment facilities, and to achieve compliance with the EU Urban Waste Water Directive will require the delivery of the Lower Harbour Sewerage Scheme and a treatment plant for Youghal, within the lifetime of the next Local Area Plan. Some of the modern housing estates on the northern perimeter of Cobh are served by a temporary plant. Two of the four towns, Midleton and Youghal are also experiencing difficulties with the capacity of their water supply. Without significant investment in facilitating infrastructure, the main towns of the electoral area will not be able to deliver the growth targets for population and employment.

1.3.5. Ballinacurra is a small village to the south of Midleton town that is separated from the main built up area of the town by the N25 Cork-Rosslare road, but is included within the boundary of the town. The regional road to Whitegate runs north-south through the centre of the village. The Whitegate road is subject to heavy traffic demand, including a significant volume of HGV traffic generated by the industrial area of Whitegate/ Aghada. This results in major delays, particularly in the morning peak, on the Whitegate road approach to the junction with the N25 at the Lakeview roundabout and also detracts from the environmental quality of the village centre. The Midleton & Carrigtwohill Transportation Study Final Draft Report has identified a

preferred option to resolve this problem being the construction of a Relief Road to the east of the village. This option would minimise the severance between the village and the rest of Midleton town and would allow for direct pedestrian and cycle access to the town from the south of the N25. It is envisaged that the Ballinacurra Eastern Relief Road would be a distributor road with a regional classification, however, the importance of the route as an access to the Specialist Employment Centre of Whitegate and its strategic position in relation to energy resources, could see it designated as a National route.

1.3.6. The closure of IFI and Irish Steel has left a legacy of two significant brownfield sites at Marino Point and Haulbowline. To date, the existing Local Area Plan, CDP and CASP have had a limited amount to say about their future and despite their prime location and accessibility, no role has been defined for either location as a place to accommodate future development. CASP does recognise the potential of both sites for 'flagship' mixed use development, however the draft LAP may need to be more specific on the type and scale of growth envisaged for each place.

1.3.7. The headquarters of the Irish Naval Service occupies most of Haulbowline Island. The former ISPAT/ Irish Steel site on the centre/eastern part of the island is vested in the Department of Finance, while the Department of the Environment, Heritage and Local Government has the lead responsibility in the remediation of the site. A working group, to be chaired by the Office of Public Works and involving a range of Government Departments and State Agencies, is being established to determine the optimum use for the site and how legacy issues relating to the site are best addressed.

1.3.8. In the past, because of the potential for rail freight access, Marino Point has been suggested as a location to accommodate certain re-located activities of the Port of Cork, especially container traffic. However, the potential for rail transport in relation to container traffic is uncertain and is being clarified by the Port of Cork. The standard of road access and possible environmental impacts are also issues that would need to be addressed. Cork Harbour Special Protection Area (SPA - 4030) and Great Island Channel candidate Special Area of Conservation and proposed Natural Heritage Area (cSAC-1058 & pNHA -1058) are located to the north of the site and proposals would need to be viewed in the context of the protection of these designated sites. Marino Point clearly has the potential for some port activities, and the potential for rail access needs to be protected, if required. Its future role in this regard needs to be clarified.

1.3.9. The original CASP plan in 2001 suggested that Marino Point would have potential for high quality mixed use development of homes and work places to make use of its proximity to the Cork Suburban Rail network and if the immediate requirement for port uses can best be accommodated elsewhere, this approach to the future of this site could be considered.

1.3.10. Alternatively, the proximity of Marino Point to the population of Cobh (and indeed the wider electoral area) and its location on the Cork-Cobh rail line, is such that it has the potential to act as the employment hub for the town, which lacks its own local employment opportunities. Access, visual impact and Seveso designation are also issues that would need to be addressed in the re-development of this brownfield site.

1.3.11. The intention to transfer ownership of Spike Island, which lies in Cork Harbour just off shore of Haulbowline, to Cork County Council by the Department of Justice, Equality and Law Reform, to be developed as an iconic tourist project. Spike Island, because of its most recent use as a prison and the inherent security issues, did not

feature at all in the settlement hierarchy of the electoral area in the previous plan. Not unlike Trabolgan and Fota Island, which are existing 'other locations' in the settlement network, the potential of Spike Island as a unique tourism asset will need to be given recognition and the plan will need to consider ways to build on the potential of this project.

1.3.12. In the 2005 Electoral Area Local Area Plan a number of opportunity sites were identified with special zoning objectives that in general involved, either a mix of specified uses, or a land use not covered by the existing categories of land use used in the plan. Complex land ownership and established development on portions of these sites may in some cases make the achievement of the special zoning objective more difficult. The review of the Local Area Plan will need to consider the suitability of the zoning objectives on these sites as the most appropriate means of achieving the desired outcome.

Section 2 Baseline Environment

2.1 Introduction

2.1.1. The review of the Local Area Plan for Midleton is being prepared within the context of significant levels of national and European legislation governing environmental issues. A full strategic environmental assessment will be carried out for each electoral area. Against this background the draft LAP will be measured against a number of key environmental factors which will influence both the content and the outcome of the final LAP. While the environmental quality of the Midleton Electoral Area is generally quite good, a priority issue is emerging in relation to water quality and receiving waters. Water quality in Cork Harbour, Dungourney and Owenacurra Rivers is likely to be a significant issue. The ability of water and waste water infrastructure to keep pace with the level of development envisaged by the population and employment targets for the area will be a key challenge.

2.2 Water Supply

2.2.1. Two of the four main towns, Midleton and Youghal are experiencing difficulties with the capacity of their water supply. Midleton Water Supply Scheme needs to be upgraded or supplemented by water supply from another location. A new trunk main has been constructed from Glanmire to Carrigtwohill, in effect linking the town to the Inniscarra reservoir and this will need to be extended to Midleton in due course. New large water mains have been installed under the railway lines at Mill Road and Water Rock Road in Midleton and similarly in Carrigtwohill prior to the completion of the railway line refurbishment.

2.2.2. Cobh/Midleton/Carrigtwohill Water Supply scheme network has recently been approved for 3.1 million Euro in the 2010-12 WSIP. Youghal Water supply scheme is at planning stage in WSIP

2.3 Waste Water Treatment

2.3.1. The capacity of existing wastewater facilities for the main towns is inadequate and if unresolved will constrain the ability of the towns to achieve the levels of growth for population and employment set out above.

2.3.2. In Carrigtwohill the existing waste water treatment plant is discharging to the Upper Harbour, a protected area, the ecological status of which is presently classified as moderate and in danger of not achieving good status. If the town is to achieve its planned level of growth, then new waste water facilities are essential. Upgrading of the sewer network has been carried out, though some additional work remains to be done. The Preliminary report for the upgrade of the WWTP is with the Department of the Environment, Heritage and Local Government and subject to approval and finance being made available, construction could commence in 2011. Approval is also awaited for a foreshore licence. Again, provision has been made for 5 no. foul sewer connections under the railway line to facilitate the development of the land to the north in the X-01 area.

2.3.3. The current situation in Cobh is that untreated sewerage is discharging directly to the Harbour. There are several protected sites within the harbour generally where water quality is likely to be adversely affected as a consequence. The Lower Harbour Sewerage Scheme is in planning under the WSIP 2010-12 but failure to implement the scheme will severely constrain new development. North Cobh Sewerage scheme provides the necessary infrastructure, including temporary treatment, as part of an advance contract for the Lower Harbour Scheme. The contract comprises the

provision of foul and surface water sewers and suitable foul and surface water outfalls to Cork Harbour. The foul outfall is to be a temporary outfall until such time as the Cork Lower Harbour Sewerage Scheme is complete and the foul wastewater from the North Cobh area can be diverted to this scheme. This scheme facilitates 6 no. housing developments in the North Cobh Area of approximately 1 600 houses.

2.3.4. The waste water treatment plant in Midleton will require modular expansion from 10,000 PE to 15,000 PE and beyond in line with planned housing and employment development. There are excessive storm overflows on the existing collection system. The plant discharges directly into a protected area, where water quality is an important issue and investment in the capacity of the plant and the possible future re-location of the outfall to a less sensitive location are critical issues for the future. Subject to the availability of finance the upgrade of Midleton WWTP to 15,000 PE is targeted to commence in 2010. An infiltration project to repair defective sewers is almost completed. Again, provision has been for 3 no. foul sewer connections under the railway line.

2.3.5. In Youghal, there is no wastewater treatment plant and effluent from the town is discharged directly into a protected area. Consultants have been appointed to begin the design / construction process for a new WWTP and upgrade of the network. Provision is subject to the availability of finance, though the target start is late 2010 or early 2011.

2.3.6. Similarly the waste water status in the Key Villages may lead to constraints on development. The WWTP in Castlemartyr is operating over capacity and is not in a position to accept influent. The relevant WMU plan indicates that there is insufficient existing assimilative capacity (BOD). The current PE is 2000. It currently discharges to the Kilha River but new proposals for an upgrade would mean a change in outfall location to Ballycotton Bay but in this instance the impact on Shellfish waters is an issue that will need to be examined. Shellfish waters is named as a priority issue. The WWTP in Cloyne is in a position to accept influent at present but there are issues with regard to future capacity. There is a proposal to increase PE from 1 400 to 3000 with the outfall changing from discharge to a nearby stream to Ballycotton Bay, which is a protected area. With regard to Killeagh, while there is capacity in this WWTP, the WMU states that there is insufficient existing assimilative capacity (BOD). Also there are issues in relation to future assimilative capacity (nutrients) according to the WMU.

2.4 River Catchments and Water Quality

2.4.1. The EU Water Framework Directive (WFD) is concerned with rivers and streams, lakes, groundwaters, estuaries and coastal waters (out to 1 nautical mile). It brings under one framework water-related directives including those dealing with bathing water, water taken from rivers and wells for drinking water supplies, sewage disposal and the protection of salmon and shellfish habitats. The WFD is being implemented through River Basin Districts, and Midleton EA falls into the South Western RBD. This has been subdivided into 33 Water Management Units (WMU).

2.4.2. Water quality is identified as moderate for the receiving waters of all of the main towns in the electoral area. Water quality is likely to be a significant issue in Cork Harbour, Dungourney River and Owenacurra River.

2.5 Waste Management

2.5.1. Within the electoral area there has been considerable improvement of waste management facilities in recent years. There has been a significant level of

investment in civic amenity sites and recycling facilities in the population centres. Two civic amenity sites have been provided at Carrigtwohill and Youghal while 18 settlements have the benefit of bring sites. There is a landfill site in Youghal which is set to close this year and all landfill waste will be directed to the new site at Bottlehill.

2.6 Nature Conservation & Habitat

2.6.1. The Midleton EA contains a number of proposed Natural Heritage sites, candidate Special Areas of Conservation and proposed Special Protection Areas. There are no Natural Heritage Sites in the area. It is an objective of the 2009 County Development Plan to protect these areas and all proposals in the draft LAP will be assessed in this context. It is important that the recommendations of the environmental assessment are incorporated into the draft LAP.

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

2.6.3. The Great Island Channel is also a candidate SAC, sheltered tidal sand and mudflats and atlantic salt meadows, both habitats listed on Annex 1 of the EU habitats Directive. The main habitats of conservation interest are the sheltered tidal sand and mudflats and Atlantic salt meadows, both habitats listed on Annex I of the EU Habitats Directive. Owing to the sheltered conditions, the intertidal flats are composed mainly of soft muds. These muds support a range of macro-invertebrates, notably *Macoma balthica*, *Scrobicularia plana*, *Hydrobia ulvae*, *Nephtys hombergi*, *Nereis diversicolor* and *Corophium volutator*. Green algal species occur on the flats, especially *Ulva lactuca* and *Enteromorpha* spp. Cordgrass (*Spartina* spp.) has colonised the intertidal flats in places, especially at Rossleague and Belvelly. The salt marshes are scattered through the site and are all of the estuarine type on mud substrate. Species present include Sea Purslane (*Halimione portulacoides*), Sea Aster (*Aster tripolium*), Thrift (*Armeria maritima*), Common Saltmarsh-grass (*Puccinellia maritima*), Sea Plantain (*Plantago maritima*), Greater Sea-spurry (*Spergularia media*), Sea Lavender (*Limonium humile*), Sea Arrowgrass (*Triglochin maritimum*), Mayweed (*Matricaria maritima*) and Red Fescue (*Festuca rubra*).

2.6.4. There are 4 no SPAs in the Electoral Area, Ballycotton Bay, Ballymacoda Bay, the Blackwater Estuary and Cork Harbour. Ballycotton Bay supports a diversity of wintering waterfowl and has nationally important populations of nine species of which two, Golden plover and bar-tailed Godwit, are listed on Annex 1 of the EU Birds Directive. Ballymacoda Bay SPA is one of the most important sites in the country for wintering birds but also for its Black-tailed godwit population. Cork Harbour supports several of the species which occur regularly are listed on Annex 1 of the EU birds Directive, i.e Whooper swan, Golden Plover, Bar tailed Godwit ruff and Common Tern. The site provides feeding and roosting sites for the various bird species that use it. Finally, the Blackwater Estuary SPA is an internationally important wetland site on account of the population of Black-tailed godwit it supports

2.7 Other Environmental Considerations

2.7.1. There are a number of Major Accidents Directive (Seveso) sites in the Electoral Area at Midleton and on Great Island.

2.7.2. There are a number of settlements which contain Architectural Conservation Areas, namely, Castlemartyr, Cloyne, Haulbowline and Killeagh.

2.7.3. Flooding is an issue in the four main towns Carrigwohill and Midleton which needs to be assessed in drafting the LAP.

Section 3 Principal Issues Raised in Submissions

3.1 Electoral Area Wide Issues

3.1.1. Some of the submissions raised questions about the vacancies in existing housing estates / unfinished housing estates in the towns and villages and queried what the impacts of these are and how these are to be addressed. In some cases the submissions expressed the opinion that further development should not take place until such time as all of these estates were completed and occupied.

3.1.2. Some of the submissions expressed concern that increases in population in the towns and villages had not been matched by employment creation. The failure to provide commensurate levels of social and community facilities, particularly youth and sports facilities, is seen as a significant issue across the EA.

3.1.3. The issue of addressing climate change and meeting our obligations under Kyoto, working toward a low carbon society, tackling flood risk, peak oil has been raised in many of the submissions and it is clear that these issues are becoming more important in terms of how people live.

3.1.4. Some of the submissions requested clarity on zoning objectives and requested that zoning definitions and densities be addressed in the Local Area plans.

3.1.5. Flooding is also seen as a significant issue, particularly in Midleton and Ballinacurra. Some submissions advocate no further development be permitted on the floodplains and suggest management systems for the river, use of SUDs etc.

3.1.6. Many of the submissions deal with the issue of tourism development in East Cork, increasing tourist revenue, improving East Cork as a tourist destination, marketing etc. In particular many of the submissions for Ballinacurra, Youghal and Cloyne raise the issue of generating additional tourism revenue through the use of the areas extensive range of heritage sites, both built and natural.

3.1.7. Some of the submissions raise real concerns about increasing problems with littering, dereliction, town and village centre decline, disintegration of roads and footpath.

3.1.8. Many of the submissions advocate increasing use of public transport systems, improvement of walking/cycling facilities and linkages.

3.2 Issues Raised in General Submissions relevant to the Midleton EA.

3.2.1. The Cork County VEC submission welcomes the emphasis on the need for educational, sports and recreational facilities and considers the zoning of lands for these purposes as essential. The submission identifies the need to zone sites for post-primary education in Carrigwohill and welcomes the opportunity to discuss this further.

3.2.2. One of the submissions, from Rossdale Developers, seeks greater cooperation between the Council and developing companies. 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 considered when assessing zoning proposals, d) the prioritizing of Developing Areas like Carrigwohill 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.

3.2.3. The NRA have made a detailed submission which makes reference to the Midleton Electoral Area. The NRA recognises the strategic national importance of the development of the Metropolitan Cork Area as a gateway and supports priorities identified in the NDP and NSS. The LAP needs to protect the carrying capacity of the existing and proposed national roads network. The submission 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. It further states that local traffic should be catered for on local roads. The submission supports the preparation of the Midleton and Carrigtwohill Traffic and Transportation Study, however it does not support the proposed location of retail development in Carrigtwohill. The submission suggests that the LAP reconsider objectives I-06 and I-07 in Carrigtwohill and Knockgriffin/Water Rock and Baneshane in Midleton, in that 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.

3.2.4. One of the submissions makes some detailed recommendations concerning Cork Harbour. The submission suggests that the Harbour be viewed a public "commons" and that public access be facilitated and the review of the LAPs should make provision for public use by means of pontoons, slipways and piers. It is also suggested that all Napoleonic fortifications around the harbour be restored and opened up for tourism use.

3.3 Principal Issues Raised in Relation to Settlements

Main Settlements

Carrigtwohill

3.3.1. 20 submissions were received for Carrigtwohill town, of which 16 related to zoning or a combination of zoning & other issues. The main issues arising from the submissions are as follows:

Appropriate densities & residential development

3.3.2. A number of submissions from both developers and the Community Council raised the issue of density for new development. Concerns were expressed about the social impacts of higher densities and the need to meet the demands of the returning housing market. A case is made by developers for development at the lower end of the density scale (threshold of 35 dw/ha) which would be more achievable and the need for a more flexible approach to density is echoed by the Community Council.

3.3.3. A submission requests that, as the rail infrastructure is already in place, a more flexible approach can be taken in the plan to the phasing of development on the X-01 masterplan site. It is suggested that the delivery of infrastructure should be based on housing numbers and not location, therefore allowing development to commence on the more peripheral areas of the site at lower densities.

3.3.4. Three submissions request additional residential land be zoned mainly adjoining the development to the north of the X-01 site.

3.3.5. Two submissions request that the Metropolitan green belt be altered to accommodate one-off houses.

Town Centre Expansion

3.3.6. Four submissions raised issues in relation to the expansion of the town centre. While there is general support for the expansion of the town centre to the south of the main street including a request that the existing T-02 zoning be retained, a submission from the GAA objects to expansion on to their lands as they have no intention to relocate. A further site for town centre uses is suggested through the re-zoning of the residential site R-08 on the basis that it is strategically located between the town centre and the railway station and adjacent to a number of community uses.

Traffic and Transportation

3.3.7. Submissions have been received relating to the Transportation plan for the town. The submissions are generally supportive of the proposal for a public car park to the south of the main street but concerns are expressed about the impact of some proposals on the viability of the recently constructed all weather pitch and the existing GAA club. A submission from a property owner on the corner of Main Street and Station Road objects to the demolition of his property in order to facilitate an improved junction, as proposed in the Transportation Plan.

3.3.8. The problems of congestion and inadequate parking are raised in one submission which outlines a number of temporary solutions to the parking problem until such time as a public car park is provided including the leasing of T-02 lands and the imposition of a small charge to cover costs and the use of CCC owned lands adjacent to the Barryscourt slip for all day parking.

3.3.9. It is requested that the need for strong pedestrian, cycle and road links to the new railway station be promoted.

Public realm improvements

3.3.10. Associated with the problems of parking and traffic congestion in the town centre, issues in relation to the rundown and unattractive nature of the town centre and the need for public realm improvements are raised.

Employment and Industrial development

3.3.11. A number of submissions request the zoning of lands for additional industrial and enterprise use, mostly to the west and south of the town.

3.3.12. Two submissions also request changes to the specific objectives that apply to sites already zoned for industry/ enterprise uses.

3.3.13. A submission supports the retention of the Amgen site for stand-alone development, while a further submission requests the the Plan says more about a passenger rail station to serve this site.

Carrigtwohill West Station

3.3.14. Two submissions refer to the new rail station permitted on the western side of the town at Fota Business and Retail Park. It is requested that the Plan give recognition to this station and that the zoning objective for lands around the station be re-considered to allow for a mixed use commercial development.

Community facilities

3.3.15. A submission argues that there has been insufficient investment in amenities and recreation facilities to support the growth of the town and highlights the need to link development objectives on sites zoned for residential development to the delivery of amenity/ recreation facilities on lands zoned for that purpose whether or not in the ownership of the developer. The requirement for a new boys secondary school in the town is also stated.

3.3.16. A submission requests that the basis on which the provision of strategic open space in the X-01 site is delivered be based on the Council's Recreation and Amenity policy, through a mix of on site provision and contributions.

Cobh

3.3.17. 13 submissions have been received for Cobh town, 9 of which request zoning. The following are the issues raised:

Residential development

3.3.18. A number of submissions request the zoning of additional land for residential development in the vicinity of the Tay Road, east of Cow Cross Roads. One submission suggests that the proposal would cater for larger detached housing for which there is considerable demand in Cobh.

Employment and Industrial development

3.3.19. A submission requests the zoning of land for industrial incubator units at Ticknock.

Commerical and Retail development

3.3.20. There are four submissions requesting the zoning of land for commercial/ retailing uses primarily at Ticknock, building on the existing retail developments in the vicinity. The main reasons put forward in support of these proposals are the proximity to Ballynoe, the availability of car parking and the lack of suitable retail opportunities for, in particular, the convenience retailing format in Cobh town centre. One submission requests that the Plan would not include policies that suggest that there are town centre opportunities for foodstore development, as is in the 2005 LAP.

3.3.21. A submission requests that lands to the north of the town, also at Ticknock, be zoned for healthcare and associated uses to accommodate a nursing home proposal. It is stated that the proposal has the full backing of the HSE.

Amenity, Tourism and Cork Harbour

3.3.22. A number of submissions request that the Plan facilitate and encourage the development of tourism and protect and enhance the scenic value of Cobh and the wider Cork Harbour. In particular, the screening of industrial and other developments, rehabilitation of disused sites, the provision of an amenity walk from Cuskinny to Ballywilliam and the potential for designation of Cork Harbour as a UNESCO world heritage site are cited as important issues.

3.3.23. As part of a submission seeking residential development on the old Cobh Golf Club it is suggested that part of the site could be utilised as a town park which would form part of a new strategic pedestrian and amenity corridor route serving the wider town.

3.3.24. A submission has been received requesting that the Plan acknowledge the proposed ferry service in Cork Harbour and planning permissions granted for landing stations in Cobh.

Midleton

3.3.25. 24 Submissions were received – 15 relating to zoning

3.3.26. Transportation Issues. Generally wide ranging support is expressed for the suburban railway line and public transport initiatives. There is a need to maximise the potential of the railway station, improve and encourage more public transport use generally, improve local roads and footpaths, improve pedestrian and cycle links. There is support in general for the Midleton and Carrigtwohill Transportation Study but a high level of opposition has been expressed by residents in Ballinacurra to the closure of the link via the Lakeview roundabout to the N25. One submission also expressed concern about the road proposals on the Waterrock site and the potential impacts on the submitters property.

3.3.27. Waterrock Masterplan site - A number of issues were raised in regard to the Masterplan site – relating to the sequencing of development, provision of retailing, residential and infrastructure. One of the submissions is concerned that development may not happen unless a change is made to how the sequencing of development is progressed. Additionally a number of landowners immediately to the west of the X-01 site are seeking to have their lands included in the Masterplan area on the basis of proximity to the second railway station, the construction of new roads in the area and the need to meet population targets.

3.3.28. Educational Facilities. Concern is expressed about the current provision of educational facilities in Midleton. One of the primary schools (Educate Together) is located in the car park of the rugby pitch and seeks new facilities.

3.3.29. Zoning. Midleton College seek the rezoning of their rugby pitch for residential development on the basis that the site is centrally located. It is submitted that the intention is to move the facility to a rural site at Younggrove. The College have developed a detailed master plan for their site in the town and have included that with the submission as part of the justification

3.3.30. Ballinacurra – There were many submissions relating to Ballinacurra, including a very detailed submission from the Community Council. The significant issues in Ballinacurra relate to the high levels of residential development which has taken place in the village without the commensurate provision of services and facilities. Flooding is also seen as a issue here. As outlined above there is significant opposition to the new road proposals and to proposed site for the school. It is requested that the school site be relocated and the site dezoned. Other serious issues include the use/protection of heritage buildings, parking and traffic and appropriateness of development on the large Mills site at the south eastern corner of the village.

3.3.31. Economic Issues. Midleton Distillers has submitted a detailed proposal seeking support for its activities and which seeks to allow for off-site provision of storage capacity in a rural area, given that they will soon reach maximum storage capacity on their site in Midleton and will require additional warehousing facilities.

3.3.32. The Shipton Group made a submission which relates to lands which it owns adjacent to the railway station in the Midleton Masterplan Area. They state that for the station to remain open and viable the lands inside and immediately adjacent to the Northern Relief Road should be developed immediately and be separated from the larger area of X-01 lands.

3.3.33. Industrial lands. O Flynn Constuction made a detailed submission relating to its lands at Baneshane. The submission relates to 10 ha of lands which form part of a larger 26.8 ha site which together are currently zoned for large stand alone industry (I-

06). These lands form the north western portion of the site and it is submitted that they are keen to progress a high quality industrial development comprising a mix of business, enterprise and manufacturing uses.

3.3.34. Environment – A couple of submissions and in particular Midleton Transition Groups submission outline detailed proposals for future development in the area based on sustainable development principles. The basic premise is to address the threats posed by peak oil and climate change and move to a more sustainable way of living while improving quality of life..

Youghal

3.3.35. 7 submissions received – all of which related to zoning or zoning and issues.

3.3.36. Heritage and Tourism. The matter of developing the heritage and tourism sector in Youghal has been raised repeatedly, including protection of existing heritage buildings, development of facilities at the beaches, redevelopment and upgrading of the town centre. There are environmental concerns regarding the beaches and the marshlands..

3.3.37. Industrial lands. There are a number of rezoning proposals for industrial/open space lands in the environs. These submissions seek changes principally to commercial/residential uses from industrial use on the basis that there are sufficient industrial lands in the Town and the these particular sites are more suited to residential and commercial type uses.

3.3.38. General - Youghal Chamber lodged a very detailed submission outlining the issues relating to the Town. These include suggesting a master plan for the lands at Pipersbog, the re-opening of the railway line, Summerfield is suggested as a location for a station and a park and ride, additional improvements to the town including parking, streetscape, planting and lighting, cost of waste disposal and a list of community facilities.

3.3.39. Port relocation - The relocation of the Port from its current location in the Town Centre is seen as desirable in terms of upgrading the town centre. However the details of relocation are general and further detail will be required to make an assessment of the proposal.

3.3.40. Ballyvergan Marsh - One of the submissions seeks a new objective for lands at Ballyvergan Marsh which would allow the development of an interpretive facility.

3.3.41. Zoning - One submission relates to the rezoning of lands in the rural area outside the town for tourism/industry or residential.

Specialist Employment Centre

Whitegate/ Aghada

3.3.42. 8 submissions were received for Whitegate/ Aghada, of which 4 related to zoning or a combination of zoning & issues. The main issues arising from the submissions are as follows:

Settlement status

3.3.43. Two submissions have been received, one supporting the designation of Whitegate/ Aghada as a key village and the other proposing that it continue to be a main settlement as well as a specialist employment centre.

3.3.44. One submission requests that Aghada's key role in providing housing to the specialist employment centre of Whitegate be recognised and that the Plan contain a realistic schedule for the construction and operation of public infrastructure, the lack of which has thwarted population growth.

Traffic and Transportation

3.3.45. The need to upgrade the R630 regional road to cater for heavy traffic has been raised.

3.3.46. A submission has been received requesting that the Plan acknowledge the proposed ferry service in Cork Harbour and the potential for a landing station at Aghada.

Employment and Industrial development

3.3.47. The importance of Whitegate as a location for industrial development and in particular for the energy industry is highlighted in numerous submissions and it is requested that this be reflected in the Plan. A submission proposes that Whitegate could become an Energy Park for energy production, enhanced storage, biofuels options, renewable fuels and R&D.

3.3.48. The extension of the I-04 zoning to cover additional lands is requested in a submission.

Infrastructure

3.3.49. The need for a sewage treatment plant is highlighted

Future port development

3.3.50. A submission requests that the Plan includes zoning and infrastructural objectives for general port operations at Whitegate/ Dogsnose. The submission highlights the potential for bulk liquids involving the provision of a new jetty and tank farm storage.

Amenity

3.3.51. One submission seeks either a specific site designation or a policy objective in the Plan referring to the requirement to development a water and land based leisure and adventure tourism attraction at Oldtown, Rostellan.

Key Villages

Castlemartyr – Main Issues

3.3.52. This submission seeks the retention of the zoning designations on R-01 and T-01.

Cloyne – Main Issues

3.3.53. 33 Submissions received – 8 of which were zoning related.

3.3.54. Community Facilities. The provision of community facilities and services is seen as a significant issue. There has been a high level of residential development in the village without commensurate provision of services and facilities in the village. In particular there is a need for a children's playground, facilities for older teenagers, a community hall and youth facilities.

3.3.55. Traffic. The lack of provision of a bypass for the village is raised as a significant concern. It is very difficult for traffic especially heavy vehicles to pass through the narrow streets and crossroads without severe disruption on an ongoing basis. The roads and footpaths in the village are in a poor state as a result of the level of traffic. A number of pedestrian crossings and a suitable location for a bus stop are sought. Concern is expressed that there has not been any progress on a bypass through the R-01. One of the submissions seeks the zoning of additional lands to the south west of the village linking the Spital and Kilboy Roads which would facilitate a by pass on that side.

3.3.56. Housing. A significant number of residents considered that enough housing development had taken place in the village, that there is a serious problem with unfinished estates and that further zoning should not be permitted until the existing estates were finished. A number of submissions seek the retention of specific residential zonings in the village and indicate that it is intended to develop these lands in the lifetime of the Plan.

3.3.57. Industry. The level of residential development has not been matched by economic expansion and this is considered a serious problem. It was also put forward that the I-01 zoning was inappropriate given its location and that this land should be used for community type facilities. The owners of the industrial lands to the south of the village made a submission indicating that they require the existing zoning to be maintained and that they intend to submit a planning application for units on this site in the near future. One submission suggests that lands at Castlemary also be looked at with a view to using them for industrial development as an alternative.

3.3.58. Heritage. The issue of the protection and development of Cloyne's unique heritage is raised. Cloyne has many fine heritage buildings plus an underground cave system and it is felt that this should be protected /exploited as a tourism asset. The round tower should be re-opened to the public and the heritage sites tidied up.

3.3.59. Car parking. Provision of car parking is a significant issue in Cloyne as on street parking leads to traffic congestion in the village centre. A number of suggestions for locations for car parking have been put forward.

Killeagh – Main Issues

3.3.60. 4 submissions received all of which relate to zoning.

3.3.61. Zoning. One submission seeks the extension of the development boundary to include additional lands to the northwest of the village to allow for further low density housing. Another submission proposes that the objective relating to Killeagh Mills be reworded to allow for greater flexibility in terms of how the site is developed with the emphasis on redevelopment of the overall site, not just specifically the mill.

3.3.62. Transport. There is general support for the re-opening of the railway line with a station at Killeagh. Support is also expressed for the provision of the by-pass.

3.3.63. General One submission states that the water supply serving Killeagh needs to be upgraded including two new reservoirs, new borewell supply and rising mains. Lands adjacent to the graveyard should be zoned for expansion of the graveyard – this land is currently zoned R-01. The submission supports the provision of a new primary school at E-02. The submission requests that Killeagh House be listed in the RPS.

Villages

- **Ballycotton.** The two submissions received state that the lands currently zoned for residential development in Ballycotton have not been developed and express the concern that they may not be in the lifetime of this plan. Only small scale development has taken place in the village on infill sites. The submissions seek to zone additional lands as an alternative to the existing zoned lands.
- **Ballymacoda.** One of the submissions relates to 21 acres at Ring townland and seeks a change on that land to agri-tourism use plus a permanent house. The second submission relates to a site in the village which is currently zoned O-01 (open space with provision for some residential development) and seeks a change to low density residential.
- **Ballincurrig.** A submission states that Ballincurrig is part of the parish of Lisgoold and encompasses the villages of Lisgoold, Leamlara and Ballincurrig.
- **Dungourney.** This submission requests that the existing residential zoning R-03 remain unchanged
- **Knockraha.** One submission requests the zoning of land for medium density residential development. A further submission raises issues in relation to the lack of services and facilities, problems with roadside parking and speeding, the need for public footpaths, lighting and undergrounding of services, the need for stormwater management, illegal dumping and concerns in relation to the proposal for a new WWTP. It is also requested that de-zoning of land be considered as there is excessive land zoned.
- **Mogeely.** One submission requests the zoning of additional land for medium density residential development. Another submission requests that the existing zoning on the Dairygold site be retained with consideration also for other Agri/commercial related activities. One submission requests that the lands currently zoned as R-03 be re-zoned for amenity use.
- **Shanagarry/Garryvoe.** One submission received seeks a change on the X-01 site in the centre of the village from holiday home development to low density residential. The second submission relates to zoning existing agricultural land on the edge of the village for a holiday home development.

Village Nuclei

- **Ballymore/ Walterstown.** One submission requests the zoning of land for a petrol station and forecourt and car dealership.
- **Belvelly Area -** One submission requests that the Plan incorporate a policy to consider the redevelopment of the wider Belvelly area along with the redevelopment of Marino Point as a single new public transport based settlement. A submission has been received requesting that the Plan acknowledge the proposed ferry service in Cork Harbour and the potential for a landing station at Marino Point- the need for road improvements,
 - the settlement should be designated as an 'Other Location' and not a 'Village Nuclei' and should have the development boundary removed and be returned to the green belt.
 - Given the lack of infrastructure, the settlement is not suitable for large scale housing developments.

- The potential for a specific site designation or a policy objective in the Plan referring to the requirement to develop a water and land based leisure and adventure tourism attraction at Walterstown.
- **Clonmult.** The submission requests that the existing residential zoning R-01 remain unchanged.
- **Leamlara.** Two submissions request the zoning of additional land for residential development. Another submission raises issues in relation to the need for road improvements between the village and Carrigtwohill and parking near the school.
- **Lisgoold.** Two submissions relate to the zoning of land; one seeks the zoning of additional residential land and the other is looking for the retention of the existing R-03 zoning objective. A further submission raises the following issues;
 - Lisgoold should be the centre of growth for the settlements of Ballincurragh, Leamlara and Lisgoold, with the creation of a proper streetscape.
 - The plan should include works to rectify the problem with sewage disposal.
 - Additional land for a graveyard and car parking is requested.
 - A riverside walk and playground are required.
 - The development of incubation units in disused buildings could provide local employment.
- **Mount Uniacke/Inch and Ballymackibbot.** One submission received which seeks the retention of the zonings in each of the three villages. It also suggests that the speed limits need to be looked at in Mount Uniacke and Ballymackibbot.

Other locations

- **Redbarn.** This submission sought to zone lands outside the development boundary of Redbarn for a caravan park development.
- **Belvelly.** One submission requests that the Plan incorporate a policy to consider the redevelopment of the wider Belvelly area along with the redevelopment of Marino Point as a single new public transport based settlement.
- **Carrigaloe.** One submission requests the zoning of land for medium density residential development. A further submission requests that lands at Ballyleary be zoned for low level commercial development.
- **Fota Island.** The submission received requests that the Plan contain a section dealing specifically with Fota Island and that the Plan acknowledge that a limited amount of permanent residential accommodation, through change of use of some holiday homes, is acceptable as a means of supporting its continued tourism function.
- **Haulbowline.** One submission requests that the strategy for Haulbowline be included in the Carrigaline LAP as it is physically connected to Ringaskiddy. The other submission received requests that the Plan acknowledge the proposed ferry service in Cork Harbour and the potential for a landing station at Haulbowline.
- **Marino Point.** 11 submissions were received for Marino Point, The main issues arising from the submissions are as follows: A submission requests that the Plan includes zoning and infrastructural objectives for general port operations at Marino Point. The submission highlights the potential for bulk liquid, bulk solid and container trades and for reconnection of the site to the national rail network. Five submissions are objecting to the relocation of port activities to Marino Point, while two are supportive. One submission requests the zoning of land for a petrol station and forecourt and car dealership. One submission requests that the Plan

incorporate a policy to consider the redevelopment of the wider Belvelly area along with the redevelopment of Marino Point as a single new public transport based settlement. A submission has been received requesting that the Plan acknowledge the proposed ferry service in Cork Harbour and the potential for a landing station at Marino Point

Other

- Milebush – One submission received from Healy Bros who seek the zoning of their lands for industrial use.
- Ahanesk House – One submission received which related to lands at Ahanesk House and requests that the LAP give favourable consideration to proposals for tourism on these lands.
- Youghalpark/Mogeely - Dairygold made a submission relating to their premises at Youghalpark, for which it is requested that the existing commercial/ retail use be retained, with consideration for other rural based Agri/ industrial activity.

Section 4 Overall Approach to the Draft Local Area Plan

4.1 Main Policy Issues

Ministerial Guidance

Sustainable Development in Urban Areas Sustainable Development in Urban Areas

3.3.1. 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.

3.3.2. The guidelines advocate population increases within cities or large town centres such as Midleton, Cobh, Carrigtwohill and Youghal given their range of employment, recreation, educational, commercial and retail uses which can help curtail travel demand and achieve sustainable patterns of development. Equally, increasing populations at these locations can assist in regeneration, make more intensive use of existing infrastructure, support local services and employment, encourage affordable housing provision and sustain alternative transport modes such as walking, cycling and public transport. In order to maximise growth, in principle, no upper limit of dwellings should be provided on any town or city centre site, subject to meeting residential amenity and design standards.

3.3.3. Concerns have been raised about the impact of rapid development and expansion on the character of smaller towns 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 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;
- Generally, the scale of new development should be in proportion to existing development; because of the scale of smaller towns and the villages, it is

generally preferable that their development proceeds on the basis of a number of well integrated sites within and around the urban centre. The Local Area Plans will provide guidance on the level of residential development appropriate to each settlement and settlement type.

- 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.

Flood Risk and the Planning System

3.3.4. 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.

3.3.5. 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.

3.3.6. 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).

3.3.7. 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

3.3.8. The Outline Strategy for this electoral area sets out the 2006-2020 population target at 84208, representing a growth of 29057 persons on the 2006 population figure (an increase of 53% in 14 years). This would equate to about 34941 households in the electoral area to 2020 equating to a total household growth of 16522. In order to allow for a proportion of vacancies, and frictional losses in the market, the new overall requirement for housing in the electoral area is **21478** new houses.

3.3.9. The following tables 4.1 and 4.2 give a more accurate reflection as to the proposed future growth in the main towns, key villages and villages and rural in the electoral area in line with the plan period 2010-2020. The local area plan will be based on these growth targets.

3.3.10. The column headed 'new development to 2020 taking account of existing permitted and committed units' gives an indication of the required housing needed to fulfil the population targets for each settlement type. In the case of the key villages, because a large proportion of commitments are identified across the network, means that there is no requirement for further housing to achieve the population target.

3.3.11. In the following tables 4.1 to 4.12 it should be noted that the figures for vacancy rates, under construction and outstanding planning permissions are taken from the HLAS 2010. The figures for houses 2000-10 are taken from the Geodirectory, compiled by AnPost.

Population Targets and Requirement for Zoned Land

3.3.12. The future population and housing required in the Electoral Area are shown on the following Table 4.1 and 4.2

Table 4.1 Midleton Electoral Area: Population Growth 2006-2020

Settlement	Population 2006	Growth 2006-2020	2020 Target
Carrigtwohill	2,782	9,230	12,012
Cobh	11,303	3,240	14,543
Midleton	10,048	13,687	23,735
Youghal	6,785	1,524	8,309
Villages & Rural Areas	24,233	1,376	25,609
Total	55,151	29,057	84,208

Table 4.2: Future Population and Housing in Midleton Electoral Area

Settlement	OS Population	OS Housing	Houses Built*	Target Houses	Outstanding planning	New Development
28						

	Target 2020	Target 2006- 2020	2006- 2010	2010- 2020	permissions	to 2020 **
Main Towns						
Carrigtwohill	12,012	5,314	821	4,493	1,133	3,179
Cobh	14,543	2,985	906	2,079	1,069	872
Midleton	23,735	8,429	759	7,670	1,271	6,081
Youghal	8,309	1,555	460	1,095	82	995
Key Villages	n/a					
Castlemartyr, Cloyne, Killeagh		1,757	581	1,176	546	477
Villages and Rural Area	25,609	1,438	527	911	564	199
TOTAL	84,208	21,478	4,263	17,424	4,583	11,803

*Houses built 2006-2010 were calculated from the Geo-directory count between 2005 and 2010

**New Houses is the net requirements for houses (2010-2020) taking into consideration vacant houses, houses under construction and planning permissions granted already.

3.3.13. It is anticipated that a total of 11,803 new houses will be required in the period 2010-2020, with the majority (11,127 or 94%) will be constructed in the main towns of Carrigtwohill, Cobh, Midleton and Youghal. This total excludes the houses that have already been given planning permission, vacant or under construction.

3.3.14. The main focus of housing development in the main towns of the electoral area will be in Midleton and Carrigtwohill (combined growth of 9,260 housing units), where a new suburban rail service has been introduced. Supplementary to this housing growth, will be a need for an additional 872 units in Cobh,.

3.3.15. The three key villages of the electoral area (Castlemartyr, Killeagh and Cloyne) have in the past performed well and will continue their growth with an additional requirement for 477 houses

3.3.16. In the villages and rural areas of Midleton Electoral Area, the anticipated growth in housing units to 2020 is 911,, of which 712 units have existing planning permission, vacant or under construction. Similar to the key villages, this anticipated growth is in line with past performance in the existing settlements in the rural area. All this future growth in housing is capable of being located within the existing development boundaries of the settlements.

Environment

3.3.17. 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 requirements of the Water Quality Guidelines, so that there is no danger to human health and bio-diversity. Particular emphasis needs to be placed on the wastewater treatment plants in Midleton, Carrigtwohill and Cobh and their potential harmful effects on Cork Harbour Special

Area of Conservation and other protected areas, and the waste water treatment arrangement for Yougal and its effects on the integrity of the coastline.

Economy and Employment

3.3.18. The total number of jobs recorded in the 2006 census was 11,686 and CASP Update has identified a growth target of over 10,000 jobs. The existing supply of land zoned for business use is sufficient to sustain development for up to 20 years based on the rate of development experienced in recent years prevailing. Notwithstanding this strong land supply, some of the areas which experienced the highest rates of population growth, particularly Cobh and Carrigtwohill may require strengthening of their business land supply so that they do not become over reliant on commuting.

3.3.19. The draft Local Area Plan will assess the existing business land zonings and examine the objectives relating to those zonings in terms of determining appropriateness of the wording and objectives.

3.3.20. The draft Local Area Plan will outline more definitive objectives for the two key brownfield sites at Marino Point and Haulbowline.

3.3.21. Given the changing nature of business and the evolving implementation of the settlement strategy it may be appropriate to re-assess the suitability of some of the existing stand alone sites which have remained undeveloped.

4.3 Recommended Approach in the Main Towns.

Carrigtwohill

Residential Development.

3.3.22. Carrigtwohill underwent a very significant level of growth over the past ten years with unit numbers increasing from 559 in 2000 to 1756 to 2010 – see table 4.3. It is anticipated that a further net 3,179 units will be required between 2010 and 2020 to meet the population targets . It is envisaged that these can be provided within the existing development boundary, with the majority on the X-01 Masterplan site.

3.3.23. One of the principal issues arising from the submissions in Carrigtwohill is the question of appropriate densities, particularly the impacts of higher densities and meeting the demands of a returning market. In drafting the LAP and the Masterplan for the X-01 site, this aspect will have to be assessed against the requirements to comply with the Government Guidelines on Sustainable Residential Development Some of the submissions suggest that a more flexible approach is taken in the Masterplan to the sequencing of development by allowing development to take place on the more peripheral areas first. The LAP will consider the options on that basis. Although there were a number of zoning requests on Greenfield lands, on the basis of the proposed targets, it is not envisaged that additional lands will be required to meet the need for housing numbers over the lifetime of the plan.

Table 4.3 Carrigtwohill Housing Stock 2010

Settlement	Dwellings 2000	Dwellings 2005	Dwellings 2010	Under Construction 2010	Vacant Units 2010	Outstanding planning permissions	Potential Housing

							stock
Carrigwohill	559	730	1756	130	51	1133	3070

Table 4.4 Carrigwohill Housing Requirement 2020

Settlement	New House Construction Target to 2020	Already Built 2006-2010*plus units which are vacant & under construction	Outstanding planning permissions	Additional New Development Required to 2020
Carrigwohill	5314	1002	1133	3179

Traffic and Transportation.

3.3.24. It is envisaged that the draft LAP will give support to the proposals contained in the Traffic and Transport study for the town and will promote strong linkages to the railway station and public transport generally.

Infrastructure

3.3.25. Carrigwohill Sewerage Scheme - Waste Water Treatment Plant upgrade is to receive 14 million in the 2010-12 WSIP. This upgrade will cater for future population and economic growth in the area.

Employment and Industrial Development.

3.3.26. Given the designation of Carrigwohill as a strategic employment centre there is a need to look at the requirement for additional business lands for the town. The overall aim will be to help consolidate development north of the N25 with modest expansion to the east and west. The appropriateness of the existing zonings and the wording contained in the objectives relating to those lands will also be examined.

Community Facilities /Health and Education.

3.3.27. The requirement for new educational and community facilities will be assessed in preparing the draft LAP in conjunction with the Masterplan on the X-01 site. Consideration will be given to the need for new sports and recreational facilities, the linkages between new and existing development and the need for new schools to cater for the increased population.

Flooding.

3.3.28. Draft Lee CFrams flood maps have identified the areas of risk in the town and the draft LAP will need to indicate the options for dealing with this risk in the context of the CFRAMs study and the Ministerial Guidelines on Flood Risk Assessment. The CFrams also identified a requirement for further detailed flood studies in Carrigwohill and these are being executed currently.

Cobh.

Residential Development.

3.3.29. Cobh experienced high growth rates (83%) in recent years with an increase in unit numbers from 2400 to 4392, a growth of almost 2000 units. It is anticipated that a further net 1,941 units will be required between 2010 and 2020 to meet the population targets for which planning permission has ready been granted for about 1069 units.. These figures are shown in table 4.6. Based on the target figures, there will be a requirement for additional residential lands in Cobh. A number of submissions for residential zoning were received at the eastern and western ends of the Ballynoe Valley. It is likely that the approach taken will be to examine the feasibility of providing new residential lands to cater for additional population bearing in mind the proximity to the proposed railway station at Ballynoe and connection to infrastructure services, road linkages etc. A study will be required to look at the feasibility of Ballynoe Station. Many of these development proposals will depend on the provision of the Lower Harbour Sewerage Scheme which is at planning stage in the WSIP 2010-12. Therefore the provision of appropriate waste water infrastructure will be an important issue.

Table 4.5 Cobh Housing Stock 2010

Settlement	Dwellings 2000	Dwellings 2005	Dwellings 2010	Under Construction 2010	Vacant Units 2010	Outstanding planning permissions	Potential Housing stock
Cobh	2400	3260	4392	11	127	1069	5599

Table 4.6 Cobh Housing Requirements 2020

Settlement	New House Construction Target to 2020	Already Built 2006-2010*plus units which are vacant & under construction	Outstanding planning permissions	Additional New Development Required to 2020
Cobh	2985	1044	1069	872

Commercial and Retail Development.

3.3.30. The appropriateness of providing additional retail and commercial facilities at Ticknock will have to be examined in drafting the LAP and will be guided by the retail planning guidelines and retail strategy. The appropriateness of a nursing home type development at this location may also be looked at.

Employment and Industrial Development.

3.3.31. The draft Lap will assess the need for additional employment land in Cobh. The LAP will need to give consideration to how Cobh can develop as a coastal tourist town, building on its existing tourist base and improving its leisure and recreational role.

3.3.32. Marino Point, which is 5km north of Cobh, comprises a brownfield industrial site of approximately 43 hectares, on which Irish Fertiliser Industries (IFI) opened a fertilizer manufacturing plant in 1975. The original southern part of the site was a farm and an additional 16 hectares on the northern side of the site were reclaimed. After 27 years in operation the plant was closed in 2002 and the site is currently for sale. When operating, a significant amount of goods into and out of the site were transported by rail and sea as well as by road.

3.3.33. Although machinery has been removed from the site and some structures partly demolished, a number of significant structures remain including the dominant Pudlia plant. A small section of the site is located on the opposite side of the rail line and is accessed from within the site by a bridge. There are three recorded monuments on the southern side of the island, namely Marino House, the Orangery and a designed landscape feature. The house is late Georgian, and although externally is quite good condition, it is in need of renovation particularly internally. The brick Orangery building has been sensitively restored. There is an area for local recreation at the southern end of the site.

3.3.34. The Great Island Channel SAC, site code (1058) adjoins the northern shores and comes into the site on the opposite side of the tracks.

3.3.35. While most of the site is not in active use, a company that manufactures resin products for the wood industry, Dynea, occupy a site on the northwestern portion of the peninsula on a long term lease. Dynea also utilise the existing deep water jetty for the importation of methanol which is delivered to the factory through a large diameter pipe network. This plant is subject to the Seveso II Directive on the control of major accident hazards involving dangerous substances and has a consultation/referral distance to the Health and Safety Authority of 1km.

3.3.36. The original CASP in 2001 suggests a range of future possibilities for Marino Point, possibly as a location for a new port terminal for containers should the development of Curlane Bank be unachievable, and acknowledging the potential for rail based container transport, and also the potential of Marino Point for 'flagship' mixed use development, stating that in the event that the established industrial installation were to close, then major medium to high density mixed use re-development (perhaps including high quality workplaces, apartments and cultural projects) could be pursued.

3.3.37. The Port of Cork are actively seeking to acquire the site which is currently in the hands of a receiver and they have long shown an interest in the potential of the site for port activities.

3.3.38. An Bord Pleanála's decision to refuse permission on the Port's proposal for the re-location of the port to Ringaskiddy suggested Marino Point could have a role in future port facilities and recognised the existence of a potential rail connection for freight. In light of that the Port of Cork have reviewed their Strategic Development Plan and have reaffirmed their clear preference for future port facilities to be based at Ringaskiddy, particularly containers and bulk/ general cargo. Their assessment of the case for rail access to/from the port shows that there is no socio-economic case for this.

3.3.39. However, their revised proposals at Ringaskiddy are on a reduced scale and they indicate that a supplementary facility for bulk/ general cargo and bulk liquids may be necessary at some point in the future because of constraints at Ringaskiddy. The timing of this possible requirement will depend on the pace of re-development in the City Docklands and the delivery of new facilities in Ringaskiddy. Some of the

activities that could be directed to Marino Point could fall within the Seveso Directive on the control of major accident hazards involving hazardous materials.

3.3.40. The opportunity exists to accommodate these activities at Marino Point, if required in the future, largely within the built footprint of the former industrial activity, protecting the former house, landscape features and open space. The existing jetty could be re-used, at least initially.

3.3.41. There would be potential for rail freight transport but this is only likely in the event that a suitable 'niche' cargo was attracted to the facility.

3.3.42. The existing road network would not be able to support this development. The need to provide an enhanced road to meet the general needs of Cobh and Great Island has already been identified, but will become an imperative if/when it becomes necessary to re-locate the stated port facilities to Marino Point.

3.3.43. If the role for Marino Point now envisaged by the Port of Cork is to be secured, the Draft Local Area Plan will need to establish a framework that:

- 1) considers the environmental and habitat related effects of the proposal;
- 2) protects the site from inappropriate uses;
- 3) identifies those parts of the site that are suitable for port activities;
- 4) provides guidance on the types of port activities; and,
- 5) protects the amenity value of those elements of the site that were not part of the former industrial undertaking.

Midleton

Water Rock Masterplan.

3.3.44. A number of issues have been raised in Midleton town that will be addressed in the preparation of the Local Area Plan relate to the X-01 Masterplan site at Water Rock. A preliminary draft of the Masterplan has been prepared and it is anticipated that the final draft will be ready in September 2010 after which it will be incorporated into the Local Area Plan process. It is envisaged that part or all of the Plan will be integrated into the Local Area Plan and will go out on public consultation with the LAP. The main themes emerging from the submissions within the Masterplan area relates to the sequencing of development and the appropriate types of development within the X-01 site. These submissions have been referred to the Masterplan team for their consideration and will be examined in preparing the draft Local Area Plan.

New residential zoning.

3.3.45. A number of submissions sought new zoning on existing greenbelt lands for residential use. Based on the target figures and housing requirements outlined in the Outline Strategy and given the proposals for the Masterplan site, there is no requirement for additional zoned residential lands outside of the current development boundary around the town. Therefore it is not intended to examine any proposals for new zonings on Greenfield sites around the Town.

Table 4.7 Midleton Housing Stock 2010

Settlement	Dwellings 2000	Dwellings 2005	Dwellings 2010	Under Construction 2010	Vacant Units 2010	Outstanding planning permissions	Potential Housing stock
Midleton	2883	3940	4889	112	206	1271	6478

Table 4.8 Midleton Housing Requirements 2020

Settlement	New House Construction Target to 2020	Already Built 2006-2010*plus units which are vacant & under construction	Outstanding planning permissions	Additional New Development Required to 2020
Midleton	8429	1077	1271	7158

Employment and Industrial Development.

3.3.46. The future of the I-06 site at Baneshane has also been raised through a submission on behalf of one of the owners of a 10 ha section of the overall 26 ha site. The submission seeks the modification of the zoning to allow for a general industry/enterprise use on the site. The argument is put forward that the site is no longer suitable for stand alone industry given the adjacent residential zoning. In terms of preparing the Local Area Plan this question will have to be examined in the context of all the existing industrial zoning as well as in the context of the wording of specific objectives at a county wide level. Baneshane has been the subject of a number of re-zonings since the 2003 Plan and it is appropriate that the development of the area as a whole is looked at in context in preparing these Local Area Plans.

Infrastructure Investment.

3.3.47. Cobh/Midleton/Carrigtwohill Water Supply scheme network approved for 3.1 million Euro in the 2010-12 WSIP.

3.3.48. Midleton Sewerage Scheme - Waste Water Treatment Plant upgrade to receive 2.2 million in the 2010-12 WSIP (SLI).

Youghal

Employment and Industrial Development.

3.3.49. A significant amount of lands are zoned for industrial development in Youghal, mainly in the western and northern areas of the town. In total 103 ha of industrial land remains available for development, while just 7 ha were taken up in the lifetime of the last plan. There are probably many underlying reasons for this low take-

up of industrial land which are not necessarily land use related but it is considered at this stage that the availability and location of the lands as well as their zoning objectives should be re-examined with a view to encouraging a higher level of enterprise development in the town for the next plan period. There were two specific submissions on industrial sites at the northern end of the town and these proposals will be appraised in that context. Other less specific references were made to business development in other submissions and these will all be considered. A meeting with IDA/Chamber of Commerce may be an important step in looking at this issue and in considering what the approach may be.

Environment

3.3.50. A detailed submission was made for Ballyvergan Marsh which is an important freshwater area located in the greenbelt to the south west of the town and is a designated pNHA. The submission puts forward a proposal to build an interpretive centre at the marsh which it is argued raise the sites profile and contribute to both the understanding of the Marsh as well as generate economic activity through ecotourism. Consideration will be given to this proposal in drafting the LAP, however a note of caution should be applied at this stage given the unique and sensitive nature of the site.

Residential

3.3.51. In general and compared to the other towns in the electoral area, the population of Youghal grew very marginally and this remains a serious issue. Most of the residential lands in the environs and the Town Council area remain undeveloped. Access is a major issue in the towns development and both the improvement of the Atlantic Corridor and the possible re-opening of the railway line may improve the situation. Additional improvements to the infrastructure in the town through planned investment in wastewater and water schemes will also contribute to the further development of the town. Under the WSIP 2010-12, Youghal Sewerage Scheme network is to receive 8 million Euro and Waste Water Treatment Plant 10 million Euro. Furthermore Youghal Water supply scheme is at planning stage in WSIP.

Table 4.9 Youghal Housing Stock 2010

Settlement	Dwellings 2000	Dwellings 2005	Dwellings 2010	Under Construction 2010	Vacant Units 2010	Outstanding planning permissions	Potential Housing stock
Youghal	2037	2988	3563	6	12	82	3663

Table 4.10 Youghal Housing Requirements 2020

Settlement	New House Construction Target to 2020	Already Built 2006-2010*plus units which are vacant & under	Outstanding planning permissions	Additional New Development Required to 2020

		construction		
Youghal	1555	478	82	995

Port Development

3.3.52. One of the submissions relates to the proposed relocation of the port from its present location in the town centre to an area around the Youghal Bridge Causeway. Support for the relocation is sought as is protection for port related activity. The LAP will give consideration to this proposal. It will be necessary to gain additional information about the proposal and in this regard a meeting is envisaged with the key players in the proposal.

Tourism and Heritage.

3.3.53. The LAP will need to give consideration to how Youghal can develop as a coastal tourist town, building on its existing base and improving its leisure and recreational role.

Specialist Employment Centre – Whitegate/Aghada

3.3.54. It is envisaged that the draft Plan will set out a detailed strategy for Whitegate/Aghada as a Specialist Employment Centre and examine its future role as a centre for storage and processing of strategic energy resources. The Draft will need to consider how best to protect lands for future employment growth in the area. Given the nature of established and potential industries in this location it is not envisaged that significant population growth is intended for the area. The draft will also give consideration to how to best protect the existing residential areas within the three villages and to reconciling its residential function with that of its employment function. The LAP will need to outline how to utilise the areas resources while also protecting its environment, views, tourist functions etc. The particular role of Whitegate/Aghada as a nationally significant energy based employment centre will be addressed, outlining the options for its future development. Issues like the requirement for additional industrial lands, its potential role as an energy park and additional port facilities will also be addressed.

3.3.55. In terms of infrastructural issues, the Whitegate /Aghada Sewerage scheme is at planning stage in WSIP. The proposals to provide a relief road around the bottleneck at Ballinacurra providing a direct link to the N25 and a possible upgrading of the regional road will be of significance in the village's future development.

4.4 Villages & Smaller Settlements

Key Villages

3.3.56. The three key villages in the Midleton Electoral Area underwent significant changes and growth over the past ten years, particularly in terms of residential development. In broad terms, the overall stock of dwellings in these 3 villages has grown by a factor of 3. In total the number of housing units in the villages rose from 554 in 2000 to 1599 in 2010. This leaves a future requirement of an additional 47 units..

The population targets for the key villages indicate a total new house requirement of 1757 (including about 135 vacant houses and planning permission for a further 546 units). In broad terms it is considered that the level of development can be accommodated within the existing development boundary without extension. Therefore there is no requirement for new housing land for the key villages.

Table 4.11 Key Villages Housing Stock 2010

Settlement	Dwellings 2000	Dwellings 2005	Dwellings 2010	Under Construction 2010	Vacant Units 2010	Outstanding planning permissions	Potential Housing stock
Key Villages	554	873	1599	18	135	546	2298

Table 4.12 Key Villages Housing Requirements 2020

Settlement	New House Construction Target to 2020	Already Built 2006-2010*plus units which are vacant & under construction	Outstanding planning permissions	Additional New Development Required to 2020
Key Villages	1757	734	546	477

3.3.57. The Guidelines on Sustainable Residential Development in Urban Areas provides a framework for the development of smaller towns and villages. The guidelines recommend that the approach must be plan led and follow the pattern and grain of development of the village. In this regard the LAPs function is to "make recommendations on the appropriate overall scale of development, and any new individual housing schemes and to match the scale and grain of existing development within an overall development boundary". In this regard the approach will be to include objectives for the villages which will reflect the guidelines and including the scale of development allowed (with a maximum limit) and a maximum size for individual estates. The plan will identify phasing and sequencing priorities for development land within the villages. The availability of services and infrastructure will be key factor in determining the phasing programme in each village.

Castlemartyr

3.3.58. Castlemartyr,, located in the CASP Ring planning area as defined in the County Development Plan of 2009.,experienced considerable growth during the past ten years increasing from 150 houses in 200 to 601 houses in 2010 An additional 246

units are either under construction, vacant or have the benefit of outstanding planning permissions. CASP Update 2008 indicated that it will be necessary to slow down the rate of development in these villages and rural areas of the CASP Ring to better support the growth of the towns of that area and those of the metropolitan area. There is ample undeveloped land within the existing development boundaries and it is not envisaged at this stage that there will be a requirement for any additional zoning on green field lands. The draft will also outline requirements in terms of provision of services and community facilities. New development will be consistent with the overall approach for the villages guided by the Guidelines on Sustainable Residential Development.

Cloyne

3.3.59. Cloyne too experienced a rapid population increase between 2000 and 2010, with house numbers growing from 260 to 653 units. There is a further 204 units which are either under construction, vacant or with planning permission as well as a number of undeveloped sites. In line with CASP Update Strategy, it is envisaged that any new housing can be accommodated within the existing development boundaries, without further expansion of development lands. The provision of a bypass is a key issue for Cloyne and this will be promoted in the draft LAP.. However specific objectives will be applied to protect heritage /geological features of importance within the village as well as views and vistas within and around the village.

Killeagh

3.3.60. Killeagh, also located in the CASP Ring SPA , underwent a significant increase in numbers from 144 units in 2000 to 345 in 2010. A further 249 are under construction/vacant or have planning permission. In the light of the CASP Update Strategy, the approach in the draft LAP will be to retain the existing boundaries to the village while allowing special objectives for specific heritage sites in the village which it is necessary to protect. There are waste water constraints in the village..

3.3.61. The draft LAP will have to consider how best protect a potential railway station site in Killeagh and consider how to approach density in the village given the potential re-opening of the railway line. Consideration will also be given to issues like additional land for community use (schools, graveyard).

Villages and Rural Areas.

3.3.62. Many of the villages experienced rapid population expansion in the period to 2010, in particular Knockraha, Ladysbridge, Mogeely, Saleen and Shanagarry Garryvoe. Ballycotton had a modest rise in numbers over the same period and none of its zoned land was taken up. The projected growth for the villages and rural areas of the Middleton Electoral Area is envisaged as 199 housing units. It is not anticipated that new residential land will be required in the villages and rural areas and new development within the existing settlements should be in line with the provisions of the Guidelines on Sustainable Urban Development and the approach outlined in the draft LAP.

3.3.63. The approach in the draft LAP will be that the villages are well placed to absorb some of the pressure for one off houses in the rural areas which has been a key pressure in the last plan period. Much of the development in the electoral area took place outside of the settlement network in the rural area and the aim will be to accommodate such development into the villages and village nuclei. This may take the form of very low density development and should be in character with the scale and form of the existing settlements.

Appendix A

(i) List of Submissions relating to Settlements in Midleton Electoral Area

Settlement Name	Sub No	Interested Party	Summary of Submission	Response
Ballincurrig	6,042	Lisgoold Leamlara Community Council	<p>This submission outlines that the parish of Lisgoold encompasses the villages of Lisgoold, Leamlara and Ballincurrig, with services and infrastructure distributed between the three. The submission emphasises the importance of proper water and transport services, amenities and a recreation area with access to a walking trail. It is proposed that Lisgoold be the centre for growth given its easy access to Midleton, existing facilities and amenities and its central location and that it should be designated as a 'Village' with a plan to create a coherent streetscape with footpaths and street lighting. It is requested that the plan include works to rectify the problem with sewage disposal to the Owenacurra River to avoid a repeat of the problem at Corbally and that provision be made for improvements and monitoring of Group Water Schemes. The submission seeks the establishment of a bus service from the parish to Midleton town, road improvements between Leamlara and Carrigtwohill, parking near Leamlara school and improved monitoring and assistance in alleviating litter problems. It is stated that Lisgoold graveyard is nearing full capacity so additional land for a graveyard and car parking is requested. The submission supports the provision of a riverside walk and amenities on the wooded road between Lisgoold and Midleton and considers this area should not be zoned for development and also supports the provision of a playground in Lisgoold. It is stated that the community hall in Leamlara needs renovation. The submission suggests that tourism and the development of incubation units in disused buildings could provide local</p>	<p>Consideration will be given to the issues raised in the preparation of the Draft Plan.</p>

Settlement Name	Sub No	Interested Party	Summary of Submission	Response
Ballycotton	5,115	Cocking, Vincent, Moynihan, John & Kearney, Dan	<p>employment.</p> <p>This submission comprises a request to zone a site of 8 acres for low density residential development with provision for an informal recreation area on the shoreline. The site adjoins the western development boundary of Ballycotton with access onto the R626. It is suggested that the existing zoned sites in Ballycotton will not become available for development in the lifetime of this plan. The submission outlines a number of points as justification for this zoning. 1. It indicates that this site would provide an alternative to one off houses in the surrounding rural area for which there is considerable demand but little supply. 2. Road access is available with sufficient sight lines and the site is within the 50km/h zone adjacent to the village and associated services. 3. The new sewer serving Ballycotton will pass the site and it is anticipated that connection could easily be achieved. In the interim a temporary treatment unit could be provided. 4. The submission envisages that a low density development would not interfere with views.</p>	There are sufficient lands zoned within the village and no requirement for additional development land outside of the village boundaries.
Ballycotton	5,248	Walsh, Donal	<p>The submission requests the rezoning of agricultural lands for residential use west of Ballycotton. There are 4 no existing residentially zoned sites within Ballycotton but it is submitted that these will not become available for development and are not suitable as lands for the provision of an alternative to the one off house in the countryside. There has been considerable pressure for one off houses in the rural area but there are no serviced sites available.</p> <p>The land in question comprises some 10 acres, adjoins the R626 and lies 250 m from the development boundary. The intention is to develop the land for suitable serviced sites to meet the demand for one off houses in the area. The site is isolated from the remainder of the landholding. A preliminary plan has been</p>	There are likely to be sufficient development lands within the village to cater for projected demand.

Settlement Name	Sub No	Interested Party	Summary of Submission	Response
			submitted showing a layout which it is argued would assimilate with the adjoining pattern of development. Road access and sight distance are available and the site is close to the village. A new sewer is planned which it is anticipated the development could connect to, while using a temporary treatment unit in the interim. Low density development is envisaged, below the DOE minimum. The submission states that the population of Ballycotton has been in decline. In order to combat this decline, serviced sites should be made available in the village.	
Ballymacoda	5,111	Mooney, Brendan & Ann	The submission requests that 21.5 acres of land at Ring, Ballymacoda be zoned to allow for an agriculture /tourism based project as well as a permanent family home. A map of the site is included in the submission.	This is outside the development boundary of Ballymacoda.
Ballymacoda	5,192	BMC Partnership	This submission relates to the request for the rezoning of land in Ballymacoda from O-01 Open Space with provision for some residential development to low density residential. The submission states that provision for a purpose built community facility would be included as part of the objective. The rezoning is stated to be required in order to provide detached family homes in the area for which there is a demand, as well as providing community facilities. A planning application is currently being prepared for a portion of this site.	Consideration will be given to this proposal in the preparation of the Local Area Plan.
Ballymore/Walterstown	5,110	Ballymore Community Association	This submission raises the following issues: a right turning lane should be provided on the R624 at the entrance to Fota Wildlife Park to improve traffic flow; the road from Belvelly to Ballymore/ Walterstown needs to be improved to deal with sharp bends, width and drainage; there is a need for an open playing field in Walterstown; and, in the absence of adequate infrastructure large scale housing developments should not be permitted in the area. The submission also states that further zoning in Cobh should be located in the Ballynoe Valley.	The issues raised in the submission are noted and will be considered in the preparation of the Draft Plan.

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Ballymore/Walterstown	5,287	Coillte Teo (Land Development Department)	This submission outlines proposals for the development of two water and land based Leisure and Adventure tourism attractions at Oldtown, Rostellan and Walterstown, Great Island. The submission seeks either a specific site designation or a policy objective in the Local Area Plan specifically referring to the requirement to develop these facilities. Typical facilities to be provided for an eco-tourism venture are listed. Background and supportive material from the South West Tourism Development Plan 2008-2010, the County Development Plan, the Assessment of Coastal Recreational Activity and Capacity for Increased Boating in Cork Harbour, and the Eco-tourism Handbook for Ireland are cited as well as details of other Coillte tourism ventures in Ireland.	Consideration will be given to the issues raised in the preparation of the Draft Plan.
Ballymore/Walterstown	5,645	Murtagh, Noel	The submission seeks the replacement of the village nuclei status of Ballymore/Walterstown by "other location" status, removal of the development boundary and for the area to become part of the Green Belt. The rationale given in the submission is outlined as follows: 1. The local water scheme is fully subscribed. 2. There is no sewerage treatment plant available. 3. The roads in the area are poor and there are no public footpaths or lighting. 4. Ballymore/Walterstown is not a village or village nuclei and the introduction of such a status would lead to large scale development which is more appropriate for the area north of Cobh Town given the lack of services. 5. A study of the area is required as outlined in the 1996 County Development Plan.	Consideration will be given to the issues raised in this submission in the preparation of the Draft Plan.
Belvelly	5,576	McInerney Homes	This submission requests that the new LAP incorporate a policy to consider the redevelopment of the wider Belvelly area along with the redevelopment of Marino Point as a single new public transport based settlement, providing both employment and residential uses. In support of the proposal, the submission quotes various objectives in the 2009 CDP	The County Development Plan 2009 does not envisage development on this scale at 'Other Locations', such as Belvelly. Furthermore, existing infrastructure, community facilities and services are not sufficient to sustain a development of the scale proposed.

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			<p>and issues raised in the Midleton Outline Strategy. The submission proposes that lands at Belvelly, identified on an attached map, would provide an opportunity for medium scale development and are suitable because the overall character of the area and visual amenity would not be affected, a new train station could easily be provided at Belvelly/ IFI, future residential development should be provided alongside the future employment area of Marino Point, it would provide some choice of location to compliment the Ballynoe valley and the preferred route for the upgraded regional road would open up these lands. A Village Concept Plan for a new settlement at Marino Point/ Belvelly is enclosed with the submission. It is acknowledged in the submission that the potential redevelopment uses and timing of Marino Point are uncertain and as such specific proposals for this area cannot be enshrined in the Plan.</p>	
Carrigaloe	5,594	Ahern, Patrick	<p>This submission proposes that lands at Carrigaloe be zoned for medium density residential development and is a copy of a submission made in 2006 in response to an invitation by the Council for proposals for the augmentation of the residential land supply in Metropolitan Cork. The submitter considers the proposal to be acceptable for the following reasons; a) The site is located a 5 minute walk/ cycle from both a railway station and ferry service. A park and ride facility for Carrigaloe station can be provided and is supported by Iarnrod Eireann; b) The site is less than 500m from the development boundary of Cobh; c) Adequate entrance and road network improvements can be achieved, to the benefit of all road users; d) The topography of the site is comparable to other lands already developed in Cobh; e) 'Major infrastructure and topographical constraints' identified in the 2005 LAP are not problematic at this site; f) the proposal is consistent with the broad thrust of the 2003 CDP and</p>	<p>The County Development Plan 2009 does not envisage development on this scale at 'Other Locations', such as Carrigaloe. Furthermore, existing infrastructure, community facilities and services are not sufficient to sustain a development of the scale proposed.</p>

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			CASP. Accompanying the submission are details on the supporting physical and social infrastructure including the road network, water supply, foul sewerage disposal, community facilities, schools and rail infrastructure as well as detailed site layouts, house plans and information on the proposed wastewater treatment plant and stormwater attenuation.	
Carrigaloe	5,636	Frahill, Mary & JJ	This submission seeks the zoning of lands at Ballyleary, Cobh for low level commercial development lock up facilities, garage plumbing depots etc). The site is the existing location for the pumping station for the nearby residential development under planning no 05/6541. It is considered that this type of development is lacking in the town.	This site is in an elevated location, within the Metropolitan Greenbelt, without direct road access, well removed from the town of Cobh.
Carrigtwohill	5,284	Carrigtwohill Community Council	This submission raises the following issues in relation to Carrigtwohill; a) There has been insufficient investment in infrastructure to support the growth in the town and traffic congestion, flooding and lack of recreational and amenities have resulted; b) Concern has been expressed for many years about social impacts of the achievement of higher densities which are more suited to larger urban areas. There is a need to retain flexibility on densities so that quality of life is not compromised; c) Strongly agree with the need to strengthen the town centre; d) Agree in principle with the Middleton & Carrigtwohill Transportation Study but concerned about impact on recently constructed all weather playing facility; e) Needs to be urgency in dealing with traffic congestion and on-street parking; f) Need to link development objectives on sites zoned for residential development with the delivery of amenity/ recreation facilities on lands zoned for that purpose whether in the ownership of the developer or not. The Masterplan on the X-01 site offers this opportunity; g) Lack of investment has rendered the town	Consideration will be given to the issues raised in the submission in the preparation of the Draft Plan.

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			<p>centre as rundown and unattractive; h) Support for the development of the town centre on the south of the main street and the provision of a public car park; i) In the short term, temporary solutions to traffic and parking are suggested - leasing of T-02 lands for temporary car park with a small charge to cover costs, provision of all day parking on CCC owned lands adjacent to the Barryscourt slip road, and short term car parking accommodated at the Community Centre and a separate facility for long term parking provided in consultation with the Council; j) Glad to see difficulties with flooding acknowledged and welcome further information on flood defences/ protection measures; k) The retention of the large standalone site on the eastern side of the town is welcome; l) There is an urgent need for second level education facilities for boys and m) There is dissatisfaction with the inflexibility of CCC in relation to agreement on the width of an amenity walk footpath which the community council are seeking to provide and fund.</p>	
Carrigtwohill	5,392	Murnane & O'Shea	<p>This submission relates to a request for a rezoning of land from medium density residential (R-08) to commercial. The site in question is stated to be 0.8 ha and lies 250 m north of the Main Street in Carrigtwohill. Permission was granted on the site in 2005 for 38 no dwelling units. There is a current application on the site to omit 22 units and construct a residential care centre. It is submitted that the zoning on this site be amended to Commercial C-01 – Commercial development with potential to provide a range of uses including convenience supermarket, office and healthcare uses. The rationale for the rezoning lies in the following points:</p> <ol style="list-style-type: none"> 1.The site is strategically located midway between the railway station and the town adjacent to a number of community uses which could accommodate higher value commercial uses 	<p>Consideration will be given to the issues raised in the submission in the preparation of the Draft Plan and in particular when considering the appropriate role and extent of the town centre.</p>

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			<p>2.The OS recognises the need for Carrigtwohill to become self sufficient in terms of retail and services. Four of the sites zoned for these purposes in 2005 are still available.</p> <p>3.The development of lands zoned for town centre uses to the south of the town may have a negative impact on GAA lands.</p>	
Carrigtwohill	5,429	Rosshire Properties Limited	<p>This submission proposes that the existing zoning objective for the site I-01 be amended so as to give greater emphasis to the provision of industrial/ enterprise uses whilst acknowledging the need to mitigate visual impact. The submission states that the current objective is overly prescriptive and contains requirements that are either unnecessary or unachievable. The following points are made in support of the request: the LAP needs to encourage employment/ industrial uses; the primary focus of the objective should be on employment provision and not visual impact; any visual impact can be mitigated; and, there is a commitment to a high-quality development. The submission contains suggested alternative wording for the objective.</p>	<p>Consideration will be given to the wording of the specific objective in the preparation of the Draft Plan.</p>
Carrigtwohill	5,469	McCarthy, Paddy	<p>This submission states that the greater part of 50% of the 67 acres of land subject of the submission are located within the current development boundary of Carrigtwohill and are less than 500m from the new rail station. It is stated that the remainder of the land is within 700 to 800 metres of the railway station. It is requested that the portion of the lands within 500m of the station be zoned for medium to high density housing and the remainder of the lands be zoned as medium density. The submission proposes this approach to be suitable as they are close to the railway station, the lands are fully serviced and ready access by footpath and cycleway can be obtained.</p>	<p>There is unlikely to be any requirement for additional residential land in Carrigtwohill.</p>
Carrigtwohill	5,470	McCarthy, Paddy	<p>This submission requests that lands at Anngrove, Carrigtwohill be zoned for medium density housing. The submission notes the</p>	<p>There is unlikely to be any requirement for additional residential land in Carrigtwohill.</p>

Settlement Name	Sub No	Interested Party	Summary of Submission	Response
			content of the Outline Strategy which envisages additional growth being accommodated on the existing opportunity site. The submission states that the Council must recognise the substantial change that has occurred in the property market when considering increasing densities and submits that with this in mind, additional land will be required to be zoned to ensure the targets outlined in the plan are reached. It is also stated that the lands can be easily serviced.	
Carrigtwohill	5,471	Rossdale Enterprises Ltd	This submission requests that lands in Carrigtwohill be zoned for industrial and enterprise uses. The submission states that in the short to medium term there will be an increased need for service type industry, and more industrial lands in Carrigtwohill would eliminate the need for unnecessary trips. It is further stated that the site is located in the A1 green belt and adjacent to the Fota Business and Retail Park from which all services can be accessed, and it would be only 600m from the railway station recently granted planning permission in that Business Park.	Consideration will be given to the zoning of the lands identified in the submission for industrial and enterprise uses in the preparation of the Draft Plan.
Carrigtwohill	5,474	Rossdale Enterprises Ltd	This submission requests that lands to the south of Carrigtwohill be zoned for industrial and enterprise uses from A2 green belt. The submission states that in the short to medium term there will be an increased need for service type industry, and more industrial lands in Carrigtwohill would eliminate the need for unnecessary trips. It is stated that wayleaves through the site for the provision of a sewer have now been constructed and the lands are subject of an application for a landfill license. Access is from a distributor road to the north of the site and services are all immediately available.	These lands are located south of the N25 within the Metropolitan green belt and on lands that may be as at risk of flooding on the Draft Lee CFRAMS maps.
Carrigtwohill	5,495	Deane, Jerry	This submission proposes that lands to the west of Carrigtwohill be zoned as Industry/Enterprise. The submission proposes that the lands are suitable as they are not in a flood risk area and are located immediately adjacent to the rail line. The submission is accompanied by previous submissions to the review of the	Consideration will be given to this proposal in the preparation of the Draft Plan.

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			2003 County Development Plan and the Draft County Development Plan. The accompanying submissions also refer to a second parcel of land which it is requested be zoned as Industry, Enterprise or Commercial (non town centre) uses.	
Carrigtwohill	5,553	Glavin, Pat	This submission requests that lands in Carrigtwohill be re-zoned from sports and amenity to industry/enterprise use. It is stated that access and services are available from the area to the west.	The suitability of the existing use and zoning objectives of all lands within and adjacent to the town centre will be considered in the preparation of the Draft Plan.
Carrigtwohill	5,586	Murnane & O'Shea	<p>This submission relates to 2 areas of land owned by Murnane and O'Shea at the eastern and western sides of the Carrigtwohill Masterplan area. There are three consultants reports on the submission prepared by McCutcheon Mulcahy, Hogan and Associates, YWG and O'Shea Leader.</p> <p>The intention of the submission is to highlight the fact that MOS consider themselves to be in a position to enable early provision of housing and development within the Masterplan area. The delivery of housing is required to support the necessary investment in infrastructure and this can only be achieved by facilitating the earlier phases of development at locations where owners are willing and able to build and where the existing infrastructure can facilitate it. Another key component will be to allow the delivery of house types which meet a depressed market demand try to maintain levies at reasonable rates. This will not only allow for the necessary population increase in Carrigtwohill thereby fulfilling its role in the suburban rail project but will also deliver key pieces of infrastructure.</p> <p>These reports reiterate MOS's support for the preparation of a Masterplan for Carrigtwohill and make specific recommendations for inclusion in that plan in relation to 1. Density and 2. Phasing/Implementation. These recommendations are based on</p>	The issues raised in this submission will be given consideration in the preparation of the Draft Plan.

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			<p>detailed arguments which are summarised below.</p> <p>1. Density. The submission makes a detailed case for the adoption of density standards and targets which meet the demands of a returning housing market and argue for lower densities in the Masterplan area. The submitters have calculated that after deducting areas for a distributor road, open spaces etc., approximately 75 hectares would remain. Achievement of the Councils target would therefore require a density of 37.5 ha over the total available housing area. It is considered that this is high in the Cork context and that care will be needed to stipulate densities which are achievable, especially in the early stages of the project. Provision of car parking also remains a significant issue in Cork where even apartments require parking for 2 cars each. The government recommendation of 50 dwellings/ha in public transport corridors is quoted but the submission states that the density which can be achieved in practice will be determined by the market and the submission argues that the market in Cork, much less Carrigtwohill, is not at that market stage under current conditions. It is submitted that in practice there is a major density threshold at 35 dwellings/ha and this can only be achieved by careful design and provision of apartments at 5% in a typical scheme. Above this density, a much higher percentage of apartments is required to which the market will not be receptive in suburban locations. It concludes this section by stating that, since the rail infrastructure is now in place, the delivery of housing is the key objective.</p> <p>2. Phasing /Implementation. The submission makes the point that as the rail infrastructure is already in place the delivery of houses in the early stages does not have to be linked to rail infrastructure delivery. This is a unique position to be in. Consequently delivery of the plan can accommodate a more flexible phasing/implementation</p>	

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			<p>programme. It is stated that as the railway station is already in place there is no need to focus development about the railway station and the fact that all the land will not be available for development in the short/medium term removes the need to sequence development. The key requirement has to be delivery of housing to ensure the success of the rail project. Delivery of social and physical infrastructure should instead be based on phases of housing numbers and not location. It is important to phase the Masterplan in a manner that facilitates the developers who are willing and capable of moving the quickest to deliver the housing. These considerations suggest that development should commence in the peripheral areas of the Masterplan where the land is in the hands of those who wish to develop and where lower densities can be accommodated without compromising the sustainability of the project. The submission states that as the current inhibitions on higher densities erode then development can move toward central areas. The changes that can then be anticipated include:</p> <ul style="list-style-type: none"> • Exhaustion of lower density housing areas outside the rail corridor. • Enhanced market demand as economic conditions improve – generating higher land values and rendering underground parking viable. • Increasing attractiveness of public transport as use of cars is progressively deferred by congestion, deterrent charges and parking restrictions. • Progressive provision of social facilities in the Masterplan area. <p>Development should be commenced where enabling infrastructure is in place. Murnane and O'Shea are anxious to proceed with the development of the lands which they own at the eastern and western ends of the Masterplan area. These lands are located where the existing</p>	

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			<p>infrastructure has the capacity to accommodate the development and this is highlighted in the accompanying reports by WYG and O'Shea Leader Consultants. This strategy will allow different sectors of the market to be targeted at the same time – lower density in the eastern side and medium to the west. A drawing by BSM shows the location of the sectors involved and their road and footpath connections with the town centre and rail station. Murnane and O'Shea have reached agreement in principle with the adjoining landowners in relation to a right of way to the station from the eastern lands. MOS also have capacity to deliver the linear park from east and west and would also deliver 2 parts of the Distributor road. It is contended that although the existing infrastructure has the capacity for 800 houses, this phase should not be constrained by location but should be permitted where existing infrastructure allows.</p> <p>See Table Delivery of Strategic Open Space. The submission outlines the basis on which the provision of open space should proceed and that it should be based on the Councils existing Recreation and Amenity Policy through a mix of on site provision and contributions. Development Contributions. Because of the current economic conditions and the weak housing market it is submitted that house construction can commence without exceptional upfront costs to the developer or the Local Authority. The developer of the early phases will be paying contributions appropriate to the overall project in accordance with the relevant contribution schemes and in this way the Local Authority will be building a sinking fund towards infrastructural investment which will ultimately allow the continuance of investment.</p>	
Carrigtwohill	5,608	O'Donovan Transport	This submission seeks to secure the retention of the existing town centre zoning T-02 in Carrigtwohill and to ensure that proposals to	The suitability of the existing use and zoning objectives of all lands within and adjacent to the

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			provide a public car park do not impinge on the development potential of the T-02 site. The submission supports the objective of providing a public car park and the objective to expand the town centre but requests clarification on the precise location of any public car park.	town centre will be considered in the preparation of the Draft Plan.
Carrigtwohill	5,613	Celcareil Ltd	This submission requests that the existing industrial zoning on lands at Barry's Court Business Park to the south of Carrigtwohill be retained and extended so as to cover the entire lands that have the benefit of planning permission Ref. 06/13455. The submission proposes that the lands are a natural completion of an existing zoned site and adjacent to existing industrial uses, and the site is accessible by multi-modal transport networks.	Consideration will be given to the issues raised in this submission in the draft Local Area Plan
Carrigtwohill	5,621	Carrigtwohill GAA Club	This submission raises the following issues in relation to Carrigtwohill GAA Club; the Club are concerned with the content of the Outline Strategy as it has consolidated its holding in the centre of the village through various projects including upgrading of the main pitch and the erection of floodlights, and does not consider relocation viable. It is stated that exploratory talks took place with developers in 2007-2009 but no viable lands or facilities were identified or offered and the club has neither the funds nor inclination to consider re-location of its own volition. A major new dressing room complex is planned, draft design layouts of which are attached to the submission. It is submitted that the Club have sought to keep adjacent lands zoned as amenity/open space to allow the club to expand its facilities with which CCC concurred by zoning lands to the east for this purpose. The Club has been unable to purchase this land and there is a burden on the property by the recent laying of a sewer through it. Finally, the Club are concerned about proposals outlined in the Middleton and Carrigtwohill Transportation Study, reflected in	The issues raised in the submission are noted and the suitability of the existing use and zoning objectives of all lands within and adjacent to the town centre will be considered in the preparation of the Draft Plan.

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			the Outline Strategy, for a road on GAA lands that would mean the loss of the juvenile playing field and it is stated that any concession of this land would need to be compensated by a similar area of open space.	
Carrigtwohill	5,627	Fitzpatrick, John	This submission seeks the rezoning of lands at Barryscourt for residential use or for a special objective for the development of 1 house on the site. The submitter owns the site and permission was refused on it in 1997 because of local need. The submitted reasons are that: 1. The site has good transport links. 2.The site boundary has been fenced off with the soil disturbed. 3. There is an existing vehicular access. 4 it has about 50m road frontage. 5. It is suitable for safe disposal of effluent and drainage.	The policies regarding rural housing outside of the settlement network, in the Metropolitan green belt are contained in the County Development Plan 2009.
Carrigtwohill	5,638	Vaughan, Frank	This submission requests that lands be re-zoned from Green belt to low density residential/ serviced sites. The submission suggests the lands are suitable as they will; provide a mix of residential house types; reduce pressure for one-off houses; help form a low density boundary to the X-01 high density area; infill the gap in existing development; and, provide additional residential development in the vicinity of the railway station.	There is unlikely to be a requirement for additional residential land in Carrigtwohill.
Carrigtwohill	5,643	Iarnrod Eireann	This submission is made by Iarnrod Eireann and relates to the development of the X-01 site in Carrigtwohill as well as rail related issues. 1. The submission promotes the inclusion of strong pedestrian, cycle and road links to the new railway station, in particular a continuous footpath along Station Road in Carrigtwohill. 2. The Carrigtwohill West station should be included in the text and tables in the report - this has recently received permission. 3. The submission has requested information on a number of items mentioned in the report as follows: (a) details of the utilities which have been laid under the tracks in Carrigtwohill and Cobh. (b) it requests that IE be consulted regarding any proposals at Ballynoe and the X-01 Masterplan	The issues raised in this submission will be given consideration in the preparation of the Draft Plan.

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Carrigtwohill	5,646	Spratt, Leo	<p>site in Carrigtwohill (c) It has requested a copy of the X-01 Masterplan site.</p> <p>This submission notes the support in the Outline Strategy for the measures set out in the Midleton and Carrigtwohill Traffic and Transportation Study and objects to any proposed development that includes the demolition of his property in order to facilitate a new junction. The submission is accompanied by a copy of the submission made to the public consultation for that Study.</p>	The issues raised in the submission are noted.
Carrigtwohill	5,649	Fota Business Park Partnership	<p>This submission requests that the specific objective for lands at Fota Business and Retail Park be amended so as to provide for a mixed use commercial development based around the new Carrigtwohill West railway station and including offices, commercial development, retailing (to include a convenience store as part of a new neighbourhood scale development), leisure uses, specialist retailing and other employment activities. The submission notes that the entire lands are located within 500m walking distance of the permitted railway station. It is submitted that the status of the stand alone sites in Little Island should remain as they are as these sites, being removed from public transport are not suitable for small scale employment uses. It is proposed that the subject site and adjoining lands in Carrigtwohill have the potential for a high number of jobs that will give rise to demand for a broad range of land uses.</p>	Consideration will be given to the appropriateness of the wording of the specific objective in the preparation of the Draft Plan.
Carrigtwohill	5,658	Gough, Fergal & Catherine	<p>This submission outlines that Ballyadam soccer club currently use lands zoned as I-04, and that given the lack of recreational and amenity lands within Carrigtwohill, this site would be better used for the needs of the community and should be zoned for recreation and amenity purposes. The submission proposes that if the lands remain zoned for industry then, buffer landscaping should be provided with existing residential properties and future</p>	Carrigtwohill's designation as a Strategic Employment Centre requires it to have a suitable supply of business land including the option of a large stand alone site. Consideration will be given to the suitability of the wording of the specific objective in the preparation of the Draft Plan.

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			industry should be light industry, set well back from existing properties. It is also stated that there is an adequate supply of industrial lands in Carrigtwohill and the 52.2ha standalone site is more than sufficient to facilitate any future industry in the area.	
Carrigtwohill	6,033	Cork Chamber	This submission acknowledges the importance of Whitegate as a location for the energy industry and requests that the LAP reflects this and ensures that there are no planning or infrastructural impediments to the development of energy facilities in the future. The submission commends the planned development of Spike Island as a major tourist attraction and urges that access to the island is facilitated through either road improvements or water based public transport. It is suggested that Spike Island development could compliment the future use of other sites in the harbour such as Fort Camden. The submission highlights critical infrastructure which needs to be put in place, being the Lower Harbour Sewerage Scheme, road improvements to the N25, R624 to Cobh and R630 to Whitegate, and an upgrade to the Dunkettle interchange. The submission requests that the LAP explore the possibility of adding passenger facilities to serve the former Amgen site in Carrigtwohill.	Carrigtwohill - consideration will be given to the issues raised in the submission in relation to Carrigtwohill in the preparation of the Draft Plan.
Castlemartyr	5,228	Murphy, Kieran	This submission relates to lands in Castlemartyr which are zoned T-01 and R-01 in the 2005 LAP. It is stated that the owner intends to develop the land on a phased basis over a period of 10 years and that these lands will be required to deal with the growth which is projected for Castlemartyr. For this reason the submission requests that the existing zoning be retained in the new LAP.	Consideration will be given to this proposal in the preparation of the Local Area Plan.
Clonmult	5,671	Hogan, Elizabeth	This submission outlines the demand for detached dwellings in the general area and the intention to make a planning application for a residential scheme to build detached dwellings on serviced sites. It is requested that the R-01 zoning	Consideration will be given to the appropriate scale and form of development in the village in the preparation of the Draft Plan.

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Cloyne	5,153	Von Rumohr, Mary	remain unchanged. The submission relates to a number of general issues as follows: 1. A by pass for traffic is needed for the village. 2. More bins and street cleaning should take place in the village, business in particular should tidy up the footpaths outside their premises. 3. Improved pedestrian and vehicular arrangements are needed in the village, especially at the crossroads, including a pedestrian crossing. 4. Rock Street needs a bus stop.	Noted. These issues will be taken into account in the preparation of the Local Area Plan.
Cloyne	5,155	Fleming, Niall	1. Playground. 2. Re-open the round tower. 3. Pool in the new gym	Noted. These issues will be taken into account in the preparation of the Local Area Plan.
Cloyne	5,156	Canavan, Cathr�na & Darragh	The submission is concerned that there may be a problem with access for emergency vehicles in Cloyne because of the levels of on street parking. This also causes traffic congestion. The road markings are also an issue.	Noted. These issues will be taken into account in the preparation of the Local Area Plan.
Cloyne	5,157	Mackey, Michael & Marion	The submission relates to two issues: 1. The levels of on street parking, including mass parking in Cloyne which blocks the free flow of traffic on Main St and Chapel St. 2. The potential for a green area on River St where some houses have been knocked down.	Noted. These issues will be taken into account in the preparation of the Local Area Plan.
Cloyne	5,158	Eaton, Eileen	The submission relates to three issues. 1. New road markings are required at the Chemists Shop. 2. The heritage sites need to be cleaned up. 3. A children's playground is required.	Noted. These issues will be taken into account in the preparation of the Local Area Plan.
Cloyne	5,159	Heffernan, Ken	The submission relates to a number of issues: 1. Employment needs to be promoted. 2. There is a need for community facilities for children up to age 18, i.e. playground and youth centre. 3. On street parking causes traffic congestion at crossroads. 4. Traffic calming needed at entrances to village to slow traffic. 5. Council should promote tourism around the heritage of the area. 6. Council needs to carry out street sweeping.	Noted. These issues will be taken into account in the preparation of the Local Area Plan.
Cloyne	5,160	McCarthy, Brian & Mairead	There are a number of general issues in the submission as follows: There is a requirement for a playground for smaller children as	Noted. These issues will be taken into account in the preparation of the Local Area Plan.

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Cloyne	5,161	Graney, Catherine	well as facilities for teenagers, a zebra crossing at the school and a community hall. The submission relates to a number of issues. 1. There is a requirement for a children's playground, community hall and a centre for teenagers. 2. Stop littering on the roads. 3. Historical development of the heritage of Cloyne.	Noted. These issues will be taken into account in the preparation of the Local Area Plan.
Cloyne	5,162	Power, David	The submission raises a number of issues. 1. There is a need for a zebra crossing at the school. 2 There is a need for a pedestrian crossing at the crossroads. 3. A playground and community hall are needed. 4. The derelict sites should be cleaned up. 5. There is a need for a bus stop and shelter. 6. No further housing development should be permitted until the others have been completed.	Noted. These issues will be taken into account in the preparation of the Local Area Plan.
Cloyne	5,163	Murray Family	The submission raises a number of issues. 1 There is a requirement for facilities for children and teenagers. 2. There is a problem with littering on the roads. 3. There is a need to provide a school crossing, footpaths and parking. 4. Housing estates need to be finished.	Noted. These issues will be taken into account in the preparation of the Local Area Plan.
Cloyne	5,164	Murray, Norma	The submission raises a number of issues. 1. On street parking is a problem in certain streets. 2. A pedestrian crossing is needed at the school and in the town. 3. Footpaths need to be repaired. 4. The recycling bins are not accessible. 4. Clean up the heritage sites.	Noted. These issues will be taken into account in the preparation of the Local Area Plan.
Cloyne	5,165	Leonard, Jane	This submission recommends that the tower be developed as a tourist attraction and heritage plaques are provided in the town. The submission also identifies a problem with parking and the need for litter management and a playground.	Noted. These issues will be taken into account in the preparation of the Local Area Plan.
Cloyne	5,166	Costine, D	This submission suggests the round tower be re-opened, a zebra crossing be provided at the school and a playground be provided. Parking on the street is also raised as an issue.	Noted. These issues will be taken into account in the preparation of the Local Area Plan.
Cloyne	5,167	Greaney, C	This submission requests a playground for children, something for teenagers like a youth club, recycling facilities and	Noted. These issues will be taken into account in the preparation of the Local Area Plan.

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Cloyne	5,168	Geary Family	better litter control. This submission requests the footpaths to Kilboy Cross be fixed and a childrens play area be built. Issues in relation to the smell of sewerage in Spittal St. and dogs dirt on the footpaths are also raised.	Noted. These issues will be taken into account in the preparation of the Local Area Plan.
Cloyne	5,169	McCarthy, Muriel	This submission raises the following issues; parking on the streets needs to be reviewed; there is a need for a business area with easy access to the main roads; some incentive should be provided to business owners to keep their property in good condition; derelict areas on four streets should be built on; a playground should be provided; and, the GAA should develop the lands to the front of the hurley field.	Noted. These issues will be taken into account in the preparation of the Local Area Plan.
Cloyne	5,170	McCarthy, John & Sylvia	This submission states that no more large housing estates should be allowed in the village and that parking is a big issue and another car park should be provided. The submission also highlights the need for a playground and that the round tower should be promoted more as a tourist attraction.	Noted. These issues will be taken into account in the preparation of the Local Area Plan.
Cloyne	5,171	Mullane, Michael	This submission seeks a children's playground and the opening of the round tower.	Noted. These issues will be taken into account in the preparation of the Local Area Plan.
Cloyne	5,172	Ryan, Colman	This submission states that Cloyne needs a community playground, social events other than GAA and soccer, something done about the parking, repairs to all approach roads and footpaths and a local tidy town competition.	Noted. These issues will be taken into account in the preparation of the Local Area Plan.
Cloyne	5,173	O'Connor, Brendan	This submission raises the following issues: a new play area is needed by the local school; a parking charge should be applied to provide income to the community; a programme for back to work schemes should be put in place; clean up groups need to be established; there is a need for activities for the youth of the area; there is a need for a relief road; and, Cloyne caves and round tower should be cleaned up to provide tourism.	Noted. These issues will be taken into account in the preparation of the Local Area Plan.
Cloyne	5,174	Hawthorne, V	This submission states that the roads and medical centre need upgrading, and a playground,	These issues will be taken into account in the preparation of the Local

Settlement Name	Sub No	Interested Party	Summary of Submission	Response
			regular bus service and better water service are required. The submission also highlights the potential for a heritage centre based on the area's history and the round tower.	Area Plan.
Cloyne	5,175	Geraghty, Matthew & Grandfield, William	This submission suggests parking be restricted to one side of the road only during busy hours to ease congestion; speed control measures should be introduced for straight road from Churchtown South; and, there is a need for a playground, community centre and tidy town events. The submission also requests that space be made on Cloyne.ie for Residents Association events and that a notice board be provided in the town.	Noted. These issues will be taken into account in the preparation of the Local Area Plan.
Cloyne	5,176	Barry, Dermot	The submission raises the following issues; space is required for a school extension, car parking and a new entrance; a new play area should be provided; extra parking in the town is needed; access for the public should be opened to the round tower and caves and tourism marketed; land should be zoned for light industry; and, a bypass should be provided from Middleton to Shanagarry Road above the priest's house.	Noted. These issues will be taken into account in the preparation of the Local Area Plan.
Cloyne	5,177	Power, Margaret	The submission relates to a number of issues in Cloyne as follows:1. Additional off street parking is required. 2. Facilities are required for children and teenagers. as well as a community hall for the village. 3. A pedestrian crossing is required for the school. 4. Restore the heritage buildings in the village. 5. Village needs to be exempt from zoning.	Noted. These issues will be taken into account in the preparation of the Local Area Plan.
Cloyne	5,179	Hogan, Elizabeth	This submission requests the zoning of lands for residential use on the southwest side of Cloyne. A map is included showing the location of the site relative to the development boundary. The lands lie immediately adjacent to the village boundary and abut R-07, R-08 and R-11. A new bypass road is proposed as part of the submission linking the Kilboy road with the Spittal /Whitegate Road. It is proposed that the infrastructure be privately funded and built on a phased basis. There are a number of reasons put	Consideration will be given to this proposal in the preparation of the Local Area Plan.

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			forward to support the rezoning request. 1. The relief road would help alleviate traffic congestion in the village and facilitate the orderly development of R-10 and R-11. 2. A planning application may be submitted for the I-02 site at Kilboy Cross and the bypass would permit additional traffic to bypass the town. 3. The low density housing would contribute to addressing the shortfall in dwelling units in the key villages for the period 2010-22. 5. There is considerable demand for detached dwellings in Cloyne area.	
Cloyne	5,257	Murphy, Mary	This submission seeks to retain the existing zoning on lands at Townparks and Malapardas to the Southeast of Cloyne. Site A is within the village boundary and site B is zoned R-10 residential (medium density subject to archaeological criteria). The purpose of the submission is to support the retention of the zoning status of the two plots for the LAP and to provide a response to the objectives of the CDP of stimulating areas of growth near the railway line. Rationale: 1. The site is in located adjacent to the cathedral, has good level land and is accessible to the town. 2. Retention of the zoning does not set a precedent for adjoining lands. 3. Proper planning will eliminate the need for one-off house and reinforce the balanced development of communities envisaged by the Plan. 4. The site has access from the road network. 5 There are public services available. An outline development proposal has been included with the submission which proposes courtyard style housing, and possibly a crèche.	Consideration will be given to this proposal in the preparation of the Local Area Plan.
Cloyne	5,327	Waldvogel, Mike	This submission states that the R629 approach road to Cloyne provides the first impression of the village and in order to retain and enhance this approach consideration should be given to identifying it as a Scenic Route and including wording in the R-01 zoning objective relating to the frontage onto this road. It is also	Noted. These issues will be taken into account in the preparation of the Local Area Plan.

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			suggested that the industrial zoning I-01 is inappropriate for this gateway site and a community oriented zoning to accommodate eg. an extension of the community hall or a playground would be better suited. The submitter considers the GAA grounds directly east of R-03 should be zoned for housing, with permeability to the adjacent housing development to the south.	
Cloyne	5,361	Cloyne District Community Council	<p>This is a very well detailed submission on behalf of the Community Council. The issues raised may be summarised as follows:</p> <ol style="list-style-type: none"> 1. Transport and Traffic. There are number of specific issues raised about the lack of on street parking, traffic congestion, the need for speed control on the approach roads, introduction of pedestrian crossings, pinch points, better road markings and the need for the relocation of the bus stop to a less congested location. 2. Community Facilities. There is an issue with the newly built housing estates in that facilities which were to be provided as part of the permissions have not been provided. Cloyne lacks a playground and facilities for teenagers. The Community Council have identified a site at the parochial Hall which is presently zoned for light industry but would be better used for these types of facilities. Two community walks which were identified in the last plan have not been provided. 3. Litter and Dumping. There is an issue with littering in and around the derelict sites in the village which needs to be addressed. A number of suggestions are made with regard to appropriate solutions and locations for bins, recycling facilities etc. 4. Tourism. There is a need to develop the historic heritage of the area to its fullest extent. In addition to the heritage buildings, there is a cave system close to the village which also has potential. This represents a real economic loss to the village. 5. There are unfinished housing estates and some problems with 	Noted. These issues will be taken into account in the preparation of the Local Area Plan.

Settlement Name	Sub No	Interested Party	Summary of Submission	Response
			<p>sewerage plants linked with those estates. Additionally extra facilities have not been provided to cater for the increase in residents of the area.</p> <p>6. Employment. There is a lack of premises for small business/light industry. The existing zoned land is not suitable for industrial use. It is submitted that the lands at Castlemary may be more suitable for this type of use.</p> <p>7. Education. Provision should be made for the expansion of the existing school.</p>	
Cloyne	5,625	Peachdeen Ltd.	<p>This submission relates to lands on the western edge of Cloyne which currently fall within the R-5 and R-06 residential zonings in the 2005 LAP. The purpose of the submission is to convey the suitability of the lands for residential development consistent with National and Local planning policy. The submission states that the prevailing low density zonings are appropriate and should be retained in the new LAP. It should be noted that a planning permission was granted on these lands for 32 detached houses and 6 no sites under 97/6165. The rationale for retaining the site within the development boundary can be summarised as follows:</p> <ol style="list-style-type: none"> 1. There is a proven need within the area for permanent residence houses. 2. The location of the site contiguous to the village will facilitate integrated and controlled development. 3. Development at this location will help achieve the aims of the NSS in relation to sustainable rural settlements. 4. The site benefits from a safe access. 5. There are adequate water/waste water facilities available. 6. There has been excessive growth of one off houses in the rural areas around the village contrary to national and regional policy. <p>The report includes a site specific proposal to allow densities of 5-12 units/ha and concludes by</p>	<p>Consideration will be given to this proposal in the preparation of the Local Area Plan.</p>

Settlement Name	Sub No	Interested Party	Summary of Submission	Response
			reiterating the case that the zonings are appropriate and in keeping with the expressed policy of the Local Authority.	
Cloyne	5,681	Crowley, Jack	This submission seeks to retain the existing zoning on lands in Cloyne which are currently zoned I-02. This is a 5.3 ha site zoned for "industrial estate type development suitable for small to medium size industrial units to accommodate in part existing businesses that are currently located within the settlement but which may be incompatible with neighbouring residential uses. Any development on this site is contingent on the provision of a satisfactory single access onto the road and should include the provision for screen tree planting to the northern and western site boundaries". It is contended that there are a number of local businesses in Cloyne which require a move to more suitable premises. The submitter states that it is intended to make an application on the site which will make reference to the south to west relief road which will help relieve congestion in the village.	Consideration will be given to this proposal in the preparation of the Local Area Plan.
Cloyne	5,710	Thunder, Ailbhe	The submission refers to general issues in Cloyne and considers that the town missed out to some extent in terms of new community facilities, for example a community hall, playground etc. Improved parking facilities are required. The heritage buildings should be promoted. The road going through Parc Na Habhann should not be a by pass road. Further extension of the school may be required to facilitate additional population.	These issues will be given consideration in the preparation of the Local Area Plan.
Cloyne	5,785	Allen, Myrtle	The submission seeks the reinstatement of the cottages along the roadside into Cloyne (which have been demolished). The reasons given are that they provided an attractive entrance to the village from the Cork side and would be ideal for a single person or a couple. The submission also seeks additional tree planting and suggests a number of suitable locations. Some seating through the village would also be a good addition to its range of amenities.	These issues will be given consideration in the preparation of the Local Area Plan.

Settlement Name	Sub No	Interested Party	Summary of Submission	Response
Cloyne	5,794	O'Mahony, Rev. Donal PP	The submission relates to a number of general issues in Cloyne as follows. 1. There is a need for a by pass for the village given the numbers of vehicles passing through. 2. Roads and footpaths in the village require urgent upgrading. 3. There is a need for additional parking within the village. 4. Unused sites and houses should be looked after. 5. Consideration should be given for the need for extra land for a cemetery.	Noted. These issues will be given consideration in the preparation of the Local Area Plan.
Cobh Environs	5,039	Cobh & Harbour Chamber	The submission requests that infrastructural and industrial development in the harbour be located 300m from the shoreline and suitably landscaped and screened to minimise visual impact. The submission states that in Cobh new residential development should include amenity green areas and playgrounds, that there is a need for a skateboard park and that marinas and other infrastructure for access to water based pleasure activities should be facilitated. It is also stated that there is a need for the identification of an embarkation point to Spike Island and the need for road widening at Fota Wildlife Park. The submission suggests that the boundaries for the county and town councils be merged and there is a need to re-appraise planning and parking charges levied on those starting new businesses in the town and elsewhere. The submission requests that viewing points, walking and forest trails be identified for public use.	Consideration will be given to the issues raised in the submission in the preparation of the Draft Plan.
Cobh Environs	5,094	Murphy, Mercia	This submission requests that lands at Ticknock, Cobh be zoned for commercial use. The submission proposes the lands are suitable because the proposed use would compliment existing neighbouring commercial and retail development, the site is served by a good road network, it would be consistent with the policies of the Cobh Town Plan, would meet demand for smaller units that can't be accommodated in Cobh town and can provide adequate	Consideration will be given to the proposal in the preparation of the Draft Plan.

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Cobh Environs	5,211	Garvey Group	<p>on-site car parking.</p> <p>This submission requests that 1.5ha of land at Ticknock, Cobh be zoned for commercial development. The submission proposes that the lands are suitable for the following reasons; it would compliment the existing neighbouring developments; is in close proximity to Cobh Town; meets the requirements of the Outline Strategy; lies in close proximity to Ballynoe; has availability for adequate car parking and available services; and, will cater for development that can't be accommodated in Cobh Town.</p>	<p>Consideration will be given to the issues raised in the preparation of the Draft Plan.</p>
Cobh Environs	5,237	Joyce, Gillen	<p>This submission proposes lands at Ballywilliam on the Tay Road be zoned for low density residential development for the provision of approximately 22 serviced sites. The submission proposes the lands are suitable for the following reasons; the sites retain proximity to the town of Cobh; the proposal would facilitate a housing type for which there is considerable demand (letters from locals and auctioneers attached in the appendices); it does not utilise lands more suitable for higher densities near the railway; provides planning gains in terms of improved local road access, provision of services and additional footpaths and cycleways; the proposal is consistent with national and local planning policies and objectives; and, services are available or can be provided through co-operation with neighbouring developers (letters of consent submitted). A suggested layout has been included with the submission.</p>	<p>Some additional land for future residential development may be required in Cobh and consideration will be given to the selection of the most appropriate sites in the preparation of the Draft Local Area Plan. Government guidelines indicate that preference should be given to locations with access to waste water infrastructure and public transport</p>
Cobh Environs	5,238	O'Donovan, John	<p>This submission proposes the zoning of land at Ticknock for the provision of industrial incubator units. The submission proposes the lands are suitable for the following reasons; the proposal is in keeping with the objectives in the CDP 2009 and the Midleton EA Outline Strategy and Cobh's designation as a District Employment Centre; new business land is in short supply and the existing zoned lands are unsuitable for development; there</p>	<p>There is a requirement for additional employment land in Cobh and the selection of the most appropriate locations will be considered in the Draft Local Area Plan</p>

Settlement Name	Sub No	Interested Party	Summary of Submission	Response
			is a lack of provision of small incubator units; the proposed lands are level and can be adequately serviced; it would offer a local employment opportunity thereby reducing commuting; and, the development would facilitate small business expansion and start up enterprises.	
Cobh Environs	5,314	Twomey, Liam	This submission requests the re-zoning of lands (no use specified - but residential assumed) at Ballywilliam, Cobh. The submission states that the re-zoning would allow for properly planned road access and widening, the creation of service facilities and relieve congestion in the area.	Some additional land for future residential development may be required in Cobh and consideration will be given to the selection of the most appropriate sites in the preparation of the Draft Local Area Plan. Government guidelines indicate that preference should be given to locations with access to waste water infrastructure and public transport
Cobh Environs	5,323	Castlelands Construction Co.	This submission requests that lands to the north of Cobh town be zoned for health care and associated uses such as a nursing home. The submission outlines that a proposal to provide a health centre, planning Ref. 09/7925, was refused for being contrary to the terms of the CDP. It is stated that the project had, and still has, the full backing of the HSE. The submission cites the population projections for Cobh, the identification of the need for a site for a nursing home, the type of development in the vicinity and the identification of Ballynoe as the preferred location for development, all as set out in the Outline Strategy document, in support of this proposal.	Consideration will be given to the proposal in the preparation of the Draft Plan.
Cobh Environs	5,600	Tesco Ireland Ltd	This submission proposes that the LAP should contain a specific objective for additional retail floorspace provision in areas north and north-west of Cobh town core where future residential expansion is expected and which offers the only viable, available and suitable opportunities for this form of retailing, having regard to the difficulties outlined in the submission for development of this kind in the town centre. It is also	Consideration will be given to the issues raised in the preparation of the Draft Plan.

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			requested that the LAP would not include policies that suggest that there are town centre opportunities for foodstore development as in the 2005 LAP. Accompanying the submission is a copy of the submission made to the review of the Cobh Town Development Plan, which contains a site sequential analysis.	
Cobh Environs	5,647	Cobh Golf Club	This submission proposes that lands at Ballywilliam, Cobh, be designated for a mixed residential and town park/ open space use. The submission outlines the lands are the site of the Old Cobh Golf Club and provides the planning context and a site description. The submission suggests the site could accommodate low to medium density housing as well as a new town park which would form part of a new strategic pedestrian and amenity corridor route and serve the wider town of Cobh. The submission proposes the lands are suitable for the following reasons; a) The site's physical profile is such that residential development could be integrated with natural features and would preserve the integrity of the ridgeline overlooking the town and harbour; b) The site is in close proximity to the town centre and built up area and its development would address the spatial imbalance of the town; c) It is accessible to the local and strategic road network and to a wide range of local services and amenities including sporting and educational facilities; d) It's former use as a golf course make it suitable for an open space use with little intervention required in terms of physical infrastructure or planting and landscaping.	Some additional land for future residential development may be required in Cobh and consideration will be given to the selection of the most appropriate sites in the preparation of the Draft Local Area Plan. Government guidelines indicate that preference should be given to locations with access to waste water infrastructure and public transport
Cobh Environs	5,684	Frahill, Mary & JJ	This submission seeks the zoning of lands at Ballyleary, Cobh for low level commercial development (lock up facilities, garage plumbing depots etc). The site is the existing location for the pumping station for the nearby residential development under planning no 05/6541. It is considered that this type of development is lacking in the town.	Coconsideration will be given to this proposal in the preparation of the Draft Plan.

Settlement Name	Sub No	Interested Party	Summary of Submission	Response
Cobh Environs	5,734	Cobh Tourism	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 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.	Consideration will be given to the issues raised in the preparation of the Draft Plan.
Cobh Environs	5,764	McCaffrey, Mary	This submission outlines the scenic quality and beauty of Cobh and Cork Harbour and expresses concern about the increasing dominance of industry in the harbour and the lack of any plan for the screening of these industries by shrubs and trees. The submission suggests that with it's deep water quay, natural beauty and rich diverse heritage, Cork Harbour has the potential to become a UNESCO world protected site thus ensuring a growing tourism industry into the future. It is requested that the Council engage with existing	Consideration will be given to the issues raised in the preparation of the Draft Plan.

Settlement Name	Sub No	Interested Party	Summary of Submission	Response
			industries and other relevant bodies to start the process of having Cork Harbour designated as a UNESCO site.	
Cobh Environs	6,010	Iarnrod Eireann	This submission is made by Iarnrod Eireann and relates to the development of the X-01 site in Carrigtwohill as well as rail related issues. 1. The submission promotes the inclusion of strong pedestrian, cycle and road links to the new railway station, in particular a continuous footpath along Station Road in Carrigtwohill. 2. The Carrigtwohill West station should be included in the text and tables in the report - this has recently received permission. 3. The submission has requested information on a number of items mentioned in the report as follows: (a) details of the utilities which have been laid under the tracks in Carrigtwohill and Cobh. (b) it requests that IE be consulted regarding any proposals at Ballynoe and the X-01 Masterplan site in Carrigtwohill (c) It has requested a copy of the X-01 Masterplan site.	Consideration will be given to the issues raised in preparation of the Draft Plan.
Cobh Environs	6,030	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), Crosshaven, Monkstown and Passage West. The submissions also seeks that potential landing stations at Aghada, Carlisle Fort, Rushbrooke Docks, Ballynoe and Marino Point are acknowledged in the Plan. A brochure for the ferry service is attached to the submission. (A similar submission (no. 5518) to the Carrigaline LAP seeks potential landing stations at Spike Island and Haulbowline, which are also within the Middleton EA.	Consideration will be given to the issues raised in this submission in the preparation of the Draft Plan.
Cobh Environs	6,043	Twomey, Liam	This submission requests the re-zoning of lands at Ballywilliam, Cobh. The submission states that the re-zoning would allow for properly planned road access and widening, the creation of service facilities and relieve congestion in the area.	Some additional land for future residential development may be required in Cobh and consideration will be given to the selection of the most appropriate sites in the preparation of the Draft Local Area Plan.

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				Government guidelines indicate that preference should be given to locations with access to waste water infrastructure and public transport
Dungourney	5,193	Walsh, Michael	This submission outlines the intention to make a planning application for a residential scheme on a portion of the site zoned as R-03 in the current LAP, and requests that the existing R-03 zoning objective for low density residential development remain unchanged.	Consideration will be given to the appropriate scale and form of development in the village in the preparation of the Draft Plan, which will include an examination of existing zoning objectives.
Fota Island	5,512	Fleming Construction	This submission requests that the LAP contain a section dealing specifically with Fota Island. The submission also requests recognition that the 6 month occupancy restriction which currently applies to holiday homes in Fota Island Resort is overly restrictive and as such that the LAP should acknowledge that a limited amount of permanent residential accommodation, through change of use of some of those holiday homes, is acceptable on the island as a means of supporting its continued tourism function. An Appendix with the submission details numerous planning precedents for similar proposals throughout the country.	It is intended that the Draft Plan should contain a section in relation to Fota reflecting its position in the settlement network as an 'Other Location' and its pre-dominant tourist function.
Haulbowline island	5,185	Byrne, Patrick & Stephanie Dormon	This submission raised issues in relation to Cork Harbour: 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 of this policy, and the port policy, on the	Consideration will be given to the issues raised in this submission in the drafting of the Plan.

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			<p>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.</p> <p>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 Marino 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</p>	

Settlement Name	Sub No	Interested Party	Summary of Submission	Response
			<p>further 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 the rail line for exclusive port traffic and access to the national road network.</p> <p>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.</p> <p>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.</p>	
Haulbowline island	6,035	Harbour CAT Ferries	<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 submissions 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>Consideration will be given to the issues raised in this submission in the preparation of the Draft Plan.</p>
Killeagh	5,415	Walsh, Ricky - Walsh Group	<p>This submission requests that the development boundary of Killeagh be extended to include a 1.1ha site for low density residential development to accommodate individual dwellings in a country lane form and setting. The submitter considers the proposed zoning will meet demand for rural type</p>	<p>This submission will be taken into account in the preparation of the Local Area Plan.</p>

Settlement Name	Sub No	Interested Party	Summary of Submission	Response
			housing, provide an alternative to the one-off house and meet demand for the shortfall in units in the Key villages. Details are provided on the availability of social and physical infrastructure including transport links.	
Killeagh	5,447	The Glenbower Partnership	<p>This submission seeks an amendment to the wording of the X-01 zoning at Killeagh Mills, specifically to allow for " An opportunity site to re-use the existing Killeagh Mills site for appropriate uses (such as residential, commercial or a mix of uses). Any development proposals shall include appropriate measures to ensure the conservation of the Mill Building". (Note this is worded slightly differently on page 3 of the submission). The current wording reads "This important structure is an important part of Killeagh's built heritage. An opportunity exists to re-use this structure for appropriate uses ((such as residential, commercial or a mix of uses), provided its character remains intact and the conservation of the structure is ensured".</p> <p>The site is located off the main street and comprises a mixture of older stone buildings with a number of annexes. It is stated that the rationale behind the change in wording lies in the fact that the emphasis in the current objective lies on the conservation of the mill building. It is submitted that the mill building comprises a small portion of the site, and although its conservation is important it is submitted that new wording places the emphasis on the wider potential of the site. It is argued that the amended objective would achieve the objective of conserving the Mill building, while the mix of residential and commercial uses would have a positive impact both the site and the village.</p>	Consideration will be given to this proposal in the preparation of the Local Area Plan.
Killeagh	5,759	Killeagh/Inch Community Council	<p>The submission relates to a number of general issues in the Killeagh area, including Inch, Ballymackibbot and Mount Uniake as follows: 1 The water supply serving Killeagh needs to be upgraded including two new</p>	Noted. These issues will be given consideration in the preparation of the Local Area Plan.

Settlement Name	Sub No	Interested Party	Summary of Submission	Response
			reservoirs, new borewell supply and rising mains. 2. Lands adjacent to the graveyard should be zoned for expansion of the graveyard – this land is currently zoned R-01. 3. The submission supports the provision of a new primary school at E-02. 4. The submission requests that Killeagh House be listed in the RPS. 5. Maintain the zoning for Inch, Ballymackibbot and Inch. Speed limits need to be revised for both Mt Uniake and Ballymackibbot. 6. The submission supports the provision of a bypass but requires further details as to access points and route. 7. The feasibility of the re-opening of the railway from Midleton to Youghal with a stop in Killeagh should be examined.	
Killeagh	6,040	Killeagh/Inch Community Council	The submission relates to a number of general issues in the Killeagh area, including Inch, Ballymackibbot and Mount Uniake as follows: 1 The water supply serving Killeagh needs to be upgraded including two new reservoirs, new borewell supply and rising mains. 2. Lands adjacent to the graveyard should be zoned for expansion of the graveyard – this land is currently zoned R-01. 3. The submission supports the provision of a new primary school at E-02. 4. The submission requests that Killeagh House be listed in the RPS. 5. Maintain the zoning for Inch, Ballymackibbot and Inch. Speed limits need to be revised for both Mt Uniake and Ballymackibbot. 6. The submission supports the provision of a bypass but requires further details as to access points and route. 7. The feasibility of the re-opening of the railway from Midleton to Youghal with a stop in Killeagh should be examined.	These issues will be given consideration in the preparation of the Local Area Plan.
Knockraha	5,500	O'Leary & O'Sullivan Developments Ltd.	This submission seeks that a 2.3 HA site in the Rural Housing Control Zone and adjoining the R-02 site at Knockraha be zoned for medium density residential development.	Additional lands for residential development are not likely to be required as it is considered that there are significant amounts of undeveloped lands within the existing development boundary.
Knockraha	5,628	Knockraha Area	This submission raises the following issues for Knockraha; a) The village	Consideration will be given to the issues raised in this

Settlement Name	Sub No	Interested Party	Summary of Submission	Response
		Community Assoc. Ltd	has limited services with no shop, no green areas or recreational walks and no play areas for children; b) There is a lack of safe parking areas which is a particular problem at church services and school/ creche drop off times. Roadside parking outside Ard Abhann is a concern for roadusers and further development should not include houses with roadside frontage; c) Speeding through the village needs to be addressed by traffic calming; d) Footpaths need to be upgraded and extended; e) Future developments should make provisions for properly equipped play grounds, sports fields, tennis courts, a greenfield site and the building of a new community centre; f) Provision needs to be made for storm water management and the delay in the connection of the main village to the WWTP in Phase 2 is unacceptable; g) The amount of land zoned in the village is excessive and de-zoning should be considered; h) The residential zoning on site R-05 should be removed and this land provided for a community centre, play areas and expansion to the school; i) improved public lighting and the undergrounding of services should be carried out; j) Serious concerns about proposal for the new WWTP discharging to the Butlerstown River and a sampling regime needs to be put in place; k) Illegal dumping and roadside littering is a problem and more wardens and CCTV would be a help.	submission in the drafting of the Plan.
Leamlara	5,069	Ryan, Jerry	This submission requests that lands at Ballyleagh, Leamlara be zoned for low-medium density housing.	Additional lands for residential development are unlikely to be required as it is considered that there are significant amounts of undeveloped lands within the existing development boundary.
Leamlara	5,556	Murphy, David	This submission requests that the development boundary of Leamlara be extended to include a 1 acre site which is already within the 50mk/hr speed limit.	The site does not adjoin the existing development boundary and its inclusion would require extending the boundary over a larger area. Additional residential lands are unlikely to be required in this settlement as there are

Settlement Name	Sub No	Interested Party	Summary of Submission	Response
Leamlara	6,041	Lisgoold Leamlara Community Council	<p>This submission outlines that the parish of Lisgoold encompasses the villages of Lisgoold, Leamlara and Ballincurrig, with services and infrastructure distributed between the three. The submission emphasises the importance of proper water and transport services, amenities and a recreation area with access to a walking trail. It is proposed that Lisgoold be the centre for growth given its easy access to Midleton, existing facilities and amenities and its central location and that it should be designated as a 'Village' with a plan to create a coherent streetscape with footpaths and street lighting. It is requested that the plan include works to rectify the problem with sewage disposal to the Owenacurra River to avoid a repeat of the problem at Corbally and that provision be made for improvements and monitoring of Group Water Schemes. The submission seeks the establishment of a bus service from the parish to Midleton town, road improvements between Leamlara and Carrigtwohill, parking near Leamlara school and improved monitoring and assistance in alleviating litter problems. It is stated that Lisgoold graveyard is nearing full capacity so additional land for a graveyard and car parking is requested. The submission supports the provision of a riverside walk and amenities on the wooded road between Lisgoold and Midleton and considers this area should not be zoned for development and also supports the provision of a playground in Lisgoold. It is stated that the community hall in Leamlara needs renovation. The submission suggests that tourism and the development of incubation units in disused buildings could provide local employment.</p>	<p>sufficient undeveloped lands within the existing boundary. Consideration will be given to the issues raised in the submission in the preparation of the Draft Plan.</p>
Lisgoold	5,070	Ryan, Jerry	<p>This submission requests that lands at Lisgoold North be zoned for low</p>	<p>These lands are well removed from the existing</p>

Settlement Name	Sub No	Interested Party	Summary of Submission	Response
			density housing.	development boundary and would require a considerable extension to the boundary to be included in the settlement. Additional residential lands are unlikely to be required in this settlement as it is considered that there are sufficient undeveloped lands within the existing boundary.
Lisgoold	5,665	Twomey, Con	This submission states that it is the landowners intention to develop the R-03 site when economic conditions improve. The submission outlines the suitability of the site on the following grounds; it will meet demand for serviced sites and reduce pressure for one-offs in the green belt; adequate services are available; it is consistent with CASP; it would fit in well with existing development; it is near to existing community facilities; and, it would provide an opportunity for locals to remain local and non-locals to integrate into a vibrant community.	Consideration will be given to the appropriate scale and form of development in the village in the preparation of the Draft Plan, which will include an examination of existing zoning objectives.
Lisgoold	5,783	Lisgoold Leamlara Community Council	This submission outlines that the parish of Lisgoold encompasses the villages of Lisgoold, Leamlara and Ballincurrig, with services and infrastructure distributed between the three. The submission emphasises the importance of proper water and transport services, amenities and a recreation area with access to a walking trail. It is proposed that Lisgoold be the centre for growth given its easy access to Middleton, existing facilities and amenities and its central location and that it should be designated as a 'Village' with a plan to create a coherent streetscape with footpaths and street lighting. It is requested that the plan include works to rectify the problem with sewage disposal to the Owenacurra River to avoid a repeat of the problem at Corbally and that provision be made for improvements and monitoring of Group Water Schemes. The submission seeks the establishment of a bus service from the parish to Middleton town, road improvements between Leamlara and Carrigtwohill, parking near	Consideration will be given to the issues raised in this submission in the preparation of the Draft Plan.

Settlement Name	Sub No	Interested Party	Summary of Submission	Response
			Leamlara school and improved monitoring and assistance in alleviating litter problems. It is stated that Lisgoold graveyard is nearing full capacity so additional land for a graveyard and car parking is requested. The submission supports the provision of a riverside walk and amenities on the wooded road between Lisgoold and Midleton and considers this area should not be zoned for development and also supports the provision of a playground in Lisgoold. It is stated that the community hall in Leamlara needs renovation. The submission suggests that tourism and the development of incubation units in disused buildings could provide local employment.	
Marino Point	5,390	Mills, Ray & Gordon	This submission requests that lands at Marino, Cobh be identified as an opportunity site in order to facilitate the use of the lands as a petrol station and forecourt and car dealership by business re-locating from Cobh Town. The submission proposes that the lands are suitable as they are located adjacent to an established industrial area, can be suitably landscaped, and they provide the opportunity to consolidate business at a single location from unsuitable premises in the Town Council area.	This site is remote from any settlement and within the Metropolitan green belt.
Marino Point	5,419	Gafford, Evelyn	This submission objects to the location of a container facility at Carrigaloe, Cobh for the following reasons; there is no road infrastructure; a more suitable location would be Ringaskiddy; there would be 24hr noise and light pollution for local residents; and, there would be a huge impact on wild sea and shore birds.	Consideration will be given to the issues raised in determining the future type and scale of development appropriate at Marino Point in the preparation of the Draft Plan.
Marino Point	5,700	Carlin, Michael & Tina	This submission expresses concern about the use of Marino Point as a container berth by the Port of Cork on the following grounds; a) The existing access is unsuitable and would require upgrading of the road and Belvelly bridge, b) Noise, c) Ringaskiddy already has the necessary infrastructure and quality of road to cater for this	Consideration will be given to the issues raised in determining the future type and scale of development appropriate at Marino Point in the preparation of the Draft Plan.

Settlement Name	Sub No	Interested Party	Summary of Submission	Response
Marino Point	5,750	Drohan, Aine	development, and d) There would be a considerable environmental impact on the mud flats, wildlife and birds between Marino Point and Belvelly. This submission objects to the relocation of docking facilities to Marino Point on the grounds of alterations to noise levels, inadequate road infrastructure, infringement on local maritime leisure pursuits, and impacts on birdlife on the coastline between Cobh and Belvelly and in the wider harbour area. The submission questions the re-location to Marino Point given the overcapacity in the publicly funded facilities in Ringaskiddy.	Consideration will be given to the issues raised in determining the future type and scale of development appropriate at Marino Point in the preparation of the Draft Plan.
Marino Point	5,777	Baker, Margaret	This submission objects to the use of Marino Point as a container terminal on the following grounds; the existing road is inadequate and, continuous noise and lights will impact on existing communities during dredging (prior to commissioning) and also when the terminal is in full operation.	Consideration will be given to the issues raised in determining the future type and scale of development appropriate at Marino Point in the preparation of the Draft Plan.
Marino Point	5,788	Muddiman, John	This submission objects to a container terminal at the IFI Marino Point site on the basis that, operating on a 24 hour basis, it would cause serious disturbance to residents and would totally overload the already overloaded R624, which in current economic circumstances is unlikely to be upgraded in the foreseeable future.	Consideration will be given to the issues raised in determining the future type and scale of development appropriate at Marino Point in the preparation of the Draft Plan.
Marino Point	6,009	McInerney Homes	This submission requests that the new LAP incorporate a policy to consider the redevelopment of the wider Belvelly area along with the redevelopment of Marino Point as a single new public transport based settlement, providing both employment and residential uses. In support of the proposal, the submission quotes various objectives in the 2009 CDP and issues raised in the Midleton Outline Strategy. The submission proposes that lands at Belvelly, identified on an attached map, would provide an opportunity for medium scale development and are suitable because the overall character of the area and visual amenity would not be affected, a	The County Development Plan 2009 does not envisage development on this scale at 'Other Locations', such as Marino Point.

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			<p>new train station could easily be provided at Belvelly/ IFI, future residential development should be provided alongside the future employment area of Marino Point, it would provide some choice of location to compliment the Ballynoe valley and the preferred route for the upgraded regional road would open up these lands. A Village Concept Plan for a new settlement at Marino Point/ Belvelly is enclosed with the submission. It is acknowledged in the submission that the potential redevelopment uses and timing of Marino Point are uncertain and as such specific proposals for this area cannot be enshrined in the Plan.</p>	
Marino Point	6,011	Port of Cork Company	<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</p>	<p>Consideration will be given to the issues raised in the submission in the preparation of the Draft Plan.</p>

Settlement Name	Sub No	Interested Party	Summary of Submission	Response
			<p>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 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</p>	

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			port facilities, c) increased oil and gas exploration off the south and south west coasts requiring services, and d) proposals 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.	
Marino Point	6,028	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.</p> <p>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 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</p>	Consideration will be given to the issues raised in this submission in the drafting of the Plan.

Settlement Name	Sub No	Interested Party	Summary of Submission	Response
			<p>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.</p> <p>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 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 the rail line for exclusive port traffic and access to the national road network.</p> <p>TIVOLI: the existing container terminal site at Tivoli is a more</p>	

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			<p>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.</p> <p>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.</p>	
Marino Point	6,029	Barry, John	<p>This submission relates 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</p>	<p>Consideration will be given to the issues raised in determining the future type and scale of development appropriate at Marino Point in the preparation of the Draft Plan.</p>

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			<p>bodies to take account of the current economic climate and realities of funding capital works. Funding will not be available to the Port when they already have spare container capacity.</p> <p>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.</p> <p>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.</p> <p>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-a-vis the timeframe of the LAP should be addressed.</p>	
Marino Point	6,031	Harbour CAT Ferries	<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 submissions also seeks that potential landing stations at Aghada, Carlisle Fort, Rushbrooke Docks, Ballynoe and Marino Point are acknowledged in the Plan. A brochure for the ferry service is attached to the submission.</p> <p>(A similar submission (no. 5518) to the Carrigaline LAP seeks potential landing stations at Spike Island and Haulbowline, which are also within the Middleton EA.</p>	Consideration will be given to the issues raised in this submission in the preparation of the Draft Plan.
Middleton	5,066	Sjostrom, L	The submission requests additional zoning of land in Middleton for	It is recognised that additional educational

Settlement Name	Sub No	Interested Party	Summary of Submission	Response
			education purposes. The existing "Educate Together" school is based in the car park of the rugby club and requires a new site.	facilities will be required in Midleton to cater for both existing and projected demand. This issue will be looked at in conjunction with the draft Masterplan.
Midleton	5,087	Montgomery, Mary	The submission objects to the provision of a new bypass at Ballinacurra and requests that the issue be re-examined with a view to an alternative solution. The submitter is concerned that the bypass would result in a journey of 4-5 miles to get onto the N25 from her home.	Noted. These issues will be taken into account in the preparation of the Local Area Plan.
Midleton	5,122	Burke, David	The submission states that there is a need for more schools in Midleton, specifically primary schools. The Educate Together school is based in the car park of the Rugby Club and they have found it extremely difficult to get new premises as a result of the lack of proper zoning.	It is recognised that additional educational facilities will be required in Midleton to cater for both existing and projected demand. This issue will be looked at in conjunction with the draft Masterplan.
Midleton	5,123	Quealey, Catherine	The submission objects to the proposed eastern relief road at Ballinacurra for a number of reasons. <ol style="list-style-type: none"> 1. Inconvenience caused to the residents of Ballinacurra. 2. Further congestion caused in Midleton town. 3. Difficult to access Midleton from Rocky Road and other areas. 4. Further congestion on the N25 would make it difficult for local residents to access the road. 5. The flyover is unnecessary and costly. The submission suggests that the relief road instead runs to the west of Ballinacurra Village for the following reasons. <ol style="list-style-type: none"> 1. Work is already being carried out in Baneshane with access already in place. 2. The N25 is a dual carriageway at this point making it safer for large volumes of traffic to merge. 3. There would be less disruption to the Castleredmond area. The proposal was originally put forward ten years ago and was rejected then and the submission states it still makes no sense. Additionally there has been little improvement in local facilities although the population has grown. This issue along with the	Noted. These issues will be taken into account in the preparation of the Local Area Plan.

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			flooding issue needs to be addressed.	
Midleton	5,130	Cleere, Tom and Jane	The submission requests the rezoning of lands adjoining the Waterrock Bar for residential use. Access to the site would be possible through the new road at Ballyrichard.	There are likely to be sufficient development lands within the existing development boundary to cater for projected demand.
Midleton	5,141	McCarthy, Sarah & Barry	The submission objects strenuously to the proposed eastern relief road at Ballinacurra for a number of reasons. 1. The loss of the current direct access to the N25. 2. Additional mileage involved in using the new relief road. 3. Inconvenience to local residents. 4. Negative impact on the green belt through which the relief road is proposed to run. 5. Creation of additional traffic congestion locally, impact on schools traffic, walkers etc. The submission suggests that the route be amended to the western side of Ballinacurra to link up with the roundabout at Baneshane thereby allowing access to the N25 from Ballinacurra. The submission is also concerned about the proposals being put forward by the planners and the local developer and considers that the views of the local people have not been taken into account.	Noted. These issues will be taken into account in the preparation of the Local Area Plan.
Midleton	5,142	Harty, Natasha	The makes a number of comments which are grouped under the following headings. General comments. 1. Much of the data used in the LAP review is out of date with changes in the general economy.2. Plans need to address the problem of oil dependency. 3. National and Local Government needs to provide leadership in term so alternative energy supplies and low carbon living. Pollution and Flooding of the Dungourney and Owenacurra Rivers. Pollution and flooding of many rivers can be alleviated by a change in management of the adjacent lands, by reconstructing flood plains and wetlands. This type of work would require farmer cooperation or purchase of the lands.	Noted. These issues will be taken into account in the preparation of the Local Area Plan.

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			<p>Public water Supply. Rainwater harvesting should be encouraged and the Local Authorities should assist financially in the provision of the units. It is suggested that Midleton do a pilot project on rainwater harvesting. Spike Island.</p> <p>The submission welcomes the suggested tourism plans for Spike Island but expresses concern about the proposed incinerator and the impact on views to the Ringaskiddy Martello Tower. It is also suggested that the Council put in place evacuation plans in the event of an accident at the incinerator site.</p> <p>New sewerage Treatment. Harvesting of rainwater from buildings should be introduced to divert stormwater from the town treatment plant. The rest could be channelled through constructed wetlands. An example of a similar system in a town in California is given. It is submitted that Midleton is an ideal town for such a venture.</p> <p>Flooding. It is submitted that building on or draining of flood plains be banned. The land should be used for planting or as public amenity areas. Planners should also be cognisant of rising sea levels.</p> <p>Quality of life in Midleton could be improved by pedestrianisation of the main street.</p> <p>Cycle and pedestrian friendly paths and streets as well as facilities for car sharing should be considered.</p> <p>Midleton should improve its security in terms of food supply by encouraging food plans, fruit and nut trees and vegetable growing on available ground.</p> <p>Local and community groups need to be supported by the local area plan and local and national authorities.</p>	
Midleton	5,197	Geaney, Seamus	<p>This submission relates to lands to the north-west of Midleton town which lies adjacent to the X-01 boundary. Part of these lands were subject to a compulsory purchase order by CIE and a new road has been constructed</p>	<p>There are likely to be sufficient development lands within the existing development boundary to cater for projected demand.</p>

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			through the lands. The submission requests that these lands be included as part of the X-01 Masterplan site. The rationale for this request is outlined in the submission as follows: 1. The site is geographically closer to the town centre than other zoned lands. 2. The morphology of the development boundary. 3. There are barriers to development elsewhere in the town (e.g. Midleton Distillery) and therefore development must be focused on the lands to the west. 5. The opening of the railway line. 6. The site has the benefit of newly constructed infrastructure. 7 The lands are located close to the proposed Waterrock Railway Station. It is also proposed that the Masterplan be prepared in tandem with the new Local Area Plan.	
Midleton	5,212	Irish Distillers Ltd	The submission requests that the Local Area Plan reiterates its support for Midleton Distillery. The submission outlines the history to the development of Midleton Distillers, including its market share and future expansions plans. There is sufficient room within the distilleries current land bank in Midleton to accommodate the expansion of its distillation process. However additional warehousing will be required and it is considered that this may well be best accommodated off site in a rural area in East Cork. In view of these proposals it is requested that the text as contained in the Midleton Local Area Plan pertaining to the Distillery be amended as follows: "Midleton Distillery Midleton Distillery has occupied a large site to the east of the town centre for many years. The Major Accidents (Seveso) Directive applies to this site because of the volume of whiskey stored within the distillery. Under this Directive, the planning authorities are required to give consideration to the risk or consequences of a major accident before granting planning permission. They are required to consult with the Health and Safety Authority regarding	Consideration will be given to this proposal in the preparation of the Local Area Plan.

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			<p>certain classes of development within 300m of the perimeter of the site. Whilst this requirement is not an absolute constraint on the development of the eastern side of the town, it has nevertheless tended to encourage the expansion of the built up area of the town in locations away from its immediate environs. Global sales of Irish Whiskey have grown significantly in recent years and this has been driven by the growth of Jameson. In 1989 total sales of Jameson were approximately 460,000 cases annually split equally between Ireland and the Rest of the World. Now sales exceed 2,700,000 cases annually, over 90% of which are sold in International markets. Global sales of Jameson are forecast to reach 3 million cases in 2011 and 6 million cases by 2018. Irish Distillers Limited have ambitions to grow the Jameson brand to become one of the top five global spirit brands selling 10 million cases per annum in the future. The planned expansion of the Jameson brand will require expansion of the distillation and maturation storage capacity of Midleton Distillery. The expansion of distillation capacity can be accommodated on the existing site but as the required maturation warehousing facilities are not labour intensive, due to the extensive land requirement and being subject to the Seveso II Directive, Irish Distillers Limited consider that subject to appropriate site selection and normal planning criteria a rural location in East Cork may be most appropriate.</p> <p>Aside from its main functions as a major industrial and employment centre, Midleton Distillery also provides an important heritage and tourism function in the town. Visitors to the Distillery are guided along the Old Distillery Trail through the various historic and architecturally unique buildings - Mills, Malting Houses, Corn Stores, Still houses,</p>	

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			<p>old Offices and Warehouses. Other attractions include the largest Pot Still, with a capacity of 32,000 gallons and the Old Waterwheel manufactured in 1825 to provide motive power prior to the days of electricity, which is still turning today".</p> <p>The submission outlines a detailed rationale for this proposition namely:</p> <ol style="list-style-type: none"> 1.The construction of the 22 warehouses as granted in 2007 under 077646 will exhaust the Disfillers land holding in Midleton. 2.Based on projected growth further expansion of the Distillery will be required during the lifetime of the Plan. 3.New maturation facilities will be required by 2014. The strategic importance of Midleton as a residential centre may conflict with the continued expansion of the distillery. It is recognised that the continued expansion of the maturation facility at this location may restrict Midleton from reaching its full potential. 4.Since Seveso II applied to the storage of whiskey the location of warehousing facilities within the development boundaries of towns and villages. Therefore Irish Distillers consider that a rural location in East Cork would best suit their requirements. 	
Midleton	5,262	Kilkelly, Ursula	<p>The submission strongly objects to the proposals for a new bypass at Ballinacurra on the grounds that</p> <ol style="list-style-type: none"> 1. The new route will extend the length of journey and time it takes to get onto the N25 for a large number of commuters to Cork and elsewhere. 2. The proposal is unjustified in terms of environmental cost. 3. Alternative proposals have been made and consideration should be given to these. 4. An explanation is required as to why the route was selected. 	Noted. These issues will be taken into account in the preparation of the Local Area Plan.
Midleton	5,311	McGrath, Philip	<p>This submission requests the zoning of land from green belt/agriculture to residential. The site is located to the north of Midleton Town at Broomfield.</p>	There are likely to be sufficient development lands within the existing development boundary to cater for projected demand.
Midleton	5,316	Coleman	<p>The submission requests that lands</p>	Consideration will be given

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		Brothers Developments	at Ballinacurra be zoned for medium density residential development to meet the future housing needs of the area. In support of the proposal it is stated; services are available; there is a willingness to co-operate with the provision of roads to meet the needs of the Midleton and Carrigtwohill Transportation Study; there is a strong market for large family units; the proposed development would link the existing GAA complex with the village; and, it would provide better balance between Midleton and Ballinacurra.	to this proposal in the preparation of the Local Area Plan.
Midleton	5,336	Shipton Group	The submission relates to lands which the submitter owns adjacent to the railway station in the Midleton Masterplan Area. The submitter states that for the station to remain open and viable the lands inside and immediately adjacent to the Northern Relief Road should be developed immediately and be separated from the larger area of X-01 lands. The submitter is the largest land owner in the X-01 area and states that he is dissatisfied with the lack of progress on the X-01 site. This issue is compounded by the development of lands over 2 km from the railway station during the lifetime of the 2005 Plan. It is contended that the way forward is to separate the X-01 lands into more manageable portions for development. The inner lands are owned by 4 developers, Shipton, Cork County Council, Smiddy and Alchemy and the submission states that these should be brought together to progress the development of these lands immediately. The X-03 will need a kick-start and it is proposed that a retail development would be appropriate, similar to the Blackpool and Mahon Point models. Development in the short term is important if the railway is to remain viable. It is submitted that in order for the town to remain vital it needs to refocus around the station area and in that regard the LAP must focus on the zonings within 1000m of the rail line	Consideration will be given to this proposal in the preparation of the Local Area Plan.

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			and Main Street as the axis for future development. More importantly the land within 500m of the station and town centre and the X-01 land which is east of the new roundabout and south of the river should be unlocked from the overall X-01 site to allow it to develop.	
Midleton	5,369	Ballinacurra Community Council	<p>This is a detailed submission on behalf of Ballinacurra Community Council which relates to a number of issues affecting Ballinacurra. The submission can be summarised as follows;</p> <p>1.General. The initial comments relate to the high level of development which has taken place in Ballinacurra in the last decade. The population of the village has expanded considerably without commensurate provision of services and facilities to serve this level of population.</p> <p>2.Amenities. There is a lack of community amenities in the village, for example schools, public parks, green areas. The lands zoned for a school are in an inappropriate location as a result of a decision to relocate the school site from the western side to the eastern side of the village. The following is requested to be included in the new LAP. (a) Zoning for a school site to be relocated to the western side of the village.(b) The current school site to be de-zoned to agricultural land. (c) Provision of a community centre, public park and play areas – 8 acres on the western side of the village should be zoned for recreation. (d) Improve existing and provide new footpaths.(e)Implement a green belt around the village. (f) Extend the graveyard into the Church Field.</p> <p>3.Traffic. (a)The new developments have created additional traffic on the local roads which are busy roads where a number of routes converge. There is significant levels of congestion at the Lakeview Roundabout and the traffic management plan which was proposed to deal with this problem was not put into effect.</p>	Noted. These issues will be taken into account in the preparation of the Local Area Plan.

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			<p>(b) Footpaths are required along the Whitegate, Gearagh and Cloyne roads. Connected to this issue, a new wall has been constructed on the Whitegate Road which makes it hazardous for pedestrians and it is submitted that this wall should be removed.</p> <p>(c) The submission is seriously concerned about the proposals for the new bypass which would result in longer journeys and increase traffic on the Gearagh Road. It is submitted that this is very similar to a proposal made a number of years ago by a developer. An alternative route to the west of the village is suggested which would result in no disruption to the Lakeview Roundabout or increase traffic on secondary routes.</p> <p>4. Historical Aspect. The submission states that it would like to see Ballinacurra's rich heritage protected in future development plans, including the remaining quays, mills etc.</p> <p>5. Flooding. Flooding is stated to be a serious problem in Ballinacurra. Surface water disposal is also causing a problem in some areas. A study needs to be carried out to minimise any further flooding.</p> <p>6. Character and Size. New development should take account of the scale and character of the existing village. There is land zoned for development which has not been built on and there are unfinished housing estates in the village. It is suggested that lands which are subject to flooding or where there is a deficiency in services should be de-zoned.</p> <p>7. Environmental issues. The submission expresses concern about the Midleton Sewerage system and states that there is overflowing along the Bailick Road. Water pressure is also an issue in the area. Further development in the area should be located close to the railway line north of the N25.</p> <p>8. Current Planning Applications. The submission is concerned</p>	

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			about the impact of planning decisions on the village and is opposed to the recent application on the X-08 site under application number 08/8077. 9. There are a number of accompanying documents including, photos, a copy of a letter sent to Minister John Gormley, a copy of a submission to Andrew Archer, WSP Ireland, and a number of plans supporting the details outlined in the submission.	
Midleton	5,404	O'Mahony, Anthony & Mary	This submission proposes that lands at Ballyrichard More, Midleton be included within the X-01 zoning as a means of accommodating some of the additional units required to meet the population target for Midleton, which can't be met solely through increasing densities on the existing zoned land supply. The submission outlines that the land required for the provision of new community services associated with population growth has not been accounted for and densities envisaged are ambitious and can only be achieved if all sites are developed. The submission also outlines the proximity of the lands to the proposed railway station and the associated opportunity for pedestrian access and the promotion of higher densities.	There are likely to be sufficient development lands within the existing development boundary to cater for projected demand.
Midleton	5,416	Walsh, Ricky - Walsh Group	This submission requests that lands at Waterrock, Midleton, which are currently located within the Special Objective X-01 zoning, be zoned for medium density residential development. The submission proposes that the lands are suitable as they will contribute to meeting some of the shortfall in housing required in Midleton by 2020, they are well located relative to the proposed second railway station at Waterrock (600m) and being on the periphery of the X-01 site are better suited to residential development than community facilities. The submission is accompanied by a suggested layout.	Consideration will be given to this proposal in the preparation of the Local Area Plan and the Waterrock Masterplan.
Midleton	5,478	Culligan, St.	This submission relates to a 8.9	Detailed proposals within

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		John	<p>acre site in the townland of Carrigross within the Masterplan area of Midleton. The site is located at the north eastern corner of the Masterplan area and is bounded on three sides by the river. The site is accessible from the Mill Road. The submission requests that the site be zoned for high density development and gives reasons for this rezoning request. The submission is accompanied by a planning report prepared by Dennehy and Dennehy which outlines a proposal for the development of the site.</p> <p>The rationale behind the submission is detailed as follows:</p> <ol style="list-style-type: none"> 1. The Outline Strategy diagram indicates that the master plan area has potential for achieving higher densities. 2. There should be an increase in the number of dwelling units allocated to the SLAP area given the increase in zoned land added to the plan after the draft was published. 3. Tir Cluain has been completed and is not liable to a portion of the costs. Therefore an increase in densities on the remaining lands is required. 4. The proposal as outlined in the Dennehy and Dennehy report is in keeping with the proper planning and development of the area. 	the Masterplan area will be considered by the Masterplan team.
Midleton	5,485	O'Flynn Construction	<p>This submission relates to 10 ha of lands which form part of a larger 26.8 ha site which together are currently zoned for large stand alone industry at Baneshane Midleton (I-06). The clients lands form the north western portion of the site and it is submitted that they are keen to progress a high quality industrial development comprising a mix of business, enterprise and manufacturing uses. The site has retained its current zoning from the 1996 CDP. The submission seeks the modification of the I-06 specific objective to a more general "Industry/Enterprise use". It is submitted that there have been two rezonings which are relevant to the background to this request. I07 comprising 13.5 ha</p>	Consideration will be given to this proposal in the preparation of the Local Area Plan.

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			<p>was rezoned from industry to residential plus an additional 33 ha of residential land was allowed for immediately to the west of the subject site. This, it is argued, makes it unfeasible for a large stand alone industry to locate here.</p> <p>The primary issue which is being made in this submission however (which is not unique to this site but to others in the LAPs) is the inhibitory impact specific objectives can have in relation to employment creation. In this regard a more general wording for the objective is sought. It is argued that this would allow for a more appropriate and compatible mix of uses leading to significant economic and social benefits for the town. In summary it is submitted that the LAP review allow for a more flexible and diverse approach by amending the I-06 zoning to "Industry/Enterprise use"</p>	
Midleton	5,604	Tesco Ireland Ltd	<p>The submission makes a number of points specific to retailing in Midleton as well as discussing more general policy issues. The submission is made on behalf of Tesco Ireland and relates to the Market Green Development in Midleton Town.</p> <p>General issues.</p> <p>1. The LAPs must offer greater clarity in terms of definitions of zonings. There are areas in the County where the definitions as presented in the Plan lead to situations where small scale developments are interpreted as non conforming. It is submitted that in order to address this type of situation the Council prepare a general zoning matrix to allow for greater clarity and definition of uses.</p> <p>2. Councils must recognise that specific local issues apply in all towns and that in certain circumstances a degree of flexibility is required in terms of planning for retail locations. An example of the issues arising from the flood risk management guidelines is given to demonstrate the point, but this recognition of local circumstance could also apply to the problems presented</p>	<p>Consideration will be given to the issues raised in the preparation of the Local Area Plan.</p>

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			<p>by topography, historic patterns of development, land assembly and viability of existing retail provisions.</p> <p>3. The submission is concerned that the Outline Strategy paper suggests that the Market Green Development is having an adverse impact on the Main St and offers a number of reasons why this is not the case. The Council is advised that this should not be repeated in the draft LAPs. The rationale given is as follows:</p> <p>(a) The council is not entitled to make these comments as they are not the statutory authority - the question of who the competent authority arises in relation to all town council areas</p> <p>(b) No uses have relocated from Main St to Market green as suggested in the OS.</p> <p>(c) There is very little dereliction in the northern end of Main St .</p> <p>(d) There are other retail facilities in the town all of whom are in competition.</p>	
Midleton	5,610	Midleton College, Board of Governors	<p>This submission seeks the re-zoning of Midleton College rugby facilities from recreation/ open space to residential as these lands will no longer be required when planned expansion of facilities at the existing College and the development of new facilities on lands at Young Grove are undertaken in accordance with their masterplan. Accompanying the submission is a copy of the Masterplan. In support of this proposal, the submission outlines the following issues; the site adjoins the existing town centre and is close to existing services and the new railway station; the lands are better located than other residential zoned sites; the rezoning would release funding for the redevelopment planned by the College; and, there will be no net decrease in recreational facilities as facilities will be enhanced elsewhere.</p>	<p>Consideration will be given to this proposal in the preparation of the Local Area Plan.</p>
Midleton	5,701	Resource Property Investment Fund	<p>This submission outlines that the submitters are undertaking a review of the Topaz portfolio in order to arrive at an informed strategy for each service station site which could involve re-</p>	<p>Consideration will be given to the proposal in the preparation of the Local Area Plan.</p>

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			development, site disposal or maintaining the site in its current format and it is expected that this review will be complete in the third quarter of the year. The submission provides the policy context for the Topaz site on the Whitegate Road in Ballinacurra and states that the likely focus for this site will be on its expansion and redevelopment. The submission states that the existing retail element does not conform with the current commercial zoning objective and requests that the site be designated as a Local Service Centre to allow for the intensification and redevelopment of the retail use at an appropriate scale, which will assist a future sequential test process.	
Midleton	5,720	Garde, John, Rena, Billy, Malcolm and Damian	The submission highlights the clients concerns about road proposals for the X-01 Waterrock site arising from the Local Area Plan process. The clients own residential properties within the X-01 lands and having reviewed proposals under the Midleton Roads and Transportation study, they have serious concerns about the impact new road proposals will have on their properties. The submission outlines the possible impact of the road proposals on the clients' property, including possible demolition, cutting through gardens etc. It is also submitted that the cost of the road would be significant having regard to terrain and levels as well as drainage requirements. This would result in inconvenience and access issues for the occupiers of the houses. The submission suggests that the light traffic instead be routed through Tir Cluain while heavy vehicles use the normal route to the Northern relief Road.	Detailed proposals within the Masterplan area will be considered by the Masterplan team.
Midleton	5,739	Moloney, Louise	The submission outlines a number of issues relating to Midleton Town. 1. The submission suggests that the town be made more pedestrian friendly , through use of traffic calming, pedestrian crossings, improvements to footpaths. 2. The Council should consider provision of cycling facilities in the town,	These issues will be given consideration in the preparation of the Local Area Plan.

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			<p>with dedicated cycle paths, bike shelters etc. 3. The provision of the railway link is a welcome development and should be augmented with public transport and cycle links.</p> <p>4. Improved leisure facilities including, open spaces, parkland, allotments and a public swimming pool are necessary in the town.</p>	
Midleton	5,768	Midleton Transition Group	<p>This submission outlines detailed proposals for future development in the area based on sustainable development principles. The basic premise is to address the threats posed by peak oil and climate change and move to a more sustainable way of living while improving quality of life. It is suggested that these are issues which should be addressed in the Local Area Plan bearing in mind the 10 year lifespan of the plan. Reference is made to the Energy Descent Plan which is developed by the community and it is submitted that although this is community generated, it is necessary that it be supported by the local authority. The submission is wide ranging and addresses many aspects of sustainable living. The submission also contains actions which could be taken to further this objective. This summary aims to include the main points as follows: 1. The need for more localised food production - reducing dependence on imported products etc. 2 Reskilling of local communities so that they can contribute toward a sustainable future. 3. Promotion of ecotourism through supports for local ecotourism initiatives, training, green accreditations. 4. A long term waste management strategy should be drawn up which aims for a minimum /zero waste environment. 5. The submission promotes a holistic approach to life the effect of which is to improve the quality of life for all citizens. The LAP should incorporate quality of life issues as one of its key aims. 6. The submission suggests that a biodiversity plan be carried out for each settlement, giving guidance</p>	These issues will be given consideration in the preparation of the Local Area Plan.

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			<p>for sustainable initiatives. 7. Water quality is identified as moderate for the receiving waters in the electoral area. There is an issue with the capacity of WWTPs in the area while flood management is also a serious issue. The submission makes some suggestions for alleviation of these pressures such as constructing flood plains, rainwater harvesting etc. 8. All proposals in the LAP must be assessed in the context of the Natural Heritage Sites. 9. LAP to set out special planning controls for the ACAs in the area. 10. Need to develop the interrelationships between the towns and their hinterlands strengthening relationships between producers, businesses and people. The impacts of large scale growth on the main towns should be investigated in terms of impact on ecology and the carbon footprint. 11. The Code for Sustainable Homes which is in force in the UK should be introduced here. 12. Consideration should be given to planning an ecovillage in East Cork. 13. Cork needs to move toward great energy self sufficiency, all public procurement be checked for green credentials and publicly funded projects be required to commit to sustainable practice. An energy and carbon officer should be appointed in each area. CCC should take the lead in adopting policy similar to National Indicator 182 for the UK Local Authorities where an online resource indicates how strategically ready the council is to tackle carbon emissions and highlights key action areas in various sectors. 14. Actions to provide sustainable houses and buildings should be taken and in particular to reduce the level of energy used - the code for sustainable homes should be the standard for all new homes. Older homes should be retrofitted with energy saving techniques. New housing policies should incorporate sustainable principles of building, locating, design with more quality control and inspections. 15. Transport issues</p>	

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			should be addressed with priority given to environmental impact and quality of life issues by reducing noise and/air pollution and congestion while promoting a reduction in carbon emissions by supporting alternative fuels. This can be achieved by a series of actions which re outlined in the submission, including developing pedestrian ways, setting up a lift share website etc. There are three appendices at the end of the submission namely; a proposed sustainable building code and the case for anaerobic digestors.	
Mogeely	5,036	GMC Construction	This submission requests that lands in Mogeely be zoned for medium density residential development and that part of the site zoned R-04 be changed from low to medium density. The submission states that the lands are serviced and that existing zoned land is not available for development. The submission also states that the lands are located along the Midleton to Youghal railway line which they hope will re-open in the near future.	Additional residential lands are unlikely to be required in this settlement as it is considered that there are sufficient undeveloped lands within the existing boundary.
Mogeely	5,271	Dairygold	This submission requests that additional operations be given consideration on current Dairygold properties in the county, to allow for greater flexibility in offering and services to the Agri/ Farming and wider communities, in order to adapt to changing farming and economic trends. It is submitted that the properties, by virtue of their unique site specific and locational characteristics can assist in achieving the strategic economic objectives set out in the current plan. The merits of the sites are listed as: a) the established employment use of the sites, b) the proximity of the sites to settlements and employment bases, c) the opportunity for rejuvenation, d) compliance with CDP objectives, e) potential to reduce commuting, f) contribution to local economic development, and g) opportunity to maintain and secure, and diversify, existing enterprise. In relation to the Dairygold site at Mogeely, it is	Consideration will be given to the issues raised in the submission in the preparation of the Draft Plan.

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			requested that the existing zoning be retained with consideration also for other Agri/ commercial related activities. For the site at Youghal Park, it is requested that the existing commercial/ retail use be retained, with consideration for other rural based Agri/ industrial activity.	
Mogeely	5,577	Mogeely Development Association	This submission requests that the lands currently zoned R-03 medium density residential development in Mogeely be re-zoned for amenity use in order to facilitate the implementation of the Mogeely Development Plan. The submission states that there is currently a lack of available zoned amenity land, while there is an abundance of residential land which is unlikely to be developed for the foreseeable future. The submission is accompanied by a copy of the Mogeely Development Plan 2009 - 2013, prepared on behalf of five groups, the Mogeely Development Association, Mogeely Community Playground, Mogeely Soccer Club, Mogeely Vintage Club and Mogeely Tennis Club. The Development Plan details the future goals and objectives of each of the groups and how it is hoped to implement these aims in the 5 year plan period. The Plan is centred around the 'community field' which is owned by CCC and proposes the extension of community facilities on to adjoining lands which are currently zoned R-03.	Consideration will be given to the issues raised in this submission in the preparation of the Draft Plan.
Redbarn	5,773	Connon, James & Jo	The submission relates to lands at Redbarn which the submitters own and wish to develop as a modern caravan park with ancillary services. Although there are lands in Redbarn which were zoned for a mix of recreational uses, no mobile home development has taken place. The site is adjacent to Redbarn and lies just outside the area zoned for development. It is further submitted that a public car park is essential to maximize the tourist potential of the area.	These proposals will be given consideration in the preparation of the Local Area Plan.
Shanagarry/ Garryvoe	5,296	Garde, Michael and Jimmy	The submission relates to an area of land in Garryvoe which is currently zoned for holiday home	Consideration will be given to this proposal in the preparation of the Local

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			development in the 2005 LAP. The submission seeks a change in a portion (hatched) of the zoning to Low Density Residential Development.	Area Plan.
Shanagary/ Garryvoe	5,541	Dunne, Patrick	This submission requests that lands at Garryvoe be zoned for holiday home development. The submission suggests the lands are suitable for the following reasons: to assure balanced further development should be on the eastern side of the village; the only residential zoned land on the eastern side has already been developed; services to the site could be utilised by the existing unserviced caravan park to the north; development would be unobtrusive on the landscape but only a short distance from amenities; the site is on a school bus and refuse collection route; and, connections to existing services can be achieved.	Consideration will be given to this proposal in the preparation of the Local Area Plan.
Whitegate & Aghada	5,189	Rostellan Developme nt Association	This submission raises the following issues: the condition of the existing Whitegate/ Middleton road is atrocious and no further heavy traffic should be allowed on the road until a new road is in place and taken over by the NRA; a pedestrian/ cycle path has been installed by the RDA but the Council need to implement safety measures such as pedestrian crossings as the Middleton to Whitegate transportation plan has not been implemented; no further development should be permitted without having sewage treatment in place; and, clarification sought on a new watermain to Whitegate being dependant on the Bord Gais development. The submission supports the classification of Whitegate/ Rostellan/ Aghada as a key village.	Consideration will be given to the issues raised in the preparation of the Draft Plan.
Whitegate & Aghada	5,391	Colbert, Jim	This submission refers to lands located in Whitegate/ Aghada zoned as R-04, and briefly outlines it's recent planning history. The submission proposes that Whitegate/ Aghada should continue to be a 'Main Settlement' as well as a 'Specialist Employment Centre' in line with the approach of locating new	Consideration will be given to the issues raised in the preparation of the Draft Plan.

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			housing in close proximity to employment uses. The submission suggests that the thwarted population growth is due to the lack of public infrastructure and in particular a sewage treatment plant and that the Draft Plan should contain a realistic schedule for the construction and operation of public infrastructure. The submitter has indicated a willingness to consider a reduction from medium to low density in order to overcome issues relating to a previous refusal on the site. It is requested that the site be identified as a priority site for residential development and that Aghada's key role in providing housing to the Specialist Employment Centre focused on Whitegate be recognised.	
Whitegate & Aghada	5,517	Harbour CAT Ferries	<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 submissions also seeks that potential landing stations at Aghada, Carlisle Fort, Rushbrooke Docks, Ballynoe and Marino Point are acknowledged in the Plan. A brochure for the ferry service is attached to the submission.</p> <p>(A similar submission (no. 5518) to the Carrigaline LAP seeks potential landing stations at Spike Island and Haulbowline, which are also within the Middleton EA.</p>	Consideration will be given to the issues raised in the preparation of the Draft Plan.
Whitegate & Aghada	5,680	Savage, William	<p>This submission highlights the importance of Whitegate/ Aghada as an industrial location as set out in the 2005 LAP and requests that the I-04 industrial zoning be extended to cover lands identified in an attached map. It is proposed that the lands are suitable for a Strategic Infrastructure Project given their proximity to the Oil Refinery and the Deep Water jetty at Whitegate harbour.</p>	Consideration will be given to the zoning of additional industrial land in the preparation of the Draft Plan.
Whitegate & Aghada	5,695	Cork Chamber	<p>This submission acknowledges the importance of Whitegate as a location for the energy industry and requests that the LAP reflects</p>	The importance of Whitegate as a location for the energy industry will be reflected in the Draft

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			<p>this and ensures that there are no planning or infrastructural impediments to the development of energy facilities in the future. The submission commends the planned development of Spike Island as a major tourist attraction and urges that access to the island is facilitated through either road improvements or water based public transport. It is suggested that Spike Island development could compliment the future use of other sites in the harbour such as Fort Camden. The submission highlights critical infrastructure which needs to be put in place, being the Lower Harbour Sewerage Scheme, road improvements to the N25, R624 to Cobh and R630 to Whitegate, and an upgrade to the Dunkettle interchange. The submission requests that the LAP explore the possibility of adding passenger facilities to serve the former Amgen site in Carrigtwohill.</p>	<p>Plan and consideration will be given to the issues raised in the drafting of the Plan.</p>
Whitegate & Aghada	5,760	Conoco Phillips Ireland	<p>This submission outlines the longstanding relationship of the oil refinery with the Whitegate/ Aghada area, which has been operating for over 50 years and produces over a third of Ireland's transportation and space heating fuels and accounts for 60% of shipping traffic through the Port of Cork. The submission also highlights that electricity generation has grown to become a major presence with two power generation plants operated by ESB and BGE. It is submitted that between fuel and energy production, Whitegate can deliver 25% of the Country's energy needs making it the most significant energy production site in the country. It is suggested that Whitegate's location is well suited to benefit from the growth in renewable fuels and decarbonisation of the energy mix through the development of a carbon capture and storage complex which captures carbon dioxide before delivery to the consumer. The submission proposes that Whitegate could become an Energy Park for</p>	<p>The Draft Plan will consider the role of Whitegate as a location for the energy industry and its importance to the Energy industry and other issues raised in the preparation of the Draft Plan.</p>

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Whitegate & Aghada	6,001	Coillte Teo (Land Development Department)	energy production, enhanced storage, biofuels options, R&D and job creation. This submission outlines proposals for the development of two water and land based Leisure and Adventure tourism attractions at Oldtown, Rostellan and Walterstown, Great Island. The submission seeks either a specific site designation or a policy objective in the Local Area Plan specifically referring to the requirement to develop these facilities. Typical facilities to be provided for an eco-tourism venture are listed. Background and supportive material from the South West Tourism Development Plan 2008-2010, the County Development Plan, the Assessment of Coastal Recreational Activity and Capacity for Increased Boating in Cork Harbour, and the Eco-tourism Handbook for Ireland are cited as well as details of other Coillte tourism ventures in Ireland.	Consideration will be given to the issues raised in the preparation of the Draft Plan.
Whitegate & Aghada	6,012	Port of Cork Company	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 Pleanála 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	Consideration will be given to the issues raised in the preparation of the Draft Plan.

Settlement Name	Sub No	Interested Party	Summary of Submission	Response
			<p>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 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</p>	

Settlement Name	Sub No	Interested Party	Summary of Submission	Response
			<p>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 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>	
Youghal	5,026	McSweeney, Kathleen	<p>The submission requests the zoning of lands for development at Knocknacally, Youghal. The lands are adjacent to the intersection of the Youghal By-Pass. It is suggested that possible uses could include tourist amenities (hotel, camping, golf), industry and/or medium residential development.</p>	<p>There is unlikely to be a requirement to zone additional development land in Youghal.</p>
Youghal	5,096	Mullane, Michael & White, Paul	<p>The submission relates to 50 acres of lands at Foxhole. The lands are currently zoned I-01 Industry and C-01 Tourism. The lands have not been developed. The lands are located at the northern entrance to Youghal, south of the N25. The submission states that there is a large supply of zoned industrial land in Youghal with little demand for same. It requests that the entire site be rezoned for tourism uses and suggests of variety of possible uses. The attached plan shows an indicative layout for these uses, including, camping site, motorway</p>	<p>This will be given consideration in the preparation of the Local Area Plan.</p>

Settlement Name	Sub No	Interested Party	Summary of Submission	Response
Youghal	5,196	Lantry, Seamus	<p>services, hotel and heritage related activities.</p> <p>This submission relates to lands at Ballyvergan Marsh and seeks the inclusion of a new objective in the LAP as follows: "At this location, within the Green Belt, Cork County Council will facilitate the development of an interpretive facility for the study and promotion of Ballyvergan Marsh providing that the impact upon the special interest of this pNHA is protected. To this end the planning application for the development will include detailed studies regarding the impact of the proposed development on the environment". A detailed description of the site is given in the submission. The site is located on Ballyvergan Marsh and was once part of a rifle range although on the Butts are still visible. It is submitted that the biodiversity of the March is an important draw for eco-tourists. The Ballyvergan Marsh pNHA synopsis states: "The site includes the largest freshwater coastal marsh in Co Cork and supports a wide diversity of well developed plant communities. It is of additional botanical importance as a site for the rare Wild Clary. Ballyvergan Marsh is also of ornithological importance, as a pre-migration stop-over point for various passerine species on their way to wintering grounds further south, and as a breeding site for the Reed Warbler, still a very localised species in Ireland. The presence of the Hen Harrier is of significance as this species is listed on Annex 1 of the E.U. Birds Directive". Part of this submission also outlines the results of an analysis by Scott Cawley which undertook an Ecological Constraints and Opportunities Assessment of the site. A figure is included showing the levels of ecological constraints. The preferred location for the interpretive centre is on the area with low ecological constraints and it is this part of the lands that would be subject to a specific</p>	<p>Consideration will be given to this proposal in the preparation of the Local Area Plan.</p>

Settlement Name	Sub No	Interested Party	Summary of Submission	Response
			<p>objective for the construction of the facility. It is also considered that the current designations on the site, Green Belt and pNHA do not offer adequate planning guidance to support the proposal and therefore the inclusion of a specific objective is required. Fig 3.1 shows the intended extent of the objective within the landholding.</p> <p>The opportunity exists to harness the ecological attractiveness of the Marsh and through the provision of the interpretive centre, raise the profile of the site. It is noted that the site is within the Green Belt and that the CDP allows for developments of a strategic an exceptional nature. It is therefore the opinion of the submitter that the development should be considered strategic and exceptional.</p>	
Youghal	5,207	Youghal Shipping & Storage	<p>This submission relates to port activity in Youghal. Youghal Shipping and Storage express their willingness to co-operate with the ongoing development of the town and have no objection to relocating their facilities from their existing premises which has been rezoned in the Youghal Town Plan from Commercial and Industrial use to Town Centre however they state that a move to Youghal Bridge Causeway would require the cooperation of Cork County Council. The submission states that the Cork County Development Plan does not consider the role of the smaller ports in the development of coastal shipping. The submission requests that Cork County Council and Youghal Town Council cooperate in the formation of this policy for the protection of land for port related activity in order to support the relocation of Youghal Shipping and Storage from Youghal Town Centre to the Old Youghal Bridge.</p>	<p>Consideration will be given to this proposal in the preparation of the Local Area Plan.</p>
Youghal	5,218	Crystal Partners	<p>This submission relates to a 40 ha site at Muckridge Demesne in Youghal which lies about 1km north west of the Town. The submission is very detailed and comprises four elements, 1. A report outlining the site/context, policy context, rationale and</p>	<p>Consideration will be given to this proposal in the preparation of the Local Area Plan.</p>

Settlement Name	Sub No	Interested Party	Summary of Submission	Response
			<p>summary from MCCutcheon Mulcahy. 2. A Visual Sensitivity report by Brady Shipman Martin. 3. A Masterplan for the lands prepared by O Mahony Pike. 4.A Cultural Heritage Assessment prepared by John Cronin and Associates.</p> <p>The lands are contained within the Youghal Development Boundary. The eastern part of the site (about 14.7ha) forms part of a larger I-03 site (Industry and Enterprise) which provides for industrial estate type development. The western part of the subject site comprise some 26 ha and form part of a larger area which is zoned O-01 – passive open space. The zoning objective for O-01 reads as follows" This area consisting predominantly of woodland and agricultural land, forms an important visual part of the setting to Youghal, particularly when seen from the north. There may be some potential for active recreation linked to possible use of historic dwellings as hotels, but generally, built development will be resisted".</p> <p>Muckridge House is listed in the RPS reference number RPS 00413. It is an objective of the County Development Plan to ensure the protection of the all structures contained in the Record of Protected Structures.</p> <p>The Masterplan submitted proposes that the zoning objective for the site be amended to the following:</p> <ol style="list-style-type: none"> 1. A 23.9 ha site at the central part of the site zoned for low density residential development. 2. A 15.1 ha site at the western part of the including Muckridge House and grounds 3. A 1.7 ha site at the eastern side of the site are proposed for commercial development (retail/primary care centre). <p>Page 9 of the McCutcheon Mulcahy report breaks these proposals into more detailed zoning objectives as follows: Objective No R-04 Low density residential development to provide for a high quality house design, layout and landscaping.</p>	

Settlement Name	Sub No	Interested Party	Summary of Submission	Response
			<p>Objective No O-01 Passive Open Space. Lands and attendant grounds associated with Muckridge House. There may be some potential for active recreation linked to the possible use of historic dwellings as hotels but generally built development will be resisted.</p> <p>Objective NO C-01 Provide for a range of commercial and employment uses including offices, incubator enterprise units, health care uses and possible neighbourhood centre to support adjacent residential development.</p> <p>A detailed map is attached outlining the various elements of the proposal.</p> <p>The rationale behind the request for rezoning is given in McCutcheon Mulcahy report and can be summarised as follows:</p> <p>1. Population in the Youghal area declined unlike the surrounding rural area. This trend should not be allowed to continue. Some of the lands zoned for residential development in the current plan have not been released and consequently new units did not become available. This situation may not change in the lifetime of the next LAP. The housing unit figures contained in the outline strategy do not have headroom built in. It is argued that in order to provide for the population targets to be achieved that additional residential zoning would be required.</p> <p>2. There is a surplus of industrially zoned land in Youghal. Current provision is well in excess of requirements.</p> <p>3. The proposal to retain Muckridge House and grounds as a parcel and rezone the adjacent lands from industry to low density residential would enhance and provide a greater level of protection to the House.</p> <p>4. Lower density site provision would provide a viable alternative to building in the Green Belt and reduce some of the pressure for one offs in the countryside.</p>	
Youghal	5,780	The Directors & Members of	The submission is well detailed and relates to a number of general issues in Youghal and the	These issues will be given consideration in the preparation of the Local

Settlement Name	Sub No	Interested Party	Summary of Submission	Response
		Youghal Chamber of Tourism & Commerce	<p>surrounding area which can be summarised as follows</p> <ol style="list-style-type: none"> 1. The plans for the new section of the N25 bypassing Midleton Castlemartyr and Killeagh must be advanced without further delay. 2. Traffic issues around the new school in Youghal. 3. Construct a new road from the car park at Ballyvergan Marsh to Red Barn. 4. A new service route is required to serve the industrial estate and lands north fo the town. 5. Cork Airport must develop its European network. 6. The benefits of re-opening of the Midleton -Youghal railway 7. Summerfield would be the ideal location for a new railway station and a park and ride should be developed there. 8. A number of tourism and streetscape initiatives are proposed to improve the appearance of the town, including additional car/bus parking, planting and lighting etc. 9. Proposals to develop and capitalise on the towns heritage are proposed including priority funding of strategic heritage projects, develop Market Square as the centre of the town and review the existing Heritage Plan for the town. 10. Cost of waste disposal is an issue for business in the town and should be addressed through a Regional Waste Advisory Group funded by CCC. 11. The main drainage scheme for the town should be implemented in order to allow the refurbishment work on Main St to go ahead and to get the Blue Flag status back. 12. A Master Plan is required for the residential lands at Pipersbog which are landlocked. 13. The oversupply of industrial land is a hindrance to development and lands at Foxhole and lands adjacent to the Clashadonna Roundabout should be earmarked for industrial development. Closed factories should be reused as incubator units. 14. Promote higher quality residential development in urban areas on the approach roads into the town. 15. The submission includes a list of community 	Area Plan.

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			facilities which are required, including an amenity proposal for the beaches and wetlands, sponsored third level courses, parking ,showering, disabled facilities at the beaches and protection of existing sports lands backs. Established floodplains to be rezoned to amenity and the closure of the landfill will create an opportunity for a masterplan for the area. 16. The submission supports the relocation of the port facilities to Foxhole.	
Youghal	6,013	Dairygold	This submission requests that additional operations be given consideration on current Dairygold properties in the county, to allow for greater flexibility in offering and services to the Agri/ Farming and wider communities, in order to adapt to changing farming and economic trends. It is submitted that the properties, by virtue of their unique site specific and locational characteristics can assist in achieving the strategic economic objectives set out in the current plan. The merits of the sites are listed as: a) the established employment use of the sites, b) the proximity of the sites to settlements and employment bases, c) the opportunity for rejuvenation, d) compliance with CDP objectives, e) potential to reduce commuting, f) contribution to local economic development, and g) opportunity to maintain and secure, and diversify, existing enterprise. In relation to the Dairygold site at Mogeely, it is requested that the existing zoning be retained with consideration also for other Agri/ commercial related activities. For the site at Youghal Park, it is requested that the existing commercial/ retail use be retained, with consideration for other rural based Agri/ industrial activity.	These proposals will be given consideration in the preparation of the Local Area Plan.

(ii) List of Submissions relating to Electoral Area Wide Issues.

Settlement Name	Sub No.	Interested Party	Summary of Submission	Response
	5,015	Flavin, Tony	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.
	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.
	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 integral part of the planning process are highlighted as essential. The submission welcomes the referral of planning applications of a certain scale to Bus Eireann for comment and highlights the following infrastructural items as	The LAP review will take into consideration bus services availability and how the use of such services can be maximised.

Settlement Name	Sub No.	Interested Party	Summary of Submission	Response
			<p>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>	
	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, Middleton 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 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</p>	Further consideration will be given to the issues raised in preparing the draft plans.

Settlement Name	Sub No.	Interested Party	Summary of Submission	Response
			investment already made in this area and to ensure optimal return on this investment.	
	5,119	National Roads Authority	<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:</p> <p>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 consider the impact (cumulative) that the development of the settlement plans could potentially have on the national road network. Strategic transport assessments are undertaken to inform land use</p>	The contents of the NRA submission will be taken into consideration when reviewing each of the Local Area Plans

Settlement Name	Sub No.	Interested Party	Summary of Submission	Response
			<p>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, Middleton and Middleton 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 developer.</p> <p>6. Noise. Planning applications should identify and implement noise mitigation measures where additional traffic generated</p>	

Settlement Name	Sub No.	Interested Party	Summary of Submission	Response
			<p>breaches noise design goals on national routes.</p> <p>The submissions addresses issues within each of the 10 EA as follows;</p> <p>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.</p> <p>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.</p> <p>c) Carrigaline EA LAP. Appropriate local transportation infrastructure to service generated trip demands should be put in place for Ringaskiddy Port, Airport, Carrigaline, Cork City-South Environs and Curraheen. A fully</p>	

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			<p>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.</p> <p>d) Macroom EA LAP. The N22 road improvement scheme which includes the Macroom Bypass has been published and submitted to an Bord Pleanála.</p> <p>e) Mallow EA LAP. The N20 Mallow/Charleville/Croom road scheme, the N20 Blarney to Mallow is being 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.</p> <p>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.</p> <p>g) Kanturk EA LAP. The N20 Mallow/Charleville/Croom road scheme, the N20 Blarney to Mallow is being progressed as a single scheme.</p> <p>h) Bantry, Skibbereen and Bandon EA LAP. The Draft Clonakilty Transportation Plan should address the protection of capacity of the N71. Should re-examine land use 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 lands referred to under sections 3.1.5 and 3.1.8 in the Outline strategy are tested stringently with respect to Section</p>	

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			<p>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>	
	5,129	Irish Farmers Association (Cork)	<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 road where opportunities for overtaking are limited. Notes that last CDP dealt comprehensively</p>	<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.</p>

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			with rural areas but this review should not ignore such areas.	
	5,277	Keane, Margaret C	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.	The flooding and infrastructure issues raised will be dealt with further in the draft LAP's.
	5,281	Construction Industry Federation (Cork Branch)	(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 focussed 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	Noted. The issues raised will be given further consideration during the preparation of the draft LAP's

Settlement Name	Sub No.	Interested Party	Summary of Submission	Response
			<p>construction sector, to 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 these 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</p>	

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			<p>adjustments can be pursued.</p> <p>INFRASTRUCTURE: CIF 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.</p> <p>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.</p>	

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			<p>In relation to the Council's Recreation & 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</p>	

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			<p>many areas, for example, very high density developments will not be accepted 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.</p> <p>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.</p> <p>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</p>	

Settlement Name	Sub No.	Interested Party	Summary of Submission	Response
			objectives for the greenbelt, rural housing control zone 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.	
	5,283	Healy Brothers	The submission relates to the lands owned by Healy Brothers at Milebush south of the N25 between Carrigtwohill and Midleton. This land would be readily accessible via the new interchange at Carrigtwohill and because the lands are already heavily industrialised, including a site with permission for industry, the submission requests that the site be zoned for industry. It is argued that this rezoning would be in keeping with the planning objectives for the area in that Carrigtwohill is designated as one of two major employment centres for the electoral area. It is also noted that the outline strategy states that a modest strengthening of business land supply may be achieved through additional greenfield zoning.	There are sufficient development lands within the towns of Carrigtwohill and Midleton to cater for projected demand. This proposal is contrary to the County Development Plan. Therefore consideration will not be given to zoning additional lands outside the development boundary.
	5,285	Birdwatch Ireland	<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.</p> <p>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</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	Sub No.	Interested Party	Summary of Submission	Response
			<p>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.</p> <p>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 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.</p> <p>A list of birds on the "Red" and "Amber" endangered lists is included in a separate document.</p>	
	5,482	O'Flynn Construction	<p>Permission was granted for a creche facility as part of the Brightwater and Drakes Point development, however the creche 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 creche for every 75 dwellings. The submission states that in fact this</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>

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			<p>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.</p> <p>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.</p> <p>The submission also includes a detailed proposal for a change of usage for a creche facility in the Brightwater development in Crosshaven. The proposal makes the case for a combined creche and primary care centre on the existing vacant creche site.</p>	
	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 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.</p> <p>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.</p>	Noted. The Council intend to review how zoning is applied and zoning definitions as part of the review process and further consideration will be given to the issues raised.
	5,689	O'Sullivan, Killian	<p>The submission relates to Ahanesk House and surrounding estate and seeks provision for the development of this property for tourism. The submission notes that CCC has identified the development of tourism as a priority and consider that Ahanesk House is one such development</p>	Consideration will be given to the general proposal in the preparation of the Local Area Plan.

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			which could be undertaken in a sensitive manner. In particular it is considered that the property has significant marine tourism potential. The property has a mile of sea front and comprises 35 acres in total. The intention is to develop the house possibly as a small hotel, develop some holiday lodges and provide berthing facilities. In conclusion it is hoped that the Midleton LAP would provide for the development of this type of tourism product and allowing the restoration of a property of character.	
	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 pontoons. 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 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	Noted. Further consideration to the issues raised around Cork harbour will be given during the preparation of the draft LAP's.

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			<p>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.</p> <p>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.</p> <p>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 Pleanála have 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>	
	5,718	The Campaign for Sustainable Rural Housing	<p>This submission consists of a copy of STRIVE Report Series No.44 "Sustainable Rural Development: Managing Housing in the Countryside" prepared for the EPA.</p> <p>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.</p>	<p>The contents of this detailed report are noted. The main issues relating to rural housing policy raised in the report are more appropriately dealt with in the County Development Plan.</p>

Settlement Name	Sub No.	Interested Party	Summary of Submission	Response
			<p>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.</p> <p>Key Findings</p> <ul style="list-style-type: none"> - Rural Ireland is not a homogenous 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 are 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 appears more complex and less inevitable than sometimes presumed. - Local elected members overwhelmingly proactive in 	

Settlement Name	Sub No.	Interested Party	Summary of Submission	Response
			<p>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</p> <ul style="list-style-type: none"> - Planning policy that reflects the diversity of rural Ireland -Need to develop 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. 	
	5,707	Cork City Council's Docklands Directorate	<p>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 submission identifies the key weaknesses of the Cork Gateway as; loss of population/economic 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</p>	<p>Similar submission made in Carrigaline and Blarney EAs.</p>

Settlement Name	Sub No.	Interested Party	Summary of Submission	Response
			<p>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. Progress to date in the regeneration of the Cork Docklands is set out in the submission and includes, the adoption of Local Area Plans for the North and South Docks - 2005 and 2008; securing of 26 acres of land for development as a sub regional public park; completion of water supply, drainage, contaminated land and quay walls studies; establishment of various docklands stakeholders forums; 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; and, progressing infrastructure projects including roads and bridges, public realm and public transport.</p> <p>The submission emphasises the need for a joint city/ county approach to the regeneration of the Cork Docklands. In relation to the Middleton EA, the submission indicates that the review process offers the opportunity to identify what is required to trigger accelerated development in the areas of supporting modal shift and the servicing and provision of adequate strategic industrial development sites to cater for the relocation of city based Seveso sites and other port related uses. The 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.</p> <p>The submission expresses concern at the increasing level of vacancy in retail and office parks in the County area and considers that development of these uses in the Metropolitan area should be</p>	

Settlement Name	Sub No.	Interested Party	Summary of Submission	Response
			addressed in the context of the structures of CASP. The submission proposes that any policy in this area be subjected to, SEA, given the cumulative impact that might arise for the City Council administrative area, and a locational sequential test.	
	5,791	Treacy, Patrick	The submission raises a number of general points which can be summarized as follows: 1. There should be a discussion about using older data given the changes which have happened in the recent past. 2. There should be a distinction between projections and targets. 3. Issues such as climate change and volatile energy markets are not included in the Outline Strategy and should be addressed. 4. The environmental issues should be summarized. 5. The draft LAP should refer to SUDs and reconstructing flood plains along the Dungourney and Owenacurra Rivers. 6. Consideration should be given to the problem of unnecessary water demand needs and water shortages, e.g. through use of rain water harvesting and water butts. 7. A sustainable transport policy should be considered for the towns. 8. Need for cycle friendly transport systems which are integrated with pre-existing infrastructure. 9. Encouragement of car sharing and other measures to get people out of their cars.	Noted. These issues will be given consideration in the preparation of the Local Area Plan.
	6,032	Cork Chamber	This submission acknowledges the importance of Whitegate as a location for the energy industry and requests that the LAP reflects this and ensures that there are no planning or infrastructural impediments to the development of energy facilities in the future. The submission commends the planned development of Spike Island as a major tourist attraction and urges that access to the island is facilitated through either road improvements or water based public transport. It is suggested that Spike Island development could compliment the future use of other sites in the harbour such as Fort Camden. The	These issues are noted and will be given consideration in the preparation of the Local Area Plan.

Settlement Name	Sub No.	Interested Party	Summary of Submission	Response
			submission highlights critical infrastructure which needs to be put in place, being the Lower Harbour Sewerage Scheme, road improvements to the N25, R624 to Cobh and R630 to Whitegate, and an upgrade to the Dunkettle interchange. The submission requests that the LAP explore the possibility of adding passenger facilities to serve the former Amgen site in Carrigtwohill.	
	6,036	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), 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.	Consideration will be given to the issues raised in this submission in the drafting of the Plan.

(iii) List of Submissions by Interested Party – Midleton Electoral Area

Interested Party	Sub No.	Settlement Name
Ahern, Patrick	5,594	Carrigaloe
Allen, Myrtle	5,785	Cloyne
Baker, Margaret	5,777	Marino Point
Ballinacurra Community Council	5,369	Midleton
Ballymore Community Association	5,110	Ballymore/Walterstown
Barry, Dermot	5,176	Cloyne
Barry, John	6,029	Marino Point
BMC Partnership	5,192	Ballymacoda
Burke, David	5,122	Midleton
Byrne, Patrick & Stephanie Dormon	5,185	Haulbowline island
Byrne, Patrick & Stephanie Dormon	6,028	Marino Point
Canavan, Cathrina & Darragh	5,156	Cloyne
Carlin, Michael & Tina	5,700	Marino Point
Carrigtwohill Community Council	5,284	Carrigtwohill
Carrigtwohill GAA Club	5,621	Carrigtwohill
Castlelands Construction Co.	5,323	Cobh Environs
Celcareil Ltd	5,613	Carrigtwohill
Cleere, Tom and Jane	5,130	Midleton

Interested Party	Sub No.	Settlement Name
Cloyne District Community Council	5,361	Cloyne
Cobh & Harbour Chamber	5,039	Cobh Environs
Cobh Golf Club	5,647	Cobh Environs
Cobh Tourism	5,734	Cobh Environs
Cocking, Vincent, Moynihan, John & Kearney, Dan	5,115	Ballycotton
Coillte Teo (Land Development Department)	5,287	Ballymore/Walterstown
Coillte Teo (Land Development Department)	6,001	Whitegate & Aghada
Colbert, Jim	5,391	Whitegate & Aghada
Coleman Brothers Developments	5,316	Midleton
Connon, James & Jo	5,773	Redbarn
Conoco Phillips Ireland	5,760	Whitegate & Aghada
Cork Chamber	5,695	Whitegate & Aghada
Cork Chamber	6,032	
Cork Chamber	6,033	Carrigtwohill
Cork City Council's Docklands Directorate	5,707	
Costine,D	5,166	Cloyne
Crowley, Jack	5,681	Cloyne
Crystal Partners	5,218	Youghal
Culligan, St. John	5,478	Midleton
Dairygold	5,271	Mogeely
Dairygold	6,013	Youghal
Deane, Jerry	5,495	Carrigtwohill
Drohan, Aine	5,750	Marino Point
Dunne, Patrick	5,541	Shanagarry/Garryvoe
Eaton, Eileen	5,158	Cloyne
Fitzpatrick, John	5,627	Carrigtwohill
Fleming Construction	5,512	Fota Island
Fleming, Niall	5,155	Cloyne
Fota Business Park Partnership	5,649	Carrigtwohill
Frahill, Mary & JJ	5,636	Carrigaloe
Frahill, Mary & JJ	5,684	Cobh Environs
Garde, John, Rena, Billy, Malcolm and Damian	5,720	Midleton
Garde, Michael and Jimmy	5,296	Shanagarry/Garryvoe
Garvey Group	5,211	Cobh Environs
Gatford, Evelyn	5,419	Marino Point
Geaney, Seamus	5,197	Midleton
Geary Family	5,168	Cloyne
Geraghty, Matthew & Grandfield, William	5,175	Cloyne
Glavin, Pat	5,553	Carrigtwohill
GMC Construction	5,036	Mogeely
Gough, Fergal & Catherine	5,658	Carrigtwohill
Graney, Catherine	5,161	Cloyne
Greaney, C	5,167	Cloyne
Harbour CAT Ferries	5,517	Whitegate & Aghada
Harbour CAT Ferries	6,030	Cobh Environs

Interested Party	Sub No.	Settlement Name
Harbour CAT Ferries	6,031	Marino Point
Harbour CAT Ferries	6,035	Haulbowline island
Harbour CAT Ferries	6,036	
Harty, Natasha	5,142	Midleton
Hawthorne, V	5,174	Cloyne
Healy Brothers	5,283	
Heffernan, Ken	5,159	Cloyne
Hogan, Elizabeth	5,179	Cloyne
Hogan, Elizabeth	5,671	Clonmult
Iarnrod Eireann	5,643	Carrigtwohill
Iarnrod Eireann	6,010	Cobh Environs
Irish Distillers Ltd	5,212	Midleton
Joyce, Gillen	5,237	Cobh Environs
Kilkelly, Ursula	5,262	Midleton
Killeagh/Inch Community Council	5,759	Killeagh
Killeagh/Inch Community Council	6,040	Killeagh
Knockraha Area Community Assoc. Ltd	5,628	Knockraha
Lantry, Seamus	5,196	Youghal
Leonard, Jane	5,165	Cloyne
Lisgoold Leamlara Community Council	5,783	Lisgoold
Lisgoold Leamlara Community Council	6,041	Leamlara
Lisgoold Leamlara Community Council	6,042	Ballincurrig
Mackey, Michael & Marion	5,157	Cloyne
McCaffrey, Mary	5,764	Cobh Environs
McCarthy, Brian & Mairead	5,160	Cloyne
McCarthy, John & Sylvia	5,170	Cloyne
McCarthy, Muriel	5,169	Cloyne
McCarthy, Paddy	5,469	Carrigtwohill
McCarthy, Paddy	5,470	Carrigtwohill
McCarthy, Sarah & Barry	5,141	Midleton
McGrath, Philip	5,311	Midleton
McInerney Homes	5,576	Belvelly
McInerney Homes	6,009	Marino Point
McSweeney, Kathleen	5,026	Youghal
Midleton College, Board of Governors	5,610	Midleton
Midleton Transition Group	5,768	Midleton
Mills, Ray & Gordon	5,390	Marino Point
Mogeely Development Association	5,577	Mogeely
Moloney, Louise	5,739	Midleton
Montgomery, Mary	5,087	Midleton
Mooney, Brendan & Ann	5,111	Ballymacoda
Muddiman, John	5,788	Marino Point
Mullane, Michael	5,171	Cloyne
Mullane, Michael & White, Paul	5,096	Youghal
Murnane & O'Shea	5,392	Carrigtwohill
Murnane & O'Shea	5,586	Carrigtwohill

Interested Party	Sub No.	Settlement Name
Murphy, David	5,556	Leamlara
Murphy, Kieran	5,228	Castlemartyr
Murphy, Mary	5,257	Cloyne
Murphy, Mercia	5,094	Cobh Environs
Murray Family	5,163	Cloyne
Murray, Norma	5,164	Cloyne
Murtagh, Noel	5,645	Ballymore/Walterstown
O'Connor, Brendan	5,173	Cloyne
O'Donovan Transport	5,608	Carrigtwohill
O'Donovan, John	5,238	Cobh Environs
O'Flynn Construction	5,485	Midleton
O'Leary & O'Sullivan Developments Ltd.	5,500	Knockraha
O'Mahony, Anthony & Mary	5,404	Midleton
O'Mahony, Rev. Donal PP	5,794	Cloyne
O'Sullivan, Killian	5,689	
Peachdeen Ltd.	5,625	Cloyne
Port of Cork Company	6,011	Marino Point
Port of Cork Company	6,012	Whitegate & Aghada
Power, David	5,162	Cloyne
Power, Margaret	5,177	Cloyne
Quealey, Catherine	5,123	Midleton
Resource Property Investment Fund	5,701	Midleton
Rossdale Enterprises Ltd	5,471	Carrigtwohill
Rossdale Enterprises Ltd	5,474	Carrigtwohill
Rosshire Properties Limited	5,429	Carrigtwohill
Rostellan Development Association	5,189	Whitegate & Aghada
Ryan, Colman	5,172	Cloyne
Ryan, Jerry	5,069	Leamlara
Ryan, Jerry	5,070	Lisgoold
Savage, William	5,680	Whitegate & Aghada
Shipton Group	5,336	Midleton
Sjostrom, L	5,066	Midleton
Spratt, Leo	5,646	Carrigtwohill
Tesco Ireland Ltd	5,600	Cobh Environs
Tesco Ireland Ltd	5,604	Midleton
The Directors & Members of Youghal Chamber of Tourism & Commerce	5,780	Youghal
The Glenbower Partnership	5,447	Killeagh
Thunder, Ailbhe	5,710	Cloyne
Treacy, Patrick	5,791	
Twomey, Con	5,665	Lisgoold
Twomey, Liam	5,314	Cobh Environs
Twomey, Liam	6,043	Cobh Environs
Vaughan, Frank	5,638	Carrigtwohill
Von Rumohr, Mary	5,153	Cloyne
Waldvogel, Mike	5,327	Cloyne
Walsh, Donal	5,248	Ballycotton
Walsh, Michael	5,193	Dungourney

Interested Party	Sub No.	Settlement Name
Walsh, Ricky - Walsh Group	5,415	Killeagh
Walsh, Ricky - Walsh Group	5,416	Midleton
Youghal Shipping & Storage	5,207	Youghal

Appendix B- Issues emerging from Stakeholder Meetings

STAKEHOLDERS WORKSHOP "A" FOR MIDLETON ELECTORAL AREA OUTLINE STRATEGY

REPORT

14TH JANUARY 2010 – PARK HOTEL, MIDLETON

Local Issues raised by:

- 1) PATRICIA O'BRIEN (Carrigtwohill Community Group)
 - Lack of focus on Carrigtwohill Town Centre / Run-down appearance of the Main Street - there is need for a Town Centre strategy to be put in place
 - Flooding
 - Shortage of recreation and amenity facilities within the Carrigtwohill area
 - Lack of cooperation between Local Authorities and Local Community Groups – policies should be put in place to address this issue
 - Parking and Traffic on the Main Street
 - Housing Densities for proposed residential developments should have a regional focus and should be adjusted to reflect the established character of the area. The type of housing being delivered should not replicate high density developments seen in the Dublin Area (apartment developments are not suitable for the Carrigtwohill area)

- 2) SEAN WALSH & PAUDIE MURPHY (Landowners Waterrock)
 - How did Cork County Council come up with the population figures for the Midleton Area?
 - Additional employment is required to stimulate growth in the town area
 - Water and Waste Water facilities in Midleton have already been upgraded; the existing upgrade is sufficient to deal with future requirements; why is there another upgrade required?
 - Will the existing SLAP for the Waterrock Area continue or will it lapse?

- 3) KEN HEFFERNAN (Cloyne District Community Council)
 - Lack of community facilities
 - Residential developments built without adequate playgrounds, sport fields
 - Lack of employment in the area; commuter village
 - The tourism potential of the village is not utilized; the Cloyne Round Tower should be used as a tourist attraction for the area

- Where did the population figures for the area come from? Are they targets or forecasts?
- 4) JOHN COLEMAN (CIF + Coleman Brothers Development)
- More zoned land should be made available to developers; at present, limited availability of zoned land generates increased bidding from developers which results in high prices for houses
 - Cycling should be promoted more; emphasis should be given to cycling lanes and safe passages for children to be able to cycle to school
 - Vehicular infrastructure should be provided more timely
- 5) SEAN MCGRATH (Ballycotton Development Company)
- There are development concerns in Ballycotton
 - The sewerage treatment plant is the main issue for the Ballycotton area and it should be dealt with as a matter of urgency
 - The traffic system and parking provision in the village are a problem
 - No major housing development in the village
- 6) DIARMUID MCKEOGH (Youghal Chamber)
- Youghal is a gateway to the county and the entrance to the town is paramount
 - Cork County Council is not promoting tourism in Youghal and there is very little to encourage people to visit the town from a tourist perspective
 - The housing market is changing and this should be reflected in the housing provision; there is no up-market housing available in Youghal
 - Job losses in Youghal resulted in more people having to commute; the Killeagh – Castlemartyr bypass is a huge drawback at present
 - A retail led regeneration of the town centre should be a priority; Youghal has many protected structures which are not used for retail purposes; it is cheaper to develop a retail unit in out of town locations, rather than develop a town centre protected structure into a retail unit; there should be policies safeguarding the life of heritage towns.
- 7) MICHAEL FARELY (Youghal Chamber)
- Lack of enforcement from Cork County Council regarding the existing treatment plant in Youghal; the blue flags for the Youghal beaches have been lost as a result of poor water quality and air pollution; the treatment plant issues needs to be addressed as a matter of urgency

- The beaches are neglected; no toilet facilities available
- Flooding is an issue
- Lack of employment in Youghal
- The roads to Youghal are a problem and the bypass is needed immediately
- Lack of zoning for up-market housing
- Parking – there is a shortfall of 650 parking spaces in the Town Centre area
- Cycling lanes are not suitable for Youghal, given the hilly nature of the town

8) ELMAR CRONIN (Health Service Executive)

- There are plans in place to develop HSE services in Youghal, Midleton, Cobh
- Lack of adequate transport facilities affects the elderly who have difficulties in accessing local services
- Adequate provision of recreation facilities would prevent suicide and mental health issues.

Discussion Issues:

- Provision of recreation and community facilities – housing developments that did not provide adequate recreation facilities will have a huge problem in years to come
- Trigger mechanism to be included in the planning permission to ensure that community facilities are adequately delivered.
- Infrastructure / Roads need improvement in order to cater for future developments

**STAKEHOLDERS WORKSHOP "B" FOR MIDLETON ELECTORAL AREA OUTLINE STRATEGY
REPORT**

14TH JANUARY 2010 – PARK HOTEL, MIDLETON

Local Issues raised by:

- 9) Olly Sheehan (Carrigtwohill Community Group)
- Lack of focus on Carrigtwohill Town Centre / Run-down appearance of the Main Street - there is need for a Town Centre strategy to be put in place
 - There are problems with parking and traffic on the Main Street in Carrigtwohill that need to be addressed in the Local Area Plan

10) Ryan Howard (South East Cork Area Development)

- Employment is a key issue Countywide but in Midleton, because of the rapid growth in population there is a need to plan for additional social infrastructure
- There is a need to plan for specific employment sectors (small scale businesses). The categories for business use are too general and there is a need to disaggregate them.
- The Local Area Plan should provide for amenity and tourism facilities in the area
- Planning for communities is essential

11) David Hogan (Oakridge Properties)

- There is a sufficient quantum of commercially zoned land in the area
- These areas need to be developed prior to additional lands being zoned.
- Unfinished commercial estates are a problem

12) Mary Murphy (Knockraha Area Committee Association)

- There is too much land zoned in Knockraha
- There is a lack of basic facilities such as parking and convenience shops
- The primary school is at capacity
- There is a need to improve the pedestrian and recreational facilities in the area.

13) Pat Foley (Ballinacurra Community Council)

- 2020 population projections are too optimistic
- The problems with empty houses within residential areas and unfinished housing estates need to be addressed prior to additional lands being zoned.
- Ballinacurra is over developed and over zoned
- School site should have been provided in the west of Ballinacurra. This will create a traffic issue as students will need to be driven from the new developments to the east
- Traffic from Whitegate and Shanagarry converge in Ballinacurra
- The Community Council is against the current proposal for a relief road. It should go the west of the village
- The Lakeview Roundabout should be left open
- Water supply and wastewater treatment is a problem. The Area is linked to the already overloaded Midleton Sewer
- Flooding is a major problem

14) Des McKee (Ballymore Community Association)

- 25 years ago, there were 40 students in the school, now there are 130.
- There is no sewage treatment scheme in the village
- There is a need for additional play areas in Ballymore.
- There is a problem with traffic congestion at the Church in Ballymore because of a lack of parking facilities.
- The road into Cobh is in need of repair.

15) Michael Martin (Cobh and Harbour Chamber)

- The development of the road into Cobh, especially at Fota Park, needs to be addressed as a matter of urgency
- The bridge at Belvelly is outdated
- The heavy traffic using the road needs to be addressed
- Signage for Cobh on the N25 needs to be improved
- There is a need for a marina in Cobh
- Spike Island needs to be developed as a tourism attraction
- Planning process is not conducive to business

16) Finbar Motherway (Cork County Federation / Killeagh Inch Community Council)

- The water supply in the area is poor and there was a promised upgrade of the existing scheme.
- Empty houses and unfinished estates are still a problem, especially in Youghal.

Discussion Issues:

Social and Recreational Facilities

- There was a lack of co-ordination in terms of the provision of social infrastructure as it was tied to the delivery of housing estates.
- The Council's Recreational and Amenity Policy came too late.
- Amenities should be provided as soon as certain trigger points are reached.

Community Development

- Engineers need to be taken on Community Development Courses.
- The Voluntary Sector is not appreciated
- Development contributions are not going to appropriate locations
- Communities should decide where facilities should be located
- Irish estates are boring compared to other European countries, they should include parks. Design needs to be distinctive

- Contributions should be pooled into a community fund and should stay in the community.
- Very small derelict sites should be signed over to the community to repair and maintain. This would lead to greater community ownership of the area.
- There is a lack of cultural facilities for all sectors of society
- Partnerships between the Council and community groups need to be established.
- Communities need to be more pro-active
- Problems with Fly-tipping need to be addressed. This is of particular concern in rural areas where there is a lack of enforcement.
- Litter wardens need to be employed after hours.
- Given the limited resources available, the key to delivering services is to ensure more proactive consultation.

