

Preparation of Cork City Development Plan 2022-2028

Chief Executive's Report on Draft Cork City Development Plan 2022-2028 Consultation

Volume 1

Issues raised and Chief Executive's Response & Recommendations

Report to Council Under Section 12 (4)(a) Of the Planning and Development Act, 2000 (as amended)

December 2021

Volume 1 **Issues raised and Chief Executive’s Response & Recommendations**
This Volume

Volume 2 **Summary of Submissions Received**

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HIGH-LEVEL OVERVIEW

This table provides a high-level overview of the issues raised. It does not purport to reflect every issue raised, the report should be read in full.

Section	Key Issues Raised	High-level Summary of Main Recommended Amendments
Chapter 1 Introduction	<ul style="list-style-type: none"> • General support for the Plan vision • Suggestions for amending strategic provisions 	Minor amendments recommended
Chapter 2 Core Strategy	<ul style="list-style-type: none"> • Support for focus on 15-minute City • Support for 9 Strategic Objectives • Housing Supply Targets • City Capacity Study • Tier 3 Zoning • Increased density balanced with service delivery • Local planning 	<ul style="list-style-type: none"> • Amended calculation of Housing Supply Targets • Confirmation that City Capacity Study will be published • Redesignation of Tier 3 to Longer Term Strategic Development Land • Additional objective on local planning
Chapter 3 Delivering Homes & Communities	<ul style="list-style-type: none"> • Need for refined housing supply and enhanced social and affordable housing supply • Strong support for the Compact City measures and 15-Minute City and increasing densities • Additional community infrastructure required • Traveller Accommodation policy enhancement • Child-friendly, age-friendly & safe development 	<ul style="list-style-type: none"> • Updated Social and Affordable Housing Targets following update to Joint Housing Strategy • Additional school sites have been zoned and objectives included to secure schools where sites not identified • Enhanced Traveller Accommodation site development strategy and additional objectives • Community Infrastructure Audit proposed • Additional objectives to ensure development supports child-friendly and age-friendly environments

Section	Key Issues Raised	High-level Summary of Main Recommended Amendments
<p>Chapter 4 Transport & Mobility</p>	<ul style="list-style-type: none"> • Modal shifts targets • Cycling and cycling facilities • Protection of national road network • Strengthen reference to use of ABTAs • CMATS, BusConnects, Light Rail Transport (LRT) • Accessible public transport and segregated cycling and pedestrian facilities 	<ul style="list-style-type: none"> • Clarification that targets for modal share will be continuously reviewed during the lifetime of Plan • Additional objective on protection of national road network • Additional objective on ABTAs • Additional references to public transport incl. BusConnects • Reference to potential amendments to accommodate final BusConnects and LRT
<p>Chapter 5 Climate Change & Environment</p>	<ul style="list-style-type: none"> • Flood Protection and management • Support for climate adaptation and need for additional actions and targets • Request to strengthen text on renewable energy • Additional reference to climate justice 	<ul style="list-style-type: none"> • Additional text and objectives on renewable energy • Additional reference to climate justice
<p>Chapter 6 Green and Blue Infrastructure, Open Space & Biodiversity</p>	<ul style="list-style-type: none"> • Strong support for the Lee to Sea greenway • Requests for additional tree planting, parks, green spaces and recreational activities • Requests for increased access and recreational use of the river • Strengthen reference to metropolitan open space strategy 	<p>Minor amendments recommended</p>

Section	Key Issues Raised	High-level Summary of Main Recommended Amendments
Chapter 7 Economy & Employment	<ul style="list-style-type: none"> • Strategic Employment Sites • Balanced employment development in the city • Entrepreneurship • Strengthen content on innovation corridors 	<ul style="list-style-type: none"> • Modifications to some Strategic Employment Sites • Additional text supporting entrepreneurship • Additional text and objectives on innovation corridors
Chapter 8 Heritage, Arts & Culture	<ul style="list-style-type: none"> • Safeguarding of historical character sites • Support the establishment of a ‘sense of place’ in the city, through better management of older buildings and public spaces across the city • Revival and maintenance of Cork’s Historical Centre • Retain and reuse of buildings in city centre to facilitate business and residential needs • The quay walls should be restored and protected 	<ul style="list-style-type: none"> • Additional text on safeguarding Cork City’s built heritage • Include additional text to support Cork’s Arts strategy and Cultural Capacity
Chapter 9 Environmental Infrastructure	<ul style="list-style-type: none"> • Enhance content on renewable energy • Updates required to Irish Water plans, projects • Reference to National Waste Management Plan for a Circular Economy 	<ul style="list-style-type: none"> • Additional text and objectives on renewable energy • Content on Irish Water plans and projects updated • New reference to National Waste Management Plan for a Circular Economy
Chapter 10 Key Growth Areas & Neighbourhood Development Sites	<p>Numerous issues raised in relation to various key growth areas and neighbourhood development sites</p>	<p>Individual issue addressed in Part 4 of this Report.</p>

Section	Key Issues Raised	High-level Summary of Main Recommended Amendments
Chapter 11 Placemaking & Managing Development	<ul style="list-style-type: none"> • Densities for outer suburban areas need to be increased to realise “15-Minute City” • Lack of policy direction for digital signage • Include reference to Design Manual for Urban Roads and Streets (DMURS) Quality Audits 	<ul style="list-style-type: none"> • Density targets for the Outer Suburbs are being increased from 35-60 to 40-60 dwellings per hectare • New section on “Digital Advertising/Signage” • Additional text reference to “Other Design Audits” such as “Pedestrian and Cycling Audits”
Chapter 12 Land Use Zoning Objectives	<p>Numerous land use zoning and mapping requests (just under half of all submissions)</p>	<p>Individual recommendations for each request provided in Part 4 of this report</p>
Chapter 13 Implementation	<p>Clarity required on how Development Plan objectives will be monitored</p>	<p>Further detail on monitoring the implementation of Development Plan objectives will be provided at Material Amendment and final Plan stages</p>
Appendices including SEA, AA & SFRA	<ul style="list-style-type: none"> • Reference Cork Harbour Planning Framework • Reference geothermal energy • Strengthen reference to protected European Sites • Additional Justification Tests for SFRA required • Additional text on flooding and climate change • Geological Survey Ireland (GSI) recommend inclusion of datasets. • Overlaying of flood zones onto zoning maps 	<ul style="list-style-type: none"> • New objective on Cork Harbour Planning Framework • New objective on geothermal energy • Amended objectives in relation to European Sites • Finer granularity on Justification Tests will be provided • Additional text on flooding and climate change will be provided • Recommend datasets to be included in the SEA ER. • Flood zones will be overlain onto land use zoning maps

STRUCTURE OF REPORT

This report is structured in 2 Volumes. **You are now reading Volume 1.**

Volume 1

Issues raised and Chief Executive's Response & Recommendations

HIGH-LEVEL OVERVIEW

STRUCTURE OF REPORT

PART 1 Introduction to Chief Executive's Report

This Part contains information on the plan-making process, the Draft Plan consultation process, the purpose of this Report, the relevant legislative context and the next steps.

PART 2 Summary of submissions from OPR, SRA, NTA and TII, and the Chief Executive's response and recommendations

This Part contains a summary of the OPR and SRA submissions and the Chief Executive's response and recommendations.

PART 3 Summary of key issues raised in the submissions and observations by Other Persons and the Chief Executive's Response and Recommendations

This Part contains a summary of the main issues raised in the submissions by all other parties and the Chief Executive's response and recommendations. The issues raised are grouped under headings that align with the Draft Plan chapters.

PART 4 Land Use Zoning and Mapping

This Part contains the land use zoning mapping and requests.

APPENDICES

Volume 2

Summary of Submissions Received

PART 1 Introduction and Context

PART 2 Summary of the main issues raised in the each of the submissions received*

* except the submissions of the Office of the Planning Regulator, Southern Regional Assembly, National Transport Authority and Transport infrastructure Ireland.

APPENDICES

Part 1

Introduction to the Chief Executive's Report

1.1 The Process to Date

Cork City Council is in the process of reviewing and preparing a new City Development Plan.

Pre-draft Stage

This process began with the publication of the **Cork City Development Plan 2022-2028 Stage 1: Pre-Plan consultation Issues Paper: Our City, Our Future** in June 2020. The Issues Paper provided the context of the new City Development Plan and explained how it fits into the national hierarchy of plans with the National Planning Framework (NPF), Southern Regional Spatial and Economic Strategy (RSES) and Cork Metropolitan Area Strategic Plan (MASP), as well as the Cork Metropolitan Area Transport Strategy (CMATS) and the Cork City Climate Adaptation Plan 2019. It set out a series of themes and questions that need to be considered in the preparation of the new City Development Plan.

There was a significant response to the consultation process, which ran from 26 June until 21 August 2020, with 390 submissions received. Details of the submissions and the issues raised are included in the **Chief Executive's Report Volumes I and II** of the pre-draft consultation dated October 2020.

Cork City Council consulted considerably during the period October 2020 and July 2021 with statutory bodies and other stakeholders as part of the plan-making process. 16 workshops between the Executive and Elected Members were held relating to the City Development Plan review.



Draft Plan Stage

On 26 July 2021 the **Draft Cork City Development Plan 2022-2028** was published for consultation. This is the first City Development Plan prepared for the expanded Cork City¹. For the first time, a single statutory development plan will encompass Cork City and all its suburbs, towns, villages and hinterland. The Draft Plan sets out how Cork City will deliver on the National ambitions and growth targets for the City.

The Draft Plan comprised three volumes:

- Volume 1 Written Statement
- Volume 2 Mapped Objectives
- Volume 3 Built Heritage Objectives

The Draft Plan also comprised:

- Strategic Environmental Assessment Report
- Natura Impact Report
- Strategic Flood Risk Assessment

The Draft Plan was accompanied by a series of supporting documents and studies, including:

- Cork City Neighbourhood Profile
- Green and Blue Infrastructure Strategy
- Draft Joint Housing Strategy (with Cork County Council)
- Urban Density, Building Height and Tall Building Strategy



¹ On 31 May 2019 Cork City expanded to nearly five times its former size and the population of the city grew by 85,000 to 210,000: <https://www.corkcity.ie/en/council-services/public-info/boundary-extension/>

1.2 Draft Plan Consultation Process

The Draft Plan consultation is a legal requirement as part of the City Development Plan process. The Draft Cork City Development Plan 2022-2028 consultation period ran from **26 July 2021 to 4 October 2021**. The documents published as part of the consultation are detailed under section 1.1 above.

The ongoing public health crisis and the related restrictions on public gatherings provided a significant challenge to the consultation process. Notwithstanding this challenge, the Council engaged with the public and other stakeholders in a number of ways.

Aside from the required statutory newspaper notice, the consultation was widely promoted via the City Council's website, radio, newspapers and on social media platforms, under the "Our City, Our Future" banner. A bespoke website was created for the Draft Plan along with a consultation portal. A 5-minute video on the Cork City Development Plan review was produced and made available on the City Council's website, and the full video and a series of short-form versions were circulated on social media such as YouTube, Vimeo, Facebook and Twitter.

There was a high level of engagement which is a tangible indication of the genuine interest that the residents of Cork and stakeholder groups have in the future of their city. Over 40, mostly virtual, stakeholder meetings were held during the consultation period, and staff were available to answer queries via phone or email. Further consultation was carried out via the Public Participation Network (PPN), and there was specific consultation with young people including the Freedom of the City project.

The Draft Plan, its appendices and accompanying documents were made available online in the accessible *FlippingBook* format and were collectively viewed over 7,300 times during the consultation period.

There was a significant response to the consultation process with **449 submissions** received.

Of the 449 submissions 386 (86%) were submitted online via the consultation portal, with the remaining submissions being submitted via mail, post or by hand. Further details are set out in Volume 2 of this Report.

Cork City Council wish to sincerely thank all those who took the time and effort to participate in this process by making a submission. Cork City Council would also like to acknowledge the efforts and thank the Public Participation Network, all stakeholders, colleagues across Cork City Council and associated bodies, and the Elected Members of Cork City Council, who supported the consultation process. A wide range of issues were raised in the submissions received. These are summarised, and addressed by the Chief Executive, and form the bulk of the content of this report. A list of all those who made a submission is included in Appendix 1 this Chief Executive's Report.

1.3 Purpose of this Chief Executive's Report

This report forms part of the statutory process to make a new City Development Plan. Its primary function is to list and summarise the main issues raised in the submissions received during the consultation process, including those of the Office of the Planning Regulator and Southern Regional Assembly, and to provide the response of the Chief Executive on the issues raised. This report must follow a prescribed statutory framework and is submitted to the Elected Members for their consideration.

In this Report, where recommendations propose amendments to text in the Draft Plan, proposed new text is in **bold**, text to be deleted in ~~strikethrough~~.

1.4 Legislative Context

The legislative basis for this part of the process is set out under section 12 of the Planning and Development Act, 2000 as amended. In accordance with section 12(4), this Chief Executive's report is required to:

- (i) list the persons or bodies who made submissions or observations to the Draft Plan consultation,
- (ii) provide a summary of the recommendations and observations made by the Office of the Planning Regulator and Southern Regional Assembly,
- (iii) provide a summary of all other submissions and observations,
- (iv) give the response of the Chief Executive to the issues raised, taking account of: —
 - any directions of the Members under section 11(4),
 - the proper planning and sustainable development of the area,
 - the statutory obligations² of any local authority in the area,
 - any relevant Government or Ministerial policies or objectives and, any observations made by the Minister section 12(3)(b)(iv).

1.5 The Next Steps

The Elected Members of Cork City Council have up to 12 weeks to consider the Draft Cork City Development Plan 2022-2028 and this Chief Executive's report following which, where it appears to the Members that the Draft should be accepted or amended, they may by resolution accept or amend the Draft and make the Development Plan accordingly.

² Section 12(18) of the Act defines 'statutory obligations' as including the obligation to ensure that the development plan is consistent with the National Planning Framework, Regional Spatial Economic Strategy and any section 28 Specific Planning Policy Requirements.

Where a proposed amendment to the plan would be a **material alteration**, the planning authority must publish a notice of the proposed amendment in at least one newspaper circulating in its area and send notice and a copy of the proposed amendment to the Minister, the Office of the Planning Regulator, the Board and the prescribed authorities.

Material alterations to the draft plan are also subject to Strategic Environmental Assessment, Appropriate Assessment and Strategic Flood Risk Assessment.

The proposed material alterations are published for public consultation for a period of at least 4 weeks, following which a Chief Executive's Report on the material alterations consultation is prepared.

In making the development plan, the Members are restricted to considering:

- the proper planning and sustainable development of the area,
- the statutory obligations of any local authority in the area,
- any relevant Government or Ministerial policies or objectives for the time being.

Where the planning authority decides **not to comply** with any recommendation of the Minister, Office of the Planning Regulator or Southern Regional Assembly, it is required to inform the Minister, Office of the Planning Regulator or Southern Regional Assembly as soon as practicable by notice in writing outlining the reasons for the decision.

This Report represents Stage 7 of the process, as illustrated in this diagram. It is envisaged that the process will conclude in mid-2022.

Development Plan Stages



Part 2

Summary of submissions from the Office of the Planning Regulator, Southern Regional Assembly, National Transport Authority and Transport Infrastructure Ireland, and the Chief Executive's response and recommendations

Section 1

Submission from the Office of the Planning Regulator

Submission from the Office of the Planning Regulator (Submission No 426)

The Office of the Planning Regulator (OPR) has a statutory role in evaluating and assessing development plans and draft development plans to ensure consistency with legislative and policy requirements relating to planning. The submission by the OPR comprises three categories of observations:

- **Recommendations** which relate to clear breaches of legislative provisions, the national or regional planning framework or the policy of Government as set out in section 28 Ministerial Guidelines. The planning authority is **required** to implement or address recommendations to ensure consistency with policy and legislative provisions. The OPR submission includes **12 recommendations**.

Recommendation 1: Core Strategy Housing and Population Targets	Recommendation 7: Retail
Recommendation 2: Distribution of Growth	Recommendation 8: Modal shift targets
Recommendation 3: Core Strategy and Zoning for Residential Use	Recommendation 9: Strategic National Road Network
Recommendation 4: Tiered Approach to Zoning Infrastructure Assessment	Recommendation 10: Renewable Energy
Recommendation 5: Tiered Approach to Zoning	Recommendation 11: Flood Risk Management
Recommendation 6: Development Approach for Settlements	Recommendation 12: Public Rights of Way

- **Observations** which take the form of a request for further information, justification on a particular matter, or clarification regarding particular provisions of a plan on issues that are required to ensure alignment with policy and legislative provisions. The planning authority is **requested** by the Office to action an observation. The OPR submission includes **8 observations**.

Observation 1: Development Approach for Settlements	Observation 5: Parking standards
Observation 2: Local Area Plans	Observation 6: Quarries and Aggregate Resources
Observation 3: Compact growth	Observation 7: Climate Action
Observation 4: Residential Density	Observation 8: Implementation and Monitoring

- **Advice** on matters that the OPR considers would contribute positively to the proper planning and sustainable development of the area. The planning authority is **requested to give full consideration** to the advice contained in a submission. The OPR provides advice throughout the submission.

The planning authority is required to provide a summary of the recommendations and observations made by the OPR in this report.

Issues / Recommendations / Observations	Chief Executive’s Response & Recommendation
1.1. Overview	
<p>The OPR welcomes the approach taken in preparing the draft Plan which proactively embraces the challenges and opportunities identified in the NPF and the RSES through clear and concise policies and objectives in a well-structured draft Plan.</p> <p>Welcomes the strategic approach taken in the draft Plan which recognises that although growth must be planned for now, much of it will not take place within the proposed Plan period but in the two subsequent plans to 2040. Strongly supports this approach.</p> <p>The setting out of nine strategic objectives for growth provides clarity in strategic approach and is a very positive format.</p> <p>Strongly commends the strong emphasis on the development of the 15-minute City, which is clearly integrated across the Plan.</p> <p>The draft Plan provides an appropriate focus for regeneration of strategic docklands areas, infill and brownfield development in the existing built-up area. The proposed active land management approach has the potential to revitalise urban areas through regeneration of brownfield sites.</p> <p>The draft Plan provides a coherent strategy for climate action, including mitigation and adaptation.</p> <p>While there are some concerns with land use zoning objectives, the OPR commends the approach to setting out a well-considered, integrated land use transport and mobility strategy.</p>	<p>Cork City Council welcomes the comments from the OPR and the acknowledgement of the considerable work undertaken by the local authority in the preparation of the Draft Plan against the backdrop of the evolving national and regional planning policy and regulatory context.</p> <p>Cork City Council would like to acknowledge the detailed submission made in response to the Draft Plan, which helps to inform to the plan-making process.</p> <p>Recommendation:</p> <p>No change to the Draft Plan.</p>

Issues / Recommendations / Observations	Chief Executive’s Response & Recommendation
1.2. Core Strategy & Settlement Strategy	
1.2.1. Core Strategy Housing & Population Targets	
<p>The Office also supports the overall form of the Core Strategy and Settlement Hierarchy, which is rational and evidence-based and has the potential to support sustainable transport and modal shift. Although there are some issues that need to be addressed in terms of housing supply targets and zoning to ensure consistency with National Strategic Objective 1 compact growth.</p> <p>The Office estimates the housing supply target for your authority calculated in accordance with Guidelines as c.14,800 for the plan period (under adjustment E of the Guidelines).</p> <p>While the population projection to 2028 in Table 2.2 of the Core Strategy is considered to be consistent with the RSES, the Core Strategy does not include housing supply targets, as required by the Guidelines. This will require a review of the draft Plan in order to plan to provide for housing to the extent identified in the Guidelines and the accompanying Circular in the Core Strategy, settlement strategy and associated identification of development potential and zoning exercises.</p> <p>Housing supply targets will also be necessary should the planning authority wish to employ the ‘<i>Additional Provision</i>’ mechanism as per section 4.4.3 of the draft Guidelines.</p> <p>Recommendation 1 - Core Strategy Housing and Population Targets</p> <p>In accordance with Section 10(2A) of the <i>Planning and Development Act 2000</i> (as amended), and having regard to the <i>Section 28 Guidelines: Housing Supply Target Methodology for Development Planning (2020)</i>, the <i>Guidance Note on Core Strategies (2010)</i>, and the <i>Development Plans, Guidelines for</i></p>	<p>Cork City Council welcomes the OPR’s overall support for the rational and evidence-based approach adopted to deliver the Draft Plan’s Core Strategy and Settlement Hierarchy.</p> <p>The Draft City Development Plan and associated supporting studies have largely been prepared in the absence of the Draft Development Plan Guidelines for Planning Authorities (Draft DPGAs), recently published in August 2021. However, the detailed approach applied to deliver the Core Strategy and the Draft Plan aligns with the methodologies and objectives set out in the draft DPGAs – further detail is set out in other responses contained below.</p> <p>In response to the issues raised in “Recommendation 1”, this Report further clarifies how the multiple outputs from the supporting studies have played a key role in developing the Core Strategy by using a practical, logical and evidenced based approach.</p> <p>The City Capacity Study, referred to section 2.31-2.33 of the Draft Plan is being used to inform the formulation of the Core Strategy, and its subsequent implementation.</p> <p>A City Capacity Study report will be included in the Material Amendments that will be placed on public consultation in April 2022. This “<i>Cork City Capacity Study 2021</i>” report will outline a two-year evidence based and iterative process, which includes ongoing input from key internal and external stakeholder. The report will set out the following key phases:</p> <ul style="list-style-type: none"> • Phase 1: Identification of Underutilised sites • Phase 2: General Viability Assessment

Issues / Recommendations / Observations	Chief Executive's Response & Recommendation
<p><i>Planning Authorities, Draft for Consultation (2021)</i>, the planning authority is required to review the Core Strategy and to revise as necessary to:</p> <p>(i) comply with the requirements of the <i>Section 28 Guidelines: Housing Supply Target Methodology for Development Planning (2020)</i> and Appendix 1 of the accompanying Ministerial Letter to Local Authorities of 18/12/20;</p> <p>(ii) provide a single core strategy table for the planning authority area as a whole which clearly identifies population growth and housing targets for each tier across the settlement hierarchy, including for each individual urban town (tier 4) and the rural hinterland (tier 5).</p> <p>Note: Appendix A of the <i>Development Plans, Guidelines for Planning Authorities, Draft for Consultation (August 2021)</i> provides a useful reference and illustrative example of a core strategy table.</p>	<ul style="list-style-type: none"> • Phase 3: Capacity Constraints Assessment • Phase 4: Application of Strategic Planning Issues • Phase 5: Identification of City Capacity • Phase 6: Recommendations for the Core Strategy <p>Having regard to the request to provide a single core strategy table for each tier across the settlement hierarchy, a revised, single core strategy table will be provided at Material Amendment stage. This table will combine the outputs of the existing Tables 2.2, 2.3 and 2.4 of the Draft Plan, as amended herein. It should be noted that the Draft Plan uses three tables in order to avoid overcomplication of detailed population and housing targets at sub-city level.</p> <p>The Cork Joint Housing Strategy and HNDA November 2021 was updated in November 2021 to take account of the dynamic policy context in the form of the s28 Guidelines for Planning Authorities pertaining to Housing Supply and Housing Need and Demand Assessment, as well as those for the Development Plan in draft form. Cork City Council's proposed housing supply target has been amended to define a Housing Supply Target of 16,238 homes during the Plan period. Cork City Council's Table 1 is set out in Table 4.7 of the Joint Housing Strategy (see below).</p>

Issues / Recommendations / Observations	Chief Executive’s Response & Recommendation																									
	<p>Table 4.7: Summary of Housing Demand in Cork City during the plan period</p> <table border="1"> <thead> <tr> <th></th> <th>Demand</th> <th>No. of Years</th> <th>Total Households</th> <th>Annual Households</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>ESRI NPF scenario projected new household demand 2017 to end Q2 2028</td> <td>11.5</td> <td>15,967</td> <td>2,661</td> </tr> <tr> <td>B</td> <td>Actual new housing supply 2017 to end Q2 2022 (actual to Q2 2021 and estimated remainder 2021 and H1 2022 based on pro rata of H1 2021)</td> <td>5.5</td> <td>3,832</td> <td>697</td> </tr> <tr> <td>C</td> <td>Homeless households, and unmet demand as at Census 2016</td> <td>N/A</td> <td>498</td> <td>N/A</td> </tr> <tr> <td>D</td> <td>Plan Housing Demand = Total (A-B+C), (Projected ESRI NPF demand - new completions) = Total demand</td> <td>6 Years</td> <td>16,238</td> <td>2,706</td> </tr> </tbody> </table> <p>Cork City Council are not pursuing the optional adjustment ‘E’ set out in the Section 28 Guidelines to facilitate convergence to NPF strategy to 2026. This adjustment is optional and exists to enable planning authorities to more gradually transition from the baseline or ‘business as usual’ scenario to the NPF ‘50:50 City’ scenario where necessary and justified. It is the position of Cork City Council that the Draft Cork City Development Plan 2022-2028 aligns fully with the NPF and its associated population and household scenarios Adjustment F is not considered applicable as recent supply (row B) is not close to or exceeding demand (row D).</p> <p>As highlighted by the OPR, Cork City Council also proposes to apply the facility for the “Additional Provision” of zoned land in order to provide local choice set out in 4.4.3 of the Draft Development Plan Guidelines for Planning Authorities. The justification for the application of the Additional Provision for each settlement will be set out in the revised Core Strategy. The justification for the</p>		Demand	No. of Years	Total Households	Annual Households	A	ESRI NPF scenario projected new household demand 2017 to end Q2 2028	11.5	15,967	2,661	B	Actual new housing supply 2017 to end Q2 2022 (actual to Q2 2021 and estimated remainder 2021 and H1 2022 based on pro rata of H1 2021)	5.5	3,832	697	C	Homeless households, and unmet demand as at Census 2016	N/A	498	N/A	D	Plan Housing Demand = Total (A-B+C), (Projected ESRI NPF demand - new completions) = Total demand	6 Years	16,238	2,706
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Issues / Recommendations / Observations	Chief Executive's Response & Recommendation
	<p>application of the Additional Provision is rooted in the justification tests (a-h) set out in 4.4.3 of the Draft GPA, including: sites zoned support Compact Growth and integrated land use and transportation; and are serviced or serviceable within the Plan period.</p> <p>Recommendation:</p> <ul style="list-style-type: none"> (i) The Draft Plan will include a coherent Core Strategy based on the requirements of the Section 28 Guidelines: Housing Supply Target Methodology for Development Planning (2020) and Appendix 1. (ii) A single core strategy table that identifies updated population growth and housing targets for each tier across the settlement hierarchy will be provided at Material Amendment stage.
1.2.2. Settlement Strategy	
<p>The settlement hierarchy is generally appropriate and consistent with national and regional policy. The identification of three tiers within the city, comprising the (1) city centre, (2) docklands and (3) city suburbs, is considered to be consistent with the draft Development Plan Guidelines. The draft Plan also appropriately defines (4) the urban towns and (5) the rural hinterland as separate tiers.</p>	<p>The OPR's overall support for the settlement hierarchy is welcomed.</p> <p>Recommendation:</p> <p>No change.</p>
1.2.3. Distribution of Growth	
<p>The OPR acknowledges that much of the anticipated growth is dependent on infrastructure that will come on stream towards the end of, or after the current plan period.</p> <p>The OPR also notes the rationale set out in the draft Plan regarding the need to develop sufficient population in Ballincollig to justify the proposed Light</p>	<p>Cork City Council welcomes the OPR's recognition that much of the anticipated growth is dependent on infrastructure that will come on stream towards the end of, or after the current plan period.</p> <p>Sections 2.34 – 2.38 of the Draft Plan show that, while a recent increase in planning activity is a progressive step, the implementation of planning</p>

Issues / Recommendations / Observations	Chief Executive's Response & Recommendation
<p>Rail Transit (LRT) route, which is included in the National Development Plan, and is satisfied that the overall balance is reasonable for the plan period.</p> <p>Concerns are expressed in relation to the growth allocations for Blarney / Stoneview – in light of the current uncertainty in the timeframe for delivery of key enabling infrastructure including addressing strategic water services infrastructure constraints over the plan period – and Tower – in view of it being a less accessible location by sustainable modes.</p> <p>Recommendation 2 – Distribution of Growth</p> <p>Having regard to the NPO3b and NSO 3, the planning authority is required to review the proposed distribution of population and housing allocation in its Core Strategy to:</p> <ul style="list-style-type: none"> (i) ensure that the level of growth proposed for Blarney/Stoneview is aligned to with the level of services, including water services infrastructure and public transport services upgrades, anticipated to become available over the Plan period or within a reasonable period thereafter. (ii) Where there is uncertainty on infrastructure delivery timelines, phasing should be provided for growth in tandem with the delivery of key enabling services and infrastructure. (iii) Review the level of growth for Tower to reflect its less accessible location and redistribute the growth to locations that are consistent with compact growth and sustainable mobility. 	<p>permissions and the actual delivery of residential units in Cork City remains fundamentally dependent on the market. This low delivery of granted planning permissions is not singular to Cork City Council, reflecting a national trend.</p> <p>The timely delivery of key national, regional and local infrastructure will be the key determinant to ensure the housing market in Cork City can deliver the required housing stock to meet ambitious NPF population growth targets. In this regard, attention is also drawn to the following objectives set out in Chapter 2 (Core Strategy) of the Draft Plan. These objectives will require substantial support from a range of key external stakeholders at national, regional and local levels. Cork City Council also welcomes the OPR's recognition that sufficient population growth is required in Ballincollig to justify the proposed Light Rail Transit (LRT) route.</p> <p>In relation to (i), as outlined in the Draft Plan, Stoneview which is situated 1.9 km northwest of Blarney town centre, has been identified in successive plans as a major residential expansion for the town. It occupies a strategic position on the Cork suburban railway line and the development of a large site in close proximity to the suburban rail network offers a major opportunity to achieve high modal shift by providing new homes at a location where residents can gain easy access to high quality rail. However, there are a number of infrastructural constraints which will prohibit development of this site in the short term, primarily water services and the need for major local road upgrades, the identification of the location of a railway station and the route of the N/M20.</p> <p>During the lifetime of this Development Plan, Cork City Council will collaborate with key stakeholders including Irish Water, NTA, Irish Rail and TII to develop solutions to these constraints and provide a Framework Masterplan for the coordinated development of this site which is considered paramount in delivering on the ambitions for both Blarney and Cork City in the National Planning Framework.</p>

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	<p>Taking into account recommendations set out elsewhere in this report, in relation to the application of “ZO 3 Tier 3 Residential Neighbourhoods” (see “Recommendation 5” below), it is proposed to omit the “ZO 3” zoning objective and designate all “ZO 3” lands as “Longer Term Strategic Development Lands”.</p> <p>Cork City Council acknowledges that similar constraints at Ringwood immediately east of Blarney and a similar approach to that being applied at Stoneview is proposed.</p> <p>It is envisaged that the lands currently zoned “ZO 2 New Residential Neighbourhoods” in Stoneview and the site in Ringwood, Blarney adjoining the N20 to the south will be rezoned to “ZO 3” and consequently redesignated as “Longer Term Strategic Development Lands”. The remaining “ZO 2” lands in Ringwood align with the principle of compact growth taking into account their location and context within the town.</p> <p>The Planning Authority is satisfied that the remaining residential zonings to the west and north of the town centre can be facilitated through minor infrastructural interventions during the lifetime of this plan.</p> <p>In relation to (iii), the level of growth allocated to Tower is considered reasonable given its location in an area proposed to be served by BusConnects and Active Travel measures including a cycleway and a new public transport connections to Ballincollig and Strategic employment areas at Holyhill. Recently planning permission has been granted for 73 units on lands to the west of Tower, in line with current land use planning objectives.</p> <p>Recommendation:</p> <p>Change the zoning of the lands currently zoned “ZO 2 New Residential Neighbourhoods” in Stoneview and the site in Ringwood, Blarney adjoining the N20 to the south to “ZO 3” and redesignate to “Longer Term Strategic Development Lands” (see “Recommendation 5” below).</p>

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1.2.4. Core Strategy & Zoning for Residential Use	
<p>The Core Strategy sets out the estimated housing yield from proposed tier 1 and tier 2 zoned land (18,741 housing units). Although this is higher than the housing supply target calculated by the Office, the Office would draw attention to section 4.4.3 of the draft DPGs, which allows for 'Additional Provision' of residential lands, not exceeding 20-25% of the required quantum of zoned land and sites in any settlements, for the six year plan period, subject to justification.</p> <p>However it is not clear whether the quantum of zoned land referred to in the Core Strategy Table takes account of lands zoned primarily residential and lands zoned for residential and a mix of uses. This should be clarified and the figures amended as necessary to take account of all lands with residential potential.</p> <p>It is also unclear whether the core strategy potential yield takes account of all lands zoned ZO 01 Sustainable Res Neighbourhoods (effectively 'existing residential') in addition to ZO 02 New Res Neighbourhoods (new residential).</p> <p>the densities applied to the City Suburbs and to the Urban Towns appear very low, calculated at 24.5uph and 26.4uph, respectively, from Table 2.3 of the Core Strategy.</p> <p>The Office fully accepts that it is reasonable for the draft Plan to provide a tailored approach to densities when estimating the requirement for zoned land depending on the size and character/function of individual settlements or areas. It is nonetheless important that the assumptions used are consistent with the ranges advised in the Section 28 Guidelines on Sustainable Residential Development in Urban Areas (2009) and Circular NRUP 02/2021 Residential Densities in Towns and Villages.</p>	<p>While the Draft Plan and associated supporting studies have largely been prepared in the absence of the recently published (August 2021) Draft Development Plan Guidelines for Planning Authorities, it is consistent with the methodologies set out in these guidelines, in particular that:</p> <ul style="list-style-type: none"> • The process of preparing a county or city development plan must be informed by local experience of planning over time. The draft Cork City Development Plan has been realistically informed by the delivery and outcome of previous plans and planning objectives for the area. (see Section 1.6 of the guidelines). • While the Draft Plan makes provision for zoned and serviced sites that will come forward over the period of the Plan, the Draft Plan also recognises the need for some degree of competition and choice in the residential development land market and thus zones more land for residential (or a mixture of residential or other uses) than would equate to meeting precisely the projected housing demand for Cork City. The Council's objective is to avoid restricting the supply of new housing development through inactivity on particular landholdings or sites, which has been the experience in some development areas of Cork. Therefore, the Draft Plan sets out the mechanism to employ for 'Additional Provision' for additional land in accordance with the Draft Guidelines. The Core Strategy will be amended to clearly set out this requirement. (Section 4.4). <p>To achieve the NPF targets for Cork City in a planned way, Cork City Council has identified sites will be developed as 'Long Term Strategic and Sustainable Development Sites'. Cork City Council will advance planning of these sites so</p>

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<p>Recommendation 3 - Core Strategy and Zoning for Residential Use</p> <p>Having regard to sections 10(2A)(c) and (d) of the Act and to the provisions of the <i>Development Plans, Guidelines for Planning Authorities, Draft for Consultation</i> (August, 2021), the planning authority is required to review the core strategy to:</p> <ul style="list-style-type: none"> (i) Provide details of the existing area (ha) and associated housing yield for residential use and for lands zoned for residential and a mixture of other uses, as required under s.10(2A)(c). (ii) Take account of all lands proposed to be zoned under the Plan which have potential to accommodate residential development. This includes not only ZO 02 New Res Neighbourhoods, but lands zoned ZO 01 Sustainable Res Neighbourhoods and all lands proposed to be zoned to accommodate residential uses and a mixture of other uses. (iii) Review the density assumptions in Table 2.3 of the Core Strategy to ensure that residential densities within the ranges advised in the <i>Sustainable Residential Development in Urban Areas Guidelines</i> (2009) and Circular NRUP 02/2021 Residential Densities in Towns and Villages have been applied. 	<p>that they can be developed within the medium to long term in accordance with Section 4.4.4 of the Guidelines. The Core Strategy will be revised, as outlined below, to reflect the points above.</p> <p>In relation to Recommendations (i) and (ii), given the detailed assessments carried out as part of the Capacity Study referred to above, the quantum of zoned land referred to in the Core Strategy has taken account of all underutilised zoned lands. This includes potential residential yields for lands zoned ZO 1 Sustainable Res Neighbourhoods (effectively 'existing residential' zoned lands).</p> <p>As set out in section 2.52 of the Draft Plan, reasonable and realistic assumptions are used to ensure the Core Strategy targets are grounded to ensure deliverable outcomes. The City Capacity Study details how these assumptions are applied on a site-by-site basis. Extracting calculations for different areas of the city from Table 2.3 of the Core Strategy, therefore, results in the appearance of low densities. This is however not the case, and the density ranges allowable for different areas of the City are as set out in Chapters 3 and 11 of the Draft Plan. The Core Strategy does not set out density-related outputs showing the full build out of every zoned site identified for future development in the city as this would form part of the Development Management and Active Land Management Process, which is informed by the density policies of the plan. The Core Strategy presents realistic and grounded targets (based on capacity constraints, complex build out timeframes, etc) that align with the NPF. Given the complexities associated with urban development (as set in more detail above), this evidence-based and grounded approach is particularly relevant to Cork City.</p> <p>In the context of the RSES for the Southern Region 2031, it is also important to note the SRA submission no 400, including reference to the requirement for advance planning to achieve the growth targets set for Cork City under the NPF and Cork MASP.</p>

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	<p>In relation to (iii), Table 2.3 will be updated to illustrate the density targets in response to the illustrative Core Strategy Table set out in Appendix One of the Draft Development Plans Guidelines for Planning Authorities on (August 2021). Densities have been expressed on the basis of the gross site areas. The density targets in the Draft Plan are much more ambitious than that set out in s28 Guidelines, and are based upon the Cork City Urban Density, Building Height and Tall Building Study (2021). Density targets for the City have been prepared in response to the attributes of the City, its settlements and neighbourhoods with four density bands identified (refer to Volume 1, Figure 3.3 and Table 11.2 and Volume 2: Mapped Objectives of the Draft Plan for the relevant detail).</p> <p>Framework Plans will be prepared for all key development areas, and the more detailed consideration of sites and their attributes and capacity is very likely to lead to increases in the yield of sites when compared to the density assumptions applied across the Core Strategy.</p> <p>Recommendation:</p> <ul style="list-style-type: none"> (i) Refer to Part 3, Chapter 2 for details of revisions to the Core Strategy. The “<i>Cork City Capacity Study 2021</i>” will be included in the Material Amendments that will be placed on public consultation in April 2022. This report will outline a two-year evidence based and iterative process, which includes ongoing input from key internal and external stakeholder. (ii) The quantum of zoned land referred to in the Core Strategy has taken account of all underutilised zoned lands. See (i) above. (iii) Table 2.3 will be updated to illustrate the density targets in response to the illustrative Core Strategy Table set out in Appendix One of the Draft Guidelines for Planning Authorities on Development Plans (August 2021).

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<p>1.2.5. Tiered Approach to Zoning</p>	
<p>The preparation of a City Capacity Study to assess the capacity of Cork City for future development within existing underutilised zoned lands is welcomed. However, this study has not been included as part of the draft Plan and cannot be evaluated for consistency with the specific requirements of NPF. Figure 2.2 Growth Strategy Map and Figure 2.22 Built Up Footprint and Greenfield Growth Target Locations 2022-2028 are welcomed as they identify the existing built up area and Tier 1 serviced and Tier 2 serviceable lands. The requirement for tiered approach to zoning refers to all proposed zonings as the planning and provision of infrastructure has to be carried out for all development lands.</p> <p>Recommendation 4 - Tiered Approach to Zoning Infrastructure Assessment</p> <p>Having regard to NPOs 72a to 72c and to the provisions of the <i>Development Plans, Guidelines for Planning Authorities, Draft for Consultation</i> (August 2021), the planning authority is required to complete and publish as part of the draft Plan, an infrastructure assessment / Settlement Capacity Audit consistent with the requirements of the <i>National Planning Framework</i> for a standardised approach to the tiered approach to zoning and the provisions of the draft <i>Development Plan Guidelines for Planning Authorities (2021)</i> concerning settlement capacity audits.</p> <p>The assessment is required to address all relevant development lands proposed to be zoned under the Plan.</p> <p>The Office would advise that the planning authority should, in particular, consider the capacity constraints affecting Blarney/Stoneview and how they may best be resolved during the Plan period to ensure the delivery of the housing supply targets.</p>	<p>As detailed under Recommendation 3 above, to add further clarity to Cork City Council's plan making approach, "Cork City Capacity Study 2021" will be issued as an additional supporting document. This report seeks to further clarify how the multiple outputs from the plans supporting studies have played a key role in developing the Core Strategy by using a practical, logical and iterative approach.</p> <p>Recommendation:</p> <p>(i) Include a City Capacity Study report in the Material Amendments that will be placed on public consultation in April 2022.</p> <p>In relation to Blarney / Stoneview, see "Recommendation 2" above.</p>

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<p>1.2.6. Tier 3 Lands</p>	
<p>It is good practice to identify Tier 3 brown and greenfield lands in the Plan, or as part of the infrastructure assessment informing the Plan, as part of the longer term strategic planning approach in line with the NPF and the RSES. However, the current policy has the potential to create an additional bank of zoned lands that have not been subject to a full infrastructural assessment under the tier-approach to zoning and for which there is no basis in national or regional policy. The City Docks is an exception in his regard due to its highly strategic location and nature as a major strategic brownfield regeneration site.</p> <p>Recommendation 5 - Tiered Approach to Zoning</p> <p>Having regard to NPO 72c and to the provisions of the <i>Development Plans, Guidelines for Planning Authorities, Draft for Consultation (2021)</i> concerning the mechanism for 'Additional Provision', the planning authority is required to omit the zoning objective ZO 3 Tier 3 Res Neighbourhoods and to not zone tier 3 lands in the final Plan.</p> <p>The planning authority may consider other objectives in the Plan and associated maps to ensure that longer term development lands are identified as it may consider necessary for strategic purposes.</p>	<p>Cork City Council welcomes the OPRs recognition of the need for a longer-term strategic planning approach in the Draft Plan in order to deliver on the overriding RSES and NPF objects. Cork City Council also welcome the OPR's response and recommendation that City Docks is a major strategic and long term brownfield regeneration site.</p> <p>Cork City Council is committed to planning for the strategic growth of Cork City, beyond the life of the next City Development Plan, to achieve the ambitious national growth targets for the city.</p> <p>Part of this strategic approach taken towards planning for Cork City 2040 is the inclusion of a Tier 3 land-use zoning. This generally corresponds with the OPR's view on identifying key longer-term strategic development lands. However, Tier 3 as proposed in the Draft Plan includes a caveat that may facilitate development on some Tier 3 lands subject to certain criteria being met, as a more applied method of securing development that can be delivered in the next Plan period. Tier 3 was also introduced to address legacy issues relating to the 2019 boundary extension and the quantum of lands currently zoned in the existing suite of Cork City Council and Cork County Council statutory land use plans. The Tier 3 lands represent a sizeable proportion of the lands likely to be required to achieve the growth ambitions over the next three plan periods.</p> <p>The timely delivery of key national, regional and local infrastructure will be the key determinant to ensure the housing market in the city can deliver the required housing stock to meet the ambitious NPF population growth targets set out in the Draft Plan.</p> <p>It is important that there is sufficient flexibility in the land use zoning strategy to ensure adequate lands are made available to meet the housing needs of the city during the life of this plan, and also the two subsequent plans leading up to 2040. It is also important to secure a sustainable growth pattern by preparing</p>

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	<p>plans for longer term strategic sites throughout the city, in conjunction with key stakeholders.</p> <p>The OPR’s concerns are acknowledged, and in order to address these matters it is recommended that the Tier 3 lands identified in the Draft Plan be retained as longer-term strategic development lands and to omit the caveat that these lands can be developed within the Plan period subject to certain criteria being met.</p> <p>Development progress on the zoned lands will be monitored post-Plan adoption and the quantum of zoned lands and the longer-term strategic development lands (Tier 3) will be reviewed as part of the 2-year plan review process.</p> <p>Recommendation:</p> <ul style="list-style-type: none"> (i) Omit “ZO 3 Tier 3 Residential Neighbourhoods” land use zoning objective, including paragraphs ZO 3.1 to ZO 3.4. (ii) Designate lands zoned “ZO 3 Tier 3 Residential Neighbourhoods” in the Draft Plan as “Longer Term Strategic Development Lands”. (iii) Include new text in paragraph 2.51 of Chapter 2 Core Strategy: <ul style="list-style-type: none"> 2.51 This Plan also identifies a third tier of land – longer term strategic development land – required beyond this Plan period to fulfil the City’s ambitions in achieving the growth targets for 2040. These Tier-3 lands are not zoned as they are but considered as being unlikely to be serviced during the lifetime of this Plan. These lands are identified as long term strategic sites needing long term planning and service delivery. They are identified to ensure active land management by safeguarding and strategically planning for the longer term growth needed to achieve ambitious NPF growth targets. For these reasons these longer term strategic development Tier-3

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	<p>lands are not included within the Core Strategy for calculation purposes. Table 2.4 details the location and quantum of longer term strategic development Tier 3 lands within the city.</p> <p>(iv) Amend Objective 2.27 Long Term Planning:</p> <p style="padding-left: 40px;">Objective 2.27 Long Term Planning</p> <p style="padding-left: 40px;">Safeguard and plan for the longer term delivery of the lands reserved as Longer Term Strategic Development Lands, marked accordingly on Figure 2.21 and Table 2.4. Protect these lands for strategic long term growth.</p> <p>(v) Delete paragraph 12.14:</p> <p style="padding-left: 40px;">12.14 This Plan includes a Tier 3, which are strategic lands necessary for long term planning of infrastructure, given the ambition growth target set out in the NPF, but also provide for substitution of Tier 1 or Tier 2 lands that do not come forward for development within this Plan period, where appropriate.</p> <p>(vi) Make associated ancillary changes to text, tables and objectives in the Plan that reference "Tier 3" to reflect the correct updated references.</p> <p>(vii) Make numbering changes to land use zoning objectives to compensate for the omission of "ZO 3 Tier 3 Residential Neighbourhoods".</p> <p>(viii) Development progress on the zoned lands will be monitored post-Plan adoption and the quantum of zoned lands and the longer-term strategic development lands (Tier 3) will be reviewed as part of the 2-year plan review process.</p>

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1.2.7. Standardised Land Use Zoning	
<p>Consideration should be given to the feasibility of adopting the standard land use zoning categories set out in the Draft Development Plan Guidelines.</p>	<p>The land use zonings set out in Chapter 12 of the Draft Plan align with the zoning categories set out in Appendix B of the Draft Development Plan Guidelines. The Draft Plan includes 22 individual land use zonings, grouped under 6 general use categories: Residential, Urban Centres, Employment, Community and Infrastructure, Open Space and Amenity, and Cork Airport. This largely corresponds to the recommended standardised zoning objectives in the Guidelines, applied specifically to the Cork City context.</p> <p>Recommendation:</p> <p>No change (other changes to land zonings are set out elsewhere in this Report).</p>
1.2.8. Development Approach for Settlements	
<p>There are significant concerns about proposed zonings between Ballincollig and the city and suburbs (ZO 02 New Residential Neighbourhood to the east of Ballincollig and ZO 03 Tier 3 Residential Neighbourhoods on the western periphery of the city and suburbs), and at Ardrostig (adjacent the south of the N40 on the southern periphery of the City, in addition to the extensive undeveloped / underdeveloped ZO 01 Sustainable Residential Neighbourhoods lands).</p> <p>Recommendation 6 - Development Approach for Settlements</p> <p>Having regard to the National Strategic Objective for compact growth under the NPF, the provisions of NPO 72c, the planning authority is required to remove proposed land use zonings:</p> <ul style="list-style-type: none"> • ZO 02 New Res Neighbourhood and ZO 03 Tier 3 Residential Neighbourhoods at Carrigrohane to the east of Ballincollig; and 	<p>These proposed zonings have been reassessed.</p> <p>(i) “ZO 2 New Residential Neighbourhoods” at Carrigrohane to the east of Ballincollig</p> <p>These are greenfield lands. There are number of key ecological resources on the site including a well-developed and complex treeline. The proposed ZO 2 New Residential Neighbourhoods zoning on these lands in the Draft Plan is not consistent with the selected development scenario for the city – Compact Liveable Growth – upon which the Draft Plan is based. The zoning of this site at this time could promote lower-density development with associated negative impacts on climate change, green and blue infrastructure management, the need for new physical and social infrastructure, and the successful delivery of a compact, vibrant city of neighbourhoods.</p> <p>These lands are located between Ballincollig and the western edge of Cork City’s western suburbs, in an area indicated in Fig. 2.8 Cork City 2040</p>

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<ul style="list-style-type: none"> ZO 02 New Res Neighbourhood and ZO 01 Sustainable Res Neighbourhood at and / or adjacent the north of Ardrostig, to the south of the N40. 	<p>Concept Plan as a long-term growth area. In time these lands will contribute to the compact growth of the city but not in the lifetime of the next Plan.</p> <p>In the existing 2017 Municipal District Local Area Plan the lands in this location situated within the Ballincollig settlement boundary are zoned “Community / Utility” with a specific objective for a cemetery extension. It is recommended to change the zoning of this portion of the lands from “ZO 2 New Residential Neighbourhoods” to the corresponding appropriate zoning in the Draft Plan, “ZO 14 Institutions and Community”. It is further recommended to change the zoning of the lands in this location situated outside the Ballincollig settlement boundary from “ZO 2 New Residential Neighbourhoods” to “ZO 21 City Hinterland”.</p> <p>Recommendation:</p> <ul style="list-style-type: none"> (i) Change zoning of the lands in this location situated within the Ballincollig settlement boundary from “ZO 2 New Residential Neighbourhoods” to “ZO 14 Institutions and Community”. (ii) Change zoning of the lands in this location situated outside the Ballincollig settlement boundary from “ZO 2 New Residential Neighbourhoods” to “ZO 21 City Hinterland”. <p>(ii) “ZO 3 Tier 3 Residential Neighbourhoods” at Carrigrohane to the east of Ballincollig</p> <p>These lands are part of the Cork Science and Innovation Park lands. The “ZO Tier 3 Residential Neighbourhoods” zoning was applied here to provide for a future mix of uses in this area to complement the future institutional, education and employment uses in this area.</p> <p>Considering the recommended approach set out in response to “Recommendation 5” above, it is recommended to omit the “ZO Tier 3 Residential Neighbourhoods” zoning from these lands, but to retain a</p>

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	<p>“Longer Term Strategic Development Lands” designation on these lands, as future strategic development lands beyond the next plan period.</p> <p>Recommendation:</p> <p>(iii) Omit “ZO 3 Tier 3 Residential Neighbourhoods” from these lands, and designate these lands as “Longer Term Strategic Development Lands”.</p> <p>(iii) “ZO 2 New Residential Neighbourhoods” at Ardarostig, south of the N40 and Waterfall Road</p> <p>This is a c 9 ha site currently zoned “Residential” in the 2017 Municipal District Local Area Plan with a specific zoning objective for “Medium B density residential development”. There has been developer interest on these lands for a number of years, and on 6 September 2021 An Bord Pleanála granted planning permission on these lands under reference ABP-310274-21 via the Strategic Housing Development mechanism for 276 residential units. The Inspector’s report noted that ‘the subject site has been zoned for residential development since 2011’ and ‘the suitability of the general area for residential development is long accepted’. The development provides for pedestrian pathway improvements along Waterfall Road that will provide direct connectivity to the 208 bus route at Curraheen Road.</p> <p>While the views of the OPR are noted, in view of the recent An Bord Pleanála decision and in view of the existing and proposed zoning, it is recommended to retain the “ZO 2 New Residential Neighbourhoods” on these lands, as they will contribute to housing delivery in the area and the compact growth of the City, albeit at the urban / hinterland interface.</p> <p>Recommendation:</p> <p>(iv) No change (retain “ZO 2 New Residential Neighbourhoods” zoning).</p>

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	<p>(iv) “ZO 2 New Res Neighbourhood” at Ardarostig (to the east of (3) above), to the west of and accessed from the N71 via Ardrostig Lane</p> <p>This is a greenfield site currently in the Metropolitan Greenbelt in the 2017 Municipal District Local Area Plan. It is active agricultural land that has negligible ecological value beyond the hedgerows.</p> <p>While the recent planning permission from An Bord Pleanála on the adjoining site to the west is noted, the proposed ZO 2 New Residential Neighbourhoods zoning in the Draft Plan on these lands further intrudes into the city hinterland, is not readily accessible and have not services. Therefore, this zoning is not consistent with the selected development scenario for the city – Compact Liveable Growth – upon which the Draft Plan is based. The zoning of this site could promote lower-density development with associated negative impacts on climate change, green and blue infrastructure management, the need for new physical and social infrastructure, and the successful delivery of a compact, vibrant city of neighbourhoods. It is recommended to change the zoning of these lands from “ZO 2 New Residential Neighbourhoods” to “ZO 21 City Hinterland”.</p> <p>Recommendation:</p> <p>(v) Change zoning of these lands from “ZO 2 New Residential Neighbourhoods” to “ZO 21 City Hinterland”.</p> <p>(v) “ZO 1 Sustainable Residential Neighbourhood” at Ardarostig (due north of (4) above) to the south of the N40</p> <p>These lands are located due north of the site discussed under (4) above. It comprises an immature mixed broadleaf woodland which appears to have graded from scrub. The understory is still in transition and therefore this is seen to have low-moderate local value. These lands are currently zoned “Existing Built Up Area” in the 2017 Municipal District Local Area Plan, and is located between the adjoining site to the west on which An Bord Pleanála</p>

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	<p>recently granted planning permission for 276 dwellings, and the existing light industrial / commercial properties to the east along the N71. There is also existing low-density residential development to the northwest of the site along Waterfall Road and to the southeast along Ardrostig Lane.</p> <p>While the views of the OPR are noted, in view of the recent An Bord Pleanála decision on the adjoining site, the location and context of the site, and the low-moderate local biodiversity value, it is considered that this site could contribute to housing delivery and compact growth, further defining the urban / hinterland interface in this part of the City. In terms of mitigation, requirements set out in the Draft Plan will seek to maximise sustainable compact growth and sustainable mobility at this site, and achieve carbon emission reduction targets in line with local, national and European environmental objectives. It is respectfully recommended to retain the residential zoning on this site, but in view of the lack of services on the site, it is recommended to change the zoning of the site from “ZO 1 Sustainable Residential Neighbourhood” to “ZO 2 New Residential Neighbourhoods”.</p> <p>Recommendation:</p> <p>(vi) Change zoning of these lands from “ZO 1 Sustainable Residential Neighbourhood” to “ZO 2 New Residential Neighbourhoods”.</p> <p>(vi) “ZO 1 Sustainable Residential Neighbourhood” at Ardarostig (due north / northwest of (3) above) to the south of the N40</p> <p>These lands are located due north of the site discussed under (3) above. It is located between Waterfall Road and the N40 and is adjoined to the east and west by low-density residential development. These lands are currently zoned “ZO 4 Residential, Local Services and Institutional Uses” in the 2015 Cork City Development Plan and are located opposite the site on which An Bord Pleanála recently granted planning permission for 276 dwellings. The site is active agricultural land that has negligible ecological value beyond</p>

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	<p>the hedgerows. While the views of the OPR are noted, it is considered to be appropriate for housing delivery, considering its location and context and the planning history in the area. There are bus routes in reasonable proximity to the site and the development on the site south will improve connectivity along Waterfall Road. It is respectfully recommended to retain the “ZO 1 Sustainable Residential Neighbourhoods” on these lands, as they will contribute to housing delivery in the area and the compact growth of the City.</p> <p>Recommendation:</p> <p>(vii) No change (retain “ZO 1 Sustainable Residential Neighbourhoods” zoning).</p>
<p>Development within and to the south of Ballincollig, which will be of very considerable scale, must be phased in accordance with the provision of the high frequency bus service along the intended LRT.</p> <p>Observation 1 – Development Approach for Settlements</p> <p>The planning authority is requested to provide for the phasing of development lands in Ballincollig in tandem with the provision of the high frequency bus service along the intended Light Rail Transit and, ultimately with the planned delivery of the Light Rail system.</p>	<p>The allocation of zonings in the south of Ballincollig is based on the availability of infrastructure including roads, water services and their proximity to the existing residential areas of Ballincollig, and largely form a natural extension to the built up area. The phasing of developments within these zonings will amongst other factors be decided by the availability of access to high frequency public transport. Ultimately, phasing of developments will be managed via the development management planning process.</p> <p>Recommendation:</p> <p>No change.</p>
<p>1.2.9. Local Area Plans</p>	
<p>The draft Plan does not include objectives to prepare local area plans, generally, or for specified areas. Given the significant challenge of accommodating very high growth rates in its Urban Towns and in the city suburbs, consistent with the integrated land use transport approach, it would be appropriate for the Plan to identify those settlements and other</p>	<p>Sections 1.13 and 1.14 of the Draft Plan refer to “Local Planning” and set out that City Development Plan objectives may be developed in more detail at a local level in local areas plans, framework plans or development briefs. The Draft Plan commits to preparing framework plans, masterplans and infrastructure delivery plans in a number of key development areas – including</p>

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<p>areas where it is intended to prepare a local area plan, including the time-line for same.</p> <p>Observation 2 – Local Area Plans</p> <p>The planning authority is advised to include objectives for the preparation of local area plans for its relevant towns and or any area it may decide to specify under section 10(2)(7) and the time-line for same.</p>	<p>for example Tivoli, City Docks, Blarney/Stoneview and Ballyvolane – which aligns with the active land management approach threaded through the Draft Plan (see for example Objective 2.31 “Enhanced Co-ordination”) which seeks a more applied approach to delivery to accelerate growth in strategic areas.</p> <p>In this regard, the introduction of Urban Development Zones (UDZs) as part of the Draft Development Plan Guidelines for Planning Authorities (2021) provides a timely and effective new active land use measure.</p> <p>Section 3.2.2 of the Draft Guidelines state, “...UDZ designation will be applicable to large-scale areas in single or multiple land ownerships that could include public and/or private lands and sites and transport-led development areas.” Given the nature of the Core Strategy and high level of local objectives in the Draft Plan, it is considered that UDZs will provide an appropriate and tailored design and delivery planning tool. UDZs will therefore be of particular relevance to the implementation of the Development Plan. A new objective to Chapter 2 relating to UDZs is recommended.</p> <p>Given the level of planned activity within Cork City’s central corridor, a new objective to carry out a Framework Plan for this area is considered good planning practice. Such a framework plan will proactively assist in co-ordinating the delivery of key infrastructure alongside regeneration projects within this existing and emerging built environment. The framework plan can focus on linking land use, infrastructure and mobility, including the integration of BusConnects and the proposed LRT route and the emerging Lee to Sea Greenway. The framework plan will also co-ordinate and safeguard delivery of wider inter connections and design integration between the City Centre and other key sites, such as City Docks and Tivoli Docks.</p> <p>Recommendation:</p> <p>(i) Include new Objective in Chapter 2 Core Strategy:</p> <p style="text-align: center;">Objective 2.x</p>

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	<p>In line with emerging policy on Urban Development Zones (UDZs), as set out in the Government's (2021) Housing for all A New Housing Plan, Cork City Council will consider the application of UDZ designation for strategically important and large-scale areas of growth identified in the Core Strategy. Reflecting the Housing for All Plan, these UDZs will focus on the following:</p> <ul style="list-style-type: none"> • Design and delivery focused planning • Addressing infrastructural constraints in a sustainable manner • Delivering Transport Orientated Development • Integrating development potential within the context of an existing or merging neighbourhood or city area. • Planning and delivery of physical and community infrastructure • Delivery of Compact Liveable Growth, in accordance with this Plan's objectives. <p>(ii) Include new Objective in Chapter 2 Core Strategy:</p> <p>Objective 2.x</p> <p>To co-ordinate and enable active land management with the delivery of key infrastructure and regeneration projects, Cork City Council will prepare a framework plan for the existing and emerging built environment in and around the central city area. The plan will seek to co-ordinate the delivery of compact liveable growth by facilitating the planning and design of the following land use related issues:</p> <ul style="list-style-type: none"> • Active land management of strategic underutilised sites

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	<ul style="list-style-type: none"> • Inter connections between the City Centre, City Docks and Tivoli Docks. • Enable high levels of mobility connecting BusConnects Cork, the proposed LRT route and the emerging Lee to Sea Greenway • Land use planning around planned transport interchanges • Built Heritage and Conservation, including maritime heritage • GBI implementation, Natural Heritage, and Biodiversity management • Co-ordinating Placemaking objectives at a local level • River Transport and Mobility (including water-based transport and recreation) • River use management to balance demand and potentially conflicting interests.
<p>1.3. Compact Growth and Regeneration</p>	
<p>The OPR welcomes the positive policies, objectives and strategies in the draft Plan promoting compact growth and urban regeneration.</p> <p>Observation 3 – Compact growth</p> <p>The planning authority is advised to amend the maps in Figures 2.20, 2.21 and 2.22 of the Core Strategy to omit those extensive greenfield lands defined as 'City Suburbs' and as 'compact growth', which it is not proposed to zone and which are not identified in the tiered approach to zoning.</p>	<p>Cork City Council is committed to compact growth and urban regeneration. Figures 2.20, 2.21 and 2.22 are not intended to reflect or imply land-use zoning objectives. However, in order to address any ambiguity in the Draft Plan, these figures will be amended in the final Plan to omit the areas referred to in Observation 3.</p> <p>Recommendation:</p> <p>Amend Figures 2.20, 2.21 and 2.22 to reflect a more accurate alignment of the built up edge of Cork City.</p>
<p>1.4. Standards & Guidelines</p>	

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1.4.1. Residential Density	
<p>The OPR commends the undertaking of an evidence-based approach to the determine policy on residential density and building height through the <i>Cork City Urban Density, Building Height and Tall Building Study</i>. The approach to density is well-considered and cognisant of need of development to respond to the wide range of urban contexts that exist.</p> <p>Notwithstanding the need to protect the special character of Blarney the proposed the density standards for the settlement (at 25 to 50 units per hectare) are low and inconsistent with the Guidelines.</p> <p>Observation 4 - Residential Density</p> <p>The planning authority is requested to:</p> <ul style="list-style-type: none"> (i) include a commitment under sections 11.69 to 11.72 Residential Density to implement the residential density standards of the <i>Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities</i> (2009); (ii) review the proposed density standards for Blarney to ensure consistency with the Guidelines. 	<p>Cork City Council will refer to the s.28 Guidelines in paragraph 11.72 of the Draft Plan and the need to ensure that density targets are applied in the development of all sites, apart from in exceptional circumstances. The minimum density for Blarney will be adjusted to comply with the s.28 Guidelines.</p> <p>Recommendation:</p> <ul style="list-style-type: none"> (i) Include reference in paragraph 11.72 to the s.28 Guidelines and the need to ensure that density targets are applied in the development of all sites, apart from in exceptional circumstances. (ii) Adjust the minimum densities for Blarney to comply with the s.28 Guidelines.
1.4.2. Parking Standards	
<p>The introduction of a zonal approach to parking and the application of maximum standards is welcomed.</p> <p>The standards proposed across the range of residential and non-residential use, particularly for the settlements within Urban Towns (zone 2) and outer suburbs (zone 3) require revision, as the maximum standards are too high</p>	<p>Strategic Objective 3 outlines the following in relation to capped parking:</p> <p>“All new development proposals will be subject to maximum car parking standards to achieve greater modal shift and promote sustainable transport patterns. In locations where the highest intensity of development occurs, Cork</p>

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<p>considering these areas should be subject to high level investment for public transport.</p> <p>It is essential that the final Plan represents an integrated land use transport planning approach, consistent with the requirements of the RSES, Cork MASP and CMATS to maximise the potential for funding.</p> <p>Observation 5 - Parking standards</p> <p>Having regard to the significant planned investment in sustainable and active transport infrastructure under <i>National Development Plan</i> and the planning authority is requested to review its proposed car parking standards, in consultation with the National Transport Authority and Transport Infrastructure Ireland, to determine appropriately lower maximum car parking standards for the final Plan.</p>	<p>City Council may consider an approach that caps car parking on an area-wide basis by means of Area Based Transport Assessments (ABTAs)."</p> <p>It is considered that this addresses the issues raised by the OPR.</p> <p>The standards that apply to Urban Towns (Zone 2) and the outer suburbs (Zone 3) will be reviewed in tandem with the rollout of CMATS and will be examined further at a macro/local level in conjunction with the preparation of area based framework and guidance documents.</p> <p>Recommendation:</p> <p>No change.</p>
<p>1.5. Housing Policies</p>	
<p>1.5.1. Rural Housing</p>	
<p>The entire rural area of Cork City is under strong urban influence and the policy of the council is to restrict the spread of urban generated dwellings within those areas based on social and economic need, generally consistent with NPO 19 and with the <i>Sustainable Rural Housing Guidelines for Planning Authorities</i> (2005). The Office has reviewed the rural housing policies and objectives in the draft Plan and concludes that no recommendations or observations are required at this time.</p>	<p>The comments of the OPR are acknowledged – the Draft Plan sets out rural housing policies and objectives that are consistent with the NPF and Rural Housing Guidelines.</p> <p>Recommendation:</p> <p>No change.</p>
<p>1.5.2. Specialised Housing</p>	
<p>The draft Plan provides a comprehensive and rational approach to specialised housing and accommodating diverse housing needs.</p>	<p>The comments of the OPR are acknowledged.</p> <p>Recommendation:</p>

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<p>The provisions of the draft Plan for Traveller accommodation are consistent with the requirements under section 10(2)(i) of the Act.</p> <p>It also provides for the delivery of housing for older people and people with disabilities, through an integrated housing and development approach.</p> <p>Provision is made for student accommodation and build to rent consistent with the policy context set by the '<i>Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities</i>' (DHLG&H, 2018).</p> <p>The approach may be regarded as best practice.</p>	<p>No change.</p>
<p>1.6. Economic Development & Employment</p>	
<p>1.6.1. Economic Development</p>	
<p>The Draft Plan sets out a positive, strategic approach to the development of the economic and employment base for the City. The <i>Cork Strategic Employment Locations Study 2021 (SELS)</i> is thorough, systematic and rational and is generally consistent with the approach suggested in the draft Development Plan Guidelines. The OPR has raised concerns in respect of three new or extended strategic employment locations: at Blarney, Glanmire and the South Link Industrial Park.</p>	<p>The comments of the OPR are welcomed. The concerns raised are addressed below under "Recommendation 9".</p>
<p>1.6.2. Retail</p>	
<p>The draft Plan indicates that a <i>Draft Joint Retail Strategy</i> was still in preparation at time of publication and therefore has not informed the policy approach.</p>	<p>Cork City Council continues to be committed to working jointly with Cork County Council to progress the preparation of a Joint Retail Strategy for the Cork Metropolitan Area as outlined in the RSES and Cork MASP.</p>

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<p>The <i>Guidelines for Planning Authorities Retail Planning (2012)</i> indicate that a Joint Retail Strategy is required for the full extent of the planning authorities concerned, i.e. Cork City Council and all of Cork County Council.</p> <p>It is anticipated that the Joint Retail Strategy and the development plans for the two authorities will determine the capacity and scope for retail outlet development in Cork City and County. The draft Plan (and Joint Retail Strategy) should more fully reflect the provisions of the <i>Guidelines</i> under section 4.11.4 Outlet Centres, which states 'outlet centres should not be permitted in more remote out-of-town locations.'</p> <p>The draft Plan does not provide the minimum information required for development plans under section 3.3 of the <i>Guidelines</i> including the defined boundary of core shopping areas (and district centres) and a broad assessment of additional retail requirement.</p> <p>Recommendation 7 – Retail</p> <p>Having regard to the requirements of the <i>Retail Planning Guidelines for Planning Authorities (DECLG, 2012)</i> the planning authority is required to prepare an appropriately detailed Joint Retail Strategy with Cork County Council to secure plan-led development for retail within the two neighbouring authorities. The Joint Retail Strategy is required to:</p> <ul style="list-style-type: none"> (i) appropriately address the functional area of the two authorities; (ii) inform the core strategy, retail hierarchy and retail policy approach of the county development plan consistent with the provisions of the Guidelines, including in particular the key messages, the five national policy objectives in section 2.5, and the detailed 'Development Plan and Retailing' requirements as set out under section 3.3; (iii) identify the additional retail floor space required to support the settlement hierarchy, the quantity and type of retail floor space 	<p>In relation to Recommendation 7(i), it is considered that the preparation of a Joint Retail Strategy for the Metropolitan Area only is the most appropriate planning approach, rather than a whole City and County approach. This is particularly relevant when considering the size of County Cork, and the zones of retail influence within the County.</p> <p>It is noted that in recent correspondence from the OPR in relation to the Draft Waterford City and County Development Plan, Waterford City and County Council has been requested to carry out a Joint Retail Study only covering the Waterford MASP Area, coordinating with Kilkenny County Council. It is also noted that the Southern Regional Assembly had no concerns over the approach taken by Cork City Council and Cork County Council in relation to the geographic extent of the Joint Retail Strategy, and supports the completion of the Cork Metropolitan Area Joint Retail Study 2021 and its implementation, which aligns with RSES RPO 55 Retail and Cork MASP Objective 16.</p> <p>In relation to 7(ii) and 7(iii), as set out above Cork City Council is committed to working with Cork County Council on progressing the Joint Retail Strategy. However, while work on the Strategy progressed to an advanced stage, the final strategy could not be agreed by both parties. Notwithstanding the foregoing, the Draft Plan includes retail policy guidance as required under planning legislation. As outlined in <i>Section 7.82 Retail Hierarchy</i> of the Draft Plan, a retail hierarchy has been included based on the retail hierarchy set out in the Cork MASP, Cork MASP Policy Objective 16 and the Draft Plan's Settlement Strategy. As stated in Section 7.92, core retail areas have been defined for the City Centre, District Centres and Large Urban Town Centres, and have been identified in zoning maps in Volume 2 Mapped Objectives of the Draft Plan.</p> <p>In relation to 7(iv), Cork City Council is again committed to working with Cork County Council on coordinated objectives for retail outlet centres and may vary the Plan in due course regarding any policy outcomes from this process.</p> <p>Recommendation:</p>

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<p>requirements by constituent authorities, and provide guidance on the location and function of retail objectives taking account of the Retail Planning Guidelines policy objectives and the relevant settlement hierarchy; and</p> <p>(iv) having regard to the Minister's letter under section 9(7) of the Act concerning co-ordination of the objectives for retail outlet centres, the Joint Retail Strategy is required, in particular, to consider the implications of retail developments that should be contemplated in the draft Plan, including outlet centres.</p>	<p>No substantive change, but amendments to text to reflect the fact that the Joint Retail Strategy was not agreed.</p> <p>(i) In Chapter 2 Core Strategy- amend Section 2.30 Using an Evidence Based Approach as following:</p> <p>(a) Delete "retail" from the following text:</p> <p style="padding-left: 40px;">The studies cover a range of land use planning areas such as housing, green and blue infrastructure, employment, retail, urban density and building height and are prepared to inform the delivery and implementation of this Plan.</p> <p>(b) Delete the following text:</p> <p style="padding-left: 40px;">Cork Metropolitan Area Joint Retail Strategy 2022-2028:</p> <p style="padding-left: 40px;">This strategy, which was commissioned jointly by Cork City Council and Cork County Council, sets out a plan-led approach to retail development and the retail hierarchy, floorspace allocations and objectives for the sequential approach to retail planning across the Cork Metropolitan Area. Specific objectives guiding retail typologies, placemaking, vacancy and regeneration are also set out in the strategy.</p> <p>(ii) In Chapter 7 Economy and Employment, amend Section 7.78 Introduction as follows:</p> <p style="padding-left: 40px;">The Cork Metropolitan Area Joint Retail Study and Strategy 2021 is currently being prepared on behalf of Cork City Council and Cork County Council in accordance with the Retail Planning Guidelines for Planning Authorities (2012) and it is envisaged that upon completion, its findings will be incorporate into the adopted Cork City Development Plan.</p>

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	<p>Cork City Council remains committed to preparing a Cork Metropolitan Area Joint Retail Study and Strategy with Cork County Council, having regard to the Retail Planning Guidelines for Planning Authorities (2012). It may be necessary to include any policy outcomes of this process as a variation to the plan.</p> <p>(iii) Amend Section 7.91 The Sequential Approach to the Location of Retail as follows:</p> <p style="padding-left: 40px;">Upon completion, the Joint Retail Strategy will set out capacity figures for comparison and convenience floorspace requirements in the Cork Metropolitan Area.</p> <p>(iv) Amend Objective 7.26 Strategic Retail Objectives as follows:</p> <p style="padding-left: 40px;">a. To support and implement the Cork Metropolitan Area Joint Retail Study and Strategy 2021 upon completion and the Retail Hierarchy in defining the role of retail centres, in preparing plans and in assessing development proposals for retail development.</p> <p style="padding-left: 40px;"><u>a. To support the preparation of the Cork Metropolitan Area Joint Retail Study and Strategy with Cork County Council and support and implement the Retail Hierarchy in defining the role of retail centres, in preparing plans and in assessing development proposals for retail development.</u></p> <p>(v) In Chapter 11 Placemaking and Managing Development under Section 11.21 Retail Impact Assessments, amend the text as follows:</p> <p style="padding-left: 40px;">Significant retail proposals should be supported by a Retail Impact Assessment. Larger developments, e.g. over 1,000 sq. m. net floor area in suburban areas, shall be required to submit a retail impact. —subject to change following on from finalised Retail Strategy.</p>

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	<p>(vi) In Chapter 12 Land Use Zoning Objectives under ZO 12.1 amend the text as follows:</p> <p style="padding-left: 40px;">This purpose of this zoning objective is to provide for the sale of bulky goods as defined in the Joint Retail Strategy and Retail Planning Guidelines.</p>
<p>1.6.3. Quarries and Aggregate Resources</p>	
<p>The draft Plan must include policy provisions for the extractive industry and identify or map the location of major deposits as advised by the section 28 of the <i>Quarries and Ancillary Activities Guidelines for Planning Authorities</i> (DEHLG, 2004) and to reference the Guidelines.</p> <p>Observation 6 - Quarries and Aggregate Resources</p> <p>Having regard to the provisions of <i>Quarries and Ancillary Activities Guidelines for Planning Authorities</i> (DEHLG, 2004) and to the important role that extraction activities play in the rural economy, the planning authority is required to appropriately reference the Guidelines and include relevant policy provisions for the extractive industry in the Plan and to prioritise the identification of major mineral deposits in the development Plan, including through mapping as appropriate.</p>	<p>Cork City Council does not have any registered quarries within its functional area, as required under Section 261 of the Planning and Development Act 2000 (as amended). As stated in the OPR submission, there is also limited potential for quarrying within Cork City Council's area due its largely urban and built-up nature. <i>Figure 4.17 Mineral Localities</i> of the <i>Strategic Environmental Assessment Environmental Report</i> of the Draft Plan identifies mineral localities within Cork City in mapped format. Aggregate potential mapping is available through the Geological Survey of Ireland website. It would not be feasible to carry out the detailed work at this stage of the plan review process to produce a map showing the location of major deposits given the current time constraints and the fact that this information is available through the GSI website. However, having regard to the provisions of <i>Quarries and Ancillary Activities Guidelines for Planning Authorities</i> (DEHLG, 2004), it is proposed to insert new text into <i>Chapter 7 Economy and Employment</i> under <i>The Rural Economy</i>.</p> <p>Recommendation:</p> <p>Insert the following new text into <i>Chapter 7 Economy and Employment</i> under <i>The Rural Economy</i>:</p> <p style="padding-left: 40px;">Quarries and Aggregate Resources</p> <p style="padding-left: 40px;">Currently there are no quarries registered under Section 261 of the Planning and Development Act 2000 (as amended) operating within</p>

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	<p>the functional area of Cork City Council, and given its largely built-up nature, it is considered that there is limited potential for quarrying activity.</p> <p>However, as mineral extraction and the aggregate industry can provide raw materials for the construction industry, it is important to protect any reserves of aggregates and minerals from development that might impact on their utilisation.</p> <p>As the processes involved in extraction can give rise to long term environmental effects and significantly alter the character of the landscape as well as impacting negatively on residential amenity, there is also a need to balance the economic benefits of extraction against potential environmental impacts. Extractions that would result in a reduction of the visual amenity of areas of high amenity or damage to areas of scientific importance or of geological, botanical, zoological and other natural significance including all designated European Sites will not be permitted.</p> <p>Cork City Council will have regard to the Guidelines for Planning Authorities for Quarries and Ancillary Activities (DoEHLG, 2004) when assessing applications relating to the extraction industry.</p> <p>Objective 7.x Quarries and Aggregate Resources</p> <p>To recognise the important role the mineral extraction and aggregate industry can play by protecting any reserves of aggregates and minerals from development that might impact on their utilisation. Extractions that would result in a reduction of the visual amenity of areas of high amenity or damage to areas of scientific importance or of geological, botanical, zoological and other natural significance including all designated European Sites or have a detrimental impact on residential amenity will not be permitted. The Planning Authority will have regard to the Guidelines for Planning Authorities for</p>

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	<p>Quarries and Ancillary Activities (DoEHLG, 2004) when assessing applications relating to the extraction industry.</p>
<p>1.7. Sustainable Transport & Accessibility</p>	
<p>1.7.1. Modal Shift Targets</p>	
<p>The OPR welcomes the approach to transport and mobility and addressing different modes in line with the <i>Design Manual for Urban Roads and Streets (2019)</i>. The planning authority is commended for its track record on planning for active modes and should aim to lead innovations in this area as an exemplar for Ireland. The policy approach to public transport and to road development is positive. The commitment to implementing the 15-minute city through the neighbourhood approach is considered positively.</p> <p>The OPR encourages the referencing and alignment with the Avoid-Shift-Improve (ASI) framework approach, similar to the approach proposed by Cork County Council.</p> <p>The modal share baseline and targets included in the draft Plan relate to the CMATS figures for the Cork Metropolitan Area as a whole to 2040. RPO 163 provides that evidence-based targets should be set in the Plan supported by identification of actions to help achieve higher performance in modal shift to sustainable mobility.</p> <p>Recommendation 8– Modal shift targets</p>	<p>The comments of the OPR are welcomed. The targets for modal share as outlined in the Draft Plan will be continuously reviewed during the lifetime of the Plan in conjunction with the NTA and TII. Cork City Council is committed to increasing modal shift to sustainable transport modes in the City through the provision of enhanced facilities and recognises the benefits of both pedestrianisation and cycling with regard to public health and the economy. It is further envisaged that detailed targets will be identified at a macro level as part of the preparation of local framework plans and area based strategies during the lifetime of this Plan.</p> <p>Recommendation:</p> <p>No change.</p>

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<p>In order to ensure the effective planning, implementation and monitoring of the development plan requirements under section 10(2)(n), the planning authority is required, <u>in consultation with the NTA and TII</u>, to include:</p> <ul style="list-style-type: none"> • Appropriate existing baseline figures for modal share for the planning authority area and / or its constituent part. • Ambitious targets for modal change against the baseline figures provided under (i), above, to form a basis for an effective monitoring regime for the implementation of the planning authority's sustainable transport strategy and climate actions. 	
<p>1.7.2. Strategic National Road Network</p>	
<p>The draft Plan is inconsistent with the <i>Spatial Planning and National Roads Guidelines for Planning Authorities</i> (2012) (SPNRG). It does not include objectives which seek to maintain and protect the safety, capacity and efficiency of national roads and associated junctions, avoiding the creation of new accesses and the intensification of existing accesses to national roads where a speed limit greater than 50 km/h applies.</p> <p>The draft Plan is not supported by the evidence-based approach required by the SPNRGs concerning the zoning and objectives proposed for a number of key sites adjacent the strategic national road network:</p> <ul style="list-style-type: none"> • <i>Strategic Employment Site 1</i>, Blarney Business Park Extension at a junction with the M/N20 junction; • <i>Strategic Employment Site 4</i>, Lands at Glanmire at a junction with the M8; • <i>Strategic Employment Site 5</i>, South Link Industrial Estate at junction with the N27; 	<ul style="list-style-type: none"> (i) It is agreed to include an objective to protect the National Road Network. (ii) These sites are part of a suite of employment lands that are intended to support National and Regional Policy Objectives in the delivery of ambitious large-scale regeneration projects for the provision of new employment, housing and supporting infrastructure in Cork Docklands, including the relocation of logistics facilities from existing brownfield locations such as Tramore Road. It is proposed to include additional text to support enhanced public transport / active travel access modes to the sites along with text relating to future access options, where appropriate. <p>In light of the OPR observations, a number of modifications are proposed to retain these strategic land banks which are an integral part of the delivery of compact growth and regeneration opportunities in the City and to address concerns raised by the NTA and TII.</p> <ul style="list-style-type: none"> a. It is proposed to retain Strategic Employment Site 1 (lands adjoining Blarney Business Park) with updated text requiring access to be via the existing Blarney Business Park and agreed with the TII, subject to

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<ul style="list-style-type: none"> • <i>Strategic Consolidation and Regeneration Area Tivoli Docks</i>, proposed zoning ZO 04 Long Term Strategic Regeneration, and suggested access onto the N8 Dunkettle Interchange (figure 10.31); • <i>Proposed zoning ZO 02 New Residential Neighbourhoods</i>, alongside at a junction with the existing N28 / proposed M28; <p>The planning authority should consult with the NTA and TII in accordance with the SPNRGs and the 'Area Based Transport Assessment' (ABTA) guidance / advice notes published by the two authorities.</p> <p>The proposed zonings for the Strategic Employment Sites at Glanmire (<i>Strategic Employment Site 4</i>) and at the South Link Road (<i>Strategic Employment Site 5</i>) have the potential to significantly adversely affect the capacity at critical junctions on the national road network through car based development.</p> <p>The proposed rezoning at <i>Strategic Employment Site 1</i> Blarney Business Park Extension is premature pending the finalisation of the M20, the N20.</p> <p>Recommendation 9 - Strategic National Road Network</p> <p>Having regard to the provisions of the Spatial Planning and National Roads Guidelines for Planning Authorities, the planning authority is required to:</p> <ul style="list-style-type: none"> (i) Include objectives or policies which seek to maintain and protect the safety, capacity and efficiency of national roads and associated junctions, avoiding the creation of new accesses and the intensification of existing accesses to national roads where a speed limit greater than 50-60 kph applies; (ii) Remove proposed zonings: <ul style="list-style-type: none"> a. Strategic Employment Site 1 Blarney Business Park Extension; 	<p>finalisation of the M20 route corridor design and upgrades to the local road network.</p> <ul style="list-style-type: none"> b. It is proposed to modify Strategic Employment Site 4 (Glanmire) into 2 parcels of land in order to facilitate the proposed Cork Northern Transport Project and set out the future Placemaking parameters for this light industrial landbank. The overall site shall be subject to a Masterplan to ensure connectivity to adjacent uses and accessibility to planned public transport infrastructure (bus terminus) at Sarsfied's Court Hospital. This strategic land bank is proposed to be sub-divided into 2 parcels as follows: <ul style="list-style-type: none"> i. Site 4A to provide logistics uses. ii. Site 4b to provide for light industrial uses. c. Remove "Strategic Employment Site" designation from Strategic Employment No. 5 (South Link Road) and rezone to "ZO 4 Long Term Strategic Regeneration" to reflect its role as a future, long-term regeneration site. It is further proposed to rezone a wider area (described below under Recommendation:) to "ZO 4 Long Term Strategic Regeneration" and to prepare a framework plan for a wider area than currently provided for in the Draft Plan. <p>(iii) The proposed zoning of "ZO 2 New Residential Neighbourhoods" at the junction of the M/N28 in Douglas will subject to an assessment to be carried out as part of an traffic and transportation study which will be commenced at an early stage post final Plan adoption. Lands to the west have been included within this zoning which will allow potential access from the west to be investigated, potentially avoiding a conflict with the proposed M28 and its ancillary road network.</p>

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<p>b. Strategic Employment Site 4, Lands at Glanmire; and</p> <p>c. Strategic Employment Site 5, South Link Industrial Estate;</p> <p>(iii) apply the evidence-based approach to the proposed ZO 02 New Res Neighbourhoods zonings within the vicinity of the existing N28 / proposed M28 to inform the proposal, in consultation with the NTA and TII, and in accordance with the SPNRGs and the 'Area Based Transport Assessment' (ABTA) guidance/advice notes published by the two authorities, taking account of the published CMATS;</p> <p>(iv) apply the evidence-based approach to the proposed Strategic Consolidation and Regeneration Area Tivoli Docks to inform the proposal, in consultation with the NTA and TII, and in accordance with the SPNRGs and the 'Area Based Transport Assessment' (ABTA) guidance/advice notes published by the two authorities, taking account of the published CMATS.</p> <p>Where it is decided to continue with the land use zoning proposals referred to under (iii) and (iv), above, relevant appropriate objectives and measures arising from the application of the evidence-based approach should be included in the Plan to guide the nature and form of development and associated mitigation measures agreed with TII and the NTA</p>	<p>Consequential text amendments will arise for Chapter 10, section "Douglas Land Use and Transportation Study, 2013" and Objective 10.82 Castletreasure Expansion Area.</p> <p>Recommendation:</p> <p>(i) Include new Objective 4.7 Protection of the National Road Network:</p> <p style="text-align: center;">Objective 4.7 Protection of the National Road Network</p> <p>To protect the strategic transport function of national roads, including motorways through the implementation of the 'Spatial Planning and National Roads Guidelines for Planning Authorities' DECLG, (2012) and the Trans-European Networks (TEN-T) Regulations. No new accesses will be permitted where a speed limit greater than 50-60 kph applies. For existing developments with current access outside the defined speed limits, proposals for expansion of same must be accompanied by a Traffic and Transportation impact assessment. Proposals for new developments and intensification of existing developments within speed control zones must also be accompanied by a Traffic and Transportation assessment.</p> <p>(ii) Retain Strategic Employment Site 1 (lands adjoining Blarney Business Park) with updated text requiring access to be via the existing Blarney Business Park and agreed with the TII, subject to finalisation of the M20 route corridor design.</p> <p>(iii) Modify Strategic Employment Site 4 (Glanmire) into 2 parcels of land in order to facilitate the proposed Cork Northern Transport Project and set out the future placemaking parameters for this light industrial landbank. The overall site shall be subject to a Masterplan to ensure connectivity to adjacent uses and accessibility to planned public transport infrastructure (bus terminus) at Sarsfield's Court Hospital. This strategic land bank is proposed to be sub-divided into 2 parcels as follows:</p>

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	<p>1. Site 4A to provide logistics uses.</p> <p>2. Site 4b to provide for light industrial uses.</p> <p>(iv) Remove “Strategic Employment Site” designation from Strategic Employment No. 5 (South Link Road) (and rezone to “ZO 4 Long Term Strategic Regeneration” – see below).</p> <p>(v) Include additional text to paragraph 7.17 (b) follows:</p> <p style="padding-left: 40px;">Employment Land Requirement</p> <p style="padding-left: 40px;">The retail jobs target of 7,130 is addressed through the retail strategy, primarily on lands already zoned for retail-related uses. The quantum of employment land to accommodate the office and manufacturing/light industry jobs projection is assessed within the SELS using international best practice whilst also taking account of the need to plan for replacement employment lands to accommodate approximately 4,000 jobs that are likely to be displaced from regeneration areas including City Docks, Tivoli and areas under regeneration influence such as Tramore Road. The decanting of existing uses to new greenfield sites is critical to realise National and Regional Policy Objectives in the delivery of ambitious large-scale regeneration projects for the provision of new employment, housing and supporting infrastructure in Cork Docklands and other strategic areas, and realising the ambitious growth targets for the City as a regional driver of future development. The SELS quantifies a need to identify 228ha of employment lands to accommodate the office/manufacturing/light industry needs of the City over the period to 2028.</p> <p>(vi) Rename Chapter 10, section 18 and include additional text to paragraph 10.336 as follows:</p> <p style="padding-left: 40px;">18. Tramore Road / Kinsale Road Airport City Gateway</p>

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	<p>10.336 The mixed industrial / commercial area centred on the Tramore Road and Kinsale Road has regeneration potential with higher density development, linked to the development of high quality public transport. The range of existing land-uses in the area includes light industry, trade showrooms, retail and retail warehouses. Nearby uses include sports facilities and residential neighbourhoods. This is a longer-term strategic growth area with capacity to contribute to compact growth in Cork City out to 2040. A future strategy for the area may be in the form of a Framework Plan.</p> <p>This Framework Plan will cover two strategic landbanks either side of the N40. Study Area 1 encompassing lands from the junction of the N27 and Forge Hill / R851 to the Kinsale Road Roundabout on both sides of the N27. Particular attention will focus on the brownfield site on the southern side of the N27 and the former Sisk site and compound. Study Area 2 will include the greater Kinsale Road area from the Kinsale Road Roundabout north to the junction with the Tramore Road.</p> <p>(vii) Change zoning of lands described under (vi) above from “ZO 5 Mixed Use Development” and “ZO 10 Light Industry & Related Uses” to “ZO 4 Long-term Strategic Regeneration”.</p> <p>(viii) Include additional text to paragraph ZO 4.2 as follows:</p> <p>ZO 4.2 This land use zone includes the Tivoli dockland area, which is identified in the National Planning Framework as a nationally and regionally significant development area and a key future growth enabler for Cork. This land use zone includes the two study areas identified at the Airport City Gateway.</p>

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	<p>(ix) Insert the following text in Objective 10.82 Castletreasure Expansion Area:</p> <p>The phasing and the number of dwellings which can proceed and be occupied within defined periods shall be agreed in advance at Development Management stage but will be dependent on the following,</p> <ul style="list-style-type: none">• The timing and provision of appropriate vehicular access, including provisions for future public transport requirements in the immediate site area, pedestrian and cycling access to be identified in a traffic and transportation study, to be conducted at an early stage post plan adoption.• The upgrade and completion of the proposed N28/M28 national road and ancillary local network improvements. <p>Any development proposals shall contain noise attenuation measures. The timing and provision of appropriate drinking water and waste water disposal services for the development including where necessary the upgrading of off-site infrastructure. Additionally, any development proposals on site shall make provision for the following:</p> <ul style="list-style-type: none">• Retention of the existing trees and hedgerows within the overall development of the site where practicable.• A detailed ecological survey for the entire site carried out by a suitably qualified ecologist.• A construction management plan with detailed proposals for the protection of riparian zones within the site.• A detailed surface water management plan including provision for on-site attenuation.

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	<ul style="list-style-type: none"> • Provision of a cycleway CSE GW 4 Cycle paths/Greenway – as per the Cork Cycle Network Plan as contained within the Cork Metropolitan Transport Study.
<p>1.8. Climate Action & Renewable Energy</p>	
<p>1.8.1. Climate Action</p>	
<p>The OPR welcomes the integration of climate actions as a cross-cutting theme for the draft Plan and the inclusion of a separate chapter addressing climate change and the environment in support of <i>Strategic Objective 4 Climate and Environment</i> of the draft Plan.</p> <p>The provisions are considered positively and the draft Plan includes objectives to promote sustainable settlement and transport strategies.</p> <p>The inclusion of a table detailing the key policy objectives for mitigating and adapting to climate change provides transparency and a coherence to the overall strategy for climate action. It may be appropriate to include the relevant objectives from Chapter 5 in this table, also.</p> <p>The Office commends the proposals to require the submission of a Scheme Sustainability Statement for development above a certain threshold, which should help focus the planning applications on keep mitigation and adaption elements. The wording of paragraph 11.268 should be reconsidered to avoid implying this is a discretionary requirement.</p> <p>Observation 7 – Climate Action</p> <p>Given the importance attributed to climate action by Government, as evidenced by, inter alia, the recent <i>Climate Action and Low Carbon Development Bill</i> (March, 2021) and the <i>Climate Action Plan 2019</i>, the planning authority is advised that the draft Plan should also include an objective to consider a variation of the development plan within a</p>	<p>Cork City Council is fully committed to positive and effective climate action.</p> <p>The expansion of Table 5.1 to include relevant policy objectives and their contribution to climate change mitigation and adaptation of the Plan is supported.</p> <p>The wording of paragraph 11.268 relating to Scheme Sustainability Statement in Chapter 11 will be strengthened to infer this is a requirement and not a discretionary action.</p> <p>Given the dynamic nature of the international and national climate policy context, it is agreed as per Observation 7 that additional text will be included to ensure the Plan is consistent with the approach to climate action recommended in the revised Development Plan Guidelines as adopted or any other relevant guidelines arising over the Plan period.</p> <p>Recommendation:</p> <p>(i) Update Table 5.1 to include relevant policy objectives from Chapter 5 and their contribution to climate change mitigation/ adaptation of the Plan.</p> <p>(ii) Update paragraph 11.268 as follows:</p> <p>“All planning applications involving developments of 25 or more homes or over 500sqm of commercial floorspace should to be accompanied by a Scheme Sustainability Statement demonstrating how the proposal</p>

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<p>reasonable period of time, or to include such other mechanism, as may be appropriate, to ensure the development plan will be consistent with the approach to climate action recommended in the revised <i>Development Plan Guidelines</i> as adopted or any other relevant guidelines.</p>	<p>positively responds to the impact of climate change through mitigation and adaptation measures.</p> <p>The Scheme Sustainability Statement should is required, as a minimum, to demonstrate how the following climate change mitigation and adaptation considerations inform the proposal:"</p> <p>(iii) Update paragraph 5.11 as follows:</p> <p>The Climate Action and Low Carbon Development (Amendment) Bill 2021 is expected to come into force later in 2021. The Draft Bill seeks to establish a legally binding, national commitment to secure a 51% reduction in carbon emissions by 2030 and to net zero by no later than 2050. It confirms an intention for the Government to prepare a new national Climate Action Plan in 2021 and for the plan to be then updated annually. One of the draft provisions within the Bill includes the requirement for Local Authorities to prepare Climate Action Plans (CAPs) for their administrative areas addressing climate mitigation and adaptation measures within 12-months of the Minister making such a request and then updating the CAPs every 5-years. The evolving statutory framework in the delivery of climate change and adaptation goals may require further variations to the Development Plan over the plan life cycle to reflect the dynamic policy context internationally and nationally.</p>
<p>1.8.2. Renewable Energy</p>	
<p>The draft Plan should explore how the policy objectives could better facilitate the implementation of district heating in development areas.</p> <p>There is an opportunity in the draft Plan to strengthen the renewable energy policy.</p>	<p>Cork City Council is fully committed to addressing the issue of climate action and the vital role that renewable energy will play in meeting national climate targets set out in the Climate Action Plan 2021-Securing Our Future. This includes a target of increasing the proportion of renewable electricity nationally</p>

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<p>The policy approach to whether wind energy is open for consideration within the planning authority area is contradictory between sections 11.245 to 11.250, section 10.3.4 and land use zoning objective ZO 2.</p> <p>Policy on other renewable energy types and <i>Chapter 9 Environmental Infrastructure</i> (s.9.10 and objective 9.14) could also be expanded. It is noted that no renewable energy strategy (RES) is attached to the draft Plan, although the draft Plan's support of the preparation of a regional RES is noted.</p> <p>No renewable energy targets have been included in the draft Plan. Although the planning authority has a relatively small functional area, it is obliged to implement the SPPR of the <i>Interim Guidelines for Planning Authorities on Statutory Plans, Renewable Energy and Climate Change and Wind Energy Development Guidelines 2006 – Update on Review</i> (July 2017).</p> <p>This requires the Plan to include renewable energy targets having regard to national targets under the Climate Action Plan 2019 (now 2021).</p> <p>Recommendation 10 - Renewable Energy</p> <p>In accordance with the provisions of section 28(1C) of the Act, the planning authority is required to amend the draft development plan in order to fully implement the Specific Planning Policy Requirement contained the Interim Guidelines for Planning Authorities on Statutory Plans, Renewable Energy and Climate Change, including:</p> <ul style="list-style-type: none"> (i) Suitably supportive policy objectives, such as the identification of areas through sieve mapping where larger scale renewable energy projects would be acceptable in principle; and (ii) Identify how the Plan over its effective period will contribute to realising overall national targets on renewable energy and climate 	<p>to up to 80% by 2030, including an increased target of up to 5 Gigawatts for offshore wind energy.</p> <p>Renewable energy is a cross-cutting theme which feeds into a number of chapters in the Draft Plan, most notably Chapter 5 Climate Change and Environment, which deals with Renewable and Low Carbon Energy including standalone sustainable energy generation projects and district heating opportunities; Chapter 9 Environmental Infrastructure, which sets out the strategic policy context for renewable energy and more detailed development management standards set out in Chapter 11 Placemaking and Managing Development.</p> <p>The submission from the OPR states that no renewable energy strategy or renewable energy targets have been attached to the Draft Plan. However Cork City Council's Sustainable Energy and Climate Action Plan (SECAP) 2018 is referenced and linked in Chapter 9. Renewable energy policy and particularly specific targets are rapidly evolving at the moment, with national targets recently revised in light of the 2021 Climate Action Plan. The Southern Regional Assembly is currently preparing a Regional Renewable Energy Strategy, which the City Council will engage with as stated in Section 9.20 of the Draft Plan. The national Climate Action Plan also includes provision for revising the SEAI's Methodology for Local Authority Renewable Energy Strategies (LARES), with input from relevant bodies, to provide a best practice approach to identifying and assessing renewable energy resources in spatial planning at local authority level. Cork City Council's current plan is the 2018 SECAP referenced above, however it does not have a full Renewable Energy Strategy with specific targets set out. An objective will be included in Chapter 9 to input into the SEAI's revised methodology and for the preparation of a LARES for the City in due course, which will deal more effectively with this issue, including the more ambitious targets now required.</p> <p>The Climate Action Plan further states that based on the indicative targets for onshore wind energy and grid-scale solar deployment, the Department of the</p>

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<p>change mitigation, and in particular wind energy production and the potential wind energy resource (in megawatts).</p>	<p>Environment, Climate and Communications (DECC) will set out a target for the total onshore capacity that should be planned for on a national and regional level. National renewable energy objectives, and those set out in the regional strategies, should be reflected in County Development Plans, which are evaluated and assessed by the Office of the Planning Regulator. Cork City Council will fully engage with this process and the text of the Draft Plan will be updated to reflect these recommendations. It is also intended that a new Offshore Renewable Energy Development Plan (OREDP II) will be completed to quantify the offshore renewable energy potential in Ireland's maritime area, which will also provide an evidence base for the assessment of areas suitable for deployment of offshore renewable energy. The City Council will also feed into this process. Full support for the development of renewable energies such as solar, geothermal, heat pumps and district heating (subject to development management criteria) is set out in: Sections 5.27-5.34, Objectives 5.7, 5.16, 5.17, 5.18, 5.19, 5.20 and 5.21 of Chapter 5; Sections 9.18-9.20 and Objectives 9.12 and 9.14 of Chapter 9 and Sections 11.245-11.250 of Chapter 11. These policies and objectives will be amended, where conflicts or confusion might exist such as Objective 9.14 to clarify that "wind" refers to "small/microscale".</p> <p>It is agreed that the Plan can be amended to better facilitate the implementation of district heating. It is recommended to amend paragraphs 5.18 and 5.28 to strengthen the Plan content on renewable energy policy.</p> <p>Specifically in relation to items (i) and (ii) of the OPR's recommendation and the SPPR of the <i>Interim Guidelines for Planning Authorities on Statutory Plans, Renewable Energy and Climate Change and Wind Energy Development Guidelines 2006 – Update on Review</i> (July 2017), Section 11.245 of the Draft Plan states that applications for renewable energy will be considered in the context of current government policy, with the relevant wind energy guidelines referenced in Section 11.246. In terms of the potential for wind energy generation in the City Council functional area, Section 11.246 of the Draft Plan states that due to its largely built-up nature and proximity to residential areas,</p>

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	<p>the potential for largescale wind energy development is very limited and therefore generally not open for consideration. It acknowledges that there may be potential for small or microscale wind energy development, which will be supported in appropriate locations. In preparing the Draft Development Plan, cognisance was taken of Cork County Council's <i>Wind Energy Strategy 2014</i>, which included the areas of the City which formed part of the County area prior to the City boundary extension. This used the sieve mapping analysis recommended in the Wind Energy Guidelines, where the urban areas, metropolitan/town green belts and NHAs were not generally considered suitable for wind farm developments. Having regard to the Guidelines, it is still considered that these areas are not suitable as well as the remaining built-up area of the City and cannot accommodate large-scale wind energy infrastructure. Section 9.20 will be updated to cross-reference Chapters 5 and 11, so that the policy guidance on Renewable Energy can be more easily referenced. As it is clearly stated in the text the large-scale wind energy is generally not open for consideration anywhere in the City apart from potential for small or microscale wind energy, there is no conflict with zoning objective "ZO 2 New Residential Neighbourhoods". The Draft Plan does consider other types of renewable energy that would be more feasible to provide such as solar with detailed guidance set out in Sections 11.247 and 11.248; heat pumps in Section 11.249 and District Heating in Sections 5.34 and 11.250. Section 5.34 will be amended. Section 9.20 will be further strengthened in this area to state that the City Council work with Cork County Council in terms of facilitating off-shore windfarms.</p> <p>These changes should be read in conjunction with those set out in Chapter 5 Climate Change and the Environment and Chapter 9 Environmental Infrastructure to take account of other amendments proposed.</p> <p>Recommendation:</p> <p>(i) Amend Section 9.18 as follows:</p>

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	<p>Future sustainable growth and development will rely on the provision of a stable and efficient energy system. The development plan aims to facilitate the provision of energy facilities to meet the needs of the city. In order to address rising energy demand, while also addressing the challenges of climate change, significant progress is required in the deployment of renewable electricity and renewable technologies. The Government's Climate Action Plan 2019, sets out a target to achieve a net zero carbon energy system by 2050. The aim is for at least 70% of Ireland's electricity supply to be generated from renewables by 2030. The Climate Action Plan also states that increased levels of renewable generation will require very substantial investment in the energy infrastructure, including grid infrastructure. The Climate Action and Low Carbon Development (Amendment) Act 2021 supports Ireland's transition to net-zero and the achievement of a climate neutral economy no later than 2050. Additionally, the Government's Climate Action Plan 2021, which will be updated annually, aims to increase the proportion of renewable electricity generation to up to 80% by 2030. . This will support the reduction in emissions and a move from The promotion and development of renewable sources of energy and move away from fossil fuels as a source of energy, which will be encouraged by Cork City Council. It is recognised that natural gas, particularly renewable and indigenous gas, will continue to have a role to play in the transition to a low carbon economy and that renewable energy developments may require support from such sources in times of high energy demand.</p> <p>(ii) Include the following text in Section 9.20:</p> <p>Renewable energy and particularly specific targets are rapidly evolving at the moment, with national targets recently revised in light of the 2021 Climate Action Plan. The plan acknowledges existing national policy on renewable energy contained in Interim Guidelines</p>

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	<p>for Planning Authorities on Statutory Plans, Renewable Energy and Climate Change (DoHPCLG, 2017) and the documents referenced in its Specific Planning Policy Requirement: the Government's 'White Paper on Energy Policy - Ireland's Transition to a Low Carbon Future', as well as the 'National Renewable Energy Action Plan', the 'Strategy for Renewable Energy' and the 'National Mitigation Plan', and any policy revisions in this area. The Climate Action Plan includes provision for revising the SEAI's Methodology for Local Authority Renewable Energy Strategies (LARES), with input from relevant bodies, to provide a best practice approach to identifying and assessing renewable energy resources in spatial planning at local authority level. Cork City will input into the SEAI's revised methodology and prepare a LARES for the City in due course, which will include specific targets on renewable energy.</p> <p>This section should also be read in conjunction with Chapter 5 Climate Change and the Environment and Chapter 11 Placemaking and Managing Development in terms of policy guidance on Renewable Energy. Due to the City's largely urbanised nature, the potential for largescale wind energy development is very limited and therefore generally not open for consideration. However in terms of realising overall national targets on renewable energy and climate change mitigation, there may be further potential for small or microscale wind energy development, which will be supported in appropriate locations. The national Climate Action Plan also states that based on the indicative targets for onshore wind energy and grid-scale solar deployment, the Department of the Environment, Climate and Communications (DECC) will set out a target for the total onshore capacity that should be planned for on a national and regional level. The Development Plan may need to be amended to reflect national renewable energy objectives, and those set out in the regional strategies once they are available. A new Offshore Renewable Energy</p>

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	<p>Development Plan (OREDP II) will also be prepared, to quantify the offshore renewable energy potential in Ireland's maritime area, and an evidence base for the assessment of areas suitable for deployment of offshore renewable energy. The City Council will support and feed into this process. It will also work with Cork County Council to support and facilitate off-shore windfarms.</p> <p>(iii) Amend Objective 9.14 Renewable Energy as follows:</p> <p>To promote the increased use of renewable energy resources in Cork City such as solar, small or microscale wind, geothermal, heat pumps and district heating.</p> <p>To engage with the proposed revision of the SEAI's Methodology for Local Authority Renewable Energy Strategies (LARES), to provide a best practice approach to identifying and assessing renewable energy resources in spatial planning at local authority level. Following this process a LARES for the City with specific targets on renewable energy will be prepared.</p> <p>To encourage small-scale wind energy developments and support small community-based proposals provided they do not negatively impact upon the environmental quality or amenity of the area.</p> <p>(iv) Update text in paragraph 5.34 as follows:</p> <p>In accommodating more compact and sustainable patterns of development, Cork City Council will assess the feasibility to deliver district heating, particularly in Cork City Docklands, Tivoli Docklands and the Cork Science and Innovation Park. District heating is a distribution network of insulated pipes that carry heat from a central source and delivers it to a number of buildings within the network. The heat source can vary and could include a facility that provides a dedicated supply to the heat network, such as a combined heat and</p>

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	<p>power plant; or heat recovered from industry and urban infrastructure, or energy from waste plants.</p> <p>In accommodating more compact and sustainable patterns of development, Cork City Council will assess the feasibility to deliver district heating across the City. Future growth areas which may be compatible to District Heating systems include, but are not restricted to, the Cork City Docklands, Tivoli Docklands and the Cork Science and Innovation Park. See further details in Chapter 11.</p> <p>(v) Update paragraph 5.18 as follows:</p> <p>Cork City Council will work with the Government, the Sustainable Energy Authority of Ireland (SEAI), the Southern Regional Assembly (SRA), the Climate Action Regional Office (CARO), Energy Cork, leading specialists including our universities and our communities to implement innovations and behavioural change initiatives designed to address climate change promoting energy efficiency and renewable energy actions across the City.</p>
<p>1.9. Flood Risk Management</p>	
<p>The draft Plan includes several positive objectives related to flood risk.</p> <p>The flood risk zones have not been overlaid on the land use zoning maps in order to clearly outline what lands are impacted by flood risk and to assess if the sequential approach has been applied.</p> <p>The Justification Test in the <i>Strategic Flood Risk Assessment (SFRA)</i> has not been applied correctly to the land use zones proposed to accommodate vulnerable and / or highly vulnerable uses in Flood Risk Zones A and B, contrary to the requirements of section 4.23 of <i>The Planning System and Flood Risk Management Guidelines for Planning Authorities</i> (2009).</p>	<p>The OPR's comments on the positive aspects of the Draft Plan on flood risk are acknowledged.</p> <p>In relation to Recommendation 11 (i), it is considered that a finer granularity to the Justification Tests provided in Table 5 of the SFRA report can be provided, making more specific reference to the areas referred to.</p> <p>In relation to Recommendation 11 (ii), if a re-examination of the Draft Plan's Land Use Zoning Objectives against the SFRA's Flood Risk Zones in the context of the requirements of the Guidelines identifies any inappropriate instances of land use zoning that are not justified, they will be amended accordingly.</p>

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<p>A Justification Test is required to be carried out for 16 specified locations.</p> <p>Recommendation 11 - Flood Risk Management</p> <p>Having regard to detailed requirements of the <i>Planning System and Flood Risk Management – Guidelines for Planning Authorities</i> (DEHLG and OPW, 2009) and clarifying <i>Circular PL2/2014</i>, the planning authority is required to:</p> <ul style="list-style-type: none"> (i) carry out the plan-making justification test for all lands proposed to be zoned to accommodate development vulnerable to flooding within areas at a high or moderate risk of flooding; (ii) any lands which do not pass the Justification Test are required not be zoned for highly vulnerable (Flood Zones A and B) or less vulnerable Flood Zone A) development; (iii) where non-structural (and structural, if applicable) flood risk management measures are recommended under point 3 of the Justification Test, these measures are required to be included in the Plan in order to prevent flood risk to vulnerable uses; and (iv) overlay the flood risk zone mapping on the land use zoning objective maps. <p>The planning authority is advised to consult with the OPW in respect of the above.</p>	<p>In relation to Recommendation 11 (iii), this is noted. Certain structural and non-structural flood risk management measures have been integrated into the Draft Plan, including at Chapter 11 “Placemaking and Managing Development” paragraphs No. 11.257 and 11.262. These measures will be referenced as relevant under the updated Justification Tests and will be added to where appropriate.</p> <p>In relation to Recommendation 11 (iv), it is agreed that the flood zones can be overlain onto land use zoning maps.</p> <p>The OPW’s submission in relation to these issues is responded to under Part 3 Appendices including SEA, AA and SFRA.</p> <p>Recommendation</p> <ul style="list-style-type: none"> (i) Provide finer granularity to the Justification Tests provided in Table 5 of the SFRA report making more specific reference to the 16 specified locations. (ii) Subject to review – any land use zoning objectives that are identified to conflict with the SFRA’s flood risk zones will be reviewed and amended. (iii) Subject to review – existing structural and non-structural flood risk management measures included in the Draft Plan will be referenced as relevant under the updated Justification Tests and will be added to where appropriate. (iv) Flood Zone A and B will be overlain on a version of the land use zoning map linked to relevant provisions in the Plan.

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<p>1.10. Environment, Heritage & Amenities</p>	
<p>1.10.1. Environmental Reports</p>	
<p>The Environmental Report (SEA) concludes that no significant residual adverse impacts are identified. The SEA is considered to be comprehensive and generally consistent with the requirements of the section 28 Guidelines.</p> <p>The Natura Impact Report (NIR) concludes that having incorporated mitigation measures the draft Plan is not foreseen to give rise to any adverse effects on the integrity of the European sites, alone or in-combination with other plans or projects, in view of the conservation objectives of the habitats or species for which the subject sites have been designated. The AA process is ongoing and will inform and be concluded at adoption of the Plan.</p>	<p>The comments of the OPR are acknowledged and welcomed. The SEA Environmental Report and NIR will be carried out in accordance with EPA, EU and other relevant Guidance.</p> <p>Recommendation:</p> <p>No change.</p>
<p>1.10.2. Public Rights of Way</p>	
<p>The draft Plan includes provisions and objectives relating to its commitment to preserve public rights of way in Cork City, and to encourage the formalising of new public rights of way to improve access to green and blue infrastructure assets in Cork City. However, the existing public rights of way are not mapped as required – the planning authority should have regard to <i>Public Rights of Way and the Local Authority Development Plan</i> (OPR, 2021).</p> <p>Recommendation 12 - Public Rights of Way</p> <p>Having regard to the provisions of section 10(2)(o) of the Act, the planning authority is required to include identify public rights of way both by marking them on at least one of the maps forming part of the Plan and by indicating their location on a list appended to the Plan.</p>	<p>The Draft Plan safeguards rights of way through paragraph 6.38 and Objective 6.16. 'Walkways and Cycleways' are also identified in 'Volume 2 Mapped Objectives'. The Draft Plan commits to, during the lifetime of the Plan, encouraging opportunities to formalise new public rights of way to improve access to green and blue infrastructure assets in Cork City. It also notes – importantly – that the omission of a public right of way from the Development Plan and its associated mapping shall not be construed as an indication that such a public right of way does not exist.</p> <p>The retention of existing public rights of way is a material planning consideration in assessing any proposals for development.</p> <p>However, there is a statutory requirement to list Rights of Way which give access to seashore, mountain, lakeshore, riverbank or other place of natural</p>

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	<p>beauty or recreational utility, and to show these on Development Plan maps within the planning authority boundary.</p> <p>Rights of way formally confirm where the public have a right of access over land. Cork City Council does not currently have access to such information and there is significant work required to source such information.</p> <p>The Recommendation of the OPR is noted, however Cork City Council does not intend to carry out an appraisal of all rights of way in the City given the substantial legal and administrative issues likely to arise in establish an accurate register of rights of way. The Council is committed to continuing to formalise new public rights of way as they may arise over the life of the Plan.</p> <p>It is noted that Cork County Council have taken this approach in their Draft Cork County Development Plan 2021 and that the OPR raised no concerns with this approach.</p> <p>Recommendation:</p> <p>Amend text in Objective 6.16 Public Rights of Way:</p> <p>Objective 6.16 Public Rights of Way</p> <ul style="list-style-type: none"> • To be cognisant of the need to preserve all public rights of way in Cork City, encourage opportunities to enhance existing or create new rights of way to improve access to green and blue infrastructure seashore, mountain, lakeshore, riverbank, place of natural beauty or recreational utility and prohibit development that would adversely impact the routes. • To seek to assess, identify and safeguard rights of way in the City Council area within the Plan period.

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<p>1.11. Implementation & Monitoring</p>	
<p><i>Chapter 13 Implementation</i> does not contain any specific information on implementation and monitoring, other than a reference to the areas to be considered. The planning authority should include appropriate implementation monitoring measures as part of the final Plan.</p> <p>Observation 8 – Implementation and Monitoring</p> <p>Having regard to the duty and function of the planning authority under section 15(1) and 15(2) of the <i>Planning and Development Act 2000</i> (as amended), the planning authority is advised to provide for Plan implementation monitoring as part of the Plan.</p> <p><i>Note:</i> Chapter 10 of the <i>Development Plans, Guidelines for Planning Authorities, Draft for Consultation</i> (August 2021) provides useful guidance in this regard.</p>	<p>It is agreed that a clearer indication of how implementation monitoring will be carried out is required. The OPR points toward the approach of the Dun Laoghaire-Rathdown Draft County Development Plan as an example of good practice. This approach takes the form of a matrix-based framework. It is recommended that a similar approach is taken and included in the Plan – an example is provided below. However, it is impossible to finalise full details at this stage, as the core strategy, strategic and other development objectives, Plan text and land-use zoning maps are subject to change before Final Plan stage.</p> <p>Recommendation:</p> <p>(i) Replace paragraph 13.3 as follows:</p> <p>“Monitoring</p> <p>13.3 It is essential to monitor the implementation of the Development Plan and in particular the Core Strategy and Strategic Objectives to ensure that the development of Cork City is aligned with national and regional frameworks. Monitoring is also important to understand how effective the Development Plan’s objectives are in securing the delivery of compact, sustainable development.</p> <p>13.3 The monitoring process will inform the Cork City Council’s two-year review of the City Development Plan on progress securing Plan objectives (Section 15(2) Planning and Development Act). This report will include consistency with pertinent objectives within Regional Spatial and Economic Strategy, Cork Metropolitan Area Strategic Plan and Cork Metropolitan Area Transport Strategy. This report will include any significant environmental effects of the implementation of the Development Plan (as per Article 10 of SEA Directive).</p>

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	<p>Cork City Council will support Southern Regional Assembly's Report (every two years) showing progress on securing the overall objectives of Regional Spatial and Economic Strategy and Cork Metropolitan Area Strategic Plan (Section 25A (1) P. and Dev. Act).</p> <p>Relevant City Development Plan Objectives will be monitored against the Plan's 9 Strategic Objectives (SO's),:</p> <ul style="list-style-type: none">SO1 Compact Liveable GrowthSO2 Delivering Homes and CommunitiesSO3 Transport and MobilitySO4 Climate and EnvironmentSO5 Green and Blue Infrastructure, Open Space and BiodiversitySO6 Economy and EmploymentSO7 Heritage, Arts and CultureSO8 Environmental InfrastructureSO9 Placemaking and Managing Development" <p>(ii) Include an implementation monitoring framework to illustrate how Development Plan objectives will be monitored against the relevant Regional Planning Objectives whilst taking on board any significant environmental effects from Plan Implementation. For reference, an example is provided below:</p>

Issues / Recommendations / Observations	Chief Executive's Response & Recommendation										
	City Development Plan Objective	SO 1 Compact Liveable Growth	SO 2 Delivering Homes and Communities	SO 3 Transport and Mobility	SO 4 Climate and Environment	SO 5 GB, Open Space and Biodiversity	SO 6 Economy and Employment	SO 7 Heritage, Arts and Culture	SO 8 Environmental Infrastructure	SO 9 Placemaking and Managing Development	Significant Environmental Effects
	2.2 NPF Targets	X	X	X	X		X				Monitor potential significant environmental effects of development on Cork Harbour SPA through DM planning applications.
	2.3 NDP Investment	X	X	X	X		X	X	X		
	2.5 Regional Investment	X	X	X	X		X	X	X		
	2.8 15-minute city	X	X	X	X	X	X		X	X	
	2.9 Low Carbon City	X	X	X	X	X	X		X	X	
	2.12 Walkable Neighbourhoods	X	X	X	X	X	X	X	X	X	
	2.17 Strategic Regeneration	X	X	X	X		X		X	X	

1.12. General & Procedural Matters									
<p>The following miscellaneous errors are noted in the draft Plan:</p> <ul style="list-style-type: none"> (i) Table 4.2 is incorrectly labelled. (ii) The Strategic Objectives for each chapter of the draft Plan are incorrectly labelled (e.g. <i>Chapter 7 Employment and Economy</i> refers to <i>SO 6 Green and Blue Infrastructure, Open Space and Biodiversity</i>). (iii) <i>Objective 6.23 Designated Sites and Protected Species</i> refers only to public rights of way, as per Objective 6.16. (iv) The planning authority should update <i>Strategic Objective 4</i> to remove reference to the National Mitigation Plan. 	<ul style="list-style-type: none"> (i) This is an error and it will be corrected. Recommendation: Insert correct title for Table 4.2. (ii) This is not an error. The Draft Plan has 13 Chapters and 9 Strategic Objectives (SOs). The first Strategic Objective is in Chapter 2, and Chapter 10 has no associated Strategic Objective, hence the numbering between the 13 Chapters and 9 Strategic Objectives is not perfectly aligned. The table below sets out the numbering for the Chapters and Strategic Objectives: <table border="1" style="margin-left: 20px;"> <tr> <td style="background-color: #d9e1f2;">Ch 1 Introduction</td> <td></td> </tr> <tr> <td style="background-color: #d9e1f2;">Ch 2 Core Strategy</td> <td style="background-color: #fce4d6;">SO 1 Compact Liveable Growth</td> </tr> <tr> <td style="background-color: #d9e1f2;">Ch 3 Delivering Homes & Communities</td> <td style="background-color: #fce4d6;">SO 2 Delivering Homes & Sustainable Neighbourhoods</td> </tr> <tr> <td style="background-color: #d9e1f2;">Ch 4 Transport & Mobility</td> <td style="background-color: #fce4d6;">SO 3 Transport & Mobility</td> </tr> </table> 	Ch 1 Introduction		Ch 2 Core Strategy	SO 1 Compact Liveable Growth	Ch 3 Delivering Homes & Communities	SO 2 Delivering Homes & Sustainable Neighbourhoods	Ch 4 Transport & Mobility	SO 3 Transport & Mobility
Ch 1 Introduction									
Ch 2 Core Strategy	SO 1 Compact Liveable Growth								
Ch 3 Delivering Homes & Communities	SO 2 Delivering Homes & Sustainable Neighbourhoods								
Ch 4 Transport & Mobility	SO 3 Transport & Mobility								

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	Ch 5 Climate & Environment	SO 4 Climate & Environment
	Ch 6 Green & Blue Infrastructure, Open Space & Biodiversity	SO 5 Green & Blue Infrastructure, Open Space & Biodiversity
	Ch 7 Economy & Employment	SO 6 Economy & Employment
	Ch 8 Heritage, Arts & Culture	SO 7 Heritage, Arts & Culture
	Ch 9 Environmental Infrastructure & Management	SO 8 Environmental Infrastructure
	Ch 10 Key Growth Areas & Neighbourhood Development Sites	
	Ch 11 Placemaking & Managing Development	SO 9 Placemaking & Managing Development
	Ch 12 Land Use Zonings	
	Ch 13 Implementation	
	Recommendation:	
	No change.	
	(iii) This is an error and it will be corrected.	
	Recommendation:	
Insert correct Objective 6.23:		
Objective 6.23 Designated Sites and Protected Species		
To protect and enhance designated sites and areas of natural heritage and biodiversity and the habitats, flora and fauna for which it is designated, and to protect, enhance and conserve designated species.		

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	<p>(iv) "Strategic Objective 4 Climate and Environment" will be updated to omit reference to the National Mitigation Plan.</p> <p>Recommendation:</p> <p>Omit reference in "Strategic Objective 4 Climate and Environment" to the National Mitigation Plan.</p>

Section 2
Submission from the Southern Regional Assembly

Submission from the Southern Regional Assembly (Submission No 400)

Planning authorities have a statutory obligation to ensure that its development plan is consistent with the relevant regional spatial and economic strategy. The Southern Regional Assembly (SRA) has a statutory role in making submissions and observations on draft development plans stating whether the draft development plan and its core strategy are consistent with the regional spatial and economic strategy.

The submission by the SRA is framed around a number of themes and structured to provide observations followed by **recommendations** for each theme.

The SRA submission includes **12 recommendations**.

Recommendation 1: Strengthen Support to the Role of the Cork Metropolitan Area as a Primary Driver of Growth Interacting with the Region

Recommendation 2: Strengthened Land Use and Transport Planning Led Justification for the Distribution of Growth to Key Growth Areas

Recommendation 3: Support for Coordination with the Land Development Agency

Recommendation 4: Integrated Land Use and Transport Planning for Designating Strategic Employment Locations

Recommendation 5: Strengthen Transport and Mobility Objectives

Recommendation 6: Specific Objective to Support Projects Delivering 15 Minute City Neighbourhoods.

Recommendation 7: Cork as a Smart City Driving a Smart Region

Recommendation 8: Cork Harbour Planning Framework Initiative

Recommendation 9: Metropolitan Cork Open Space, Recreation and Greenbelt Strategy

Recommendation 10: Cork Metropolitan Area Joint Retail Study

Recommendation 11: A Learning Region and Innovation Corridors

Recommendation 12: Collaborative Approaches for MASP Implementation

The planning authority is required to provide a summary of the recommendations and observations made by the SRA in this report.

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1.1. Overview	
<p>The SRA commends the work that has been undertaken in the preparation of the Draft Plan and the clear alignment of its principles with the National Planning Framework (NPF), Regional Spatial Economic Strategy (RSES) and Cork Metropolitan Area Strategic Plan (MASP). The Draft Development Plan has successfully integrated objectives to progress regional priorities sustainably.</p> <p>The SRA consider that the draft development plan, and its core strategy, can achieve consistency with the Regional Spatial and Economic strategy for the Southern Region by addressing the clarification and recommendations set out below.</p> <p>The step-change required at local authority level to ensure that all aspects of the Council's work is focused on the achievement of the transformation required to achieve the ambitious growth targets is particularly relevant for Cork City Council given it is the largest of the four cities (outside of Dublin) and has the biggest challenge in terms of change.</p>	<p>Cork City Council welcomes the comments from the SRA and the acknowledgement of the clear alignment of its principles with the NPF, RSES and MASP. Cork City Council would like to acknowledge the support from the SRA in the plan-making process and the detailed submission made in response to the Draft Plan, which is helpful and constructive to the plan-making process.</p> <p>The granular methodology applied in the plan making process uses a bottom-up evidence-based approach to ensure the Draft Plan aligns with strategic planning policies and regulations, in a practical and tangible way. A series of studies informing the Plan have assessed the status of Cork City's local social, physical and built environment in the context of the many overarching policies set out in the NPF, NDP, RSES, Cork MASP and wide range of Ministerial Guidance and Circulars relevant to delivering development plans.</p> <p>The Cork City Capacity Study 2021 report will be included in the Material Amendments to be placed on public consultation in April 2022. This report will outline a two-year evidence based and iterative process, which includes ongoing input from key internal and external stakeholder. The report also clarifies how the multiple outputs from the plans supporting studies have played a key role in developing the Core Strategy by using a practical, logical and evidenced based approach.</p> <p>The Draft Development Plan Guidelines for Planning Authorities was published in August 2021, while the draft plan was being prepared. The approach applied to deliver the Core Strategy and the Draft Plan aligns with the methodologies and objectives set out in these guidelines.</p> <p>Recommendation:</p> <p>No change to the Draft Plan.</p>

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1.2. Climate Action	
<p>The Draft Development Plan is effective in the integration of cross cutting climate change and environmental objectives throughout the Plan.</p> <p>Actions under the <i>Cork City Sustainable Energy and Climate Action Plan (2018)</i>, <i>Climate Change Adaptation Strategy (2019)</i>, <i>Climate Action Charter (2019)</i>, <i>The Cork Energy Masterplan (2019)</i> and their successor publications, establishment of a Climate Action Committee and leading by example in the transition to EV fleets and energy retrofitting demonstrates positive leadership. Provisions throughout the plan for Climate Action – including a pilot Decarbonising Zone – are welcomed and align with the RSES objectives for climate action, resilience and decarbonisation.</p>	<p>Cork City Council welcomes the comments from the SRA; Cork City Council is committed to proactive and effective climate action.</p> <p>Recommendation: No change to the Draft Plan.</p>
1.3. Setting the Regional Context & Strategic Role of Cork City in the Region	
<p>The Draft City Development Plan's commitment to achieving nine overarching Strategic Objectives (SO's) align thematically with the National Strategic Outcomes (NSOs) of the NPF and the eleven Regional Strategy statements of the RSES.</p> <p>It is positive that the 9 <i>Strategic Objectives</i> frame each Development Plan section and the objectives that follow.</p> <p>The SRA welcome within the Core Strategy the commitment to align with and deliver on RSES and Cork MASP objectives</p> <p>An opportunity to strengthen the context setting of this Development Plan as an enabler for Cork City to fulfil its national and regional role under the NPF, RSES and Cork MASP exists under Chapter 2. The SRA view an enhanced section on the role of Cork City and its interactions between the region's other cities and metropolitan areas, economic corridors, key towns</p>	<p>Cork City Council welcomes the SRA's recognition that the Draft Plan is committed to achieving nine overarching Strategic Objectives that align thematically with the National Strategic Outcomes of the NPF and the eleven regional strategy statements of the RSES.</p> <p>In relation to 1(a) and 1(b), it is agreed that there is an opportunity to strengthen the plan's context by setting out more clearly Cork City's national and regional role under the NPF, RSES and Cork MASP as a national and regional driver for growth through the addition of an enhanced section as set out below.</p> <p>In relation to 1(c), it is noted that RPO 195 supports language strategy plans, and Cork MASP Policy 4(e) seeks to recognise the role of Cork City as a Gaeltacht Service City under the Gaeltacht Act 2012. Cork City is currently considered as a possible Gaeltacht Service Towns by Údarás na Gaeltachta subject to an Irish Language Plan being agreed with local communities. To date the Minister of</p>

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<p>and the wider metropolitan area as a positive affirmation of the City's role as a national and regional driver of growth.</p> <p>Recommendation 1: Strengthen support to the role of the Cork Metropolitan Area as a primary driver of growth Interacting with the region</p> <p>1a: The SRA consider a strengthening under Chapter 2 Core Strategy in support of Cork to deliver significant growth as a primary driver in achieving the goal of regional parity would greater signal the ambition for Cork to achieving NPO 1a of the NPF (regional parity growth) and RSES RPO 6 collaboration between metropolitan areas. This ambition will also support the stated need for significant levels of capital investment for physical and social infrastructure to achieve population growth targets and delivery of the key enablers for Cork as identified in the NPF, Section 4.0 of the MASP and carried forward into the City Development Plan.</p> <p>1b: In supporting the national and regional role of Cork City and setting the context of the Core Strategy for the region, strengthened support for collaboration and interaction with other regional drivers of growth, enabled through objectives of the Development Plan for improved transport and digital connectivity, is supported by the SRA to align with Cork MASP Objective 4 Cork Metropolitan Area Regional Interactions. This includes support for interactions between the Cork Metropolitan Area and metropolitan areas of Galway, Limerick-Shannon and Waterford (in pursuit of regional parity), with key towns of the Southern Region, the Atlantic Economic Corridor, interactions as a strategic urban node on the EU TEN-T Corridor and with town networks (as identified under Section 3.8 of the RSES).</p>	<p>Tourism, Culture, Arts, Gaeltacht, Sport and Media has not given any such designation for Cork City. A language plan for Cork City is being prepared. The Development Plan has no direct remit in terms of language plans. However, the Irish language forms a significant role in our cultural identity and there are potential economic and social benefits to a language plan. Consequently, it is recommended that supportive text will be included in Chapter 3 Delivering Homes and Communities under the heading 'A Diverse and Inclusive City'.</p> <p>In relation to 1(d), this error will be corrected.</p> <p>Recommendation:</p> <p>(i) Add the following objective to Chapter 2, Core Strategy:</p> <p>Objective 2.x (Cork City role as a Primary National and Regional Driver)</p> <p>To support the deliver compact liveable growth in Cork City that enables the City to increase its role as a primary national and regional driver and increase the achievement of regional parity in accordance with NPO 1a of the NPF and RPO 6 of the RSES for the Southern Region.</p> <p>(ii) Add the following objective to Chapter 2, Core Strategy:</p> <p>Objective 2.x (Regional Collaboration)</p> <p>To support regional interaction and collaboration, including improved transport and digital connectivity, in accordance with Cork MASP Objective 4 of the RSES for the Southern Region.</p> <p>(iii) Include new paragraph of text after paragraph 3.15 in Chapter 3 under 'A Diverse and Inclusive City':</p> <p>Cork City is being considered as a possible Gaeltacht Service Town. An Irish Language Plan is being produced as part of that process. Cork City Council support such a Language Plan and 'Gaeltacht Service City'</p>

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<p>1c: The Draft City Development Plan should provide specific support for the role of Cork City as a Gaeltacht Service City under the Gaeltacht Act 2012 in alignment with Cork MASP Objective 4 (e).</p> <p>1d: The inclusion of RSES` Map 3.3 Cork MASP diagram under Section 1.22 of the Draft Plan is welcomed. As a minor amendment to the footnote to the diagram, the source of the diagram should be attributed to the RSES rather than the CMATS.</p>	<p>designation and recognise the cultural, economic and social benefits for Cork City.</p> <p>(iv) Correct acknowledgement of source for Map 3.3.</p>
<p>1.4. Core Strategy & Distribution of Growth</p>	
<p>The context for this Core Strategy as a step in the transformative path to achieving NPF, RSES and Cork MASP targets by 2040 is articulated well through the Cork City 2040 Concept Plan. The approach of the Core Strategy is commended for clarity and alignment with the Cork MASP, with the Cork 2040 Concept Plan especially placing this Core Strategy and future versions into context on how 2040 targets will be achieved and planned.</p> <p>The Core Strategy is forthright on the significant challenges of achieving growth to the levels targeted, and there is a strong statement of intent to meet and exceed compact growth targets. The overall population target of the Core Strategy and commitment to long term planning and strategic regeneration is supported.</p> <p>The SRA note that Cork MASP Table 1, for the area of Cork City and Suburbs, provides for a growth of 50,000 to 2026, a higher population than the Core Strategy target for the Cork City Council area to 2028. However, the transitional growth delivered through this Core Strategy is commended as an evidence-based framework for achieving housing delivery over the period to 2028, while seeking progress towards the 2040 horizon with lead in infrastructure planning. While the approach taken is accepted, it is</p>	<p>Cork City Council welcomes the SRA's positive response and support for the overall population targets, commitment to long term planning and strategic regeneration set out in the Core Strategy.</p> <p>Cork City Council also welcomes the SRA's support for the Plan's strong statement of intent to meet and exceed compact growth targets, while also recognising the need to be forthright on the significant challenges of achieving growth to the levels targeted (most notably on the need for higher levels of co-ordinated finance and investment in strategic infrastructure).</p> <p>In relation to Recommendation 2(a), the SRA seek further clarification on the evidence-based approach behind the distribution of growth to certain Key Growth Areas, to assist the coordination of planning and infrastructure investment.</p> <p>As noted above, "The Cork City Capacity Study" report sets out an iterative process in delivering the Core Strategy and will be made available for the SRA and others to review. Furthermore, attention is drawn to the response given to the OPR submission no 426 "Observation 2", which proposes the addition of two additional objectives that provide additional clarity in relation to the delivery of framework plans for Key Growth Areas to enable and assist the</p>

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<p>important that the focus remains on the achievement of the transformative change required for the City by 2040.</p> <p>A strengthening of the Core Strategy is necessary to justify the distribution growth to certain Key Growth Areas that do not have phased infrastructure requirements or detailed objectives within the Plan to assist the coordination of planning and infrastructure investment.</p> <p>A summary of the capacity analysis undertaken is required to strengthen the Draft Plan. A good example of where this strengthening is required is Objective 10.82 Castletreasure Expansion Area.</p> <p>An objective should be included to support and coordinate with the initiatives of the Land Development Agency (LDA).</p> <p>Recommendation 2: Strengthened Land Use and Transport Planning Led Justification for the Distribution of Growth to Key Growth Areas</p> <p>2a: The Core Strategy Table 2.2 and Chapter 10 Key Growth Areas indicates a significant growth trajectory for city consolidation and expansion areas, including Key Growth Areas in the City Suburbs and Urban Towns. It is important that the distribution and phasing of growth is infrastructure led and adheres to Cork MASP Objective 7 which requires the Core Strategy to allocate the distribution of future population and employment growth with the integration of land use and transportation planning principles. Locations not accessible by existing or planned light rail corridor, suburban rail corridor, strategic bus network corridors and with high levels of accessibility by public transport (as identified in the Core Strategy and Chapter 10 Key Growth Areas) need to be closely evaluated and consulted on with the transport authorities (NTA and TII) for the final plan to ensure Cork MASP Objective 7 has been complied with in the Core Strategy</p>	<p>coordination of planning and infrastructure investment at a more local and site-specific level.</p> <p>In relation to Recommendation 2(b), the Draft Plan is vertically integrated to support the ambitious growth targets for the City established by the NPF and the RSES/MASP. In order to achieve the RSES RPO 10 Compact Growth in Metropolitan Areas and incorporate 50% of development in the City's footprint the draft Development Plan incorporates the following essential components:</p> <ul style="list-style-type: none"> • An ambitious density strategy based upon the Cork City Urban Density, Building Height and Tall Buildings Study, which establishes density targets for the City and its sub-areas based upon access to transport infrastructure and other key assets. • A Core Strategy Residential Growth Strategy that applies the density strategy to determine capacity and zone sites for the purposes of residential development to achieve the Compact Growth targets. • Development Management standards that provide policies on appropriate density, building height and quality of development. <p>These combined policy components will ensure that the City is developed to appropriate densities with the broad range of infrastructure necessary to sustain successful residential neighbourhoods. The new adaptive challenge of Compact Growth will be delivered through the implementation of development plan policy by a very wide range of stakeholders in the development industry.</p> <p>In relation to Recommendation 2(c), Cork City Council agree that more work is needed to ensure the co-ordinated planning and delivery of infrastructure led growth across the different Key Growth Areas set out in the Draft Plan. This work will form a key element in the implementation stage of the Plan. Refer to the response and recommendation to the OPR submission no 426 "Observation 2", which sets out further details in this regard.</p>

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<p>distribution and to ensure the objectives of CMATS are achieved (Cork MASP Objective 8).</p> <p>2.b The achievement of the significant growth targets set out in the core strategy requires underpinning and support from external bodies both public and private particularly through enabling infrastructure and investment. It also requires an approach to development within the Council that supports and facilitates the achievement of these growth rates (which are required to support sustainable development). Through RSES RPO 10 Compact Growth in Metropolitan Areas, local authorities are encouraged to initiate active land management and development agency type approaches to kick start regeneration processes. In this context, the local authority are encouraged to ensure that relevant sections of the Plan including for example the height and density strategy and development management requirements do not unnecessarily hinder the achievement of the growth targets for the City recognising that that these growth and density levels are a key component of national sustainable development, and that they are fit for purpose for a transformed city.</p> <p>2c: The SRA has noted the level of detail in identifying enabling infrastructure packages, actions for infrastructure delivery and phasing for infrastructure led growth varies across different strategic growth locations. Following confirmation of the alignment of growth distribution with Cork MASP Objective 7 and 8 as recommended under 2(a) above, a review of the narrative and/or objectives for the seven strategic sites and Key Growth Areas between Chapter 2 and Chapter 10 should (for stakeholder coordination, winning investment, tracking delivery) integrate summaries of the key infrastructure packages and actions needed by stakeholders to deliver phased, infrastructure led (physical and social) growth at these locations. This would align with positive objectives elsewhere in the Development Plan for quality</p>	<p>In relation to Recommendation 3, and the request for an additional objective to support and coordinate with the initiatives of the Land Development Agency (LDA), attention is drawn to the following existing objectives in the Draft Plan, which seek to provide this support:</p> <p>Objective 2.31 (Enhanced Co-ordination):</p> <p>To promote an active land management approach through enhanced co-ordination with relevant stakeholders and infrastructure providers in the delivery of enabling infrastructure in order to accelerate the development of strategic growth areas.</p> <p>Objective 2.33 (Supporting Enabling Finance Mechanisms):</p> <p>Cork City Council will seek to enable suitable partnerships that harness financial expertise that exists across a range of publicly supported institutions that help deliver sustainable and best practice urban regeneration including increased levels of affordable housing.</p> <p>Recommendation:</p> <p>(ii) Include a City Capacity Study report in the Material Amendments that will be placed on public consultation in April 2022.</p> <p>(iii) Include new objective in Chapter 2:</p> <p>Objective 2.xx (Delivery of Relevant State Land)</p> <p>Cork City Council, together with other relevant stakeholders such as the Land Development Agency (LDA), will support and enable the development and renewal and regeneration of suitable state-owned lands as potential key deliverables to achieve NPF growth targets.</p>

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<p>placemaking and align with RSES Objectives 7-10 regarding delivery and funding, investment, holistic infrastructure packages and active land management initiatives in the metropolitan areas.</p> <p>Recommendation 3: Support for Coordination with the Land Development Agency</p> <p>To strengthen alignment with RSES RPO 36 Land Development Agency (LDA), an objective supporting close coordination within the initiatives of the LDA to optimise state lands and open up strategic landbanks for masterplan led regeneration and housing delivery is supported.</p>	
<p>1.5. Land Use & Transport Planning Integration for Strategic Employment Locations</p>	
<p>The growth of strategic employment locations must focus on consolidation and transport corridors, particularly those where high levels of accessibility by public transport can be achieved.</p> <p>The <i>Strategic Employment Locations Study 2021</i> is a proactive initiative to assess the requirement for employment and ensure that the needs for jobs growth, displaced industrial uses, higher value manufacturing and logistics to service the city are facilitated.</p> <p>However, to align with the NPF and RSES on the strong principles of close alignment between live and work locations, a greater screening and justification for the selection of the strategic sites needs to be demonstrated. A number of these designated sites, noting 57ha at Glanmire especially, appear to be focused on accessibility to the road network without a demonstrated consideration for public transport accessibility.</p> <p>Coordination with the transport authorities NTA and TII is recommended and should be reflected in the Plan.</p>	<p>In relation to (4.1), the sites identified in the <i>Strategic Employment Locations Study 2021</i> and Objective 7.10 of the Draft Plan are part of a suite of employment lands that are intended to support national and regional policy objectives in the delivery of ambitious large-scale regeneration projects for the provision of new employment, housing and supporting infrastructure in Cork Docklands, including the relocation of logistics facilities from existing brownfield locations such as Tramore Road. It is proposed to include additional text to support enhanced public transport / active travel access modes to the sites along with text relating to future access options, where appropriate. In light of the SRA observations, a number of modifications are proposed to retain these strategic land banks which are an integral part of the delivery of compact growth and regeneration opportunities in the City and to address concerns raised by the TII and the OPR.</p> <p>a. Retain Strategic Employment Site 1 (lands adjoining Blarney Business Park) with updated text requiring access to be via the existing Blarney Business</p>

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<p>The Draft Plan contains strong support for the role of Cork Airport as an economic driver and strategic employment location, which is consistent with the RSES and Cork MASP.</p> <p>Recommendation 4: Integrated Land Use and Transport Planning for Designating Strategic Employment Locations</p> <p>4.1: The SRA have concern that for certain site designations under Objective 7.10, access to the strategic road network is evident with less analysis presented on the justification for the site designations in land use and transport planning terms. The RSES seeks the integration of employment land use with sustainable transport planning. Strategic employment locations under the RSES and MASP need to achieve high levels of accessibility by public transport. Coordination with the transport agencies NTA and TII, an evaluation of the designations with land use and transport planning integration a key criteria, identification of infrastructure packages required and confirmation that final designations support the objective of CMATS will strengthen the Draft Plan. It will demonstrate compliance with the RSES and Cork MASP, especially Cork MASP Objective 7 Integrated Landuse and Transport Planning, Cork MASP Objective 8 CMATS and Cork MASP Objective 12 Infrastructure for Strategic Employment Locations. This strengthening is also required to demonstrate compliance with RSES RPOs 153 Capacity of Inter-Urban Road Connections, RPO 154 Land Use Plans, RPO 155 Managing the Region's Transport Assets and RPO 151 Integration of Land Use and Transport.</p>	<p>Park and agreed with the TII, subject to finalisation of the M20 route corridor design.</p> <p>b. Modify Strategic Employment Site 4 It is proposed to modify Strategic Employment Site 4 (Glanmire) into 2 parcels of land in order to facilitate the proposed Cork Northern Transport Project and set out the future placemaking parameters for site, including its connectivity with planned public transport services. This strategic land bank is proposed to be sub-divided into 2 parcels as follows:</p> <ol style="list-style-type: none"> 1. Site 4A to provide logistics uses; and 2. Site 4b to provide for light industrial uses. <p>c. Remove "Strategic Employment Site" designation from Strategic Employment No. 5 (South Link Road) and rezone to "ZO 4 Long Term Strategic Regeneration" to reflect its role as a future, long-term regeneration site. It is further proposed to rezone a wider area (described below under Recommendation:) to "ZO 4 Long Term Strategic Regeneration" and to prepare a framework plan for a wider area than currently proposed in the Draft Plan.</p> <p>Recommendation:</p> <p>(x) Retain Strategic Employment Site 1 (lands adjoining Blarney Business Park) with updated text requiring access to be via the existing Blarney Business Park subject to finalisation of the M20 route corridor design.</p> <p>(xi) Modify Strategic Employment Site 4 (Glanmire) into 2 parcels of land in order to facilitate the proposed Cork Northern Transport Project and set out the future placemaking parameters for this light industrial landbank. The overall site shall be subject to a masterplan to ensure connectivity to adjacent uses and accessibility to planned public transport infrastructure (bus terminus) at Sarsfield's Court Hospital. This strategic land bank is proposed to be sub-divided into 2 parcels as follows:</p>

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	<p>3. Site 4A to provide logistics uses.</p> <p>4. Site 4b to provide for light industrial uses.</p> <p>(xii) Remove “Strategic Employment Site” designation from Strategic Employment No. 5 (South Link Road) (and rezone to “ZO 4 Long Term Strategic Regeneration” – see below).</p> <p>(xiii) Include additional text to paragraph 7.17 (b) follows:</p> <p style="padding-left: 40px;">Employment Land Requirement</p> <p style="padding-left: 40px;">The retail jobs target of 7,130 is addressed through the retail strategy, primarily on lands already zoned for retail-related uses. The quantum of employment land to accommodate the office and manufacturing/light industry jobs projection is assessed within the SELS using international good practice whilst also taking account of the need to plan for replacement employment lands to accommodate approximately 4,000 jobs that are likely to be displaced from regeneration areas including City Docks, Tivoli and areas under regeneration influence such as Tramore Road. The decanting of existing uses to new greenfield sites is critical to realise National and Regional Policy Objectives in the delivery of ambitious large-scale regeneration projects for the provision of new employment, housing and supporting infrastructure in Cork Docklands and other strategic areas, and realising the ambitious growth targets for the City as a regional driver of future development. The SELS quantifies a need to identify 228ha of employment lands to accommodate the office/manufacturing/light industry needs of the City over the period to 2028.</p> <p>(xiv) Rename Chapter 10, section 18 and include additional text to paragraph 10.336 as follows:</p> <p style="padding-left: 40px;">18. Tramore Road / Kinsale Road Airport City Gateway</p>

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	<p>10.336 The mixed industrial / commercial area centred on the Tramore Road and Kinsale Road has regeneration potential with higher density development, linked to the development of high quality public transport. The range of existing land-uses in the area includes light industry, trade showrooms, retail and retail warehouses. Nearby uses include sports facilities and residential neighbourhoods. This is a longer-term strategic growth area with capacity to contribute to compact growth in Cork City out to 2040. A future strategy for the area may be in the form of a Framework Plan.</p> <p>This Framework Plan will cover two strategic landbanks either side of the N40. Study Area 1 encompassing lands from the junction of the N27 and Forge Hill / R851 to the Kinsale Road Roundabout on both sides of the N27. Particular attention will focus on the brownfield site on the southern side of the N27 and the former Sisk site and compound. Study Area 2 will include the greater Kinsale Road area from the Kinsale Road Roundabout north to the junction with the Tramore Road.</p> <p>(xv) Change zoning of lands described under (vi) above from “ZO 5 Mixed Use Development” and “ZO 10 Light Industry & Related Uses” to “ZO 4 Long-term Strategic Regeneration”.</p> <p>(xvi) Include additional text to paragraph ZO 4.2 as follows:</p> <p>ZO 4.2 This land use zone includes the Tivoli dockland area, which is identified in the National Planning Framework as a nationally and regionally significant development area and a key future growth enabler for Cork. This land use zone includes the two study areas identified at the Airport City Gateway.</p>

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	<p>(xvii) Include new Objective 4.7 Protection of the National Road Network:</p> <p>Objective 4.7 Protection of the National Road Network</p> <p>To protect the strategic transport function of national roads, including motorways through the implementation of the 'Spatial Planning and National Roads Guidelines for Planning Authorities' DECLG, (2012) and the Trans-European Networks (TEN-T) regulations. No new accesses will be permitted where a speed limit greater than 50-60 kph applies. For existing developments with current access outside the defined speed limits, proposals for expansion of same must be accompanied by a Traffic and Transportation Impact Assessment. Proposals for new developments and intensification of existing developments within speed control zones must also be accompanied by a Traffic and Transportation Impact Assessment.</p>
<p>4.2: The SRA welcome the initiative to undertake a new framework plan to support the role of Cork Airport as an economic driver for the region and co-ordinate infrastructure led planning for related airport enterprise activities. Draft Plan Objective 10.51 is aligned with Cork MASP Objective 14 Cork Airport and the commitment to coordinate this framework with the NTA and TII to ensure effective land use and transport planning integration and the appropriate scale of future uses that can be supported by sustainable transport connectivity is important. The SRA would recommend that the objective is strengthened to support the development of enhanced public transport connectivity to the airport including bus priority on the N27 and improvement to the R600 south of the airport as supported under MASP Objective 14 (a).</p>	<p>In relation to (4.2), the SRA's support for the proposed Airport Framework Plan is welcomed. The submission suggests strengthening Objective 10.51 to support the development of enhanced public transport connectivity to the airport including priority on the N27 and improvement to the R600 south of the airport as contained under MASP Objective 14(a). All of these matters are dealt with extensively in sections 10.172 to 10.176 of the Draft Plan and will be key considerations in the development of the Airport Framework Plan. It is therefore not considered necessary to amend Objective 10.51 of the Draft Plan to reflect these interventions.</p> <p>Recommendation</p> <p>No change.</p>

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<p>1.6. Transport & Mobility Objectives by Transport Mode and CMATS</p>	
<p>The Development Plan supports the use of Area Based Transport Assessments (ABTAs), and the tool has been used to guide the land use and transport planning of the City Docklands and Tivoli. The use of ABTA to inform the Development Plan and commitment to further use of ABTA is welcomed and endorsed by RSES RPO 157 Local Transport Plans.</p> <p>Objectives 4.1 to 4.6 are the sole transport and mobility objectives of the Draft Plan and while overarching in nature such as Objective 4.1 to fully implement CMATS, a strengthening within the set of objectives to commit to specific transport actions in the period to 2028, as a step to CMATS outcomes by 2040, is justified.</p> <p>The City Development Plan should build further on CMATS with a higher ambition for active travel, building on the priorities of the Development Plan for climate action, placemaking and the 15-Minute City Neighbourhoods to achieve high rates of modal change, walking and cycling in particular, with land use and transport planning, walking and cycling infrastructure and increased permeability.</p> <p>For example, key transport projects to underpin Core Strategy delivery to 2028, especially servicing all Key Growth Areas and advancing progress on longer term projects for Tier 3 lands, could be outlined tying delivery of the Core Strategy to 2028 and path to 2040 with advancing on key transport and mobility objectives under Chapter 4.</p> <p>Other areas of strengthening are considered important for smart mobility and also for freight and logistics distribution to service a growing city.</p> <p>Recommendation 5: Strengthen Transport and Mobility Objectives</p> <p>5.1: Further to Objectives 4.1 to 4.6, a strengthening within the set of objectives under Chapter 4 to commit to specific transport actions in</p>	<p>In relation to (5.1), Cork City Council is committed to monitoring the progress of interventions during the lifetime of this Development Plan with a key benchmark being the ambition for a periodic review of car parking standards in tandem with public transport and Active Travel improvements. Tier 1 and Tier 2 lands in Key Growth Areas have been allocated on the basis of improvements indicated in CMATS and some of its component parts including suburban rail, light rail, BusConnects and the Cork Cycle Network Plan, and these allocations are also based on discussions with the Transport Agencies. The implementation of transport improvements listed in CMATS is not exclusively the responsibility of the Planning Authority but also lies within the remit of the TII, NTA and the relevant transport providers.</p> <p>In relation to (5.2), the targets for modal share as outlined in the Draft Plan will be continuously reviewed during the lifetime of the plan in conjunction with the NTA and TII. Cork City Council is committed to increasing modal shift to public transport and active travel in the City. The Draft Plan recognises the benefits of long-term transport interventions, pedestrianisation and cycling with regard to decarbonisation of the environment, public health and the economy. It is further envisaged that detailed targets will be identified at a macro level as part of the preparation of local framework plans and area based strategies during the lifetime of this Plan.</p> <p>In relation to (5.3), as stated in the Draft Plan, local mobility hubs may include formalising existing surface or multistorey car parks at locations including Mahon, Pouladuff Road, Carrigrohane Road, Blackpool and Docklands. These hubs may potentially take the form of multistorey car parks or basement car parking in some circumstances. Existing rail and bus stations may also be retrofitted as mobility hubs. Typically, a local mobility hub will be supported by frequent public transport, quality walking and cycling networks within a catchment area of 500-600m and include supplementary facilities including</p>

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<p>the period to 2028, as a step to CMATS outcomes by 2040 and a strengthening of these outcomes for a higher ambition under this Development Plan for modal change to public transport and active travel for sustainable, lower carbon mobility is justified. For example, key transport projects to underpin Core Strategy delivery to 2028, especially servicing Key Growth Areas in Tier 1 and Tier 2 locations and advancing progress on longer term projects for Tier 3 lands, would link the critical role of transport and mobility objectives underpinning delivery of the Core Strategy to 2028 and path to 2040. As Table 4.2 outlines the short, medium and long-term transport interventions for walking and cycling, suburban rail, light rail, bus, and roads, the delivery of these priorities, including the specific actions to secure short-term goals that fall within this plan period, would be strengthened if defined as objectives to assist monitoring and implementation and support funding and investment</p> <p>5.2: While Table 4.1 sets the baseline and modal share targets as identified in CMATS for walking, cycling, public transport and car, targets are for the metropolitan area and to 2040. RSES RPO 163 Sustainable Mobility Targets seeks significant progress to reduce the modal share of private car across the Region and increase, walking, cycling and public transport use. Targets, informed by an evidence base, are sought for Development Plans with actions to achieve a higher rate of change to sustainable mobility. While such targets for a plan period are ambitions in effect, they are nonetheless a tool to increase priorities for lower carbon travel and strengthen commitment to actions during Development Plan implementation for active, sustainable and lower carbon travel. Consultation with the NTA is encouraged to inform the ambitions that could be translated for this plan period informed by the delivery of the short-term priority projects of CMATS, a higher rate of ambition for modal change to public transport and active travel as a strengthening upon CMATS and the effective land use and transport</p>	<p>public transport stops, high-capacity cycle parking, bicycle sharing systems dedicated car club spaces, carpooling spaces, electric charging facilities for cars and taxi drop-off facilities. Local mobility hubs typically support lower levels of residential parking from new development areas but can potentially support some limited destination parking in areas where on-street parking has been re-purposed to support public transport or local public realm improvements. Site specific locations and suitable capacities for mobility hubs will determined during the lifetime of the plan and through the local framework plan process. Cork City Council is satisfied that local mobility hubs/points are adequately addressed in the draft Development Plan.</p> <p>In relation to (5.4), the need for a holistic multi-modal and transition to greener freight, delivery and services sector, including planning for freight and logistic hubs (multi-modal), urban or micro consolidation centres to reduce the extent of last mile trips by motorised vehicles (for example integrating EVs and smaller cargo vehicles and cargo bikes for local deliveries) forms the foundations for some of the identified locations for Strategic Employment Areas identified in Objective 7.10 of the Draft Plan. The Economy and Employment section of the Draft Plan will include additional text to support enhanced public transport / active travel access modes to the sites, including statements to address matters such as last mile/local deliveries etc.</p> <p>Recommendation:</p> <p>See “1.5 Land Use & Transport Planning Integration for Strategic Employment Locations” above.</p>

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<p>planning integration of the Core Strategy. Such inclusion would also strengthen support for 15 Minute City Neighbourhoods and help track positive change and transition towards realising the goals of a 15 Minute City as Development Plans progress the City's path to 2040.</p> <p>5.3: There is a significant opportunity for Cork City to leverage its Smart City status and innovation city ambition (Chapter 7 Economy and Employment) with greater ambition for smart mobility technologies and harness collaboration with multi-sectoral stakeholders to innovate, pioneer and lead with smarter mobility projects, including Mobility as a Service Solutions and multi-modal travel chain integration (bike and ride, park and ride, bike sharing car sharing, integrated ticketing, mobility hubs, feasibility for future use of e-scooters and autonomous vehicles etc). RSES RPO 161 Smart Mobility and RPO 162 Multi Modal Integration seeks such ambition and a leadership role for Cork City, as a city of international scale, is strongly encouraged. Narrative for mobility hubs is a positive inclusion in Chapter 4 and this, in addition to other smart mobility initiatives, should be supported with specific objectives. This strengthening also supports Section 15 of CMATS.</p> <p>5.4: Objectives should address the need for a holistic multi-modal and transition to greener freight, delivery and services sector, including planning for freight and logistic hubs (multi-modal), urban or micro consolidation centres to reduce the extent of last mile trips by motorised vehicles (for example integrating EVs and smaller cargo vehicles and cargo bikes for local deliveries). Robust delivery and service plans as part of mobility management plans should also be sought as part of the Development Management process. This strengthening will align with RSES Section 6.3.4.1 Freight and Services, Cork MASP Objective 8 (m) for the effective management of freight and aligns with CMATS Section 14 Freight, Delivery and Servicing.</p>	

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<p>1.7. 15-Minute City as an Overarching Principle of the Core Strategy</p>	
<p>The Draft City's Plan priority to achieving the principles of the 15-Minute City Concept for all neighbourhoods as a central tenet of Core Strategy delivery is commended and aligns positively with the RSES and Cork MASP.</p> <p>The SRA recommends that a further objective be included for the implementation of specific sustainable mobility and permeability improvements across the city's neighbourhoods to advance the 15-Minute City. While an obvious pursuit through Development Plan implementation, having a specific objective in support of projects may be a benefit to investment, bids for funds and monitoring progress in achieving improved performance as a 15-Minute City.</p> <p>Recommendation 6: Specific Objective to Support Projects Delivering 15 Minute City Neighbourhoods.</p> <p>To strengthen the positive content and objectives of the Draft Plan in support of 15 Minute City Neighbourhoods, the SRA recommend , either as part of an existing objective such as Objective 2.8 The 15-Minute City or a new objective under Ch 2 Core Strategy or Ch 4 Transport and Mobility, specifically supporting funding towards public and active travel infrastructure projects and services and enhanced permeability to meet the needs of city neighbourhoods in achieving the 15 Minute City concept. Such an objective will strengthen the case for projects to underpin Objective 2.8 and assist support for funding and investment towards initiatives.</p>	<p>Cork City Council welcomes the SRA's positive feedback on the Draft Plan's prioritisation of the 15-Minute City Concept for all neighbourhoods. It is agreed that the plan would benefit from the amendment of Objective 2.8 to add further detail on the implementation of sustainable mobility and permeability improvements across the city's neighbourhoods. It is agreed that this would further support future investment bids and the monitoring during the Plan's implementation phase. Refer also to additional recommendations (set out below), amending other objectives within the Draft Plan, to add further clarity on the application of the 15-Minute City Concept.</p> <p>Recommendation:</p> <p>Amend Objective 2.8 as follows:</p> <p>Objective 2.8 (The 15-Minute City)</p> <p>To support the delivery of a 15-Minute City delivering compact liveable growth through walkable neighbourhoods, towns and communities with a mix of uses, house types and tenures that foster a diverse, resilient, socially inclusive and responsive city. This includes support for public and active travel infrastructure projects and services and enhanced neighbourhood permeability. Strategic infrastructure and large-scale developments shall demonstrate how they contribute to a 15-minute city and enhance Cork City's liveability.</p>
<p>1.8. A Smart City Driving a Smart Region</p>	
<p>The objectives of the Draft Plan supporting the implementation of the City's Digital Strategy, a Digital City and the Cork Smart Gateway are supported and align with the RSES. While this content is positive, there is further</p>	

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<p>potential for transformative change for Cork City under Smart City initiatives which use digital technology as an enabler but can be transformative for the quality of life, health, environment and economy of the city.</p> <p>Cork's prominence and leadership as a Smart City merits higher elevation in the Development Plan as an overarching goal with people focused initiatives that deliver transformation across themes of Smart Citizen, Smart Energy, Smart Technology, Smart Infrastructure, Smart Mobility, Smart Health Care and Smart Governance as examples.</p> <p>A specific objective therefore for Cork's role and potential to grow as a Smart City driving a Smart Region is encouraged.</p> <p>Recommendation 7: Cork as a Smart City Driving a Smart Region</p> <p>Further to positive support for Cork Digital City (Objective 7.9), the City's Digital Strategy (Objective 9.15) and Cork Smart Gateway (Objective 9.16), Cork's opportunity as a Smart City to leverage innovation and digital technology as an enabler for transformative benefits across such areas as Smart Citizen, Smart Energy, Smart Technology, Smart Infrastructure, Smart Mobility, Smart Health Care and Smart Governance (as examples) merits strengthened support through an overarching objective in the Development Plan. Such an objective will support Cork as a greener, innovative and smarter city and support Climate Change objectives. Additionally, such strengthened support assists the aim for Smart Cities to drive our transformation as a Smart Region under RSES RPO 134.</p>	<p>It is proposed to include additional text to reflect the City's status as a Smart City, reinforce Cork City's role as a Smart Gateway and support the implementation of the City's Digital Strategy.</p> <p>Recommendation:</p> <p>Insert new Objective "Cork as a Smart City Driving a Smart Region" as follows:</p> <p>Objective 7.x Cork as a Smart City Driving a Smart Region</p> <p>Support Cork City as a greener, innovative and smarter city which is adapting to Climate Change and driving transformative change across such areas as Smart Citizen, Smart Energy, Smart Technology, Smart Infrastructure, Smart Mobility, Smart Health Care and Smart Governance (as examples) within the wider Smart Region. Cork Smart Gateway will continue to lead and collaborate with Limerick and Waterford driving change within the Smart Region.</p>
<p>1.9. Framework Initiative for Cork Harbour</p>	
<p>A Cork Harbour Planning Framework Initiative, to be prepared through the coordination of the Local Authorities in the harbour area, is a requirement</p>	<p>It is recommended to include additional text in the Draft Plan to support the City's Council's commitment under RSES Objective 79 and Cork MASP Objective</p>

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<p>the RSES and Cork MASP. Cork City Council will be a key stakeholder in the preparation of this framework.</p> <p>Recommendation 8: Cork Harbour Planning Framework Initiative</p> <p>To strengthen positive inclusion of Objective 7.20 Maritime Economy, reference should be included on the opportunity for Cork City through a Cork Harbour Planning Framework Initiative, the preparation of which is a requirement under RSES objective 79 and Cork MASP Objective 3 Cork Harbour. Cork City Council will be a key stakeholder and consultee in the preparation of this framework.</p>	<p>3 Cork Harbour to collaborate with other maritime stakeholders to prepare A Cork Harbour Planning Framework Initiative.</p> <p>Recommendation:</p> <p>(i) Update text under 7.20 Support Sustainable Economic Growth as follows:</p> <p style="padding-left: 40px;">7.20</p> <p style="padding-left: 40px;">The NPF sets ambitious targets for Cork City to grow by 125,000 by 2040. It is estimated that approximately 31,000 jobs will need to be created in Cork City by 2028. This will require a considerable effort by employers, agencies and academia to ensure that the City's economic ecosystem can support this level of job creation. It will also need a broad range of property solutions to satisfy the needs of employers, from entrepreneurs and small businesses to larger multi-national companies, and cater for office based, manufacturing and services-based employment.</p> <p style="padding-left: 40px;">The competing issues and trans-boundary nature of Cork's Maritime and Harbour economy requires collaboration as part of A Cork Harbour Planning Framework Initiative, as per RSES Objective 79 and Cork MASP Objective 3 Cork Harbour. Cork City Council is committed to part-take as a key stakeholder and consultee in the preparation of this framework.</p> <p>(ii) Include new Objective in Chapter 7:</p> <p style="padding-left: 40px;">Objective 7.x Cork Harbour Planning Framework</p> <p style="padding-left: 40px;">Cork City Council is committed to part-take as a key stakeholder and consultee in the preparation of a Cork Harbour Planning Framework Initiative, as required under RSES Objective 79 and Cork MASP Objective 3 Cork Harbour, during the lifetime of the Plan.</p>

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	<p>Cork City Council supports the preparation of a framework to guide planning policy in managing the future development of the Cork Harbour Economy (CHE) as set out in RPO79 of the RSES to ensure that the sustainable development of the area not only harnesses the economic and social benefits to the City-region but also ensures that biodiversity, flora and fauna both within and outside protected sites are considered via the appropriate SEA and AA mechanisms.</p>
<p>1.10. Joint Metropolitan Open Space, Recreation and Green Belt Strategy</p>	
<p>The SRA supports objectives under Chapter 6 of the Draft Plan and highly commends the initiative of preparing the <i>Cork City Green and Blue Infrastructure (GBI) Strategy</i> to inform the Development Plan preparation.</p> <p>There is an opportunity to strengthen <i>Objective 6.17 Open Space Strategy</i> to ensure that citywide frameworks for open space and GBI networks are extended and integrate with metropolitan wide networks, as supported through MASP Objective 17.</p> <p>Recommendation 9: Metropolitan Cork Open Space, Recreation and Greenbelt Strategy</p> <p>There is a positive opportunity for GBI Networks to interconnect metropolitan wide, building on the comprehensive analysis and recommendations of the City's GBI Study which is commended as a seminal initiative in our Region to guide the development of objectives for compact growth in coordination with GBI priorities and actions at the outset of Development Plan making, a positive initiative that furthers the meaningful implementation of effective GBI actions from the RSES to local level. It is recommended that the Draft Plan should be strengthened by a wider metropolitan extension of GBI and that objective should be included (or as part of Objective 6.17 Open Space Strategy) to prepare the Metropolitan</p>	<p>Cork City Council welcomes the SRA's support for Chapter 6 of the Draft Plan and the Cork City Green and Blue Infrastructure (GBI) Strategy.</p> <p>It is agreed that Objective 6.17 (Open Space Strategy) could be strengthened by referencing the need to extend and connect citywide GBI networks with metropolitan-wide networks, as supported through MASP Objective 17. Cork City Council welcomes MASP Objective 17 which supports the preparation of a Metropolitan Open Space, Recreation and Greenbelt Strategy, and is committed to working with stakeholders to deliver this Strategy as well as other projects such as the Cork Metropolitan Cycle Network Plan 2017 in conjunction with Cork County Council.</p> <p>Recommendation:</p> <p>To amend Objective 6.17 of the Draft Plan as follows:</p> <p>Objective 6.17 Open Space Strategy:</p> <p>Cork City Council will seek to prepare a citywide Open Space Strategy during the life of this Plan to ensure that Cork City has a framework to define strategy, projects and standards to ensure that Cork City will have an excellent network of open spaces to meet the needs of its residents. The strategy shall include the identification of existing, emerging and future GBI route networks within the city's neighbourhoods, urban towns and hinterland area. Extensions and</p>

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<p>Cork Open Space, Recreation and Greenbelt Strategy in alignment with Cork MASP Policy Objective 17.</p>	<p>connections to the metropolitan GBI network shall also be investigated and planned for.</p>
<p>1.11. Retail Economy</p>	
<p>The plan is upfront on the significant challenges faced by this sector in a rapidly changing market. On-line shopping and lower footfalls due to Covid -19 has contributed to increased vacancy. To counteract these impacts, the focus is on retail experience as part of the draw to city and town centres, with an emphasis on the role of leisure, culture, food and beverage uses attracting footfall.</p> <p>Importantly for compliance with Cork MASP Objective 16 Retail, the Cork Metropolitan Area Joint Retail Strategy 2021 is currently being prepared on behalf of Cork City Council and Cork County Council and it is envisaged that upon completion, its findings will be incorporated into the adopted Cork City Development Plan.</p> <p>The SRA supports the strong focus to renew the retail sector with a large emphasis on the retail experience and detailed objectives supporting the retail hierarchy, improving and diversifying city, town, district, neighbourhood and local shopping streets to be vibrant. The SRA welcomes specific Objective 7.26 (a) to support and implement the Cork Metropolitan Area Joint Retail Study and Strategy 2021 upon completion and the retail hierarchy in defining the role of retail centres, in preparing plans and in assessing development proposals for retail development.</p> <p>Recommendation 10: Cork Metropolitan Area Joint Retail Study</p> <p>The SRA supports the completion of the Cork Metropolitan Area Joint Retail Study 2021 and its implementation, which aligns with RSES RPO 55 Retail and Cork MASP Objective 16.</p>	<p>Cork City Council continues to be committed to working jointly with Cork County Council to progress the preparation of a Joint Retail Strategy for the Cork Metropolitan Area, which corresponds to the Cork MASP area. While work on the Strategy progressed to an advanced stage, the final strategy could not be agreed. Notwithstanding the foregoing, the Draft Plan includes retail policy guidance as required under planning legislation. As outlined in <i>Section 7.82 Retail Hierarchy</i> of the Draft Plan, a retail hierarchy has been included based on the retail hierarchy set out in the Cork MASP, Cork MASP Policy Objective 16 and the Draft Plan's Settlement Strategy. As stated in Section 7.92, core retail areas have been defined for the City Centre, District Centres and Large Urban Town Centres, and have been identified in zoning maps in Volume 2 Mapped Objectives of the Draft Plan.</p> <p>Recommendation:</p> <p>No substantive change, but amendments to the text to reflect the fact that the Joint Retail Strategy was not agreed- these are set out in the response to the OPR Recommendation 7 <i>Retail</i>.</p>

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<p>1.12. A Learning Region and Innovation Corridors</p>	
<p>The economic goals and objectives of <i>Chapter 7 Economy and Employment</i> show strong alignment to the economic principles of the RSES.</p> <p>Support for the Learning City can be strengthened in the plan to draw on RSES implementation of preparing a Learning Region Action Plan.</p> <p>Regarding <i>Objective 7.3 Economic Clusters and Innovation Corridor</i>, supporting economic interaction and collaboration across the region and wider networks of collaboration and innovation such as the Atlantic Economic Corridor, would be welcomed as supporting the role of Cork City as a primary driver for the region's economy.</p> <p>Recommendation 11: A Learning Region and Innovation Corridors</p> <p>11a: In addition to Draft Plan objectives 3.22, 7.5 and 7.5 to develop skills, education, training and lifelong learning initiatives in Cork City including support for Cork as a UNESCO City of Learning, it is recommended that the plan include a strengthened reference to the Learning Region Action Plan (RSES RPO 190) , prepared by the SRA in consultation with stakeholders as part of RSES implementation, and opportunities for collaboration between stakeholders to spread learning city initiatives throughout the metropolitan area and wider region.</p> <p>11b: Extending from Objective 7.3 Economic Clusters and Innovation Corridor, in complement to the development of an innovation corridor and ecosystem across the city aligned with the proposed LRT route, the SRA supports wider economic interactions and collaborations between the city's innovation corridor and the region's economic drivers including the Atlantic Economic Corridor (AEC). Section 4.4 of the RSES in addition to the NPF support an extension of interaction between the</p>	<p>Cork City is designated as a UNESCO Learning City. Additional text will be included to align the Plan with the final recommendations of A Learning Region Action Plan which is due for completion imminently.</p> <p>Additional text will be included in Objective 7.3 Economic Clusters and Innovation Corridor to support the role of Cork City as a primary driver of the region's economy.</p> <p>Recommendation:</p> <p>(i) Update paragraph 7.26 as follows:</p> <p style="padding-left: 40px;">Cork is a UNESCO City of Learning, using knowledge and talent as a key enabler for city and economic growth. In addition to University College Cork and Munster Technological University, Cork City has four Colleges of Further Education (CityNorth College, Coláiste Stiofáin Naofa, St John's Central College and Cork College of Commerce) and benefits from the work of the Cork Education and Training Board (CETB), Regional Skills Forum for the South West, SOLAS and other stakeholders in strengthening an expanding the education and training ecosystem in Cork City.</p> <p>In a wider regional context, Cork City is working with both Limerick and Waterford to finalise A Learning Region Action Plan for the region as part of its commitments under RSES. The implementation of this report will support increased investment for education and training providers in our Region and enhance our unique proposition as a Learning City and Region.</p> <p>(ii) Update Objective 7.3 Economic Clusters and Innovation Corridor as follows:</p> <p style="padding-left: 40px;">To facilitate strategic innovation and competitiveness by:</p>

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<p>AEC and Cork City. Support within the Development Plan for such interaction, which supports the role of Cork City as a primary economic driver of the region, RPO 6 Collaboration Between Metropolitan Areas and RPO 41 AEC, would be positive and is recommended.</p>	<ul style="list-style-type: none"> a. Supporting the prominence and expansion of existing economic clusters. b. Encouraging and promoting opportunities to facilitate new cluster development and create spin-off opportunities outside the clusters. c. There is an emerging innovation corridor across the city, spanning from the Cork Science and Innovation Park to MTU, UCC, CUH, the City Centre, Docklands and Mahon. Proposals are advancing to link these by Light Rail Transit in the long term. The City Council will consolidate the innovation ecosystem, with a view to ensuring the impacts of innovation are felt throughout the city. d. Economic interaction and collaboration across the wider Region will be strengthened, especially between emerging innovation corridors in Cork City and wider networks of collaboration and innovation such as the Atlantic Economic Corridor. These will serve to reaffirm the City's role as a primary driver for the region's economy.
<p>1.13. MASP Co-Ordination</p>	
<p>It is imperative that positive co-ordination between Cork City Council and Cork County Council and stakeholder agencies continues to deliver actions that achieve the objectives of the Cork MASP.</p> <p>Recommendation 12: Collaborative Approaches for MASP Implementation</p> <p>The SRA support an inclusion under Chapter 13 Monitoring, as a strengthening of Section 13.14 Partnerships, support for continued collaboration on joint City Council and County Council strategies, initiatives and partnership to deliver the objectives of the Cork MASP including a</p>	<p>Under RSES RPO 226 the SRA will develop implementation mechanisms including local authority steering group committees to ensure deliver of the RSES and MASPs. Cork City Council will work with all stakeholders to deliver shared MASP objectives.</p> <p>Recommendation:</p> <p>Include the following text after paragraph 3.14 Partnerships:</p> <p>Cork City Council will collaborate with relevant stakeholders to help deliver the objectives set out in Cork MASP.</p>

Submission from the Southern Regional Assembly (Submission No 400)

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support to work jointly within the regional level implementation structures for the metropolitan area, which will progress under RSES RPO 226.	

Section 3
Submission from the National Transport Authority

Submission from the National Transport Authority (Submission No 348)

While not a statutory requirement for planning authorities outside the Greater Dublin Area, it is considered appropriate to summarise the submission from the National Transport Authority (NTA) in a similar manner to the OPR and SRA.

The submission by the NTA focuses on a number of themes and is structured to provide observations followed by **recommendations** for each theme.

The NTA submission includes **recommendations** under the following headings.

1. The role of CMATS as referenced in the Draft Plan's Strategic Context (Chapter 1)
2. The Distribution of Growth as set out in the Core Strategy's Growth Strategy (Chapter 2);
3. Sustainable Neighbourhoods, Compact Growth and Sustainable Residential Development & Residential Density (Chapter 3, 11);
4. The status of CMATS and its implementation, mode share targets, Active Travel and Area Based Transport Assessment (Chapter 4);
5. The location of employment growth and the Draft Plan's Strategic Employment locations (Chapter 7);
6. Retail Planning and the Draft Retail Strategy (Chapter 7);
7. The Draft Plan's objectives relating to the Key Growth Areas (Chapter 10); and
8. The Draft Plan's objectives relating to Car & Cycle Parking and Parking Standards (Chapter 11).

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<p>1. Strategic Context (Chapter 1)</p>	
<p>The NTA welcomes the Draft Plan's early reference to CMATS, highlighting its importance in informing the integration of land use and transport planning, its complementarity with the Cork MASP and the basis it provides for the Draft Plan's transport investment priorities.</p> <p>Recommendation: It is recommended that the following supporting information is added to section 1.23.</p> <p><i>CMATS sets out a framework for the planning and delivery of transport infrastructure and services to support the Metropolitan Area's development in the period up to 2040. It provides a coherent transport planning policy framework and implementation plan, around which Cork City Council, Cork County Council and other agencies involved in land use planning, transport investment, environmental protection and the delivery of housing, employment development and other infrastructure can align their investment priorities.</i></p>	<p>The submission's acknowledgment of the Draft Plan's broad alignment with CMATS is welcomed and the recommendation for additional suggested text to underpin the importance of CMATS is agreed.</p> <p>Recommendation:</p> <p>Add the following supporting text to paragraph 1.23:</p> <p>CMATS sets out a framework for the planning and delivery of transport infrastructure and services to support the Metropolitan Area's development in the period up to 2040. It provides a coherent transport planning policy framework and implementation plan, around which Cork City Council, Cork County Council and other agencies involved in land use planning, transport investment, environmental protection and the delivery of housing, employment development and other infrastructure can align their investment priorities.</p>
<p>2. The Distribution of Growth as set out in the Core Strategy's Growth Strategy (Chapter 2)</p>	
<p>Strategic Objectives for Growth</p> <p>The NTA supports the Draft Plan's inclusion of objective SO3, which supports the integration of land use and transport planning, to increase active travel and public transport usage and enabling delivery of the key transport projects in CMATS.</p> <p>Recommendation: It is recommended that the following is added to SO3:</p>	<p>CMATS sets out a framework for the planning and delivery of transport infrastructure and services to support the Metropolitan Area's development in the period up to 2040. It provides a coherent transport planning policy framework and implementation plan, around which Cork City Council, Cork County Council and other agencies involved in land use planning, transport investment, environmental protection and the delivery of housing, employment development and other infrastructure can align their investment priorities. The NTA's support for this Objective is acknowledged and Cork City Council will amend the objective to reflect the suggested text.</p>

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<p><i>The delivery of the key transport projects in CMATS will be supported by land use policies and the phasing of development which is compatible with those in CMATS’ land use outcome.</i></p>	<p>Recommendation:</p> <p>Insert the following additional text in S03:</p> <p>The delivery of the key transport projects in CMATS will be supported by land use policies and the phasing of development which is compatible with those in CMATS’ land use outcome.</p>
<p>City Consolidation and Expansion</p> <p>The NTA supports the Draft Plan’s objective to deliver compact growth through the consolidation and expansion of certain areas within and adjoining the existing City.</p> <p>Recommendation: In relation to the seven areas identified for consolidation and expansion, it is recommended that further explanation is provided in the Core Strategy Chapter as to how these areas were identified as being of particular suitability for this purpose.</p>	<p>The concept of Transport Orientated Development (TOD) is ingrained throughout the Draft Plan with three of the plans nine strategic objectives being directly relevant: Compact Liveable Growth (Chapter 2), Delivering Homes and Communities (Chapter 3) and Transport and Mobility (Chapter 4). In addition, Chapter 10 (Key Growth Areas and Neighbourhood Development Sites) sets out detailed objectives to achieve a more compact, sustainable transport orientated and inclusive city from a local/neighbourhood perspective.</p> <p>Chapter 2 (Core Strategy) sets out an approach of using 10-minute walkable neighbourhoods as the building blocks (fig. 2.10 and fig. 2.11) to deliver the 15-minute city concept (fig. 2.9). This is translated into a series of objectives which seek to the move away from private car led living environments to a city that delivers and embraces more sustainable transport modes.</p> <p>The Draft Plan targets 66% of all future residential development within the existing built-up footprint (fig. 2.21 and table 2.5). Chapter 4 of the Draft Plan contains a series of transport objectives that integrate the requirements of CMATS into the plan, including specific objective around planning for the delivery of an improved walking and cycling network, an LRT, BusConnects, park and ride facilities, and improved road infrastructure.</p> <p>The “Cork City Capacity Study 2021” – a two-year evidence based and iterative process undertaken to deliver the Core Strategy including input from key internal and external stakeholders – will be issued an additional supporting document as part of the material amendments to the Draft Plan.</p>

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	<p>Recommendation:</p> <p>Include a City Capacity Study report in the Material Amendments that will be placed on public consultation in April 2022.</p>
<p>Figure 2.20 Core Strategy Map</p> <p>It is recommended that <i>'Park and Ride'</i> is changed to 'Park and Ride – Indicative Locations', bringing it into line with CMATS.</p>	<p>This is agreed.</p> <p>Recommendation:</p> <p>Retitle 'Park and Ride' to 'Park and Ride – Indicative Locations' in Fig. 2.20 Core Strategy Map.</p>
<p>Figure 2.21 Growth Strategy Map 2022-2028</p> <p>The NTA has concerns with the location and scale of a number of Tier 1 and Tier 2 zoned sites, which by virtue of their peripheral location are not likely to benefit significantly from the measures identified in CMATS. These include sites on the southern fringe of Douglas / Rochestown, Glanmire, Blarney and Tower.</p> <p>It is difficult to understand how these sites could support the basis for the consolidated growth of the city, based on accessibility to high quality public transport services and higher density development. This concern is corroborated by paragraph 11.235 of the Draft Plan which states that Parking Zone 3 covers Blarney, Tower and Glanmire and Rochestown and that although these areas have been identified for public transport improvement, the interventions currently being considered are not at a scale envisaged to allow for a more substantial reduction.</p> <p>Recommendation: It is recommended that Tiered zoned sites identified for potential development within the Development Plan period are subject to further detailed transport assessment, as part of a Local Transport Plan (based on the ABTA approach set out in NTA/TII guidance), which the NTA recommends, should be undertaken for each of their associated Key Growth Areas. Consistent with section 4.7 and Objective 4.3 of the Draft</p>	<p>See response to OPR submission 426 "Recommendation 2" and "Recommendation 5".</p>

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<p>Plan, development should not be considered where it cannot be demonstrated that tiered zoned lands will benefit from sustainable transport improvements associated with the implementation of CMATS within the development plan period.</p>	
<p>Table 2.3 Growth Strategy 2028 (Tier 1&2)</p> <p>Based on the stated size of the underutilised site (net ha) and the potential Tier 1&2 yield, the implied densities per (net) hectare would appear to range from 21 and 22 dph in North East Suburb and Tower to 155 dph in City Docks, with most values in the ‘City Suburbs’ and ‘Urban Towns’ being less than 30 dph. This table requires further explanation in relation to the implied residential densities applicable and needs to be reconciled with the density values set out in in Table 11.2 (Density and Building Heights Strategy).</p> <p>Recommendation: Given that most of the anticipated residential development with the Plan period is expected to occur within the Tiered zoned lands, it is recommended that clarification is provided on the relationship between the potential yields specified in Table 2.3 and the density values set out in Table 11.2.</p>	<p>The City Capacity Study, referred to section 2.31-2.33 of the Draft Plan, is an ongoing, iterative and dynamic process that informs the formulation and implementation of the Core Strategy. As per the details set out in section 2.52 of the Draft Plan, reasonable and realistic assumptions are used to ensure the Core Strategy targets are grounded. Given these assumptions, extracting density calculations for different areas of the city from Table 2.3 of the Core Strategy, results in the appearance of low densities. This is not the case, and the densities ranges allowable for different areas of the city are those set out in Chapters 3 and 11 of the Plan. Refer to the recommendation to OPR submission 426 “Observation 2” and “Recommendation 5”. It is also worth noting the SRA submission no 400, in the context of the RSES for the Southern Region 2031.</p> <p>Recommendation:</p> <p>No change.</p>
<p>Objective for City Growth – Table 2.5 Summary of Key Objectives</p> <p>In relation to Hinterland Settlements, it is noted that a growth of 15% is provided for, whilst also referring to the application of ‘sustainable growth targets’ as a key deliverable. On the other hand, a value of 10% is specified over the lifetime of the Plan, in Objective 10.9 (Hinterland Settlements).</p> <p>Recommendation: The apparent discrepancy between Table 2.5 and Objective 10.9 needs to be explained.</p>	<p>The discrepancy is noted. As per the Core Strategy Table 2022-2028 (Table 2.2) City Hinterland Settlements are allocated for 10% growth target. Table 2.5 of the Draft Plan shall be amended to reflect same.</p> <p>Recommendation:</p> <p>Amend the Hinterland Settlement section of Table 2.5 (Summary of Key Objective for City Growth) to read as follows:</p> <p style="text-align: center;">Growth of 15% 10% within the three hinterland settlements.</p>

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<p>3. Sustainable Neighbourhoods, Compact Growth and Sustainable Residential Development & Residential Density</p>	
<p>Objective 3.4 Active Growth (k)</p> <p>The NTA supports Objective 3.4(k) which provides for review and updating of land use designations, where new sustainable transport infrastructure is planned.</p> <p>Recommendation: The review and updating of land use designations would be best informed by the preparation, at the wider area (Key Growth Area) level, of ABTAs, based on the approach set out in NTA/TII guidance.</p>	<p>The settlement and growth strategy set out in the Draft Plan is based upon the key principles of aligning transport and land use planning, compact growth and a 15-minute city. The updating of land use designations will be informed by a range of criteria, including transport and mobility considerations. Paragraph 4.154 of the Draft Plan supports the use of Area Based Transport Assessments (ABTAs) which integrate national and regional transport policies and objectives into local level land use plans and in the preparation of Development Frameworks for significant development areas across the City. This will be taken into account in the consideration of updating land use designations.</p> <p>Recommendation:</p> <p>No change.</p>
<p>Objective 11.1 (Sustainable Residential Development) and Residential Density (Table 11.2)</p> <p>The NTA supports the Draft Plan's approach to Sustainable Residential Development and the promotion of the 15 minute city concept. The proposed higher density ranges across the City fringe / corridor/ centre and Inner Urban Suburbs is supported in principle, but with the qualification that the specific density proposed be considered on an individual development basis and informed by a detailed examination of accessibility levels by public transport and to services at the local level.</p> <p>Recommendations: In addition to the case to be made for the use of ABTA, implicit in such an approach would be the identification of accessibility levels based on PTALS and ATOS, as referenced in NTA/TII ABTA guidance. It is recommended that this aspect of ABTA is referenced as an influencing factor in determining residential density.</p>	<p>The Draft Plan sets out a policy basis to guide development based upon the general suitability of locations.</p> <p>Amplifications of the Development Plan for specific major development areas will take account of all relevant guidance, including the Area-Based Transport Assessment Advice Note (NTA/TII, December 2018). Density targets will take account of the evolving transport environment as a matter of course. There may be opportunities to increase densities over and above conservative density targets set out for greenfield development areas in the Study that reflected the Planning Strategy in 2021. Alternatively, development frameworks may lead to the opportunity to improve public transport accessibility level and hence densities.</p> <p>Blarney is in the process of transitioning from a large village to an urban town serviced by a new train station. However, the village has a distinct and unique character. It is therefore proposed to retain the density guidance set out in the</p>

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<p>In relation to the density ranges set out in Table 11.2, some explanation is required as to why the lowest 'Lower Target' for a defined Inner Urban Suburb location (in Blarney) is lower than the general value for Outer Suburbs, which includes locations such as Tower and other parts of Blarney itself.</p>	<p>Draft Plan having regard to the need to balance the character of Blarney with the future improvements in public transport.</p> <p>Recommendation:</p> <p>(i) Insert new paragraph after 11.72 that sets out that the development of area-based development guidance (e.g. Framework Plans and Local Area Plans) will take account of the evolving Suitabilities and Sensitivities that formed the basis for the Study and the urban density strategy, including the transport context and network / public transport accessibility level.</p>
<p>4. CMATS mode share targets, Area Based Transport Assessment, Travel Demand Management, Mobility Management Plans, Universal Design</p>	
<p>Section 4.13</p> <p>Recommendation: Insert the following text:</p> <p>CMATS is supported ... and has been adopted and agreed between the National Transport Authority and the other key stakeholders – Cork City Council, Cork County Council and Transport Infrastructure Ireland and as such</p>	<p>This is agreed.</p> <p>Recommendation:</p> <p>Insert the following text in section 4.13:</p> <p>4.13 CMATS is supported in the Southern Regional Spatial and Economic Strategy (RSES) and has formally been adopted and agreed between the National Transport Authority and the other key stakeholders – Cork City Council, Cork County Council and Transport Infrastructure Ireland by the National Transport Authority and, as such, underpins the aims and objectives of this section.</p>
<p>Reference to Mode Share Targets and CMATS</p> <p>Table 4.1 and Table 4.2 refer to 'CMATS Modal Share ... Targets' and section 4.5 refers to the 'targets that CMATS was modelled on'. The mode share figures are presented in Chapter 18 of CMATS as Strategy Outcomes, they are not presented as mode share targets and should not be quoted as such in the Draft Plan. As Strategy Outcomes, they reflect the Strategy development process, including the assumed land use patterns as they</p>	<p>This is agreed.</p> <p>Recommendation:</p> <p>Change reference to "Targets" in Table 4.1 and paragraph 4.5 "Outcomes".</p>

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<p>relate to the distribution of growth up to the horizon year 2040. The Draft Plan has correctly differentiated between the Metropolitan Area, implicit in the CMATS outcome, and the higher non-car mode shares that would typically apply in its largest urban agglomeration – Cork City. The NTA agrees with the assertion in section 4.5, the ‘ambition of Cork City Council to exceed the targets (CMATS outcomes) set for sustainable transport modes’.</p> <p>Recommendation: Reference to ‘Targets’ in Table 4.1 and section 4.5 should be changed to ‘Outcomes’.</p>	
<p>Table 4.2</p> <p>Recommendation: The title of Table 4.2 should be changed to ‘CMATS Implementation’.</p>	<p>This is agreed.</p> <p>Recommendation: Retitle Table 4.2 from “CMATS Modal Share Baseline and Targets” to “CMATS Implementation”.</p>
<p>Cycling</p> <p>The NTA agrees that a higher cycling mode share ambition than the 4% referenced as a Strategy Outcome for the AM Peak should be aspired to in the Development Plan.</p>	<p>Cork City Council notes the observation of the NTA in relation to cycling mode share and the aspiration in the plan to exceed the 4% target.</p> <p>Recommendation: No change.</p>
<p>Light Rail</p> <p>Section 4.62 refers to LRT being preceded by a high frequency bus service between Mahon and Ballincollig, consistent with CMATS’ Phased Implementation. The delivery of high quality bus services within the Development Plan period will be provided for through the implementation of BusConnects. The manner in which services are configured in the area corresponding to the LRT corridor, within the Development Plan period and</p>	<p>It is recommended to amend the text in relation to advance bus provision accordingly.</p> <p>Recommendation: Amend section 4.62 to include the following text:</p> <p style="padding-left: 40px;">4.62 The LRT will be preceded by a high-frequency bus service between Mahon and Ballincollig. This will be delivered in the short-term to underpin higher development densities along the corridor including the regeneration of the Docklands. The</p>

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<p>beyond, is expected to be determined through the BusConnects network redesign process.</p>	<p>provision of LRT system will be a focal point to enable the growth of population, employment health and education uses as envisaged by the NPF 2040 and will underpin Compact Growth.</p> <p>In advance of the development of the LRT, and to allow the development consolidation to support its delivery, the selected route will be served with a high frequency bus service with bus priority measures to enable a high level of performance in advance of its transition to light rail. The manner in which services are configured in the area corresponding to the LRT corridor, within the Development Plan period and beyond, is expected to be determined through the BusConnects network redesign process.</p>
<p>Suburban Rail</p> <p>Reference is made to an examination of the potential for future development in the North West Corridor of the City such as Killeens. Killeens is currently defined as a Hinterland Settlement, is located adjacent to the N20 and does not fall within the local catchment of rail station currently proposed in CMATS, as part of the proposed investment in Suburban Rail.</p> <p>Recommendation: Based on the current proposals for suburban rail, as presented in CMATS, it is recommended that Killeens is not referenced in the Development Plan as part of a potential future development area.</p>	<p>The consolidation of activity within a 1 km catchment boundary of existing stations along the railway catchment will create better linkages with the town centres and stations, support the viability of the rail corridor and provide a strong justification for the enhancement of existing services. Cork City Council believe that Killeens may in time fall within the catchment of the suburban rail dependent on the definitive locations for new stations to be identified. The omission of Killeens from this section is not supported.</p> <p>Recommendation:</p> <p>No change.</p>
<p>ABTA and Local Transport Plans</p> <p>As stated in CMATS Chapter 15, the NTA recommend the preparation of Local Transport Plans (LTP), particularly for urban settlements and large-scale development areas within the City. Whilst such an approach has been committed to in a number of the more central and higher development intensity Key Growth Areas, it is recommended that LTPs, based on the</p>	<p>Paragraph 4.154 of the Draft Plan supports the use of Area Based Transport Assessments (ABTAs) which integrate national and regional transport policies and objectives into local level land use plans and in the preparation of Development Frameworks for significant development areas across the City.</p> <p>Recommendation:</p> <p>No change.</p>

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<p>ABTA approach set out in NTA/TII guidance is applied across all Key Growth Areas identified in the Draft Plan.</p> <p>Recommendation: The Draft Plan should include an objective which provides for the preparation of Local Transport Plans, based on the ABTA approach set out in NTA / TII guidance, for all Key Growth Areas identified in the Draft Plan.</p>	
<p>Transport Demand Management</p> <p>Whilst the management of transport demand is implicit in the Draft Plan's support for the implementation of CMATS (the application of maximum parking standards, the development of mobility hubs and the policy alignment between centrality, public transport accessibility and density) the NTA notes the absence of reference in the Draft Plan to the Five Cities Demand Management Study.</p> <p>Recommendation: It is recommended that a commitment to the emerging recommendations of the Five Cities Demand Management Study is incorporated into the Draft Plan as an objective.</p>	<p>Cork City Council acknowledges the recent publication of the Five Cities Demand Management Study and agrees that references are required in the Development Plan to this study. The Study will help Cork City Council to better understand what drives transport demand and how we a greater shift to more sustainable and healthier forms of travel can be encouraged in our City. The Study is welcomed as a valuable resource as we work to implement complementary demand management policy at both at a strategic City wide level and at a more micro level where it will assist in the preparation of local framework plans. Cork City Council is aware of the Five Cities Demand Management Study and will consider implementation of the recommendations of the study, most of which are operational.</p> <p>Recommendation:</p> <p>Consideration of the recommendations of the Five Cities Demand Management Study where appropriate to the City Development Plan.</p>
<p>Mobility Management Plans (Objective 7.8)</p> <p>Recommendation: Consistent with the provisions of Table 11.12 (Workplace Travel Plan Thresholds), Objective 7.8 should be amended as follows:</p> <p>'In addition to traffic impact assessments, Cork City Council will encourage require all planning applications for new employment uses, or extensions</p>	<p>This is agreed. Objective 7.8 will be amended as suggested.</p> <p>Recommendation:</p> <p>Amend Objective 7.8 Mobility Management Plans as follows:</p> <p>'In addition to traffic impact assessments, Cork City Council will encourage require all planning applications for new employment uses, or extensions to existing commercial premises, for 100 or more employees to prepare mobility</p>

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<p>to existing commercial premises, for 100 or more employees to prepare a mobility management plan ...’.</p>	<p>management plans which promote and prioritise the use of more sustainable transport modes.”</p>
<p>Provision for Universal Design</p> <p>The NTA emphasised the need for all future development used by the public to be accessible and usable by everyone through provision for Universal Design.</p> <p>Recommendation: The Development Plan should include an objective relating to Universal Design, to enable universal access. Making the external built environment accessible to all can facilitate and promote the greater use of public transport, walking and cycling. The use of universal design in the external built environment can benefit all within society including those with specific mobility issues and requirements. Objectives which promote universal design in the external built environment such as providing separate pedestrian entrances, the provision of dropped curbs and tactile paving will provide a safer and more attractive environment for all.</p>	<p>This is agreed. Recommendations set out under Part 3, Delivering Homes & Communities of this Report propose amendments to Objectives 3.1 and 3.20 to include reference to Universal Design.</p> <p>Recommendation:</p> <p>See recommendations in Part 3, Delivering Homes & Communities of this Report for amendments to Objectives 3.1 and 3.20 to include reference to Universal Design.</p>
<p>5. The location of employment growth and the Draft Plan’s Strategic Employment locations</p>	
<p>Strategic Employment Sites (including Objective 7.10)</p> <p>Three of the four proposed Strategic Employment Sites at CSIP, Cork Airport, Ballincollig and Tivoli are located on the East-West Corridor, which as proposed in CMATS, will ultimately be served by a combination of high quality bus, Light Rail and upgraded Suburban Rail. The merits of these sites for employment development is recognised, subject to the preparation / review of detailed ABTAs for the sites themselves or as part of their corresponding Key Growth Areas. In the case of the site at Cork International Airport, whilst it is expected to benefit from substantial improvements in accessibility, the overall scale and intensity of employment uses provided for needs to reflect its relatively peripheral</p>	<p>Paragraph 4.154 of the Draft Plan supports the use of Area Based Transport Assessments (ABTAs) which integrate national and regional transport policies and objectives into local level land use plans and in the preparation of Development Frameworks for significant development areas across the City.</p> <p>In relation to Cork Airport, under Objective 10.51 a framework plan will be prepared during the lifetime of the Plan for the airport to allow for its sustainable and coordinated growth. The NTA (and TII) are listed in this objective as key stakeholders.</p> <p>Recommendation:</p> <p>No change.</p>

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<p>location within the City and on the proposed public transport network. As with the other sites, the preparation of an ABTA informing the future development of all aspects of the Airport area needs to be undertaken. Cognisance also needs to be taken of the need to provide for and protect access to the Airport in the operation of its core functions as an international gateway and part of the TEN-T core network.</p>	
<p>In the event that any of the seven Potential Employment Sites Blarney, Clogheen, Ballyvolane, Glanmire, South Link, Fairhill and Hollyhill are brought forward for development, this should be informed by the ABTA undertaken for their corresponding settlement areas, the following comments on the individual sites apply:</p>	<p>Paragraph 4.154 of the Draft Plan supports the use of Area Based Transport Assessments (ABTAs) which integrate national and regional transport policies and objectives into local level land use plans and in the preparation of Development Frameworks for significant development areas across the City.</p> <p>These sites are part of a suite of employment lands that are intended to support National and Regional Policy Objectives in the delivery of ambitious large-scale regeneration projects for the provision of new employment, housing and supporting infrastructure in Cork Docklands, including the relocation of logistics facilities from existing brownfield locations such as Tramore Road. It is proposed to include additional text to support enhanced public transport / active travel access modes to the sites along with text relating to future access options, where appropriate.</p> <p>In light of the NTA observations, a number of modifications are proposed to retain these strategic land banks which are an integral part of the delivery of compact growth and regeneration opportunities in the City and to also address concerns raised by the OPR and TII.</p>
<ul style="list-style-type: none"> • Blarney Business Park Extension – the site would appear to focused only on access to the N20 and as such would not appear to be in accordance with the DOECLG Spatial Planning and National Roads Guidelines (2012) and is not likely to fall within the local catchment of any of the additional suburban rail stations proposed in CMATS. The NTA do not consider substantial employment development at 	<p>It is proposed to retain Strategic Employment Site 1 (lands adjoining Blarney Business Park) with updated text requiring access to be via the existing Blarney Business Park and agreed with the TII, subject to finalisation of the M20 route corridor design.</p> <p>Recommendation:</p>

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<p>this site to be consistent with the objective of consolidating development based on accessibility to high quality public transport and such would not be consistent with CMATS or Objective 4.3 of the Draft Plan. The identification of the site for development is also premature pending the identification of a preferred route for the M20.</p>	<p>Retain Strategic Employment Site 1 (lands adjoining Blarney Business Park) with updated text requiring access to be via the existing Blarney Business Park subject to finalisation of the M20 route corridor design.</p>
<ul style="list-style-type: none"> • Clogheen Business Park Extension & Land at Hollyhill – it would need to clearly demonstrated how these lands would be served by public transport, based on radial and orbital bus services and provide for connectivity with existing employment lands in this area so as to maximise accessibility at the local level for walking and cycling. 	<p>This refers to Strategic Employment Sites no's 2 (Clogheen Business Park Extension) and 7 (Hollyhill). These are Tier 1 lands.</p> <p>The Clogheen Business Park Extension is intended to provide for an extension to the existing business park while the lands in Hollyhill are intended to provide for a high-quality business and technology scheme capable of accommodating expansion and other strategic investment. Both sites are well served by BusConnects routes and are in close proximity to established residential areas.</p> <p>Recommendation:</p> <p>No change.</p>
<ul style="list-style-type: none"> • Ballyvolane (Garraneboy) – As above, it would need to clearly demonstrated how these lands would be served by public transport, based on radial and orbital bus services and provide for connectivity with existing and future residential development lands in this area so as to maximise accessibility at the local level for walking and cycling. 	<p>This is Strategic Employment Site no 3. This site is classified as Tier 2. Significant residential development is proposed in the Ballyvolane urban expansion area; 750 dwellings have already been granted planning permission in this general area by An Bord Pleanála via the Strategic Housing Development mechanism. Following the principles of a city of neighbourhoods and the 15-minute city, these lands present an opportunity to collocate employment and residential uses. Improvements to the local road network will be required, including pedestrian and cycling infrastructure. The future Northern Distributor Road will also improve strategic accessibility to these lands.</p> <p>Objective 7.10 of the Draft Plan sets out that development on the Strategic Employment Sites will take into account inter alia transport and movement, urban design and placemaking, climate action, environmental management</p>

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	<p>and sustainability, biodiversity, and protecting cultural and built heritage. The objective specifically requires the employment site to integrate with surrounding development.</p> <p>Cork City Council will work with the NTA, TII and transport providers to improve public transport services in the area while there have been recent road improvement works in the area.</p> <p>Recommendation:</p> <p>No change.</p>
<ul style="list-style-type: none"> • Glanmire (Killydonoghue) – the site would appear to be focused only on access to the M8 with no options for public transport or walking/cycling accessibility at the local level and its development for employment would be inconsistent with the provision of the DOECLG Spatial Planning and National Roads Guidelines (2012), CMATS and Objective 4.3 of the Draft Plan. Whilst it is indicated that just ‘30% of the zoned land shall be developed for non-logistics related employment uses’, this still amounts to around 17ha and as such make it an unsuitable location for the level of employment, the site could ultimately accommodate. 	<p>It is proposed to modify Strategic Employment Site 4 (Glanmire) into 2 parcels of land in order to facilitate the proposed Northern Relief Route and to facilitate enhanced access to public transport (bus terminus in walkable catchment). This strategic land bank is proposed to be sub-divided into 2 parcels as follows:</p> <ul style="list-style-type: none"> • Site 4a to provide for light industrial uses adjoining the existing industrial estate. • Site 4b to provide for logistics uses. <p>Recommendation:</p> <p>Modify Strategic Employment Site 4 (Glanmire) into 2 parcels of land (to provide for light industrial uses and logistics uses, respectively) in order to facilitate the proposed Northern Relief Route and to facilitate enhanced access to public transport.</p>
<p>6. Retail Planning and the Draft Retail Strategy</p>	
<p>Objective 7.26 Strategic Retail Objectives - Metropolitan Area Joint Retail Study and Strategy 2021</p>	<p>As outlined in the response to the Office of the Planning Regulator, Recommendation 7 “Retail”, Cork City Council remains committed to the preparation of a Joint Retail Study and Strategy for the Cork Metropolitan Area in conjunction with Cork County Council and may consult with the NTA as this</p>

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<p>Concern expressed that the Draft Plan's 'overarching policies' and defined retail hierarchy have been determined in advance of the completion of the Joint Metropolitan Retail Strategy.</p> <p>As a significant generator of transport demand, the location, scale and type of retail development has a critical bearing on transport outcomes, in terms of mode split, trip distribution and the deliverability of sustainable transport infrastructure and services. The NTA favours the location of retail development in areas where it can be demonstrated that accessibility can be achieved by a range of transport options, with a particular emphasis on public transport, walking and cycling and with a particular presumption in favour of town centre locations, where the highest levels of non-car accessibility achieved and the highest levels of complementarity with other land uses can be achieved, in terms of transport demand and reducing the need to travel.</p> <p>The NTA supports the Draft Plan's support for retail and town centre development, seeking to make town centres/retail locations as attractive and accessible by public transport, cycling and walking in particular.</p> <p>Recommendation: The future development of designated centres in the retail hierarchy specified under section 7.82 shall be informed by the preparation of Local Transport Plans for their associated Key Growth Areas, as defined in the Draft Plan, based on the ABTA approach set out in NTA/TII guidance.</p>	<p>process progresses and as appropriate. The Retail Hierarchy is in line with the Cork Metropolitan Area Strategic Plan (MASP) and the Settlement Strategy, therefore fully considers sustainable transport and accessibility issues. Retail policies also promote the City Centre, District and Urban Town Centres and the sequential approach to retail development, which aims to protect these centres and prevent inappropriate types of retail development in more remote, out of centre locations, where sustainable modes of transport are not available. The issue of the preparation of ABTA's – Area Based Transport Assessments is fully considered and set out in Chapter 4 Transport and Mobility of the Draft Plan.</p> <p>Recommendation:</p> <p>No change</p>
<p>7. Key Growth Areas</p>	
<p>Strategic Consolidation and Regeneration Areas Objectives - City Centre, Docklands and Tivoli</p> <p>The NTA supports the ABTA-based approach that has been applied in informing the development strategies for Docklands and Tivoli, the</p>	<p>This is agreed.</p> <p>Recommendation:</p> <p>Amend Section 10.89 as follows:</p>

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<p>development standards relating to parking provision and the high sustainable transport mode shares considered to be appropriate and achievable for these areas.</p> <p>The indicative transport networks presented in the Docklands and Tivoli ABTAs are also considered to be consistent with the provisions of CMATS and the indicative transport measures specified for these areas.</p> <p>The implementation of mobility hubs is supported as a basis for deducting from the available maximum parking provision for each Draft ABTA Car Parking Zone although it is understood that it will be necessary for the Council to undertake a feasibility study for mobility hubs and the development of a mechanism for their delivery in the Docklands and Tivoli areas.</p> <p>Recommendation: Amend Section 10.89 as follows:</p> <p>' ... with Centre Park Road identified as the preferred indicative LRT route through the City Docks ...'</p>	<p>"The Draft Cork City Docks ABTA Indicative Transport Network diagram identifies the transport role of the proposed streets in the City Docks, with Centre Park Road identified as the preferred indicative LRT route through the City Docks. The Cork LRT Alignment Feasibility Study, which will determine the route of the tram, is currently being prepared by Transport Infrastructure Ireland (TII). It is anticipated that this study will be completed in 2022."</p>
<p>Parking Zones and Maximum Parking Standards (Figure 10.6, Table 10.5)</p> <p>The NTA supports the approach set out in the Docklands and Tivoli ABTAs for the provision for the management of parking, based on Parking Zones for which a maximum parking capacity is specified, mobility hubs and restrictive maximum standards, corresponding to the density, planned levels of public transport accessibility and the very high assumed walking mode share.</p> <p>Comment</p> <p>It is noted that a maximum of 5,270 residential parking spaces and 5000 destination spaces are provided for across the three parking zones, with up to 1,500 spaces accounted for by the five proposed mobility hubs. Taking the total quantum of destination spaces and relating it to the estimated 20-</p>	<p>The support of the NTA for the City Docks planning strategy is welcomed.</p> <p>Destination parking standards vary across the parking zones in the South Docks, as set out in Table 10.5 of the Draft Plan, with levels being more restrictive adjacent to the City Centre. In addition, there are significant planning commitments that are based upon outdated car parking standards that existed pre-ABTA (e.g. Marina Commercial Park has a total of c.1700 destination car parking spaces and c.400 residential parking spaces).</p> <p>The parking standards will be validated prior to the finalisation of the Proposed Amendments.</p> <p>Recommendation:</p> <p>Update car parking standards based upon validation.</p>

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<p>25,000 jobs, it would appear to broadly equate to a mode share of 75% for non-car modes. However, the standards relating to destination parking in Table 10.5 would point to a far more restrictive parking regime and a correspondingly lower car mode share than the total number of destination spaces specified in Figure 10.6 would imply. It may be necessary to review this matter.</p>	
<p>Figure 10.8 Phasing of Mobility and Transport</p> <p>It is noted that an additional river crossing is indicated at the confluence of the River Lee's north and south channels that is not specified in either CMATS or Figure 10.5 Indicative Transport Network. This needs to be clarified.</p>	<p>This represents the situation in the Public Realm Strategy of 2012 and is intended to suggest pedestrian bridges that might be required in the absence of the proposed Kent Station multi-modal bridge). This context has evolved and the pedestrian bridges are no longer recommended.</p> <p>Recommendation:</p> <p>Amend Figure 10.8 to omit the additional river cross at the confluence of the River Lee's north and south channels.</p>
<p>8. Car & Cycle Parking Standards</p>	
<p>Maximum Car Parking Standards (section 11.238)</p> <p>The NTA supports the Draft Plan's application of maximum standards and the application of the zonal approach to the determination of parking provision, based broadly on degrees of centrality within the city and levels of public transport accessibility and capacity.</p> <p>Recommendation: In addition to the current provisions of the Draft Plan, it is recommended that, in locations where the highest intensity of development occurs within all Key Growth Areas, an approach that caps car parking on an area-wide basis should be considered.</p> <p>Furthermore, it is recommended that in order to determine the most appropriate level of parking provision within the maximum standards specified, criteria relating to public transport accessibility levels (PTALS) and</p>	<p>Strategic Objective 3 outlines the following in relation to capped parking:</p> <p>"All new development proposals will be subject to maximum car parking standards to achieve greater modal shift and promote sustainable transport patterns. In locations where the highest intensity of development occurs, Cork City Council may consider an approach that caps car parking on an area-wide basis by means of Area Based Transport Assessments (ABTAs)."</p> <p>It is considered that this addresses the issues raised by the NTA.</p> <p>In relation to the standards that apply to both Offices and Industry, these standards will be reviewed in tandem with the rollout of CMATS and may also be examined further at a macro / local level in conjunction with the preparation of Area Based Framework and Guidance documents.</p>

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<p>access to opportunities and services (ATOS) should be applied, from which degrees of constraint can then be applied.</p> <p>Within each of the Key Growth Areas, this approach would be best supported by the preparation of Local Transport Plans, based on the ABTA approach set out in NTA/TII guidance.</p> <p>Comments on Table 11.13 Maximum Parking Standards</p> <p>One concern that arises in relation to the gradation of residential parking standards based on the zonal approach specified, when combined with the gradation of residential density ranges specified in Table 11.2, is that, when combined with the substantial development potential of the many large and peripherally located Tier 1 and Tier 2 sites and the high population growth allocations assigned in the Core Strategy to certain Urban Towns with lower levels of public transport accessibility, that this combination of policy interventions may have the effect of encouraging development in areas where lower densities and higher levels of parking are permitted.</p> <p>In relation to the parking standards for employment, the very small difference between industry and offices needs further explanation, taking into consideration the substantial difference in employment density that exists between these land uses.</p>	<p>Recommendation:</p> <p>No change.</p>
<p>Bicycle Parking Requirements (Table 11.4)</p> <p>Recommendations:</p> <p>It is recommended that cycle parking standards are specified as minimum values.</p> <p>It is recommended that the Cycle Parking requirements in the Draft Plan are informed by the Standards for Cycle Parking and Associated Cycling Facilities for New Developments document issued by Dun Laoghaire-</p>	<p>The standards set out are minimum standards for bicycle parking. Further consideration will be given to the formulation of detailed design standards for bicycle parking during the lifetime of this Development Plan.</p> <p>Recommendation:</p> <p>No change.</p>

Issues / Recommendations / Observations	Chief Executive's Response & Recommendation
<p>Rathdown County Council in 2018, which includes comprehensive guidance on the design of cycle parking.</p>	
<p>Electric Vehicle Parking</p> <p>It is essential that the Development Plan sets out a clear pathway as to how the local authority will contribute to the decarbonisation of the transport fleet over the period of the Development Plan and beyond. The NTA welcomes the commitment to the provision for electric vehicles through the minimum standards for EV charging points and infrastructure, set out in section 11.240 and 11.241.</p> <p>Recommendation: The NTA recommends that the Draft Plan's provisions for the promotion of Electric Vehicles is maintained in the finalisation of the plan.</p>	<p>Cork City Council's commitment to the promotion of Electric Vehicles will remain a key objective of the final Plan and will be contained in all local framework and local level plans.</p> <p>Recommendation:</p> <p>No change.</p>

Section 4
Submission from Transport Infrastructure Ireland

Submission from Transport Infrastructure Ireland (Submission No 62)

While not a statutory requirement, it is considered appropriate to summarise the submission from Transport Infrastructure Ireland in a similar manner to the OPR and SRA.

The submission by the TII focuses on a number of themes and is structured to provide observations followed by **recommendations** for each theme.

The TII submission includes **recommendations** under the following headings.

1. National and Regional Policy Framework, Statutory Guidance & Transport
2. Core and Development Strategy
3. Chapter 7 Economy and Employment
 - 1) Strategic Employment Locations
 - 2) Retail
4. Chapter 10 Key Growth Areas and Neighbourhood Development Sites
 - 1) Tivoli
 - 2) Cork International Airport
 - 3) City Suburbs Objectives
5. Other Issues
 - a) Zoning Maps and national road projects
 - b) Safeguarding national road drainage regimes

Issues / Recommendations / Observations	Chief Executive's Response & Recommendation
<p>1. National and Regional Policy Framework, Statutory Guidance & Transport</p>	
<p>Despite statements in Appendix 1 (Page 553), TII observes that the implementation of European, national and regional policies as they relate to national roads are omitted from the Draft Plan in policies, objectives and zonings and the requirements to fulfil these policies has not been addressed in policies, objectives and zonings in the Draft Development Plan.</p> <p>It is critically important that the Draft Plan policies and objectives are reviewed and included in an amended Development Plan which allow the network of national roads to continue to play the intended strategic role in catering for inter-urban and inter-regional transport requirements that will serve Ireland's economic competitiveness by providing faster, more efficient and safer access to and from our major ports, airports, cities and large towns.</p> <p>There is also a critical need to manage national road assets in accordance with national policy as outlined in: the National Planning Framework, the National Development Plan, the provisions of the Section 28 Guidelines; Spatial Planning and National Roads Guidelines for Planning Authorities, the Retail Planning Guidelines 2012, the Regional Spatial and Economic Strategy for the Southern Region, and the Cork Metropolitan Area Transport Strategy.</p> <p>Recommendation</p> <p>TII recommends that Chapters 2, 4, 7, 10, 11, and 12, including zoning objectives, of the Draft Development Plan are reviewed comprehensively and amended accordingly to have regard to the provisions of these national and regional policy documents outlined especially the Statutory Section 28 ministerial guidelines 'Spatial Planning and National Roads Guidelines for Planning Authorities' (DoECLG, 2012).</p>	<p>The Spatial Planning and National Roads (2012) Section 28 Guidelines centre around an approach that the "planning system must ensure that the strategic traffic function of national roads is maintained by limiting the extent of development that would give rise to the generation of short trip traffic on national roads or alternatively by ensuring that the trip demand from future development will primarily be catered for on the nonnational network".</p> <p>Strategic traffic includes major interurban and interregional car trips. The Guidelines state that "plans that promote compact urban development and brownfield regeneration in line with the Government's Smarter Travel strategy will minimise the need for travel and where such need does arise, will encourage a switch towards sustainable modes such as walking, cycling and public transport." This is the development approach being advocated in the Draft Cork City Development Plan.</p> <p>As set out in other responses in this Report, the overarching policy approach of the Draft Plan is centred on promoting compact growth facilitated by enhanced public transport and significant investment in non-motorised transport facilities, including cycle lanes and off-road infrastructure, including greenways and implementation of the Cork Cycle Network Plan.</p> <p>These Guidelines recommend the use of Traffic and Transport Assessments (TTAs) at development management planning stage. Additionally, the guidelines state that TTAs are "used to assess the transport impacts of a proposed development, incorporating any subsequent measures necessary to ensure roads and junctions and other transport infrastructure in the vicinity of the development remain fit for purpose and encourage a shift towards sustainable travel modes."</p> <p>An additional objective which sets out the requirements in relation to TTAs will be contained in the Transport and Mobility section of the Development Plan.</p>

Issues / Recommendations / Observations	Chief Executive's Response & Recommendation
<p>TII advises that the amended Draft Development Plan policies, objectives and zonings should indicate clear recognition of European, National and regional policies for the protection and maintenance of the safety, operation and efficiency of national roads which serve Cork City, the Southern Region, the nation and also facilitate international connectivity. This should be accompanied by an appropriate evidence base as indicated in the DoECLG Spatial Planning and National Road Guidelines for Planning Authorities to demonstrate that proposals support and protect the steady-state maintenance and safety of the National Roads network.</p>	<p>Where expansion areas are proposed within the vicinity of a major national road junction a TTA will, consider the impact of the proposed development on the existing road network.</p> <p>The Draft Plan incorporates the use of ABTAs which integrate national and regional transport policies and objectives into local level land use plans and in the preparation of development frameworks for significant development areas across the City.</p> <p>Any further concerns around impact on the National Road network can be sufficiently addressed by demand management measures such as BusConnects, Light Rail Transit and suburban rail (the implementation of which is not exclusively within the remit of the planning authority but also within the remit of TII, the NTA and the relevant transport providers).</p> <p>As required under national and regional policy, the Draft Plan applies a sequential pattern of development that focuses on the delivery of a compact, liveable, sustainable city. The nine strategic objectives set out as the framework for the Draft Plan are centred on the delivery of Compact Liveable Growth (see Fig. 2.4). The 10-minute walkable neighbourhood is set out as the building blocks (fig. 2.10 and fig. 2.11) to deliver the 15-minute city concept (fig. 2.9). Chapters 2 (Core Strategy), 3 (Delivering Homes and Communities), 4 (Transport and Mobility), 9 (Placemaking and Development) and 10 (Key Growth Areas and Neighbourhood Development Sites) set out detailed objectives to achieve a more compact, sustainable transport orientated and inclusive city from a local/neighbourhood perspective. Refer also to the detailed response given to OPR submission 429 "Recommendations 1-5".</p> <p>Cork City Council will carry out appropriate traffic and transport assessments or other strategies for major development sites, as set out in Chapters 4 and 11 of the Draft Plan in consultation with TII the NTA and the relevant transport providers.</p>

Issues / Recommendations / Observations	Chief Executive’s Response & Recommendation
	<p>Recommendation:</p> <p>No change.</p>
<p>2. Core and Development Strategy</p>	
<p>TII seeks to ensure that the carrying capacity, operational efficiency, safety and significant national investment made in national roads in Cork is protected and that the relevant policies/objectives included in the existing City Development Plan are continued and improved in accordance with the requirements of the DoECLG Spatial Planning and National Roads Guidelines for Planning Authorities (2012). However, it appears that this precedence has not been continued in the current Draft Plan as demonstrated by this submission and the lack of recognition of the national roads network in Chapter 2, including the figures/concept diagrams.</p> <p>The Council is also reminded that the DoECLG Spatial Planning and National Roads Guidelines for Planning Authorities (2012), requires that where planning authorities propose large scale development in urban areas and or areas adjoining national roads, including major junctions and interchanges, development plans should ensure that the capacity on national roads is utilised appropriately and that such roads can continue to perform their intended function into the future. This must be based on an evidence-based approach to planning policy. The Council is advised that any costs such as land acquisition, additional road infrastructure and environmental mitigation measures arising to the national roads network to accommodate local development proposals will be borne by the local authority. Such schemes will not be funded by TII. Thus, costs should be integrated within future local development contributions schemes.</p> <p>Concerns that the M20 and M28 national road schemes are not included in the “Growth Targets 2040” despite the acknowledgments of these schemes as RSES Transport Priorities for the Cork Metropolitan Area, the National</p>	<p>In carrying out its various roles, Cork City Council takes cognisance of the importance of the proper and full application of European, National and Regional policies for the protection and maintenance of the safety, operation and efficiency of national roads which serve Cork City, the Southern Region and national and international connectivity. In this regard it should be noted that (in accordance with the Planning and Development Act 2000, as amended) a primary statutory role of a development plans is to set out a land use strategy and objectives to guide the future development of an area during a plan period. It is important to note that the Act also sets out detailed statutory requirements regarding the implementation of all development plans. This involves comprehensive development management requirements, including the need to ensure compliance with specific statutory road network design and planning, road safety and traffic management safeguards. In implementing these statutory requirements, Cork City Council will continue to actively engage with TII to ensure best practice outcomes that ensure compliance with specific statutory road network design and planning, road safety and traffic management safeguards.</p> <p>It is agreed that an objective can be included in the Draft Plan to safeguard the carrying capacity and operational efficiency of the national road network.</p> <p>As set out in the response to “1. National and Regional Policy Framework, Statutory Guidance & Transport” above, where large expansion areas are proposed within the vicinity of a major national road junction a TTA will, using an evidence-based methodology, consider the impact of the proposed</p>

Issues / Recommendations / Observations	Chief Executive's Response & Recommendation
<p>Planning Framework, the projects interactions with other transport schemes and also their inclusion in Chapter 4 of the Draft Plan.</p> <p>Recommendation</p> <p>TII recommends that the Council's Draft Development Plan is amended to have regard to the provisions of these national and regional policy documents especially Statutory Section 28 ministerial Guidelines 'Spatial Planning and National Roads Guidelines for Planning Authorities' (DoECLG, 2012). There should be especially clear recognition of European, National and regional policies for the protection and maintenance of safety, operation and efficiency of national roads which serve Cork City, the Southern Region, the nation and also to facilitate international connectivity in Chapter 2 including the figures and diagrams. It is advised that this systematic review should commence by consideration of the contents of this submission.</p>	<p>development on the existing road network which would include the M/N28 and the ancillary regional and local road network.</p> <p>The major national roads including the M20 and M28 projects will be included in the relevant Core Strategy maps.</p> <p>Recommendation:</p> <p>(i) Include new Objective in Chapter 4 to safeguard the carrying capacity of strategic national roads, as follows:</p> <p style="padding-left: 40px;">Objective 4.x Mitigation of Adverse Impacts on Strategic Roads</p> <p style="padding-left: 40px;">To safeguard the carrying capacity, operational efficiency and safety of strategic national roads and to require development proposals that would materially impact the capacity of the strategic national road network to mitigate any adverse effects of their development on transport systems and/or infrastructure and make reasonable contributions towards the costs of any required mitigation, alterations or capacity enhancement works to transport systems and/or infrastructure as required.</p> <p>(ii) Include the major national roads such as the M20 and M28 projects in the relevant Core Strategy maps in Chapter 2.</p>
<p>3. Chapter 7 Economy and Employment</p>	
<p>1) Strategic Employment Locations</p> <p>Serious concern with the inclusion in Section 7.41, Cork City Strategic Employment Locations Study and also associated zoning (Z0 10 & Z0 05) of predominantly greenfield lands in this study at and/or in close proximity to national roads. This Study and associated zonings appear to have been drafted without reference to the protection of the existing and future national road network, and the evidence-based assessment required by the</p>	<p>These sites are part of a suite of employment lands that are intended to support National and Regional Policy Objectives in the delivery of ambitious large-scale regeneration projects for the provision of new employment, housing and supporting infrastructure in Cork Docklands, including the relocation of logistics facilities from existing brownfield locations such as Tramore Road. It is proposed to include additional text to support enhanced public transport /</p>

Issues / Recommendations / Observations	Chief Executive's Response & Recommendation
<p>Spatial Planning and National Roads Guidelines for Planning Authorities. It is noted that this policy and zonings are supported by Chapter 10 and also Sections 11.175 & 11.176.</p> <p>There was no consultation with TII with regard to the Cork City Strategic Employment Locations Study. It is also noted that a number of these sites do not correspond to the Strategic Employment Locations, Mixed Use Employment & Regional Assets identified in the RSES. The lands of particular concern included in Objective 7.10 are as follows:</p> <ul style="list-style-type: none"> <p>Strategic Employment Site 1; Blarney Business Park Extension (M/N20)</p> <p>Blarney Business Park has direct access to the N20 at 100kph speed limit, via a private access road. The intensification of use of this private access road at this location proposed by this zoning would adversely impact on the existing N20. It should be noted that the existing N20 will remain in place until such time the M20 is completed. The proposed zoning would be at variance with Section 2.5 of the DoECLG Spatial Planning and National Roads Guidelines for Planning Authorities. The zoning would also not be in accordance with requirements of the National Planning Framework, RSES and CMATS to maintain and protect the national road network.</p> 	<p>active travel access modes to the sites along with text relating to future access options, where appropriate.</p> <p>In light of the TII observations, a number of modifications are proposed to retain these strategic land banks which are an integral part of the delivery of compact growth and regeneration opportunities in the City and to address concerns raised by the OPR and NTA.</p> <p>It is proposed to retain Strategic Employment Site 1 (lands adjoining Blarney Business Park) with updated text requiring access to be via the existing Blarney Business Park and agreed with the TII, subject to finalisation of the M20 route corridor selection.</p>

Issues / Recommendations / Observations	Chief Executive's Response & Recommendation
<ul style="list-style-type: none"> <p>Strategic Employment Site 4; Lands at Glanmire (M8)</p> <p>The greenfield lands at Glanmire at M8 Junction 18, are at variance with Section 2.7 of the DoECLG Spatial Planning and National Roads Guidelines for Planning Authorities. In addition, the zoning is located within an area being considered for the Cork North Ring Road/N40 scheme and could seriously prejudice plans for the design of the scheme which would be at variance with Section 2.9 of the DoECLG Spatial Planning and National Roads Guidelines for Planning Authorities.</p> <p>Strategic Employment Site 5; South Link Industrial Estate (N27)</p> <p>In the absence of an evidence base with recommendations for transport mitigations, this zoning would have the potential to adversely impact on the existing N27, national road, especially as it appears that a mixed development is proposed with a wide variety of uses. Therefore, the proposed zoning would be at variance with Section 2.5 of the DoECLG Spatial Planning and National Roads Guidelines for Planning Authorities. The zoning would also not be in accordance with requirements of the National Planning Framework, RSES and CMATS to maintain and protect the national road network.</p> <p>Recommendation</p> <p>The Cork City Strategic Employment Locations Study and also associated zonings (ZO 10 & ZO 05) are inappropriate and are at variance with DoECLG Spatial Planning and National Roads Guidelines for Planning Authorities and European, national and regional policies. TII recommends that the zoning objectives and associated policies in Chapter 7, Chapter 10 and Sections 11.175 & 11.176 of the Draft Development Plan are reviewed</p>	<p>It is proposed to modify Strategic Employment Site 4 (Glanmire) into 2 parcels of land in order to facilitate the proposed Northern Relief Route and to facilitate enhanced access to public transport (bus terminus in walkable catchment). This strategic land bank is proposed to be sub-divided into 2 parcels as follows:</p> <ul style="list-style-type: none"> Site 4a to provide for light industrial uses adjoining the existing industrial estate. Site 4b to provide for logistics uses. <p>It is proposed to change the zoning on Strategic Employment No. 5 (South Link Road) from "ZO 5 Mixed Use Development" to "ZO 4 Long Term Strategic Regeneration" but to remove it as a "Strategic Employment Site". It is also proposed to expand the scope of the framework plan set out in paragraph 10.336 of the Draft Plan to include this site and the surrounding area.</p> <p>Recommendation:</p> <ul style="list-style-type: none"> (i) Retain Strategic Employment Site 1 (lands adjoining Blarney Business Park) with updated text requiring access to be via the existing Blarney Business Park and agreed with the TII, subject to finalisation of the M20 route corridor selection. (ii) Modify Strategic Employment Site 4 (Glanmire) into 2 parcels of land (to provide for light industrial uses and logistics uses, respectively) in order to

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<p>comprehensively and amended extensively to have regard to the provisions of these national and regional policy documents outlined, especially the Statutory Section 28 Ministerial Guidelines 'Spatial Planning and National Roads Guidelines for Planning Authorities' (2012).</p> <p>The amended Draft Development Plan policies, objectives and zonings should consider and demonstrate compliance with European, National and regional policies for the protection and maintenance of the safety, operation and efficiency of national roads which serve Cork City, the Southern Region, the nation and also facilitate international connectivity. This should be accompanied by an appropriate evidence base as indicated in the DoECLG Spatial Planning and National Road Guidelines for Planning Authorities to demonstrate that proposals support and protect the steady-state maintenance and safety of the National Roads network.</p> <p>The Strategic Employment contains no detail on the transportation requirements and implications of the identified Strategic Employment Sites on the national road network and contains no evidence based requirements outlined in the Section 28 Ministerial Guidelines 'Spatial Planning and National Roads Guidelines for Planning Authorities' (DoECLG, 2012) pertaining to development proposals in the vicinity of national roads and associated junctions.</p>	<p>facilitate the proposed Northern Relief Route and to facilitate enhanced access to public transport.</p> <p>(iii) Remove "Strategic Employment Site" designation from Strategic Employment No. 5 (South Link Road) and rezone to "ZO 4 Long Term Strategic Regeneration". See OPR submission 426 for further detail.</p> <p>See also responses under "1. National and Regional Policy Framework, Statutory Guidance & Transport" and "2. Core and Development Strategy" above.</p>
<p>2) Retail</p> <p>TII highlights that it has not been party to the preparation of the Joint Retail Study for the Metropolitan Area despite the requirements of the DoECLG Spatial Planning and National Roads Guidelines for Planning Authorities (2012) as it relates to retail.</p> <p>Recommendation</p> <p>The approach advocated in the Draft Development Plan for retail could be considered premature pending the preparation and finalisation of the Joint</p>	<p>As outlined in the response to the Office of the Planning Regulator, Recommendation 7 "Retail", Cork City Council remains committed to the preparation of a Joint Retail Study and Strategy for the Cork Metropolitan Area in conjunction with Cork County Council and may consult with the TII as this process progresses and as appropriate. The City Council will have regard to any relevant Guidelines as part of this process. The retail hierarchy is in line with the Cork MASP and the Settlement Strategy and retail policies promote the City Centre, District and Urban Town Centres and the sequential approach to retail development, which aims to protect these centres and prevent inappropriate</p>

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<p>Retail Study for the Metropolitan Area and requests that this element of the Draft Plan be revised accordingly. TII should be a party to the preparation of the Joint Retail Study for the Metropolitan Area having regard to the requirements of the DoECLG Spatial Planning and National Roads Guidelines for Planning Authorities (2012) as it relates to retail.</p>	<p>types of retail development in more remote, out of centre locations, where sustainable modes of transport are not available.</p> <p>Recommendation:</p> <p>No change</p>
<p>4. Chapter 10 Key Growth Areas and Neighbourhood Development Sites</p>	
<p>1) Tivoli</p> <p>Concern that the Section 28 Ministerial Guideline 'Spatial Planning and National Roads Guidelines for Planning Authorities' (DoECLG, 2012) is not referenced in Section 10.146 of the Draft Plan. TII seeks to ensure that these official national objectives are not undermined and that the anticipated benefits of the investment made in the national road network are not jeopardised. This is the case with regard to the N8 and the Dunkettle Interchange. From evaluation of the details available in the Draft Development Plan, it would appear that matters related to national road policy associated with the NPF, NDP and the Section 28 DoECLG Spatial Planning and National Roads Guidelines (2012) have not been addressed nor referred to adequately. The eastern N8 Dunkettle Access indicated on Figure 10.31 will impact adversely on the Dunkettle Interchange Upgrade Scheme. TII considers and has continually emphasised that the detailed analysis required to determine the appropriate level of transport infrastructure required, including a potential eastern access, has not been undertaken appropriately and is done so in the absence of consultation with TII.</p>	<p>The long-term regeneration of Tivoli Docks is a project identified as being of importance within the following statutory plans; the NPF, NDP and RSES. The ABTA for Tivoli is still at Draft stage. An indicative location for a new entrance required to unlock and deliver this long-term nationally and regionally important regeneration project has evolved as part of the ongoing engagement with TII.</p> <p>The Draft ABTA is being finalised to ensure national objectives are implemented in a best practice manner and that the anticipated benefits of national, regional and local investment in all infrastructure, including the road network, are maximised for the benefit and safety of the city, metro area and wider region.</p> <p>As reflected in Chapter 2 (Core Strategy) of the Draft Plan, Tivoli is a long-term regeneration project with a delivery timeframe out to 2040. The planning of enabling infrastructure will therefore continue during this Plan period 2022-2028. Given the nature, scale and multi-modal transport requirements for regenerating this 61.5ha site (which currently has only one entrance and exit point), the Draft ABTA making process has identified and modelled the need for a new eastern access. As noted, further detailed analysis is required to determine the appropriate location and design of this new entrance and its integration with the Dunkettle Interchange Upgrade Scheme.</p>

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<p>Recommendation</p> <p>TII is currently unable to support the Draft Plan with respect to Tivoli Docks. The Draft Plan requires revision to address the DoECLG Spatial Planning and National Roads Guidelines for Planning Authorities, the proposal interaction with the N8 and Dunkettle Interchange Upgrade Scheme including its operation, management and safety and also the potential eastern access in accordance with national roads and transport policy.</p>	<p>Cork City Council will continue to actively engage with TII to ensure best practice outcomes that ensure compliance with specific statutory road network design and planning, road safety and traffic management safeguards.</p> <p>Recommendation:</p> <p>Add the following objective to Chapter 10, Section 3 (Tivoli):</p> <p>Objective 10.x (Planning of enabling infrastructure):</p> <p>The planning of enabling infrastructure for Tivoli will be a key task during this Plan period. Further detailed analysis is required to determine the appropriate location and design of key infrastructure, including the new train station and the new eastern entrance access and its integration with the Dunkettle Interchange Upgrade Scheme. In planning for and delivering such infrastructure, Cork City Council will continue to engage with key infrastructure providers (including the NTA, Irish Rail and TII) to ensure compliance with statutory design, planning, safety and traffic management standards and safeguards.</p>
<p>2) Cork International Airport</p> <p>Along with the N20, N22, N27, N28 and N40, national roads, Cork International Airport is part of the EU TEN-T Core Network. In this regard, it is critical that protection of the N27, national road, under Objective 10.49 'Development of additional Airport Business Park' is provided as the main connection to the city and the region in accordance with requirements of the National Planning Framework, the RSES and CMATS to maintain and protect the national road network. National Strategic Outcome 6 High-Quality International Connectivity identifies, as crucial for overall international competitiveness, investment by ensuring careful land-use management of land-side areas to focus on the current and future needs of airports. This should include for outlining of specialised and particular</p>	<p>In conjunction with public transport improvements, it considered that enhanced modal shift targets aimed at reducing the number of private car journeys to the Airport be provided for in the new framework plan proposed for the Airport. Cork City Council will work DAA, TII and the NTA to successfully achieve these targets. The framework plan will also contain measures aimed at reducing impacts on the National, Regional and local road network.</p> <p>All development proposals for an additional Airport Business Park shall be accompanied by Traffic and Mobility management plans and Road Safety Audit (RSA), carried out by suitably competent persons, in accordance with the TII's Traffic and Transport Assessment Guidelines.</p> <p>Recommendation:</p>

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<p>demand management measures in an amended Draft Development Plan for the Airport Business Park Objective 10.49 to ensure that unsustainable use of the private car by commuters is not promoted.</p> <p>Recommendation</p> <p>Objective 10.49 of the Draft Development Plan should be amended to have regard to the provisions of national and regional policy documents especially National Strategic Outcome 6, CMATS, and Statutory Section 28 DoECLG Spatial Planning and National Roads Guidelines for Planning Authorities (2012) for the national road network and the maintenance of surface access to airport activities. It is considered that the intention to deal with transport mitigation matters at development management stage by individual planning applications is inappropriate and unacceptable for these elements of the critical EU TEN-T Core Network.</p>	<p>Insert additional text in Objective 10.40 Development of an Airport Business Park:</p> <p>Allow for Office based industry or tourism related projects requiring an Airport location, internationally traded services, corporate offices and uses that are complimentary to those in existing Airport business par. All such proposals shall be accompanied by Traffic and Mobility management plans and Road Safety Audit (RSA), carried out by suitably competent persons, in accordance with the TII's Traffic and Transport Assessment Guidelines.</p>
<p>3) City Suburbs Objectives</p> <p>No evidence-based material has been made available to support the zoning of the lands at Castletreasure. It is also considered that the intention to deal with significant transport mitigation matters at development management stage is inappropriate and unacceptable, in particular given the location of the lands in proximity to the N28, national road, part of the EU TEN-T Core Network and considerable potential exchequer investment in the M28 and the function of that route in facilitating strategic traffic.</p> <p>The proposed zoning and associated Objective 10.82 is premature pending the planning authority demonstrating that the proposed zoning can proceed complementary to safeguarding the capacity, safety and operational efficiency of the N28 and potential future M28 motorway scheme, including at the R609 interchange junction in accordance with the</p>	<p>The proposed zoning of lands as "ZO 2 New Residential Neighbourhoods" at the junction of the M/N28 in Douglas will subject to an assessment to be carried out as part of a review of a traffic and transportation study which will be commenced at an early stage post final Plan adoption. Lands to the west have been included within this zoning which will allow potential access from the west to be investigated, potentially avoiding a conflict with the proposed M28 and its ancillary road network.</p> <p>Consequential text amendments will arise for Chapter 10, section "Douglas Land Use and Transportation Study, 2013" and Objective 10.82 Castletreasure Expansion Area.</p> <p>Recommendation:</p>

Issues / Recommendations / Observations	Chief Executive's Response & Recommendation
<p>DoECLG Spatial Planning and National Roads Guidelines for Planning Authorities.</p> <p>Recommendation</p> <p>TII strongly recommends that appropriate traffic and transportation analysis needs to be prepared by the City Council to understand the impacts at this location on the M28/N28 mainline and its interchange, with existing, permitted and planned development and also should identify the evidenced based methods and techniques proposed for any mitigations and/or works traversing / in proximity to the national road network including phasing and costs. This analysis will also need to be complementary to the provision of appropriate sustainable transport development and the delivery of CMATS. It would be most appropriate to undertake the required assessments prior to proceeding with the zoning and associated objective 10.82.</p> <p>Such an assessment is a requirement given the outer suburban location of the site, the potential for reliance of this area on the private car for transport, delivery of the Cork Metropolitan Area Strategic Plan with supporting proposals in the Cork Metropolitan Area Transport Strategy (CMATS), precedence of the Douglas Land Use & Transport Strategy (DLUTS) and, critically, the need to implement the National Planning Framework, National Strategic Outcomes 2 and 6 with regards to the role of the N28 within the EU Core TEN-T network.</p>	<p>(xviii) Insert the following text in Objective 10.82 Castletreasure Expansion Area:</p> <p>The Phasing and the number of dwellings which can proceed and be occupied within defined periods shall be determined in advance at Development Management stage but will be dependent on the following,</p> <ul style="list-style-type: none"> • The timing and provision of appropriate vehicular access, including provisions for future public transport requirements in the immediate site area, pedestrian and cycling access to be identified in a traffic and transportation study, to be conducted at an early stage post plan adoption • The upgrade and completion of the proposed N28/M28 national road and ancillary local network improvements. <p>Any development proposals shall contain noise attenuation measures, details to be agreed in advance with Cork City Council and TII. The timing and provision of appropriate drinking water and waste water disposal services for the development including where necessary the upgrading of off-site infrastructure. Additionally, any development proposals on site shall make provision for the following:</p> <ul style="list-style-type: none"> • Retention of the existing trees and hedgerows within the overall development of the site where practicable. • A detailed ecological survey for the entire site carried out by a suitably qualified ecologist. • A construction management plan with detailed proposals for the protection of riparian zones within the site. • A detailed surface water management plan including provision for on-site attenuation.

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	<ul style="list-style-type: none"> • Provision of a cycleway CSE GW 4 Cycle paths/Greenway – as per the Cork Cycle Network Plan as contained within the Cork Metropolitan Transport Study.
5. Other Issues	
<p>a) Zoning Maps and national road projects</p> <p>TII notes with concern the lack of recognition of national roads, national road projects (approved and proceeding) included on the zoning maps and figures in the Draft Development Plan. TII advises that this oversight is not conducive to the Draft Development Plan implementation nor the processing of planning applications through development management. TII recommends that this critical matter is resolved in an amended Draft Development Plan.</p>	<p>The maps in the final Plan will reference national roads.</p> <p>Recommendation:</p> <p>Include reference to national roads in the maps in the final Plan.</p>
<p>b) Safeguarding national road drainage regimes</p> <p>TII would welcome consideration being given to including a new objective associated with safeguarding investment in the national road network relating to protection of national road drainage regimes. Significant improvements to the national road network have been undertaken and maintained in the Council area. There is an onus and a policy requirement on road and planning authorities to safeguard the national investment made.</p> <p>Recommendation</p> <p>TII would welcome consideration of a new Objective included in the Development Plan outlining that:</p> <p style="text-align: center;">The capacity and efficiency of the national road network drainage regimes in Cork City will be safeguarded.</p>	<p>It is agreed to include an objective safeguarding national road draining regimes.</p> <p>Recommendation:</p> <p>Insert new Objective in Chapter 4:</p> <p>Objective 4.x Safeguarding national road drainage regimes</p> <p>The capacity and efficiency of the national road network drainage regimes in Cork City will be safeguarded.</p>

Part 3

Summary of key issues raised in the submissions and observations by Other Persons and the Chief Executive's Response and Recommendations

Chapter 1

Introduction

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<p>National Transport Authority welcome early reference to Cork Metropolitan Area Transport Strategy (CMATS) in Strategic Context of Plan.</p> <p>Recommend the following be added to paragraph 1.23:</p> <p>'CMATS sets out a framework for the planning and delivery of transport infrastructure and services to support the Metropolitan Area's development in the period up to 2040. It provides a coherent transport planning policy framework and implementation plan, around which Cork City Council, Cork County Council and other agencies involved in land use planning, transport investment, environmental protection and the delivery of housing, employment development and other infrastructure can align their investment priorities.'</p>	348	<p>The submission's acknowledgment of the Draft Plan's broad alignment with CMATS is welcomed and the recommendation for additional suggested text to underpin the importance of CMATS is agreed.</p> <p>Recommendation:</p> <p>Add the following supporting text to paragraph 1.23:</p> <p>CMATS sets out a framework for the planning and delivery of transport infrastructure and services to support the Metropolitan Area's development in the period up to 2040. It provides a coherent transport planning policy framework and implementation plan, around which Cork City Council, Cork County Council and other agencies involved in land use planning, transport investment, environmental protection and the delivery of housing, employment development and other infrastructure can align their investment priorities.</p>
<ul style="list-style-type: none"> Request change in Chapter 1, paragraph 1.5 'Strategic Vision'. <ul style="list-style-type: none"> 1.5 The Strategic Vision is for Cork City to take its place as a world class city, driving local and regional growth, embracing diversity and inclusiveness and growing as a resilient, healthy, trauma responsive, age-friendly and sustainable compact city with place-making, communities and quality of life at its heart. 	243, 372	<p>Chapter 1 Introduction, Strategic Vision includes Key Strategic Principles on which the Draft Plan is based. These are strategic in nature and cover a broad spectrum of development. One of these principles is 'A healthy, inclusive and diverse city'. Other parts of the Plan directly support a Child Friendly Cork City. It is considered that a Child Friendly City is covered by 'A healthy, inclusive and diverse city'. However its is recommended to amend the 'A city of neighbourhoods and communities' Key Strategic Objective.</p> <p>The trauma responsive city approach has been adopted in cities like Plymouth, Lancashire, Chicago, and Tarpon Springs Florida. Based on community led initiatives to raise awareness of the impact of trauma and creating training to reduce potential trauma. The purpose of the Development Plan is set out the</p>

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<ul style="list-style-type: none"> Request to include Child Friendly City as a new 'key strategic principle' within paragraph 1.5 under 'Strategic Vision'. Develop a sustainable, liveable city of neighbourhoods and communities that is resilient and responsive to the needs of all of its citizens, based on the 15-minute city concept, ensuring that placemaking and safety is at the heart of all development. 		<p>vision for land use and growth in Cork City for the wellbeing of its citizens. In this respect Cork City Council agrees that Strategic Objective 1 should reflect Cork's status as a Healthy city however designating the City as a trauma response city is beyond the remit of the Development Plan. The Local Economic and Community Plan (LECP), which sets out key objectives and actions for the coordinated development of the city, is due to be reviewed in 2022 where the status of Cork as a trauma responsive city will be assessed.</p> <p>Recommendation:</p> <p>Including following text in Chapter 1, paragraph 1.5 'Strategic Vision' under heading 'A city of neighbourhoods and communities':</p> <p style="padding-left: 40px;">'A city of neighbourhoods and communities'</p> <p style="padding-left: 40px;">Develop a sustainable, liveable city of neighbourhoods and communities based on the 15-minute city concept, ensuring that placemaking, accessibility and safety is at the heart of all development.</p>
<p>Include reference to Circular Economy within Chapter 1 Introduction section 1.5 as follows:</p> <p>Cork City Council plays a fundamental role in the transition from a linear to a circular economy as they are responsible for key policies in public services that affect citizens' wellbeing, economic growth and environmental quality. This plan will foster the linkages to transition from linear model to a circular model which keeps resources in use for as long as possible.</p>	375	<p>The Circular Economy is supported throughout the Plan including in Strategic Objectives 4 and 8 (as highlighted in Table in paragraph 1.24 'Alignment with the UN, SDGs and NPF'), Chapter 2 Core Strategy Strategic Objectives, paragraph 5.26 'Waste Management and Adaptable Buildings' and Objective 9.11 Waste Management. Chapter 1 Introduction is general by its nature, while specific detail is included in the series of themed chapters 2-12.</p> <p>Recommendation:</p> <p>No change.</p>
<p>Section 42 of the Irish Human Rights and Equality Commission Act 2014 sets out that in human rights and</p>	436	<p>Section 42 of the Human Rights and Equality Commission Act 2014 requires public bodies, in the performance of their functions, to eliminate discrimination, promote equality of opportunity and protect the human rights</p>

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<p>equality should be consciously considered when the city is being developed.</p> <p>A Human Rights and Equality Impact Assessment should be undertaken for the new CDP, and an outline of the assessment should be included in the published CDP. Representative groups of affected minority groups should be pro-actively included in this impact assessment.</p>		<p>of staff and of those to whom they provide services. Cork City Council is committed to embedding the Public Sector Duty into its people strategy, corporate planning process and organisational activities and plans.</p> <p>The Draft Plan is designed to ensure it plays its role in supporting the delivery of the United Nation's 17 Strategic Development Goals, which seek to fight inequality and injustice, among other goals. The Draft Plan is also to be consistent with the National Planning Framework, as required by law, which requires that the planning system should plan for a more diverse and socially inclusive society that targets equality of opportunity a better quality of life. Cork City Council is also active in developing partnerships and programmes to ensure equality and inclusivity. It also works through the Local Economic and Community Plan (LECP) and the Public Participation Network (PPN) to develop collaborative working. The LECP sets out key objectives and actions for the coordinated development of the city and presents 15 key themes for the development of Cork City, with 'Theme 7 Social Inclusion & Equality' seeking to reduce the marginalisation of specific communities within the city. 'Objective 3.2 A Diverse, Inclusive and Equal City' of the Draft Plan specifically seeks to promote measures that reduce social inequality.</p> <p>The 'Cork City Council Corporate Plan To 2024' contains further detail on the public sector equality and human rights duty.</p> <p>Recommendation:</p> <p>No change.</p>

Chapter 2

Core Strategy

Issues / Recommendations / Observations	Sub. No.	Chief Executive’s Response & Recommendation
Delivery of Compact Growth, Urban Densities and a Liveable City		
<p>These submissions request the following in relation to the delivery of compact growth, urban density and a liveable city:</p>	<p>13, 42, 225, 347, 390, 402, 405, 414, 435</p>	<p>Context Response</p> <p>The nine strategic objectives set out as the framework for the Draft Plan are centred on the delivery of Compact Liveable Growth (see fig. 2.4). Chapters 2 (Core Strategy), 3 (Delivering Homes and Communities), 4 (Transport and Mobility), 9 (Placemaking and Development) and 10 (Key Growth Areas and Neighbourhood Development Sites) set out detailed objectives to achieve a more compact, sustainable transport orientated and inclusive city from a local/neighbourhood perspective.</p> <p>Chapter 2 (Core Strategy) sets out an approach of using 10-minute walkable neighbourhoods as the building blocks (fig. 2.10 and fig. 2.11) to deliver the 15-minute city concept (fig. 2.9). This is translated into a series of objectives which seek to the move away from “suburban sprawl development”.</p> <p>Key Growth Areas (fig. 2.21) are identified to accommodate the ambitious population growth targets for Cork City and Metropolitan Area as set out in the NPF and Southern RSES, with a focus on targeting 66% of all future residential development within the existing built-up footprint (fig. 2.21 and table 2.5). Key Neighbourhood Development Sites (fig. 2.21) identified in the core strategy, are supported by specific site objectives set out in Chapter 10 (Key Growth Areas and Neighbourhood Development Sites).</p> <p>Specific Responses and Recommendations</p> <p>The following responses and recommendations are provided to the individual issues raised:</p>

Issues / Recommendations / Observations	Sub. No.	Chief Executive’s Response & Recommendation
<p>(i) The submission strongly supports the vast majority of aims and objectives laid out in chapter 2 particularly the focus on compact growth and the 15-minutes City. The quality of vision and execution of the draft chapter is to be commended.</p> <p>(ii) Local neighbourhood centres should be identified throughout the city, targeting localised improvements to encourage more walking and cycling and thus deliver on compact growth.</p> <p>(iii) Target improvement to existing neighbourhoods in the city and a move away from suburban sprawl development. Greater commitment to public realm improvements to promote walking and cycling and investment in local level services.</p>		<p>(i) Response: The support for Chapter 2’s focus on delivering compact growth and the 15-minutes city is welcomed.</p> <p>Recommendation:</p> <p>No change.</p> <p>(ii) Response: As set out above the Draft Plan is based on using the 10-minute walkable neighbourhood approach to delivering the 15-minute city. Also refer to objectives focusing on neighbourhood community enterprise hubs (Obj. 7.4) and retail centres (Obj. 7.4) and the associated land use objectives set out in Chapter 11 (Land Use Zoning Objectives) and Volume 2 (Mapped Objectives) of the Draft Plan.</p> <p>Recommendation:</p> <p>No change.</p> <p>(iii) Response: As set out above, the core strategy is based on growing and enhancing Cork’s network of city neighbourhoods. More detailed objectives and standards regarding urban design, placemaking and development management are set out in chapter 3 (Delivering Homes and Communities) and Chapter 11 (Placemaking and Managing Development), including Objective 3.5 (Residential Density) which requires the following:</p> <ul style="list-style-type: none"> • “...Ensure that urban density is achieved by development proposals providing for high quality sustainable residential development, ensure a balance between the protection of the established character of the surrounding area and existing residential amenities” • “...Ensure that urban density is closely linked to creating successful neighbourhoods (see 3-A-1, above) and ensuring that neighbourhoods

Issues / Recommendations / Observations	Sub. No.	Chief Executive’s Response & Recommendation
<p>(iv) Cork City is a low density city and should be celebrated, embraced, protected and enhanced, requesting a policy to ensure that real city density is measured at a variety of scales, taking into account green and blue infrastructure, open space, landscape and biodiversity (e.g. Vienna is 51% open space).</p> <p>(v) This submission supports plans for increased density and requests that this must be achieved with balanced delivery of services and public green spaces, that new development do not sever access to green areas and without impact to the city’s built heritage. This submission also seeks to support high</p>		<p>are integrated and permeable to ensure short trips are possible to urban centres, local services and amenities”</p> <ul style="list-style-type: none"> • “...Ensuring high-quality architectural, urban and public realm design. Guidance is set out in Chapter 11: Placemaking and Managing Development” <p>Recommendation:</p> <p>No change.</p> <p>(iv) Response: The Core Strategy, and its associated tables and maps, use an evidence-based approach to set out what is considered a realistic pathway for delivering compact liveable growth during the 6 year plan period (2022—2028). The “Cork City Capacity Study 2021” (to be included in the Material Amendments placed on public consultation in April 2022) outlines this two-year iterative process, including the application of local densities considered appropriate to the existing built character of existing neighbourhoods and sub city areas. Please also refer to Chapter 11 (Placemaking and Managing Development) and the “Cork City Urban Density, Building Height and Tall Building Study” for further details.</p> <p>Recommendation:</p> <p>No change.</p> <p>(v) Response: The draft Development Plan has taken the approach to deliver ‘compact liveable growth’ as it seeks to meet the ambitious growth targets set out in NPF and the RSES. In this context, a series of supporting studies have been carried out to provide an evidence base. A City Capacity Study was undertaken to fully assess capacity for future development within the city, and a Green and Blue Infrastructure Study was also carried</p>

Issues / Recommendations / Observations	Sub. No.	Chief Executive’s Response & Recommendation
<p>rise development in the city and refers to recent tall buildings granted permission in the City</p> <p>(vi) The language used in section 2.33 (Windfall Sites) is a little passive and should be revised to reflect a more proactive approach and commitment to engaging with the owners of public and private landowners (2.18-2.20) with a view to producing masterplans / development frameworks over the lifetime of the Development Plan.</p> <p>(vii) Cautions against not having a contingency plan in place for the failure of the Docklands to be developed then additional lands should be considered.</p>		<p>out to determine the extent of existing and planned green and blue infrastructure serving Cork City. These studies have guided the approach to compact growth outlined within this plan.</p> <p>In addition, the Cork City Urban Density, Building Height and Tall Buildings Study was prepared to inform the potential for and capacity of Cork City to accommodate increased building heights and includes examination of potential impacts to the City’s built heritage.</p> <p>Recommendation:</p> <p>No change</p> <p>(vi) Response: Objective 2.19 (Windfall Sites) sets out greater detail in this regard, including the following “...redevelopment of these sites, if or when they become available, will require careful consideration. For such sites, Cork City Council will require agreement on a detailed framework plan at an early stage to ensure best practice regeneration and design based on the character.” Please also refer to the response and recommendation to OPR submission 426 “Observation 2”.</p> <p>Recommendation:</p> <p>Refer to the recommendation to OPR submission 426 “Observation 2”. No further change.</p> <p>(vii) Response: The need for long term planning to facilitate complex urban developments, such as City Docks and Tivoli Docks, is recognised in the Draft Plan (refer to objectives 2.7, 2.17 and 2.19). The Core Strategy applies a long term strategic view, including a 2040 vision (refer to section 2.20-2.22 and fig. 2.8). Chapter 10 (Key Growth Areas and Neighbourhood Development Sites) includes detailed polices on the long-term</p>

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<p>(viii) The submission support in the strongest possible terms the Objective 2.25 (compact growth) and acknowledge the substantial progress towards that objective in this draft, however, request that the 65% target is revised substantially up, to ensure compact growth and the greatest possible number of existing communities are developed sufficiently to allow the 15-minute city to become a reality within those communities.</p> <p>(ix) Suggested Strengthening of Objective 2.8 (The 15-minute city) to read as follows: To support the delivery of a 15-minute city delivering Compact Liveable Growth through walkable neighbourhoods,</p>		<p>regeneration of City Docks. Given the above, a phased approach to the development of City Docks has been reflected in the Core Strategy. In accordance with objectives 2.28 (Supply of Zoned Land), 2.31 (Enhanced Co-ordination), 2.32 (Funding Strategic Sites) and 2.33 (Supporting Enabling Finance Mechanism), this approach will be monitored and assessed over the plan period. Refer to OPR submission 426 "Recommendation 5" for further details.</p> <p>Recommendation:</p> <p>Refer to OPR submission 426 "Recommendation 5" for further details. No further change.</p> <p>(viii) Response: The recognition and support for Chapter 2's focus on compact growth is welcomed. The 66% target for growth within the existing built area is based on the City Capacity Study, a two-year evidence based and iterative process undertaken to deliver the Core Strategy (including input from key internal and external stakeholders). It should be noted that the 66% target is a considered a minimum, with the plan setting out a wide range of objectives and land uses zonings enable a higher delivery rate. Please also refer to a wider assessment of underutilized zoned lands in the City Capacity Study in this regard, the majority of which allow for residential and mixed uses under the Draft Plan. This study report will be issued as an additional supporting document, being made publicly accessible alongside others published to date.</p> <p>Recommendation: No change</p> <p>(ix) Response: The proposed edits are considered unnecessary as the existing objective already covers this issue – Objective 2.8 (The 15-Minute City): To support the delivery of a 15-minute city delivering Compact Liveable</p>

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<p>towns and communities with a mix of uses, house types and tenures that foster a diverse, resilient, socially inclusive and responsive city. Strategic infrastructure and developments shall demonstrate how they contribute to a 15 minute city and enhance Cork City's liveability. Large-scale developments shall demonstrate how they achieve a 15 minute city and enhance Cork City's liveability.</p> <p>(x) Suggested Strengthening of Objective 2.9 (Low Carbon City) to read as follows: Support the delivery of a lower carbon, sustainable city where development avoids, mitigates and adapts to the effects of climate change while protecting and enhancing Cork City's environmental assets. Strategic infrastructure and large-scale developments shall demonstrate how they contribute to lower Carbon Emissions.</p> <p>(xi) Suggested Strengthening of Objective 2.19 (Windfall Sites) to read as follows: Strategic brownfield sites with existing active uses will be treated as windfall sites. The redevelopment of these sites, if or when they become available, will require careful consideration. For such sites, Cork City Council will require agreement on a detailed framework plan produced in conjunction with a process of public consultation at an early stage to ensure best practice</p>		<p>Growth through walkable neighbourhoods, towns and communities with a mix of uses, house types and tenures that foster a diverse, resilient, socially inclusive and responsive city. Strategic infrastructure and large-scale developments shall demonstrate how they contribute to a 15-minute city and enhance Cork City's liveability.</p> <p>Recommendation: No change</p> <p>(x) Response: The proposed additions are considered appropriate.</p> <p>Recommendation:</p> <p>To amend Objective 2.9 (Low Carbon City) to read as follows:</p> <p>Put in place mechanisms to support the delivery of a lower carbon, sustainable city where development avoids, mitigates and adapts to the effects of climate change while protecting and enhancing Cork City's environmental assets.</p> <p>(xi) Response: Public consultation is a standard element of a plan making process.</p> <p>Recommendation:</p> <p>No change.</p>

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<p>regeneration and design based on the character and nature of their existing urban environments.</p> <p>(xii) Suggested Strengthening of Objective 2.23 (Quality of Life) to read as follows: In planning for future population growth, Cork City Council will assess and monitor quality of life factors including improvements in the urban environment, community infrastructure, reducing average commute/journey distance and cultural experiences that can increase the numbers of people seeking to live, work, study, visit and experience the city.</p> <p>(xiii) Suggested Strengthening of Objective 2.26 (Housing Supply) to read as follows: Support an increase in the supply, affordability and quality of new housing in city and provide a range of housing options delivering good design that is both of a compact urban character and is appropriate to the character of the area in which it is built.</p>		<p>(xii) Response: The requested addition of a reference to reducing average commute journey/times reflects the 15-minute city concept.</p> <p>Recommendation:</p> <p>Amend Objective 2.23 (Quality of Life) as follows:</p> <p>In planning for future population growth, Cork City Council will assess and monitor quality of life factors including improvements in the urban environment, community infrastructure, reducing average commute/journey distance and cultural experiences that can increase the numbers of people seeking to live, work, study, visit and experience the city.</p> <p>(xiii) Response: The requested addition of a reference to “compact urban character” is considered too generic and a reference to “achieving an efficient use of zoned and serviced land” is considered more appropriate.</p> <p>Recommendation:</p> <p>Amend Objective 2.26 (Housing Supply) as follows:</p> <p>Support an increase in the supply, affordability and quality of new housing in city and provide a range of housing options delivering good design that is appropriate to the character of the area in which it is built, while also achieving an efficient use of zoned and serviced land.</p>

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<p>(xiv) Suggested Strengthening of Objective 2.28 (Supply of Zoned Land) to read as follows: Monitor and review the Core Strategy to ensure that sufficient zoned land, close to employment, services and education, continues to be available to meet the City’s housing requirements over the lifetime of the Plan. To support development and restrict sprawl.</p>		<p>(xiv) Response: The requested additions are considered appropriate, with the addition of further references to community and transport infrastructure.</p> <p>Recommendation:</p> <p style="padding-left: 40px;">Amend Objective 2.28 (Supply of Zoned Land) as follows:</p> <p style="padding-left: 40px;">Monitor and review the Core Strategy to ensure that sufficient zoned and serviced land, located close to employment, community, transport and educational services, continues to be available to meet the City’s housing requirements over the lifetime of the Plan.</p>
<p>(xv) Suggested Strengthening Objective 2.30 (Managing the Hinterland) as follows: Any development proposals in the hinterland will be closely managed to protect against unnecessary and unplanned urban sprawl and shall not be accessed by car by residents, employees or customers.</p>		<p>(xv) Response: The revision of Objective 2.30 (Managing the Hinterland) to state that “...any development shall not be accessed by car by residents, employees or customers” is considered to be unenforceable under current planning legislation.</p> <p>Recommendation:</p> <p>No change.</p>
<p>(xvi) Welcomes the 15-minute city approach and seeks clarity as follows:</p> <ul style="list-style-type: none"> • Currently the transport modes targets will not create a 15 minute city. Cork City Council should pursue cycling rates of 20% and walking rates of 45% by 2028. These should be minimum levels. • There is no mention creating 5-minute walkable neighbourhoods and no increase in walking rates, 		<p>(xvi) Response: The strong support for Chapter 2’s focus on compact growth and the 15-minutes city is welcomed. The other issues raised are responded to as follows:</p> <ul style="list-style-type: none"> • Please refer to Chapter 4 response and recommendation on transport modal targets set out in this report. <p>Recommendation: see Part 3, Chapter 4 Transport and Mobility.</p>

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<p>indicating there no serious intention of implementing a realistic 15 minute city.</p> <ul style="list-style-type: none"> • Welcome the commitment to the Lee2Sea greenway. • Prioritise all new cycling infrastructure to parts of city suffering from neglect especially on the northside of the city. • The central islands and surrounding central neighbourhoods should be car-free zones. • A rapid increase in trees, green spaces, pedestrianisation, cycle lanes, buses, park and ride, public seating, bins, public toilets, public realm maintenance and parking enforcement. 		<ul style="list-style-type: none"> • Refer to references set out above on how the Plan uses the 10-minute walkable neighbourhood as the building block for delivering on the 15 minute city concept. Recommendation: No change • Welcome the response on the Plan's commitment to the Lee2Sea greenway. Recommendation: No change • The prioritisation of any new cycling infrastructure to different parts of city is an ongoing operational issue requiring further co-ordination between Cork City Council and the NTA. Recommendation: No change • The application of any car-free zones within the city centre is an ongoing operational issue requiring further co-ordination between Cork City Council and a wide range of stakeholders (e.g. NTA, TII, general public, local business groups, etc). Recommendation: No change. • The Draft Plan includes objectives around trees planting, green spaces, pedestrianisation, cycle lanes, buses, public realm maintenance, etc in other sections of the plan. Recommendation: No change
<p>There is a strong support for the Draft Plan's aims to achieve a dense, walkable, liveable and diverse city capable of attracting and retaining mobile international talent.</p>	181, 402	<p>The Draft Plan was prepared using an evidence based approach, subject to which the Universal Design Walkability Audit Tool for Roads and Streets by the National Transport Authority was used to inform this objective. Consultation is ongoing to determine walkable routes and walkability in Cork City, this research will be published alongside the final Development Plan.</p>

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<p>In relation to Objective 2.12 Walkable Neighbourhoods the following suggestions and amendments to objective wording are made:</p> <p>(i) This concept could be utilised when identifying areas of particular need where the 'walkable neighbourhood' is not present or our target groups require additional support to access these services. We would welcome further consultation in this area.</p> <p>(ii) New development shall be designed to make positive additions to their neighbourhoods, towns and communities by:</p> <ol style="list-style-type: none"> a. Delivering the right mix of uses at a scale and design that creates high quality buildings and spaces. b. Creating attractive, safe and vibrant places designed at a human scale (i.e. places that relate to people, streetscapes and local character). c. Ensuring a child friendly and age friendly environment (adopting Universal Design principles) with a mix of household types. d. Designing a safe and welcoming place that enables access for all. e. Creating a healthy neighbourhood with direct access to high quality parks and public spaces, schools, shops and local services. 		<p>Permeability across new and established residential areas are presented in the Development Management Standards section of this plan. Cork City Council will undertake a permeability study of Cork City and the urban towns during the lifetime of this Plan.</p> <p>Recommendation:</p> <p>(i) Amend Objective 2.12 Walkable Neighbourhoods as follows:</p> <p style="padding-left: 40px;">Objective 2.12 Walkable Neighbourhoods</p> <p style="padding-left: 40px;">New development shall be designed to make positive additions to their neighbourhoods, towns and communities by:</p> <ol style="list-style-type: none"> a. Delivering the right mix of uses at a scale and design that creates high quality buildings and spaces. b. Creating attractive, safe and vibrant places designed at a human scale (i.e. places that relate to people, streetscapes and local character). c. Ensuring a child friendly and age friendly environment applying Universal Design principles with a mix of household types. d. Designing a safe place that enables access for all. e. Creating a healthy neighbourhood with direct access to high quality parks and public spaces, schools, shops and local services. f. Being well-connected with easy access to public transport and active travel. g. Providing enhanced permeability for walking and cycling. <p>(ii) Response: Agreed, as per the above.</p> <p>(iii) Response: The proposed edits should be considered in the and in the context of the existing objective and other more specific objectives set out</p>

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<p>f. Being well-connected with easy access to public transport and active travel.</p> <p>g. Being well-connected with easy access to public transport and active travel.</p> <p>h. Providing enhanced permeability for walking and cycling.</p> <p>(iii) Suggested Strengthening of Objective 2.12 (Walkable Neighbourhoods) to read as follows: New development shall be designed to make positive additions to their neighbourhoods, towns and communities by:</p> <p>a. Delivering the right mix of uses at a scale and design that creates high quality buildings and spaces.</p> <p>b. Creating attractive, safe and vibrant places designed at a human scale (i.e. places that relate to people, streetscapes and local character).</p> <p>c. Ensuring a child friendly and age friendly environment with a mix of household types.</p> <p>d. Designing a safe place that enables access for all.</p> <p>e. Creating a healthy neighbourhood with direct access to high quality parks and public spaces.</p>		<p>in Ch. 11 (Placemaking and Managing Development), where development objectives reiterate the importance of employment opportunities and services within 15 minutes of where people live.</p> <p>Recommendation:</p> <p>No change.</p>

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<ul style="list-style-type: none"> f. Being well-connected with easy access to public transport and active travel. g. Providing enhanced permeability for walking and cycling. h. Non-residential developments shall be located so as to be accessible to the majority of their staff and customers by foot. i. Residential developments shall ensure that the majority of everyday services and a high frequency public transport link to other services, education and employment are available within a 15 min walk of all residences. 		
<p>These submissions relate to Strategic Objective 1 Compact Liveable Growth and seek:</p> <ul style="list-style-type: none"> • Inclusion of the protection of the character of the historic city. • Amendments to Strategic Objective 1 to incorporate 'Healthy City' as part of its objectives. The amendments are underlined below: <ul style="list-style-type: none"> To increase the population of Cork City in line with national and regional growth targets. To develop Cork City as an international compact, sustainable, healthy city of scale and that promotes health and trauma responsiveness enabling the city to be a regional driver of growth by creating sustainable, 	128, 284, 372	<p>Cork is a designated World Health Organisation Healthy City since January 2012 and Cork City Council has committed to improving health and developing a process and structure to achieve this. This is supported by a Healthy City Action Plan 2020-2030. The minor amendments proposed include reference to the sustainable healthy city and to promote health and trauma responsiveness, which are supported through Cork City Council's Corporate Plan up to 2024 Vision, High Level-Goals and Strategic Objectives. It should be noted that the intention of the Strategic Objective is to establish the broad spectrum of high level issues which relate to the delivery of compact liveable growth, as such the wording is intended to be somewhat generic and more detailed objectives are set out in Chapter 2.</p> <p>The amendments proposed in this submission wish to reflect the importance of healthy living as having strategic significance and is agreed that the inclusion of healthy city would be constructive to the wording of this Objective.</p>

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<p>liveable, integrated communities and neighbourhoods for all. To plan to deliver at least half (50%) of all new homes in the existing built-up footprint of the City.</p>		<p>The trauma responsive city approach has been adopted in cities like Plymouth, Lancashire, Chicago, and Tarpon Springs Florida. Based on community led initiatives to raise awareness of the impact of trauma and creating training to reduce potential trauma. The purpose of the Development Plan is set out the vision for land use and growth in Cork City for the wellbeing of its citizens. In this respect Cork City Council agrees that Strategic Objective 1 should reflect Cork's status as a Healthy city however designating the City as a trauma responsive city is not within the remit of the Development Plan. The Local Economic and Community Plan (LECP), which sets out key objectives and actions for the coordinated development of the city, is due to be reviewed in 2022 where the status of Cork as a trauma responsive city will be assessed.</p> <p>Recommendation:</p> <p>(i) Amend Strategic Objective 1 as follows:</p> <p style="padding-left: 40px;">Strategic Objective 1 Compact Liveable Growth</p> <p style="padding-left: 40px;">To increase the population of Cork City in line with national and regional growth targets. To develop Cork City as an international compact, sustainable healthy city of scale and the regional driver of growth by creating sustainable, liveable, integrated communities and neighbourhoods for all. To plan to deliver at least half (50%) of all new homes in the existing built-up footprint of the City.</p>
<p>These submissions support Draft Plan Objectives relating to the 15 minute city and hope to see substantial progress made to achieving this during the lifetime of the Plan. The submissions received have identified a number of concerns which may impact the effective delivery of the 15 minute city as follows:</p> <p>(i) Suggests that in order to achieve the 15-car trips need to be reduced and cycle trips increased in terms of</p>	<p>172, 177, 183, 284, 372, 434, 435</p>	<p>(i) Response: The 15-Minute City concept (fig. 2.9) and the 10-minute walkable neighbourhood (fig. 2.10 and fig. 2.11) are adopted into a series of objectives to reflect the plan objective to the move away from "suburban sprawl development". Key Growth Areas (fig. 2.21) are identified to accommodate the ambitious population growth targets for Cork City and Metropolitan Area as set out in the NPF and Southern RSES, with a focus on</p>

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<p>modal split. (Also noting the additional benefits of increased cycling for the city e.g. reduced emissions, noise pollution & improved air quality, etc.)</p> <p>(ii) The targets set out in Table 4.1 CMATS Mode Share Baseline and Targets must be amended and increased in order to support the timely delivery of the 15 minute city.</p> <p>(iii) Noting that without a revision to these mode share targets achieving the 15 minute will be unlikely and therefore will be more appropriate to amend or omit the 15 minute city from the Plan entirely.</p>		<p>targeting 66% of all future residential development within the existing built-up footprint (fig. 2.21 and table 2.5).</p> <p>Recommendation:</p> <p>No change.</p> <p>(ii) Response: In terms of the targets set out in Table 4.1 CMATS Mode Share Baseline and Targets will be continuously reviewed during the lifetime of this plan to support the delivery of mode share split to cycling and as it impacts on the 15 minute city. Cycling movements are captured in traffic counts which are conducted on an annual basis and cycling trends are indicated in the reports which derive from these counts. Cork City Council is committed to increasing the cycle mode share in the city through the provision of enhanced facilities and recognises the benefits of both pedestrianisation and cycling as enabling this infrastructure will have enormous impacts on delivering the 15 minute city.</p> <p>Recommendation:</p> <p>No change.</p> <p>(iii) Response: The approach to delivering the 15 minute city focuses on the existing built up areas, targeting population growth in these areas and also to improve access and connectivity within the city. This will inevitably include cross collaboration to deliver cycling and pedestrian infrastructure within the city. Chapter 4 of the Draft Plan sets out a number of commitments to increasing the cycle mode share in the city through the provision of enhanced facilities and recognises the benefits of both pedestrianisation and cycling with regard to reducing emissions, noise pollution and improving air quality, to name but a few.</p> <p>Recommendation:</p>

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		No change.
<p>This submission refers to Strategic Objective 2 Delivering Homes and Communities and requests adding the protection of existing communities and support for renewal by providing services and amenities for historic communities and for new development</p>	128	<p>The purpose of Strategic Objective 2 Delivering Homes and Communities is to establish the broad level objectives for delivering good quality homes and integrated communities in the city. Transposing the targets set out in the NPF for compact liveable growth into local policy.</p> <p>Strategic Objective 2 sets out the broad level objectives for delivering homes and communities, which are set out in further detail in Chapter 3 while Strategic Objective 9 reinforces the need to protect the existing nature and character of the city. Supports for renewal of historic areas are set out in detail in Chapter 3, in particular under Section 3.45 and Objective 3.4 Compact Growth.</p> <p>Recommendation: No change.</p>
<p>These submissions set out their vision to address climate action by reducing transport emissions which include promoting the 15 minute city.</p>	161, 165	<p>The commitment to address climate change is transposed into policy objectives throughout the Draft Plan to tackle transport emissions, carbon footprint and promoting more sustainable land use planning. The 15 minute city focuses on promoting sustainable development within the existing built up footprint, building on compact growth and thus seeks to reduce transport emissions by locating people and services together.</p> <p>The 15 minute city concept and climate action are interlinked in this sense, as the rationale behind the 15 minute city set out in Section 2.24 specifically refers to climate change. Further considerations and response to climate action can be found in Part 3, Chapter 5 Climate Change and Environment.</p> <p>Recommendation: No change.</p>

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<p>This submission focuses on Cork as a Healthy City and seeks the inclusion of a commitment to reduce health inequalities for all citizens in the city's development.</p>	284	<p>Healthy living forms an integral part of the overarching vision for Cork City to promote good quality of life for existing and future residents. Healthy living is specifically referred to in Strategic Objective 9 Placemaking and Managing Development which seeks a focus on enhancing walkable neighbourhoods that promote healthy living, wellbeing and active lifestyles, where placemaking is at the heart.</p> <p>15 minute city The Draft Plan acknowledges that the City environment plays a direct role in people's health and wellbeing and quality of life and is committed to managing and enhance these aspects of the city. The commitment to same is set out in Objective 2.12 Walkable Neighbourhoods.</p> <p>Additionally, Chapter 3 Delivering Homes and Communities provides more detailed reference to health and wellbeing noting that Cork City was designated a 'Healthy City' by the World Health Organisation in 2012. Cork City Council and the HSE remain committed to improving the health and wellbeing of people in the City and to reduce health inequalities.</p> <p>Recommendation: No change.</p>
<p>Several submissions were received in response to Objective 2.8 the 15 minute city, generally in support, but with suggestions for following amendments to strengthen the concept and definition of the 15 minute city:</p> <p>(i) Suggests that the 15 minute city would benefit from a clear definition of what is meant by the term 15-minute city as well as SMART (specific measurable achievable realistic timebound) targets for its delivery during the development plan. The first stage of which would be an audit of accessibility.</p>	172, 177, 372	<p>The 15 minute city in this context aims to distribute walkable neighbourhoods which are identified in figures 2.10 and 2.11, providing essential services and delivery of the ambitious population growth targets for Cork City set out in both the NPF and RSES (with a focus on targeting 66% of all future residential development within the existing built up footprint fig. 2.21 and table 2.5). This concept is explained in Section 2.25 and further reinforced under Objective 2.8.</p> <p>(i) The 15 minute city as a concept is understood as the approach to create and enhance access to essential urban services within a 15 minute walk or cycle. For the purposes of the Cork city Development Plan The 15 minute city seeks to deliver compact growth through the creation and enhancement of connectivity in the City, primarily through walking and cycling, promoting</p>

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<p>(ii) Suggests the wording of Objective 2.8 be amended to include specific reference to cycling in addition to walkable neighbourhoods and to incorporate healthy living as part of this objective.</p> <p>(iii) Suggested wording: To support the delivery of a 15-minute city delivering Compact Liveable Growth through walkable neighbourhoods, towns and communities with a mix of uses, house types and tenures that foster a diverse, resilient, healthy, socially inclusive and responsive city. Strategic infrastructure and large-scale developments shall demonstrate how they contribute to a 15-minute city and enhance Cork City's liveability.</p>		<p>more sustainable and active transport modes. This definition is widely accepted in international practice and is used in the context of Cork City.</p> <p>Implementation and progress of the 15 minute city will be monitored by the active land management approach in the delivery of Neighbourhood Development set out in Objective 10.95. As detailed in Chapter 6, Objective 6.17 Cork City Council will prepare an Open Space Strategy for Cork City. As part of this process and accessibility audit will be carried out of connectivity between places in the city and will also be used to inform the 15 minute city.</p> <p>As part of improving the modal share and to encourage the uptake in walking and cycling, Cork City Council is committed to undertake a review of pedestrian and cycling infrastructure during the lifetime of the Draft Plan.</p> <p>Recommendation:</p> <p>No change.</p> <p>(ii) The suggested changes to Objective 2.8 are considered as an appropriate amendment to reflect the purpose of the 15 minute city and incorporate the implementations.</p> <p>Recommendation:</p> <p>Amend the wording of Objective 2.8 as follows</p> <p>Objective 2.8 The 15-minute city</p> <p>To support the delivery of a 15-Minute City delivering that supports Compact Liveable Growth by creating vibrant local communities that can access all necessary amenities within a 10-minute walk/cycle and access workplaces and other neighbourhoods with a 15-minute public transport journey. Implementation will include walkable neighbourhoods, towns and communities with mix of uses, house types and tenure that foster a diverse, resilient, socially inclusive and</p>

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		<p>responsive city. Strategic infrastructure and large-scale developments shall demonstrate how they contribute to a 15-minute city and enhance Cork City's liveability and accessibility.</p> <p>(iii) As per (ii) above.</p>
<p>The submission strongly welcomes progress made on achieving a dense, walkable, liveable and diverse city capable of attracting and retaining mobile international talent. The commitment to Compact Growth, permeability and sustainable transport modes is strongly supported.</p>	435	<p>The delivery of compact growth is central to the NPF and is a key focus within the framework of this plan. Compact Growth is included within the nine Strategic Objectives, in particular Strategic Objective 1 Compact Liveable Growth. Cork City Council's commitments to enhancing active travel in the city is set out in Chapter 4 of the Draft Plan.</p> <p>Recommendation:</p> <p>No change.</p>
<p>(i) The plan should aspire to capitalise on and protect the unique characteristics of the historic city and landscapes as an amenity and a series of neighbourhoods, this should be included as part of Objective 2.7 Long Term Planning.</p> <p>(ii) This submission seeks to add the term historic landscape character to Strategic Objective 5 and replace landscape character to reflect the benefit of setting and landscape and the historic nature of all existing built landscapes.</p>	128	<p>(i) The nine Strategic Objectives set out the overarching vision for the Draft Plan to deliver 'compact liveable growth', which seeks to deliver 66% of the anticipated level of growth to already built up areas in Cork City through a network of existing neighbourhoods. Cork City's unique historic heritage is referred to and will be protected.</p> <p>Recommendation:</p> <p>No change.</p> <p>(ii) The 'historic' nature is an inherent feature of the landscape character and is acknowledged in this context and discussions around the landscape value. As such it is not considered necessary to include 'historic' as part of this wording. The natural landscape is subject to regular change, either manmade or natural changes in its features. With this in mind the intent of Strategic Objective 5 Green and Blue</p>

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		<p>Infrastructure, Open Space and Biodiversity is to establish the overarching principle for treatment of all landscaped areas in the City.</p> <p>Recommendation:</p> <p>No change.</p>
<p>These submissions seek amendments to Objective 2.11 Design Led Development. The following amendments are suggested:</p> <ul style="list-style-type: none"> Suggested adding placemaking, urban regeneration and high quality architecture in this context. The objective should read: “Committed to action on climate change, development shall contribute positively....”. <p>Suggested amended wording follow a design-led approach that delivers sustainable, high quality placemaking. Development shall contribute positively to the quality of the surrounding built and natural environment, health implications for future residents/occupants and shall be planned and designed with reference to climate change mitigation and adaptation. Health Impact Assessments will be required for all development proposals above 50 houses or 1,000 sqm non-residential uses.</p>	<p>128, 177, 183</p>	<p>The intention of a design led approach seeks to ensure that new developments are of the highest quality, appropriate to their location and contribute positively to their receiving environment. The design led approach is relevant to all types of development in Cork City with a view to achieving the highest quality of architectural design and includes urban regeneration related development. Both of these contexts are a central feature of design led approach and will be reflected in the wording of this objective.</p> <p>Climate action is a key issue throughout the Draft Plan and is at the forefront of consideration for as it relates to all forms of development in Cork. This is reflected in Objective 2.11, specifically in reference to climate mitigation and adaption.</p> <p>Healthy living is a central theme addressed within the plan to improve the quality of life for those living and visiting Cork, in this context, the plan seeks to ensure that all new development will be informed by a design led approach to achieve the best outcomes for the City and contribute positively to the health and wellbeing of its residents. The intention of Objective 2.11 is to safeguard the existing built city from inappropriate development and to proactively encourage a design led approach to respond to the existing built and natural environment, thus improving the liveability of the City.</p> <p>Health Impact Assessments as set out by the World Health Organisation have the intended purpose of evaluating likely positive and negative impacts arising from policy or developments. Similar assessments are typically carried out as part of Environmental Impact Assessment Report [EIAR] or Strategic Environmental Assessment [SEA] and used to determine the impacts of</p>

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		<p>relevant the development on human health factors. These assessments are typically carried out for large scale and or particularly sensitive developments.</p> <p>For further reference the SEA carried out as part of the Development Plan process includes a chapter on population and human health.</p> <p>Recommendation:</p> <p>(i) Amend wording of Objective 2.11 Design-Led City, as below.</p> <p>Objective 2.11 Design-Led City</p> <p>Follow a design-led approach that delivers sustainable, high quality placemaking, urban regeneration and high quality architecture in this context. Development shall contribute positively to the quality of the surrounding built and natural environment, health and wellbeing, and shall be planned and designed with reference to climate change mitigation and adaptation.</p>
<p>Amend Objective 2.23 to include that the City Council will improve the attractiveness of the urban, historic environment to attract increased investment and a talented workforce to the city.</p>	128	<p>The purpose of Objective 2.23 Quality of Life is to ensure that continued investment and improvements to the urban environment is inclusive. This objective is not limited to the workforce and will extend to all inhabitants and visitors to Cork City to assess and monitor a variety of needs including, and not limited to, community or cultural infrastructure.</p> <p>Recommendation:</p> <p>No change.</p>
<p>This submission primarily focuses on community development and equitable city growth and development. The following observations and feedback are raised:</p> <p>(i) In relation to Strategic Objective S.O. 1: 2.10 and 2.18, 2.22, 2.23 and 2.24, 2.31 of the Core Strategy: Urges that in all new development, 25% of the footprint be</p>	225, 422	<p>All nine of the Draft Plan strategic objectives are centred on the delivery of Compact Liveable Growth (see Fig. 2.4). To achieve this, Chapter 2 (Core Strategy) sets out an approach of using 10-minute walkable neighbourhoods as the building blocks (fig. 2.10 and fig. 2.11) to deliver the 15-minute city concept (fig. 2.9). This is translated into a series of objectives which seek to enhance and</p>

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<p>designed in such a way as to permit and facilitate off peak usage by the community and voluntary sector, i.e. halls, meeting rooms, sports facilities and equipment, for use on evenings and weekends. This is very much in line with best practise in e.g. new build libraries, to extend the offering which infrastructure and development has for communities.</p> <p>(ii) Calls for a scoping exercise of existing spaces, locations and buildings in pilot areas to:</p> <ul style="list-style-type: none"> • Determine demands for space in which areas of City and which fields of professionalism • Underutilised space • Barriers to accessing these spaces • Investigate Cork City Council Spaces, Community Spaces (Community centres, sports centres, schools, etc.), Business Spaces (New Developments, Industrial Estates) • Create more access to spaces for Community Organisations • Support groups around inclusion and increasing connections • Improve the utilisation of spaces in the City • Improve connections between local and national government, communities and business interests 		<p>growth Cork City through a series of existing and emerging neighbourhoods, urban towns and settlements.</p> <p>Chapter 3 (Delivering Homes and Communities) includes on a wide range of objectives on community development related issues including specific objectives for Planning for Sustainable Neighbourhoods (Objective 3.1) and delivering a Diverse, Inclusive and Equal City (Objective 3.2)</p> <p>Chapter 11 (Placemaking and Manging Development) includes overarching principles and development management standards on placemaking, cityscape, neighbourhood and community development, building heights and densities. These standards will be used to guide future planning applications as part of the implementation of the plan.</p> <p>The following responses and recommendations are provided to the individual issues raised:</p> <p>(i) Response: The Draft Plan includes a wide range of objectives on community development related issues. The request for all new development to deliver flexible spaces for off peak community uses is too generic to apply as a condition on all planning applications. This can result in over provision and under use. A more bespoke approach to meeting local need and demand for community facilities and spaces can be explored through Objective 3.16 (see (ii) below) and on a case-by-case basis.</p> <p>Recommendation:</p> <p>No change</p> <p>(ii) Response: Chapter 3 of the Draft Plan includes Objective 3.16 (City-Wide Community Infrastructure Audit): To explore the preparation of a city-wide community infrastructure audit and health-check over the life-time of the Plan. The issues raised can help to further inform this objective.</p>

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<ul style="list-style-type: none"> • Create connections across all sectors to harness solutions focused responses to social issues by utilising property, space and goodwill. <p>(iii) Suggests the Development Plan should include a much environmental statement to ensure quality for all and should be incorporated as part of monitoring and evaluation of the Plan.</p>		<p>Recommendation:</p> <p>See Part 3, Chapter 3 Delivering Homes and Communities.</p> <p>(iii) Response: This is set out in Chapter 13 to monitor issues set out in the Plan, including climate action and environment.</p> <p>Recommendation:</p> <p>No change.</p>
Core Strategy Maps, Tables and Growth Areas		
<p>These submissions request the following refinements of Table 2.2:</p> <p>(i) Requires review to rebalance housing development from greenfield sites to the centre of Cork City (only 7% of residential growth is in the City Centre where demand is greatest).</p> <p>(ii) Has concerns about the proposed growth strategy and the distribution of development proposed in Table 2.2 and states that the greatest demand for housing and commercial development is in the centre of Cork City, where development should be targeted as much as possible.</p>	<p>110, 133, 181, 183, 433</p>	<p>The Draft Plan emphasises the importance of targeted growth for the city centre, and to focus growth within existing built up areas including the city centre. The figures set out in Table 2.2 are evidence led based on a granular methodology applied to the overall plan making process, uses a bottom-up evidence-based approach to ensure the Draft Plan aligns with more strategically orientated planning policies and regulations. Cork City Council has prepared supporting studies to assess in detail the status of Cork City's local social, physical and built environment:</p> <ol style="list-style-type: none"> 1. Cork City Neighbourhood Profile 2. Cork City and County Joint Housing Strategy and Housing Need Demand Assessment 2022-2028 3. Cork City Urban Density, Building Height and Tall Building Study 4. Cork Green and Blue Infrastructure (GBI) Study 5. Cork City Active Recreational Needs Study (Ongoing) 6. Cork City Strategic Employment Locations Study 7. Cork City Child Yield Analysis

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		<p>8. Cork City Strategic Environmental Assessment Environmental Report</p> <p>9. Cork City Natura Impact Report in support of Appropriate Assessment</p> <p>10. Cork City Development Plan Strategic Flood Risk Assessment</p> <p>(i) Response: In this context the 7% allocation for the City Centre is appropriate based on the current figures for land availability in the City and will be subject to a review during the lifetime of the plan. Cork City Council is committed to achieving 66% of future growth in brownfield and infill sites. Delivering the Core Strategy will be subject to active land management and review of these figures. The approach to active land management is set out in Objectives 2.2, 2.31 and in particular Objective 2.35.</p> <p>Recommendation:</p> <p>No change. There may be changes to the Core Strategy consequent to proposals for zoning of land set out in this Report.</p> <p>(ii) Response: The planned figures in Table 2.2 are based on the NPF population targets seeking 50% of all new housing to be located in the five cities. These targets are set against the current population of an area (Census 2016) showing proportionate levels of growth being planned for at a local level. Growth in the</p> <p>Recommendation:</p> <p>No change. There may be changes to the Core Strategy consequent to proposals for zoning of land set out in this Report.</p>
<p>The submission requests the following changes in relation to the Core Strategy:</p> <p>(i) The Core Strategy target for the City Docks of 11.2% of Total Growth by 2028 should be revised</p>	110	<p>(i) The planned delivery and development of new employment, housing and supporting infrastructure in Cork Docklands is a recognised major project in the NPF of international importance. Cork City Council is</p>

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<p>downward given the ongoing constraints to delivering units in the Docklands.</p> <p>(ii) Targets set for the City Docks should be kept under continual review during the lifetime of the Development Plan.</p> <p>(iii) A corresponding higher growth target should be allocated to the City Suburban areas.</p> <p>Any shortfall in delivery of units in the City Docks should be addressed by bringing forward Tier 3 lands in the City Suburbs.</p>		<p>commitment to deliver 146 ha of regeneration lands as an extension to the City.</p> <p>(ii) The Development Plan seeks to address key infrastructure challenges to bring forward brownfield lands in central areas during the plan period as part of a framework plan for Cork City's central corridors, including Docklands.</p> <p>The growth targets for the City Docks will be subject to review during the lifetime of this Plan.</p> <p>(iii)–(iv)The approach adopted to identify Tier 3 lands seeks to comply with the sequential approach required for the zoning of lands and to ensure that sufficient lands are made available for residential development during the plan period, in accordance with Section 10 of the Planning and Development Act, 2000 (as amended). For this purpose Tier 3 lands were identified as they illustrate Cork City Council's long term development vision for Cork City beyond the scope of this plan period up to 2040. A sequential approach must be carried out to identify Tier 1 or Tier 2 lands should this become an issue.</p> <p>The OPR in their submission no 426 raised the issue of Tier 3 lands and a comprehensive response is set out under "Recommendation 5" of the OPR submission, in Part 2, Section 1 of this Report.</p> <p>Recommendation (i)-(iv):</p> <p>See response set out under "Recommendation 5" of the OPR submission no 426 in Part 2, Section 1 of this Report.</p>
<p>No reference to the pent-up demand for housing in the City Centre in the Core Strategy or Housing and Community.</p>	181	<p>Cork City Council has undertaken an evidence based approach through the City Capacity Study to assess the anticipated demand for housing. The City capacity Study will comprise a wide variety of data, building on the work already carried out in the supporting studies.</p>

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		<p>The Cork City Council and Cork County Council Joint Housing Strategy and Housing Need Demand Assessment Some of these findings are set out in Section 2.34 of the Draft Plan in relation to the ongoing housing issues in Cork, how the Cork housing market is currently marked by a supply / demand mismatch, with under-supply remaining a serious issue, particularly in key urban areas.</p> <p>This analysis includes a set of figures illustrating residential and planning activity in figures 2.13 – 2.15. This is evident in the disparity between permissions granted and the level of completed constructions delivered to the market in Cork City. This is considered in the figures outlined in the Core Strategy.</p> <p>Recommendation:</p> <p>No change.</p>
<p>Submission puts forward that the level of Tier 1,2, & 3 lands identified in Table 2.3 does not truly reflects the level of derelict sites and underutilized land in the City Centre.</p>	433	<p>The figures presented in Table 2.3 are based on the bottom-up assessment of the existing status of Cork City's local social, physical and built environment providing a realistic view of existing sites within Cork City.</p> <p>The quantum of zoned land referred to in the Core Strategy is informed by the Capacity Study and has taken account of all underutilised zoned lands.</p> <p>Cork City Council has set out its commitment to adopt an active land management approach to review these figures and bring forward suitable development lands through the proper delivery and implementation process. This commitment is set out in Objective 2.35</p> <p>Cork City Council are actively engaged in identifying derelict sites and underutilized sites in the City, continued support for this work is set out in the Development Plan and is listed as a Key Deliverable in Table 2.5, and Objectives 2.18, 2.21, 3.3 and 3.4.</p> <p>Recommendation:</p>

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		No change.
<p>These submissions refer to the approach outlined in the Core Strategy for the Docklands.</p> <p>(i) The submission would like to see a stronger replication of the standards as set out for the Tivoli Docklands for the urban realm vision and detail reflected throughout the Plan. This development is somewhat in the future whilst we need to be setting these standards now.</p> <p>(ii) The submission also states that there is an over emphasis placed on the development of the Docklands area during the lifetime of the plan. The submission states that there are major infrastructural constraints and the growth target is reliant on too many variable factors to deliver and will most likely lead to a failure to achieve housing targets.</p>	433, 269	<p>(i) The planned approach for development and delivery of the Tivoli Docks regeneration is part of the medium term vision for cork City. Support for the ambitious public realm plan for the area is welcomed, however there is currently a deficit in infrastructure and services in the area to deliver this vision in the short and medium term.</p> <p>The draft Development Plan sets out a suite of framework plans and regeneration plans that will be prepared to enable cohesive development of areas throughout the City.</p> <p>Recommendation:</p> <p>No change.</p> <p>(ii) The planned delivery and development of new employment, housing and supporting infrastructure in Cork Docklands is of national significance and is recognised as major development project in the NPF. The planned development of this regeneration project asserts Cork City Council's commitment to deliver significant investment in infrastructure to deliver the vision for the Cork Docklands, supported by the URDF and LIHAF.</p> <p>Recommendation:</p> <p>No change.</p>
<p>This submission raises issues relevant to the future development of Ballyvolane, as a District Centre and Urban Expansion Area.</p> <p>In relation to the Core Strategy, the submission states that Cork City Council has an incredible opportunity in Ballyvolane to decide in advance of any houses being built, what and where infrastructure is needed, what flood</p>	350	<p>The strong potential for development in Ballyvolane is recognised in the Draft Plan. This area is set to play a key role in Cork City Council's compact growth and is listed as one of seven strategic growth areas. Cork City Council intends to prepare a framework plan for Ballyvolane to support the realisation of this vision.</p> <p>Recommendation:</p>

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management is required, how and where a new district centre is created, what public and sustainable transport to provide, local amenity provision and links to Glen Valley Park.		No change.
This submission has a number of concerns regarding the vision for Blarney. In relation to the Core Strategy, the submission requests that the development of Stoneview should be treated as a separate area and developed in a manner that does not detract from development of Blarney.	446	<p>Cork City Council is committed to preparing a framework plan for development of Blarney / Stoneview. Stoneview is described in Chapter 10 as a large area earmarked for residential and employment development that requires investment in transport and utilities infrastructure to enable growth. Stoneview is recognised for its strategic potential to deliver transit orientated development, given its position on the Dublin Cork Railway line. Stoneview will require significant investment and upgrades to infrastructure to support the planned development of Tier 1 and Tier 2 lands. The ongoing infrastructure issues in Stoneview will not impact development in Blarney, as the framework plan will take into consideration the separate issues needed to be addressed in both areas.</p> <p>See the response to the OPR submission 426 in Part 2, Section 1 regarding Blarney / Stoneview.</p> <p>Recommendation:</p> <p>No change.</p>
This submission notes that a number of targets are set out in the Draft Plan (e.g. growth targets in Figure 2.18, Tables 2.2, 2.3, 2.4, etc), but no targets for net new units of Traveller accommodation are provided, or numerical targets for social housing allocations to Travellers. Requests that these should be included in the final CDP.	436	<p>Chapter 2 (Core Strategy) and is strategic in nature. The growth targets set out in Tables 2.2, 2.3 and 2.4 are for overall unit provision and do not identify between different tenures, types and sizes. All nine of the Draft Plan strategic objectives are based on an overall vision of community focused neighbourhood planning. Chapter 3 (Delivering Homes and Communities) includes for more specific objectives on housing tenures, types and mixes.</p> <p>Recommendation:</p> <p>No change. See also Part 3, Chapter 3 Delivering Homes and Communities.</p>

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Strategic Transport and City Growth		
<p>These submissions make the following observations in relation to supporting the integration of land use and transport, complementarity with CMATS; and consolidated growth that can support a reduction in car dependency and investment in sustainable transport alternatives.</p> <ul style="list-style-type: none"> (i) That further explanation be provided as to how the 7 expansion and consolidation areas set out in the Core Strategy were identified as being of suitability. (ii) That ‘Park and Ride’ is changed to ‘Park and Ride – Indicative Locations’ on the Core Strategy Maps, bringing it into line with CMATS. (iii) That tiered zoned sites identified in the Growth Strategy Map 2022-2028 (Figure 2.21) are subject to further detailed transport assessment, as part of a Local Transport Plan (based on the ABTA approach set out in NTA/TII guidance), which the NTA recommends, should be undertaken for each of their associated Key Growth Areas. (iv) Consistent with the section 4.7 and Objective 4.3 of the Draft Plan, development should not be considered where it cannot be demonstrated that tiered zoned lands will benefit from sustainable transport improvements associated with the implementation of CMATS within the development plan period. 	<p>348, 390, 399, 405</p>	<p>Context Response</p> <p>The concept of Transport Orientated Development (TOD) is ingrained throughout the Draft Plan with three of the plans nine strategic objectives being directly relevant: Compact Liveable Growth (Chapter 2), Delivering Homes and Communities (Chapter 3) and Transport and Mobility (Chapter 4). In addition, Chapter 10 (Key Growth Areas and Neighbourhood Development Sites) sets out detailed objectives to achieve a more compact, sustainable transport orientated and inclusive city from a local/neighbourhood perspective.</p> <p>Chapter 2 (Core Strategy) sets out an approach of using 10-minute walkable neighbourhoods as the building blocks (fig. 2.10 and fig. 2.11) to deliver the 15-Minute City concept (fig. 2.9). This is translated into a series of objectives which seek to the move away from private car led living environments to a city that delivers and embraces more sustainable transport modes.</p> <p>The Draft Plan targets 66% of all future residential development within the existing built-up footprint (fig. 2.21 and table 2.5). Chapter 4 of the Draft Plan contains a series of transport objectives that integrate the requirements of CMATS into the plan, including specific objective around planning for the delivery of an improved walking and cycling network, an LRT, BusConnects, park and ride facilities, and improved road infrastructure.</p> <p>Specific Responses and Recommendations</p> <p>The following responses and recommendations are provided to the individual issues raised:</p> <ul style="list-style-type: none"> (i) Response: As noted in more detail above, the “Cork City Capacity Study 2021” will be issued an additional supporting document. <p>Recommendation:</p>

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<p>(v) Clarification is provided on the relationship between the potential yields specified in Table 2.3 and the density values set out in Table 11.2.</p> <p>(vi) Objective for City Growth – Table 2.5 Summary of Key Objectives: In relation to Hinterland Settlements, it is noted that a growth of 15% is provided for, whilst also referring to the application of 'sustainable growth targets' as a key deliverable. On the other hand, a value of 10% is specified over the lifetime of the Plan, in Objective 10.9 (Hinterland Settlements). The apparent discrepancy between Table 2.5 and Objective 10.9 needs to be explained.</p> <p>(vii) A request to include policy to reduce commuting travel needs for work schooling etc. meaning a policy of less infrastructure or no need for more infrastructure.</p> <p>(viii) Section 2.22 (LRT): The plan needs to state the case for plan-led strategic decisions to be taken about a range of strategically important future developments (e.g. the new elective hospital) and a broad range of underutilized lands in close proximity to the planned LRT route.</p> <p>(ix) A request that the text in section 2.22 (LRT) should reflect the ambition to work with the NTA, DTTaS and relevant landowners to re-examine the case for a second N-S LRT line over the lifetime of the Development Plan. The regeneration and business case for a N-S LRT in Cork is likely to be stronger than</p>		<p>No change</p> <p>(ii) Response: The issue raised is noted and agreed.</p> <p>Recommendation:</p> <p>Change text on the Core Strategy Maps from 'Park and Ride' to 'Park and Ride – Indicative Locations'.</p> <p>(iii) Response: Refer to the recommendation to OPR submission 426 "Observation 2" and "Recommendation 5".</p> <p>Recommendation:</p> <p>No change.</p> <p>(iv) Response: These issues are covered in paragraph 4.7 and Objective 4.3 of the Draft Plan. Refer to the recommendation to OPR submission 426 "Observation 2" and "Recommendation 5".</p> <p>Recommendation:</p> <p>No change.</p> <p>(v) Response: The City Capacity Study, referred to section 2.31-2.33 of the Draft Plan, is an ongoing, iterative and dynamic process that informs the formulation and implementation of the Core Strategy. As per the details set out in section 2.52 of the Draft Plan, reasonable and realistic assumptions are used to ensure the Core Strategy targets are grounded. Given these assumptions, extracting density calculations for different areas of the city from Table 2.3 of the Core Strategy, results in the appearance of low densities. This is not the case, and the densities ranges allowable for different areas of the city are those set out in Chapters 3 and 11 of the Plan. Refer to the recommendation to OPR submission 426 "Observation 2" and "Recommendation 5". It is also worth noting the SRA</p>

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<p>other public transport projects across the State and helps future-proof development in key areas.</p> <p>(x) There is a need to make it as easy as possible for people to get out of their cars and to enable a cultural shift which helps tackle climate changes making our roads safer and air cleaner.</p> <p>(xi) Requests a high degree of flexibility in relation to car parking/densities be employed for larger developments, until high quality public transport links are put in place.</p>		<p>submission no 400, in the context of the RSES for the Southern Region 2031.</p> <p>Recommendation:</p> <p>No change.</p> <p>(vi) Response: The discrepancy is noted. As per the Core Strategy Table 2022-2028 (Table 2.2) City Hinterland Settlements are allocated for 10% growth target. Table 2.5 of the Draft Plan shall be amended to reflect same.</p> <p>Recommendation:</p> <p>Amend the Hinterland Settlement section of Table 2.5 (Summary of Key Objective for City Growth) to read as follows:</p> <p style="padding-left: 40px;">Growth of 15% 10% within the three hinterland settlements.</p> <p>(vii) Response: The central aim of the Core Strategy is focused on Compact Growth, an approach that seeks to encourage and continue to support growth in central areas, locating people and services in proximity and to align transport and land use planning. The commitment to improve better and sustainable travel modes for Cork City are set out in detail in Chapter 4 of the Draft Plan.</p> <p>Recommendation:</p> <p>No change.</p> <p>(viii) Response: Refer to the recommendation to OPR submission 426 "Observation 2", which recommends the need for a Cork Central Urban Framework to address the land use and transportation planning issues raised.</p> <p>Recommendation: No further changes</p>

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		<p>(ix) Response: While the ambitions seeking to examine the case for a second N-S LRT line over the lifetime of the Development Plan are noted, this project is not identified under CMATS.</p> <p>Recommendation:</p> <p>No change</p> <p>(x) Response: Refer to more detail responses on the 15 minute city and the 10 Minute Walkable Neighbourhood given above.</p> <p>Recommendation:</p> <p>No change</p> <p>(xi) Response: Refer to Part 3, Chapter 4 Transport & Mobility.</p>
<p>This submission relates to Strategic Objective 3 Transport and Mobility.</p> <p>(i) That the following is added to SO3: The delivery of the key transport projects in CMATS will be supported by land use policies and the phasing of development which is compatible with those in CMATS' land use outcome.</p> <p>(ii) Suggests noting the advantage of reducing journey by allowing employment to be placed in residential areas and replanning to eliminate the need for journeys.</p> <p>(iii) Notes that the CMATS objectives which are in part out of date. The Plan should indicate not</p>	128, 348	<p>Strategic Objective 3 sets out Cork City Council's intention to implement the Cork Metropolitan Transport Strategy (CMATS), the evidenced based assessment carried out by the NTA and seeks to integrate land use and transportation planning.</p> <p>(i) Response: As noted in the plan, the text relating to SO3 set out in section 2.16 of the Draft Plan is a summary of the more detailed strategic objective for "Transport and Mobility" set out in Chapter 4. The issues raised are covered in greater detail here.</p> <p>Recommendation:</p> <p>No change.</p> <p>(ii) Response: This submission agrees with the ambitions for integrated land use and transport planning – to support reduced journeys by locating people and employment in proximity.</p> <p>Recommendation:</p>

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<p>just how it will increase active travel but how it will disincentivise private car travel.</p> <p>(iv) An ambitious target of creating the first car-limited city would create substantial positive international coverage for Cork City. For examples of how to inconvenience car use relative to active and public transport see cities such as Groningen which has extensive public transport.</p>		<p>No change.</p> <p>(iii) Response: CMATS is the most up to date study based on the Cork Metropolitan Area and therefore has been used to inform the preparation of this plan.. Automated cycling counters have been installed along a number of strategic routes and will continue to be rolled out across the City.</p> <p>Recommendation:</p> <p>No change.</p> <p>(iv) Response: As detailed in Chapter 4 Cork City Council is committed to encouraging and promoting a significant increase in the uptake of active travel as an alternative to car travel. This is evident by the many projects detailed in Chapter 4 and 6 of this Plan to improve pedestrian and cycling infrastructure. It is not considered that an approach to 'inconvenience car use' within the City is an appropriate solution as this would result in worsening issues of traffic congestion.</p> <p>The approach outlined in Chapter 10 is to limit car parking in the Docklands, in line with the stated vision to create a people centric extension of the city that optimises its proximity to the city centre and promotes active travel and public transport.</p> <p>Achieving Compact Growth and delivery of the 15 minute city are key goals set out in the Core Strategy, which seek to reduce commuting by locating people and services in close proximity to another.</p> <p>Recommendation:</p> <p>No change.</p>

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<p>Based on the submission responses received the Lee to Sea Greenway is largely supported by residents noting the following benefits of the project:</p> <ul style="list-style-type: none"> • a welcome commuter travel route for all ages and abilities, • to support a transition away from car travel • will contribute to placemaking, • help address climate change & reduce carbon emissions, • improve public health and; • support local businesses. <p>A number of submissions have outlined their support for the Lee to Sea Greenway, regarding the project as meriting strategic importance with the Development Plan and seeking it be identified as a Strategic Objective. The following issues are raised:</p> <p>(i) Requests that the 15-minute city concept is achievable for all city neighbourhood by adopting a targeted approach to introduce key elements of cycling infrastructure and that the Lee to Sea Greenway needs to be included as a specific transport objective.</p> <p>(ii) Considers that the Lee to Sea Greenway project merits strategic importance as it cross cuts strategic objectives (e.g. transport, climate change, placemaking, climate change, tourism and economic</p>	<p>59, 62, 73, 98, 127, 129, 157, 161, 165, 179</p>	<p>Cork City Council welcomes the strong support for the Lee to Sea Greenway received. The Lee to Sea Greenway is recognised as a key project and is referred to in both the Core Strategy and Chapter 6 Green and Blue Infrastructure, Open Space and Biodiversity.</p> <p>Please refer to Part 3, Chapter 6 Green and Blue Infrastructure, Open Space and Biodiversity for additional responses in relation to the Lee to Sea greenway.</p> <p>(i) Response: Chapter 2 (Core Strategy) sets out an approach of using 10-minute walkable neighbourhoods (fig. 2.10 and fig. 2.11) as the building blocks to deliver the 15-minute city concept (fig. 2.9). This is translated into a series of objectives, including those relating to increasing cycling infrastructure. The Lee to Sea Greenway is identified as a key city project in sections 2.22 and 2.46 and is also reflected on the core strategy maps (fig. 2.8 and fig. 2.20). Please refer to responses given in the above section on “Delivery of compact growth, urban densities and a liveable city” for more detail.</p> <p>Recommendation:</p> <p>No change.</p> <p>(ii) Response: The Lee to Sea Greenway aligns with a number of the Draft Plan's nine Strategic Objectives and therefore does not require a separate Strategic Objective. It will play an important role in the future development of Cork City and its strategic merits have been identified in the Core strategy. Most notably the Lee to Sea is specifically identified in Figure 2.8, the Core Strategy Map.</p> <p>Recommendation:</p> <p>No change.</p> <p>(iii) Response: As it relates to the Core Strategy, the Lee to Sea Greenway is specifically referred to in Section 2.22 and 2.46 which references proposed</p>

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<p>potential, access to GBI / natural and built heritage and environmental)</p> <p>(iii) Requests changes to support for the Lee to Sea Greenway project in the Core Strategy as a Core objective to reflect its strategic importance.</p> <p>(iv) That the Lee to Sea Greenway is specifically identified in Chapter 2 as a strategic objective, not just by the term 'Greenway'.</p> <p>(v) That the Lee to Sea Greenway is prioritised as a short-term deliverable, fully in place within 2-3 years.</p> <p>(vi) Seeks that it be identified as the Lee to Sea Greenway on the Core Strategy Map in fig 2.20 and fig 2.8.</p>		<p>strategic transport corridors for the city, recognising the importance of their delivery as part of an integrated multimodal city transport system and achieving transport orientated development in key areas. The Lee to Sea Greenway, in addition to the various multimodal transport corridors, is set to play a key function in delivering growth to Cork City and is recognised for its strategic importance within the Core Strategy.</p> <p>Recommendation:</p> <p>No change.</p> <p>(iv) Response: The Lee to Sea Greenway is addressed in more detail in Chapter 6 of the Draft Plan where its development is identified as a key action in Table 6.4 City Scale Green and Blue Infrastructure Opportunities and Figure 6.4. Cork City Council has prepared a number of supporting studies, including the Cork City Green and Blue Infrastructure Study, that recognise the Lee to Sea Greenway as a priority project for Cork City.</p> <p>Recommendation:</p> <p>No change.</p> <p>(v) Response: In light of the above it is considered that the Lee to Sea Greenway is given appropriate recognition throughout the Development Plan being of strategic importance for the City in terms of growth, sustainable land use and transport planning and will form a major part of the green and blue infrastructure programme and active recreational strategy. In this context, we believe that the Lee to Sea is suitably recognised and does not require a separate Strategic Objective to outline same.</p> <p>(vi) Response: The proposed amendment to the Core Strategy Map and figure 2.8 in this case is considered appropriate to clarify the status of the Lee to Sea Greenway in the Core Strategy.</p>

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		<p>Recommendation:</p> <p>Amend wording on Figure 2.8 to read 'Lea to Sea Greenway' instead of 'Greenway'.</p>
<p>This submission refers to the Core Strategy and its effect on any future proposed Marina and Tivoli road bridges. The submission states that if a fixed type, either one or both would serve to close maritime access to the city's quays to all but small craft. This would in effect deliberately terminate Cork city's historical connection to the sea, and limit future maritime tourism, recreational and enterprise opportunities. This would be contrary to several stated Strategic Objectives and Objectives in the Draft Development Plan – Strategic Objectives 3, 5 and 7 are referred to.</p>	121	<p>The strategic nature and importance of an Eastern Gateway Bridge and the potential public transport bridge connecting the docklands and Kent Station are highlighted in Chapter 10, Section 10.90 City Docks of the Draft Plan and is also contained within a list of key infrastructure project in Table 10.14. The nature of these bridges will be considered at design stage, which will include option appraisals.</p> <p>Recommendation:</p> <p>No change.</p>
Citywide Regeneration		
<p>The objective for derelict sites (2.21) should refer to the Derelict sites Levy being reinvested in tackling dereliction (as the Vacant Site Levy does). Greater emphasis needs to be placed on removing dereliction and a zero-tolerance towards dereliction.</p>	159	<p>Cork City Council is actively engaged with landowners to identify and address vacant and derelict sites within the City. In accordance with the current legislation any sum received by the Local Authority in respect of a derelict site invested into the time and efforts to continue addressing dereliction in Cork City.</p> <p>Support for reuse and regeneration is incorporated throughout the Draft Plan and includes continued support to address dereliction and vacancy by way of the current approach to activate sites under the Vacant Sites Register and the Derelict Sites Register.</p> <p>Recommendation:</p> <p>No change.</p>

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<p>These submission focus on the need for increased citywide regeneration, requesting the following:</p> <p>(i) Refers to Section 2.38 (Dereliction and Underutilised sites) and requests that the text needs to be a lot stronger including commitment to a “one-stop shop” and the use of crowd-sourcing information on vacant sites. The use of a Call for Sites / commitment to producing innovative Site Allocations document should also be included here to enable a more inclusive approach to tackling dereliction.</p> <p>(ii) Requests more reuse and repurposing of buildings be encouraged in chapter 2 of the plan.</p> <p>(iii) Seeks modification to Objective 2.24 (Core Strategy) due to serious issues with the figures in table 2.2, in relation to growth allocations for the most distant and low-density parts of the city. Requests the following improvements to table 2.2:</p> <ul style="list-style-type: none"> • The proposal to place 35.3% of new developments on greenfield sites is unacceptable. • To create new developments that are not adequately serviced by cycling or walking as the dominant transport mode is irresponsible. • All new developments should ensure they are accessible to all necessary amenities (creche, schools, shops, medical centres, parks etc.) by 5 mins walking or cycling. 	<p>46, 225, 347, 390, 414, 347</p>	<p>Context Response</p> <p>Chapter 2 relates to the Core Strategy and is strategic in nature. All nine of the Draft Plan strategic objectives are centred on the delivery of Compact Liveable Growth (see Fig. 2.4) The objective for strategic compact liveable growth is under pinned by a series of objectives in other chapters, including those that focus more directly on the need regeneration within the city.</p> <p>Key Growth Areas (fig. 2.21) are identified to accommodate the ambitious population growth targets for Cork City and Metropolitan Area as set out in the NPF and Southern RSES, with a focus on targeting 66% of all future residential development within the existing built-up footprint (fig. 2.21 and table 2.5). Key Neighbourhood Development Sites (fig. 2.21) identified in the core strategy, are supported by specific site objectives set out in Chapter 10 (Key Growth Areas and Neighbourhood Development Sites).</p> <p>The Vacant Sites Register (VSR) and the Derelict Sites Register (DSR) are two identified approaches for tackling vacancy and dereliction in the city and activating the reuse of such properties. Please refer to Objective 2.20 (Vacant Site Levy) and Objective 2.21 (Derelicts Site Register) in this regard.</p> <p>Chapter 3 (Delivering Homes and Communities) sets out objectives to create a city of strong communities with liveable neighbourhoods and an excellent quality of life utilising the 15-minute City building block to strengthen our neighbourhoods. Objective 3.4 and Objective 3.9 in particular focus on the need for future city growth to address the issues of vacancy and dereliction within the City's existing building stock.</p> <p>Active Land Management will play a key role in delivering on the Draft plans target of 66% of all future residential development to be within the existing built-up footprint. Please refer to Objectives 2.27 (Long Term Planning), Objective 2.34 (Monitoring and Evaluation) and Objective 2.35 (Monitoring Regeneration).</p>

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<ul style="list-style-type: none"> The plan clearly demonstrates there is ample space within existing urban footprints to provide housing within the lifespan of this Plan, therefore no greenfield or open public space should be rezoned. <p>(iv) Seeks modification to Objective 2.24 (Core Strategy) due to serious issues with the figures in table 2.2 in relation to the City Docks targets. Requests the following improvements to table 2.2</p> <ul style="list-style-type: none"> The increase in population of 6,070 for the dock lands in Table 2 implies the developments of only 3,000 units covering either: (A) just under 10ha (at a medium urban density of 325 units/ha as per recent 3-6 story city centre apartment completions, 2.08 person household size and 3% vacancy) or (B) the 16.8 ha of Tier 1&2 sites referred to in Table 2.3 at only 155 unit/ha in the city docks and 83 units/ha in Tivoli (below the minimum density outlined in table 11.2) of the 115.96 ha of the docklands excluding Tivoli, Marina Park and Custom house/river channel areas. Developing those 16.8 ha at a medium urban density of 325 units/ha would yield a population increase 11,016 or 14527 at 500 units/ha a more respectable 22.2-29.3% of targeted population growth Targeting 20% of the area for residential development within the lifetime of this plan (requiring the development of 6.4ha or 9.3% of tier 3 lands identified in Table 2.4) at 325 units/ha 		<p>The timely delivery of key national, regional and local infrastructure will be the key determinants in the delivery of increased levels of city wide regeneration. In this regard, attention is also drawn to Objective 2.32 (Funding Strategic Sites) and Objective 2.33 (Supporting Enabling Finance Mechanisms). These objectives will require substantial support from a range of key external stakeholders at national, regional and local level.</p> <p>Specific Responses and Recommendations</p> <p>(i) Response: The approaches suggested are noted and will be considered as part of the operational implementation of the plan.</p> <p>Recommendation:</p> <p>No change.</p> <p>(ii) Response: Chapter 3 (Delivering Homes and Communities), Chapter 10 (Key Growth Areas and Neighbourhood Development Sites) and Chapter 11 (Placemaking and Managing Development) contain numerous objectives in this regard. Please also refer to the context response given above.</p> <p>Recommendation:</p> <p>No change.</p> <p>(iii) Response: The “Cork City Capacity Study 2021” will be issued as an additional supporting document. This report outlines a two-year evidence based and iterative process undertaken to deliver the Core Strategy (including input from key internal and external stakeholders). The report is also being made publicly accessible alongside the others published to date. Refer to the responses given to OPR submission 426 “Recommendations 1-5” in this regard.</p> <p>Recommendation:</p>

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<p>would yield a population increase 15,208 or 23,396 at 500 units/ha a significant 30.7-47.2% of targeted population growth in line with the plans vision of the NPF and a 15 minute city.</p> <ul style="list-style-type: none"> This would also remove the need to develop more remote greenfield sites at densities which will not achieve the compact growth required. <p>(v) Cork City has a large vacancy and dereliction problem that should not define the fabric of the city and needs to be eradicated. Seeks the following in relation to dereliction and vacancy:</p> <ul style="list-style-type: none"> Robust processes and a dedicated task force to focus on ending dereliction and reducing vacancy to an acceptable rate of 2.5%. Concerned that the wording used in Objectives 2.18, 2.20, do not provide clarity on what the desired outcomes are. The verbs used are passive and noncommittal. Introduce a mandatory planning condition, that if existing and future planning approvals are not delivered within a specified timeframe (e.g. 18 months) the land will be rezoned for social housing and/or open public space. Seeks that only small-scale offices and hotels should be permitted in the City Centre and underused above shop spaces should be promoted for offices use. Large scale offices would be more suitable in the Docklands. 		<p>No change.</p> <p>(iv) Response: The population targets for the City Docks are informed by a range of factors, including evidence-based area based transport assessment and infrastructure capacity.</p> <p>Recommendation:</p> <p>No change.</p> <p>(v) The following responses and recommendations are provided:</p> <ul style="list-style-type: none"> Response: Cork City Council will continue to implement measures to address vacancy and dereliction as a priority. <p>Recommendation:</p> <p>No change.</p> <ul style="list-style-type: none"> Response: Chapter 3 (Delivering Homes and Communities), Chapter 10 (Key Growth Areas and Neighbourhood Development Sites) and Chapter 11 (Placemaking and Managing Development) contain more detailed objectives in this regard. Please also refer to the context response given above. <p>Recommendation:</p> <p>No change.</p> <ul style="list-style-type: none"> Response: The mandatory planning condition proposed is considered unenforceable and outside the current statutory remit of the Planning and Development Act, 2000 (as amended). It should be noted that the Act is currently under review, including the need to adjust for more active land measures proposed under the recent publication of the 'Housing for All' plan. <p>Recommendation:</p>

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<ul style="list-style-type: none"> Implement a meanwhile Use programme for all vacant commercial buildings beginning with all empty and underused council owned buildings and sites. 		<p>No change.</p> <ul style="list-style-type: none"> Response: The Draft Plan allows for and promotes small-scale offices and hotels in the City Centre and for larger scale offices in the Docklands. <p>Recommendation:</p> <p>No change.</p> <ul style="list-style-type: none"> Response: Meanwhile Use programmes for vacant commercial buildings including council owned buildings and sites is considered as good practice. This issue is detailed in more detail in Section 1 (City Centre) of Chapter 10 of the Draft Plan. <p>Recommendation:</p> <p>Amend Objective 10.2 (Living in the City and Dereliction) as follows:</p> <p>Objective 10.2 (Living in the City and Dereliction)</p> <p>To increase the residential population of the City Centre and improve its potential as a desirable place to live that is socially inclusive and caters for a wide variety of age groups. Cork City Council will use its powers through active land management initiatives to address vacancy, dereliction and underutilisation of property in the City Centre. Incentives such as the Living City Initiative, the Repair and Lease Scheme and built heritage grants will be promoted to ensure older and historic buildings are brought back into use. The Council will also facilitate appropriate “Meanwhile Uses” for vacant commercial buildings and sites that add to the quality and character of the local neighbourhood.</p>

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City Centre Regeneration and Revitalisation		
<p>(i) These submissions seek a strong approach to tackle vacancy and dereliction in the city through initiatives to promote city centre living and apartment development in central locations.</p> <p>(ii) A vacant sites officer should be appointed as soon as possible and residency rates in the city centre increased.</p>	110, 183, 320	<p>(i) The plan takes a clear and firm approach to tackling vacancy and dereliction in the city, namely Objective 2.18 which seeks to actively encourage the reuse of derelict, vacant or underused sites across Cork City. Cork City Council will continue to apply an active land management programme to address vacancy and dereliction in the City.</p> <p>Recommendation:</p> <p>No change.</p> <p>(ii) While not a development plan matter and is being progressed.</p> <p>Recommendation:</p> <p>No change.</p>
<p>These submission focus on the role set out in the Core Strategy to revitalise the city centre and accommodate compact liveable growth. The following responses and requests are made:</p> <p>(i) Highly commends the tone and contents of the Draft Development Plan, in particular its concentration on compact growth and the 15 minute city as addressing these issues will promote Cork as a quality European City.</p> <p>(ii) Greater ambition is needed to achieve the 15 minute city, with the delivery of only 7% of the required residential units in the city centre (as outline in table 10.2) seen as a key weakness. Seeks a review of developable land within the city centre.</p>	347, 394, 402, 447	<p>Context Response</p> <p>Chapter 2 relates to the Core Strategy and is strategic in nature. All nine of the Draft Plan Strategic Objectives are centred on the delivery of Compact Liveable Growth (see Fig. 2.4) The objective for strategic compact liveable growth is under pinned by a series of objectives in other chapters, including those that focus more directly on the need regeneration within the city.</p> <p>Key Growth Areas (fig. 2.21) are identified to accommodate the ambitious population growth targets for Cork City and Metropolitan Area as set out in the NPF and Southern RSES, with a focus on targeting 66% of all future residential development within the existing built-up footprint (fig. 2.21 and table 2.5). Key Neighbourhood Development Sites (fig. 2.21) identified in the core strategy, are supported by specific site objectives set out in Chapter 10 (Key Growth Areas and Neighbourhood Development Sites).</p>

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<p>(iii) Concerned that the low-level of tier 1,2 & 3 lands identified in table 2.3 for development in the city centre (and to a lesser extent in the Docklands) does not truly reflect the level of derelict and underutilised sites in the city centre.</p> <p>(iv) Seeks a vision for Douglas Street and South Parish to be enhanced as a 'village in the city' and seeks a masterplan for Douglas Street area with the following objectives:</p> <ul style="list-style-type: none"> • Review of social and physical issues in the area • Incentives for residential development • Solutions to reawaken village character of area • Policies to enable families to return to the area • Better public realm, traffic management, bicycle parking, widened footpaths, protection of footpaths to stop car parking on them, provision of disabled parking and limiting street parking • Suggested one way system drawing no. S608/S1 • Suggested on street bin system pilot • Identify areas for open space • Lack of coherency in planning and implementation of suitable open spaces or rest areas. 		<p>The Vacant Sites Register (VSR) and the Derelict Sites Register (DSR) are two identified approaches for tackling vacancy and dereliction in the city and activating the use of such properties. Please refer to Objective 2.20 (Vacant Site Levy) and Objective 2.21 (Derelicts Site Register).</p> <p>Chapter 3 (Delivering Homes and Communities) sets out objectives to create a city of strong communities with liveable neighbourhoods and an excellent quality of life utilising the 15-minute City building block to strengthen our neighbourhoods. Objective 3.4 and Objective 3.9 in particular focus on the need for future city growth to address the issues of vacancy and dereliction within the cities existing building stock</p> <p>Active Land Management will play a key role in delivering on the Draft plans target of 66% of all future residential development to be within the existing built-up footprint. Please refer to Objectives 2.27 (Long Term Planning), Objective 2.34 (Monitoring and Evaluation) and Objective 2.35 (Monitoring Regeneration).</p> <p>The timely delivery of key national, regional and local infrastructure will be the key determinants in the delivery of increased levels of city wide regeneration. In this regard, attention is also drawn to Objective 2.32 (Funding Strategic Sites) and Objective 2.33 (Supporting Enabling Finance Mechanisms). These objectives will require substantial support from a range of key external stakeholders at national, regional and local level.</p> <p>Specific Responses and Recommendations</p> <p>The following responses and recommendations are provided to the individual issues raised:</p> <p>(i) Response: The response received is noted and welcomed.</p> <p>Recommendation:</p> <p>No change.</p>

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		<p>(ii) Response: As set out above, the City Capacity Study, referred to section 2.31-2.33 of the Draft Plan, assessed the overall capacity of Cork City for future development within all existing underutilised zoned lands. It should also be noted, as per the details set out in section 2.52 of the Draft Plan, reasonable and realistic assumptions are then used to ensure the Core Strategy targets are focused on deliverable outcomes. The Core Strategy therefore presents realistic and grounded targets (given capacity constraints, complex build out timeframes, etc), as opposed to setting out density related outputs for the full build out of every site zoned for future development. Given the complexities associated with urban development (as set in more detail above), this evidence based and grounded approach is particularly relevant to Cork City. Refer to the response and recommendation for OPR submission 426 "Recommendation 3" for more detail.</p> <p>Recommendation:</p> <p>No change.</p> <p>(iii) Response: As per response given above.</p> <p>Recommendation:</p> <p>No change</p> <p>(iv) Response: As stated in section 10.18 of the Draft Plan, Cork City Council has commissioned a new five year action plan (Cork City Centre Revitalisation Action Plan 2021-2025) "...to address the land use and economics of Cork City Centre, and ensure it is developed as a vibrant and viable core for Metropolitan Cork. The Strategy will be available in Quarter 2, 2021." Please also refer to the response given to OPR submission 426 "Observation 2" setting out an objective for a Central Cork Framework Plan.</p> <p>Recommendation:</p>

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		No change
Submission Seeks to add the enhancement of services for the protection of and renewal of city centre urban environment to support existing communities as part of Objective 2.14.	128	<p>The need to support existing communities and to further enhance the delivery of services in urban areas is a key goal identified in this plan, in particular this is highlighted in Objectives 2.10 Mix of Uses, 2.11 Design-Led City and 2.12 Walkable Neighbourhoods. Each of these objectives clearly supports the delivery of services to existing communities in a manner that contributes positively to the receiving environment. Therefore the proposed additions to Objective 2.14 Neighbourhood Mix, which is intended to promote strong mixed uses, are not considered necessary. The protection and enhancement of existing neighbourhoods and communities is expressed in Objectives 2.10, 2.11, 2.12 and set out under the subheading 'City of Walkable Neighbourhoods & Communities'.</p> <p>Recommendation: No change.</p>
This submission proposes to include, as part of SO 7, the protection of the services and environment of historic areas to promote regeneration and protect existing fragile neighbourhoods and develop policy on architecture and design for the historic centre including the care of historic buildings to capitalise on the unique identity of the City as demonstrated by the City of Copenhagen.	128	<p>Strategic Objective 7 Arts, Heritage and Culture sets out the main issues related to arts, heritage and culture in Cork City. As noted above, the wording of this Strategic Objective is not a comprehensive or exhaustive list of all matters to be addressed in Chapter 8 but a general guide. Chapter 8 includes policies that address protection of the historic city, these include the record of protected structures and designated historic streetscapes as well as Objectives 8.18, 8.19, 8.22, 8.23, 8.25, 8.26, 8.27, 8.28 and 8.30 which outline comprehensive policy objectives for protecting the historic city alongside new development.</p> <p>Recommendation: No change.</p>

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<p>The submission requests a strategic objective for an architectural policy for Cork City, which should include a policy to protect Cork's unique heritage with development that is compatible with good design in relation to the buildings and spaces being developed</p>	169	<p>Cork City's unique and rich history is recognised throughout the Core strategy has informed much of the approach to addressing Cork City Council's response to future development.</p> <p>In this regard Strategic Objective 7 Arts, Heritage and Culture specifically seeks to "protect and enhance the unique character and built fabric of the city its neighbourhoods, urban towns and settlements by caring for Protected Structures, archaeological monuments and heritage, Architectural Conservation Areas and intangible heritage. Identify, protect, enhance and grow Corks unique cultural heritage and expression in an authentic and meaningful way. Ensure Cork's heritage, culture and arts are celebrated and developed to create an attractive, vibrant and inclusive place to live, work, study and visit."</p> <p>The Core Strategy refers to Cork City's built heritage as one of its key assets to be protected and enhanced within the long term vision of growth. Additionally, Chapter 8 Arts, Heritage and Culture sets out detailed policy provision to support the City's architectural heritage and Chapter 11 includes development standards to ensure that new development within the city does not detract from or negatively impact the City's built heritage assets.</p> <p>Recommendation:</p> <p>No change.</p>
<p>This submission suggests that adding the protection of existing fragile communities as part of SO 9, capitalising on Unique Character of Cork by protecting uniqueness and maintaining identity of Historic City and Medieval City.</p>	128	<p>The principal purpose of Strategic Objective 9 Placemaking and Managing Development is to establish the main issues addressed in Chapter 11, the aim of which is to provide detailed development management standards. This Strategic Objective highlights Cork City Council's ambitions to encourage and promote a design led approach for new development which is consistent with and considerate of the existing communities, this is a vital principle of placemaking. Cork City Council has prepared a Neighbourhood Profile Study which takes into consideration the unique identities of the existing</p>

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		<p>neighbourhoods in the city. Additionally, the importance of medieval city is recognised in the Draft Plan and its protection is set out in Objectives 8.4, 8.5 and 8.18.</p> <p>Recommendation:</p> <p>No change.</p>
Education and City Growth		
<p>These submission sets out the current and future role of third level education in the context of the development and growth of Cork City and the wider region. The following observations and requests are made:</p> <p>(i) UCC's Masterplan Review 2021 provides a framework for the development of the physical environment of the campus that will support the learning, research, and academic ambitions of the university.</p> <p>(ii) Requests the following changes to the Core Strategy:</p> <ul style="list-style-type: none"> • In the context of Table 2.5 of the Core Strategy expand on the Objectives for City Growth 'City Centre Area' to include the identification of the Business Education Quarter as a key site. • Amend objective 2.23 'Quality of Life' to include reference to third level education opportunities as a factor that contributes to quality of life in Cork. <p>(iii) This submission notes the following as strategic issues in the future development of the city:</p> <ul style="list-style-type: none"> • include advanced technology-enhanced learning options in a wide range of facilities across Cork City 	195, 317	<p>Chapters 7 (Economy and Employment) sets out detailed objectives to support Cork City's role as the economic driver for the region including the continued support for a city of learning, using knowledge and talent as a key enabler for city and economic growth. The Draft Plan also acknowledges the key role of continuous learning and education as an economic driver to support the creation of a strong, resilient, diverse and innovative city and enable a just transition to a low carbon economy.</p> <p>The following responses and recommendations are provided to the individual issues raised:</p> <p>(i) Response: Cork City Council welcomes the submission from UCC, including details of its 2021 Masterplan review. As a designated "Learning City", Cork City Council recognises the importance of facilitating and fostering continuous education and learning. This is reflected within the Draft Plan, including Chapter 3 (Delivering Homes and Communities) Chapter 7 (Economy and Employment). Cork City Council will continue to work collaboratively with UCC and other educational providers to help achieve best outcomes in this regard.</p> <p>Recommendation:</p> <p>No change</p>

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<p>to facilitate increased access to higher education within community settings</p> <ul style="list-style-type: none"> • support for the development of a “new space” cluster in the greater Cork region should be considered for inclusion in the plan • Support for development of specialist clusters. Cork is very well positioned to develop specialist clusters in areas such as Cybersecurity. 		<p>(ii) Response: The issues raised are noted and considered as acceptable amendments.</p> <p>Recommendation:</p> <p>Amend the Draft Plan as follows:</p> <ol style="list-style-type: none"> Amend the City Centre section of Table 2.5 (Summary of Key Objective for City Growth) to include the following under the list of Key Deliverables: 5. The UCC School of Business on Union Quay Amend Objective 2.23 (Quality of Life) as follows: <p style="margin-left: 40px;">Objective 2.23 (Quality of Life)</p> <p style="margin-left: 40px;">In planning for future population growth, Cork City Council will assess and monitor quality of life factors including improvements in the urban environment, community infrastructure, education and learning, and cultural experiences that can increase the numbers of people seeking to live, work, study, visit and experience the city.</p> <p>(iii) Response: see Part 3, Chapter 7 Economy and Employment.</p>
Economic Development and City Growth		
<p>This submission states that to achieve growth targets, it is critical that the planning policy framework actively facilitates and enables development to support the viability and affordability of residential and commercial output, including:</p> <ul style="list-style-type: none"> • Ensuring that sufficient residential and employment land is available to meet market demands. 	110	<p>The Development Plan is led by best practice planning principle, is evidence led and adheres to the overarching targets and policies set out in both the NPF and the RSES. A rigorous evidence based approach adopted in preparing the Core Strategy to ensure sufficient availability of zoned and serviceable lands over the lifetime of this plan. The Draft Plan ensures that sufficient lands have been made available for targeted residential and commercial growth anticipated for Cork City, that lands identified can be serviced and has sought to ensure that new developments are design led (Objective 2.11) to balance planning gain for existing and new developments.</p>

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<ul style="list-style-type: none"> Facilitating the delivery of infrastructure to ensure lands are serviceable. Having regard to market demands in the context of density requirements. <p>Ensuring planning gain requirements on developments are balanced and equitable having regard to the benefits to new and existing residents.</p>		<p>Recommendation:</p> <p>No change.</p>
<p>This submission argues that, in the interests of the overall economic, social and environmentally sustainable development of the City, the provisions of the draft Plan must be amended to incorporate a clear objective in the Core Strategy that ensures that the economic aspects of development proposals are explicitly considered in the decision-making processes of the Council, alongside the social and environmental aspects.</p> <p>The submission requests that the following objective is added to Chapter 2 of the draft Plan:</p> <p>Objective 2.37 Cork City Council shall support and encourage development proposals that strengthen Cork City's role as a national and regional economic driver, and that contribute to a strong, resilient, diverse and innovative economy for the City, as envisaged in national and regional planning policy.</p>	279	<p>The strategic importance of Cork City as an economic driver for the Southern Region is recognised at in both the NPF and the RSES. Recognition for same is set out in the Strategic Objectives outline in Chapter 2, however Cork City Council agrees that Cork city's role as an economic driver should be recognised as an objective in the Core Strategy. Therefore Objective 2.37, below, is proposed to be included.</p> <p>The Draft Plan addresses in detail the economic and employment generating potential of Cork City in Chapter 7. This includes specific objectives to support and encourage economic growth.</p> <p>Recommendation:</p> <p>Include the following objective in Chapter 2</p> <p>Objective 2.x</p> <p>Cork City Council shall support and encourage development proposals that strengthen Cork City's role as a national and regional economic driver, and that contribute to a strong, resilient, diverse and innovative economy for the City, as envisaged in national and regional planning policy.</p>
<p>The submission requires that the Core Strategy of the draft Plan must be amended to include a specific section on the</p>	183	<p>The strategic vision for economic growth and development is set out in detail in chapter 7 of this Draft Development plan. This includes specific reference to</p>

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<p>economy, including employment targets for all areas of the City, based on the projected 31,000 jobs to 2028 set out in Chapter 7 of the Draft Plan.</p> <p>A table is required in Chapter 2 to illustrate the Core Strategy for non-residential (i.e. commercial) development, with a strategy that targets the majority of development at the City Centre</p>		<p>the NPF target of 31,000 jobs to be created in the region during the lifetime of this plan. The plan to achieve these ambitious targets is laid out in Chapter 7, which explores the planned Strategic Employment Locations in the city, based on the Cork City Strategic Employment Locations Study (SELS) 2021.</p> <p>It is agreed that a table should be included in Chapter 2 which outlines job creation targets.</p> <p>Recommendation:</p> <p>Include table in Chapter 2 which outlines job creation targets.</p>
<p>These submissions focus on support for delivering economic growth within the city. The following requests and considerations are set out that relate to the Core Strategy:</p> <ul style="list-style-type: none"> (i) Develop transport and land use through a coordinated approach to support compact, urban growth. (ii) Ensure enhanced connectivity between regions, including M20 Cork to Limerick motorway and N25 Cork to Rosslare. (iii) Prioritise sufficient funding to improve existing stock and implement substantial works on existing road network. (iv) Support strategically important role of Cork Harbour for population and management. (v) Develop large-scale mixed use regeneration projects in Cork City and Tivoli docklands as integrated, sustainable developments including the provision of 	376, 405	<p>The following responses and recommendations are provided to the individual issues raised:</p> <ul style="list-style-type: none"> (i) Response: The concept of Transport Orientated Development (TOD) is ingrained throughout the Draft Plan with three of the plans nine strategic objectives being directly relevant: Compact Liveable Growth (Chapter 2), Delivering Homes and Communities (Chapter 3) and Transport and Mobility. Recommendation: No change. (ii) Response: Please refer to responses given in the "Road Infrastructure and City Growth" section and to the SRA submission no 400. Recommendation: No further change (iii) Response: Please refer to the objectives for road improvements and management in Chapter 4 (Transport and Mobility). The management and maintenance of the City's road network is an operational issue for TII and Cork City Council. Recommendation:

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<p>supporting infrastructure, to deliver compact metropolitan growth.</p> <p>(vi) Develop and support self-sustaining Urban Towns, Villages and Hinterland Settlements as areas of local services, residential and employment potential.</p> <p>(vii) Adjust the plan to take account of the National Development Plan and the commitments to spending and associated timelines therein. The delivery of a growth strategy which aligns with high quality public transport provision is the most important objective within the plan and needs to be expanded upon.</p> <p>(viii) Where the Gross Development Value of a project exceeds 5 million euro the benefit to the city should be one of the contributing factors to the decision-making process and flexibility be applied in those cases in light of the significant planning gain.</p>		<p>No change.</p> <p>(iv) Response: The Draft Plan supports the strategically important role of Cork Harbour for population and management through a series of strategic and specific objectives, set out as to support the delivery of Compact Liveable Growth.</p> <p>Recommendation:</p> <p>No change.</p> <p>(v) Response: Both projects are identified as critical projects in Table 2.5 (Summary of Key Objective for City Growth). Chapter 10 (Key Growth Areas and Neighbourhood Development Sites) sets out specific frameworks and objectives that further support the delivery of large-scale mixed use regeneration projects in Cork City and Tivoli docklands.</p> <p>Recommendation:</p> <p>No change.</p> <p>(vi) Response: The Draft Plan supports the delivery of self-sustaining Urban Towns, Villages and Hinterland Settlements as areas of local services, residential and employment potential. Please refer to the context response above.</p> <p>Recommendation:</p> <p>No change.</p> <p>(vii) Response: The Draft Plan integrates the key outputs from the National Development Plan and sets put a growth strategy which aligns with CMATS and the long term planned delivery of high quality public transport infrastructure and services. Please refer to the response given in the above section on "Strategic Transport and City Growth" for more detail.</p> <p>Recommendation:</p>

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		<p>No change.</p> <p>(viii) Response: The plan identifies and facilitates a broad range of important city projects needed to delivery compact liveable growth during the plan period and beyond. A comprehensive assessment of these projects will be carried out by Cork City Council (and other stakeholders) during the related planning processes that will occur as part of the Plan's implementation. An assessment of the economic benefit of these projects to the city will be one of a series of contributing factors in the decision-making process, including the delivery of planning gain.</p> <p>Recommendation:</p> <p>No change.</p>
<p>Mention creative talent in Strategic Objective 7 and not just talent as an enabler of growth. Reference could be made to the World Bank statement that links heritage and historic city cores with economic prosperity. This objective requires attracting creative workers and demonstrates the interdependence of the objectives, as these workers demand child-friendly, historically rich, culturally diverse, and clean locations. The plan does not reflect the new reality of large scale remote working, and how we attract workers in sectors that can live in Cork while working internationally. A small proportion of these workers would transform our economy.</p>	128	<p>The purpose of the Strategic Objectives is to provide a broad overview of the objectives set out in detail in Chapter 7. The wording of the Strategic Objectives is as such not a comprehensive detail of all matters and policies related to economic and employment uses.</p> <p>Cork City Council supports the creative industries, notably as set out under Objective 7.23 to support the creative arts. The creative industries are also referenced in Chapter 8 of the Draft Plan under Objectives 8.11, 8.13 and 8.15.</p> <p>Recommendation:</p> <p>No change.</p>
<p>Infrastructure Planning & Climate Action</p>		
<p>The following observations and issued are raised in relation to strategic Water and Wastewater Infrastructure Planning:</p>	360	<p>(i) Response: The response received is noted and welcomed. A two-year evidence based and iterative city capacity study process was undertaken to inform the preparation of the Draft Plan, which includes ongoing input</p>

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<p>(i) As per NPO 72 of the National Planning Framework, Irish Water is available to assist Cork City Council in identifying suitable zoned lands from a water services perspective.</p> <p>(ii) In order to maximise the use of existing water services, Irish Water encourages sequential development in areas with existing water services infrastructure and spare capacity.</p> <p>(iii) Where network reinforcements such as upgrades or extensions are required, these shall be developer driven unless there are committed IW projects in place to progress such works. All new residential and commercial/ industrial developments wishing to connect to an Irish Water network are to be assessed through Irish Water's New Connections process which will determine the exact requirements in relation to network and treatment capacity. New connections to Irish Water networks are subject to our Connections Charging Policy. Third-party agreement will be required where it is proposed to service a new development via private property or private water services infrastructure. Where Irish Water assets are within a proposed development site, these assets must be protected or diverted. If there is a possibility that Irish Water assets will need to be altered or diverted as a result of a proposed development, a diversion agreement may be required.</p> <p>(iv) Wastewater Infrastructure in Cork City: Details on available capacity at each WWTP is outlined in Irish Water's 2019 Wastewater Treatment Capacity</p>		<p>from key internal and external stakeholders, including IW. A City Capacity Study report will be included in the Material Amendments that will be placed on public consultation in April 2022. This report seeks to further clarify how the multiple outputs from the plans supporting studies have played a key role in developing the Core Strategy by using a practical, logical and evidence-based approach. As stated in the Draft Plan, Cork City Council will seek to build on this process by applying active land management measure. This will include further ongoing consultation with IW.</p> <p>Recommendation:</p> <p>No change.</p> <p>(ii) Response: As required under national and regional policy, the Draft Plan promotes a sequential pattern of development that focuses on the delivery of a compact, liveable, sustainable city. The nine strategic objectives set out as the framework for the Draft Plan are centred on the delivery of Compact Liveable Growth (see Fig. 2.4). The 10-minute walkable neighbourhood is set out as the building blocks (fig. 2.10 and fig. 2.11) to deliver The 15-Minute City concept (fig. 2.9). Chapters 2 (Core Strategy), 3 (Delivering Homes and Communities), 4 (Transport and Mobility), 9 (Placemaking and Development) and 10 (Key Growth Areas and Neighbourhood Development Sites) set out detailed objectives to achieve a more compact, sustainable transport orientated and inclusive city from a local/neighbourhood perspective. Refer the detailed response given to OPR submission 426 "Recommendations 1 and 3".</p> <p>Recommendation:</p> <p>No change.</p> <p>(iii) Response: While the issues raised are noted, it is considered that this is not a development plan matter and is an operational issue between</p>

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<p>Register (WWCR) which was issued to Cork City Council in June 2020. The 2020 Wastewater Treatment Capacity Register is currently being prepared and will be issued to LAs once finalised in the coming months; in the interim the 2019 WWCR can be used to provide indications of available treatment capacity. In addition, the attached Table 1 provides an update for the main neighbourhoods and towns to correlate with those listed in the Core Strategy (Table 2.2) of the Draft City Development Plan.</p> <p>(v) Wastewater networks: The attached Table 1 provides a high level synopsis of wastewater networks capacity in the main sewers in each city neighbourhood/ Suburb/town, to correlate with the Core Strategy (Table 2.2) of the Draft City Development Plan. Table 1 also provides a synopsis of strategic upgrades where these are needed to service certain areas. Local network upgrades/extensions are also likely to be needed to cater for individual sites.</p> <p>(vi) Drainage Area Plans (DAPs): A DAP for Cork City is currently well advanced and is at Stage 3. The DAP is continuing to assess in detail the performance of the wastewater networks in the city. In addition a DAP for Ballincollig is nearing completion. Irish Water will keep Cork City Council updated on progress with the DAPs as the development plan process progresses. In addition, Irish Water and Cork City Council are continually progressing sewer rehabilitation activities, capital maintenance activities, etc, and Irish Water and Cork City Council will continue to monitor the</p>		<p>landowners, developers and IW. Cork City Council will increase active land management measure during the plan period, include further ongoing consultation with IW.</p> <p>Recommendation:</p> <p>No change</p> <p>(iv) – (vii) Response: The response received is noted and welcomed. As per response above, Cork City Council will increase active land management measures during the plan period, including further ongoing consultation with IW.</p> <p>Recommendation:</p> <p>No change</p>

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<p>performance of the networks to ensure that the most urgent works are prioritised as required.</p> <p>(vii) Water Networks: The attached Table 2 provides a high level synopsis of water capacity in the main water networks in each city neighbourhood/ suburb/town, to correlate with the Core Strategy table in Chapter 2 of the Draft CDP. Table 1 also provides a synopsis of strategic upgrades where these are needed to service certain areas. Local network upgrades/extensions are also likely to be needed to cater for individual sites.</p> <p>(viii) Strategic Network Upgrade Projects: IW is progressing several strategic water network projects on the city water network. These projects will enhance the security of supply for the city network and will provide further interconnectivity between the Lee Road Water Treatment Plant and the Inniscarra Water Treatment Plant thereby increasing overall capacity for the city. Details for the main projects are as follows (timelines are subject to funding and approvals processes):</p> <ul style="list-style-type: none"> • Eastern Strategic Link Phase 2 - extension of trunk watermain from Tivoli to Shanakiel – at construction stage and anticipated completion date mid 2023. • Shanakiel Rising mains & Distribution mains - upgrade of networks connecting reservoirs and associated pump stations - at construction stage and anticipated completion date mid 2023. 		

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<ul style="list-style-type: none"> Wilton to Lee Road Trunk Main - provision of new trunk main to provide a connection between the Inniscarra WTP and the Lee Road WTP - at construction stage and anticipated completion in mid 2023. <p>IW in partnership with Cork City Council, have progressed a significant leakage reduction programme.</p>		
<p>Terms such as “climate mitigation and adaptation measures that reduce our carbon footprint” limit our responsibility and response by focussing on carbon footprint only relating to climate change. The Plan requires clear, specific, and timely targets. This will then require action, such as those on commuting.</p>	<p>128</p>	<p>The intention of the nine Strategic Objectives is to provide a broad level overview of the policies and objectives set out in Chapter 5 for climate action. The wording of Strategic Objective 4 Climate Change and Environment is purposefully universal to ensure it captures as many broad level goals and flexibility. Climate action is a cross cutting feature of this Plan, which is incorporated in compact growth, supporting reuse and adapting buildings to climate change. Table 5.1 provides a full list of policy objectives that are set to play a role in mitigation and adaption.</p> <p>Clear and specific measures and targets are set out in Chapter 5 and are based on the binding measures set out in the European Union Directive on Energy Efficiency (2018). These include a minimum target of 32.5% in energy efficiency by 2030. Also incorporated is the European Union Renewable Energy Directive (2018) which sets a binding renewable energy target for the EU for 2030 of at least 32%. At a local level the plan also reflects the actions included in the Climate Action Plan 2019.</p> <p>Detailed measures can be found in Objectives 5.8, 5.11, 5.12, 5.16, 5.17, 5.18, 5.19, 5.20 and 5.21. The implementation and uptake of these objectives will be monitored and reviewed during the lifetime of this Plan.</p> <p>Section 5.21 sets out Cork City Council’s response to climate justice, which aims to put local people’s needs at the heart of addressing climate mitigation and adaption. In delivering on this concept Cork City Council is committed to</p>

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		<p>engaging with communities through this transition to a low carbon society. In terms of the global climate justice response, Cork City is committed to adhere to the measures set out by the EU and the Government's Climate Action Plan. The soon to be adopted Low Carbon Development (Amendment) Bill 2021 will also inform our climate action approach.</p> <p>Recommendation:</p> <p>No change.</p>
Implementation and Monitoring		
<p>(i) The submission states that a 2-year review should occur in order to monitor and review the progress of achieving growth. The submission also states that the Draft Development Plan is full of wonderful ideas and plans, but very short on actual timed, measurable targets or accountability. The submission states that it would be useful if there were timed outcomes that could be reported back rather than realising in 2028 that targets have been missed, and infrastructure has been put in place outside of the scope of the strategic goals.</p> <p>(ii) The Draft Plan should provide a commitment to the development of a well-resourced Implementation Unit to promote the Active Land Management of residential lands throughout Cork City.</p>	<p>110, 269 350</p>	<p>(i) The Development Plan is subject to a statutory review not more than 2 years after the making of the Plan. This is in accordance with Section 15 of the Planning and Development Act, 2000 (as amended). Cork City Council is obliged to implement the provisions of the Development Plan and is committed to securing its objectives for the long-term, sustainable development of the City and to carry out a review of the progress to achieving the objectives set out in the Development Plan.</p> <p>Chapter 13 refers to Cork City Council's approach to monitoring and implementation, noting that the overarching issues which will be monitored are the delivery of homes, the delivery of employment, climate change, education, health and environment. These issues cover a wide range of measures to be monitored</p> <p>Recommendation:</p> <p>No change.</p> <p>(ii) Cork City Council is committed to an active land management approach which is cross cutting and will assist in delivering on compact growth and addressing vacancy and dereliction to achieve the ambitious growth targets established by the NPF.</p>

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		<p>Recommendation:</p> <p>No change.</p>
The Role of the Land Development Agency (LDA)		
<p>This submission sets out the role and ambitions of the LDA including the following observations and requests:</p> <p>(i) Supports the principles of the City Capacity Study and request that more information provided to understand this process</p> <p>(ii) Notes the difficulty of including windfall sites when there is no certainty yet on timing. States that this is an area where a close partnership with the LDA can be beneficial not only in including potentially relevant state-lands, but also ensuring the development of relevant state land can come forward in a strategic way rather than simply as more “windfall sites” which are considered and planned for at the earliest opportunity.</p> <p>(iii) Notes that, as set out in the recently published Government’s (2021) Housing for all A New Housing Plan for Ireland, the LDA has access to state lands including very significant regeneration areas of Cork such as Cork Docklands and lands in Cork Port as well as Kilbarry. The submission states that LDA is keen to work in partnership with the City Council to progress the development of framework and implementation plans for the strategic sites in line with the vision and objectives of the Draft Development Plan.</p>	379	<p>The following responses and recommendations are provided to the individual issues raised:</p> <p>(i) Response: The “Cork City Capacity Study 2021” will be included in the Material Amendments that will be placed on public consultation in April 2022..</p> <p>Recommendation:</p> <p>No change</p> <p>(ii) Response: CCC will continue to work collaboratively with the LDA during the operational stage of the plan.</p> <p>Recommendation:</p> <p>No change</p> <p>(iii) Response: As noted, the recently published Government’s (2021) ‘Housing for All A New Housing Plan for Ireland’ gives the LDA access to numerous strategically important state lands including Cork Docklands and lands at Kilbarry. CCC will continue to work collaboratively with the LDA during the operational stage of the Plan.</p> <p>Recommendation:</p> <p>No change.</p> <p>(iv) Response: The Draft Plan identifies a series of active land management measures, please refer to the response to OPR submission in this regard.</p>

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<p>(iv) Notes that, in line with the LDA's remit under the LDA Act 2021, the LDA will be preparing a report on relevant public lands for submission to the Minister for DHLGH within twelve months of the commencement of the relevant Section of the Act. The LDA is also working to identify relevant public lands with potential for future development or regeneration into the future and therefore, engagement with the Council in this regard should be promoted and acknowledged within the proposed policy objective and within the Core Strategy.</p> <p>(v) The submission specifically refers to Objective 2.19 which outlines the approach to "windfall sites". The submission requests the following objective regarding the role of the LDA be included which accounts for the likelihood of sites coming forward in the lifetime of the development plan:</p> <p>Objective 2.xx (Delivery of Relevant State Land) - Cork City Council, together with the LDA and relevant stakeholders, will support with recognising and enabling progress on planning for the development and renewal of certain relevant state-owned lands within Cork City as potential key deliverables to achieve NPF growth targets.</p>		<p>CCC will continue to work collaboratively with the LDA during the operational stage of the plan.</p> <p>Recommendation:</p> <p>No change</p> <p>(v) Response: The request to add an additional objective to support the LDA's role in the delivery of relevant state land is considered reasonable.</p> <p>Recommendation: Include the following objective in Chapter 2:</p> <p>Objective 2.xx (Delivery of Relevant State Land)</p> <p>Cork City Council, relevant stakeholders such as the LDA, will support and enable the development and renewal and regeneration of suitable state-owned lands as potential key deliverables to achieve NPF growth targets.</p>
Executive Recommendations		
A recent research report entitled "Exploring 15-minute Urban Living in Ireland" (Oct 2021), by The Irish Institutional Property (IIP) provides a comprehensive	Executive	From a review of the report, it is considered the Draft Plan would benefit from amendments and additions to its objectives as follows:

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<p>evidenced based review of the application of the 15-minute city concept in an Irish urban context. The report is based on existing research and publications, interviews with key stakeholders and a public survey. The 15 minute city concept goes hand in hand with the walkable neighbourhood concept and is applied throughout the Plan.</p>		<p>Recommendation:</p> <p>(i) Amend Objective 2.8 The 15-minute city:</p> <p>Objective 2.8 The 15-minute city</p> <p>To support the delivery of a 15-Minute City delivering that enhances Compact Liveable Growth by creating vibrant local communities that can access all necessary amenities within a 10-minute walk/cycle and access workplaces and other neighbourhoods with a 15-minute public transport journey. Implementation will include walkable neighbourhoods, towns and communities with mix of uses, house types and tenure that foster a diverse, resilient, healthy, socially inclusive and responsive city. Strategic infrastructure and large-scale developments shall demonstrate how they contribute to a 15-minute city and enhance Cork City's liveability and accessibility.</p> <p>(ii) Amend Objective 2.12 Walkable Neighbourhoods:</p> <p>Objective 2.12 Walkable Neighbourhoods</p> <p>To enhance walkability of local areas within a 10-minute range, new development shall be designed to make positive additions to their neighbourhoods, towns and communities by:</p> <ol style="list-style-type: none"> a. Delivering the right mix of uses at a scale and design that creates high quality buildings and spaces. b. Creating attractive, safe and vibrant places designed at a human scale (i.e. places that relate to people, streetscapes and local character) with active streets and avoiding the creation of "dead" spaces. c. Ensuring a child friendly and age friendly environment with a mix of household types.

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		<ul style="list-style-type: none"> d. Designing a safe place that enables access for all. e. Creating a healthy neighbourhood with increased urban greening and direct access to high quality parks and public spaces. f. Being well-connected with easy access to public transport and active travel. g. Providing enhanced permeability for walking and cycling. <p>(iii) Amend Objective 4.4 Active Travel:</p> <p>Objective 4.4 Active Travel</p> <p>To actively promote walking and cycling as efficient, healthy, and environmentally friendly modes of transport by securing the development of a network of direct, comfortable, convenient, and safe cycle routes and footpaths across the city.</p> <p>To support the 15-minute city concept and walkable neighbourhoods with adequate walking and cycling infrastructure connected to high-quality public realm elements, including wayfinding and supporting amenities (benches, water fountains, bike stands).</p> <p>To support the expansion of the Cork Bikes scheme. To accommodate other innovations such as electronic bikes, public car hire, and other solutions that will encourage active travel. To support the rollout of the NTA 5 Year Cycle Plan. To support and engage with the Safe Routes to School programme.</p> <p>(iv) Amend Objective 6.2 Accessibility to the Green and Blue Infrastructure Network by adding the following:</p> <p>Objective 6.2 Accessibility to the Green and Blue Infrastructure Network</p>

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		<p>...</p> <p>c. In supporting the implementation of the 15-minute concept, Cork City Council will encourage urban greening at the neighbourhood scale, transforming existing grey, hard-surfaced spaces into green, natural environments projects, creating an enhanced walking experience for local residents as well as increased access to green and blue infrastructure.</p> <p>(v) Amend Objective 7.30 Neighbourhood and Local Centres:</p> <p>Objective 7.30 Neighbourhood and Local Centres</p> <p>To support, promote and protect Neighbourhood and Local Centres which play an important role in the local shopping role for residents and provide a range of essential day to day services and facilities. It is also aimed to support and facilitate the designation of new Neighbourhood and Local Centres where significant additional population growth is planned or where a demonstrable gap in existing provision is identified, subject to the protection of residential amenities of the surrounding area and that they are adequately served by sustainable transport, keeping in mind the walkable neighbourhoods approach under the 15-minute city concept. Proposals should demonstrate the appropriateness of the site by means of a Sequential Test, demonstrate retail impact and provide for a mix of uses appropriate to the scale of the centre.</p> <p>(vi) Amend Objective 7.31 Small Local shops:</p> <p>Objective 7.31 Small Local shops</p> <p>To support, promote and protect small local shops including corner shops which provide an important retail service at a local level and support walkability of neighbourhoods. Any proposed new local shops should serve a local need only and be of a size and scale which would</p>

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		<p>not be detrimental to the health of nearby centres defined within the retail hierarchy and subject to the protection of residential amenity.</p> <p>(vii) Amend Objective 7.36 Vibrant and Mixed-use Centres:</p> <p>Objective 7.36 Vibrant and Mixed-use Centres</p> <ul style="list-style-type: none"> a. To encourage a vibrant mix of uses, while retaining a healthy mix of retail uses within the designated centres and ensure they appropriately serve their population catchments, in line with the 15 minute city concept including public transport. b. To invest in and activate the public realm, while promoting accessibility and encouraging sustainable modes of transport as a means to travel to designated centres. This would encourage multi-purpose shopping, business and leisure trips as part of the same journey. c. ... <p>(viii) Amend Objective 8.16 Arts and the Public Realm:</p> <p>Objective 8.16 Arts and the Public Realm</p> <p>To ensure that the nurturing of the arts and associated services is part of the planned development of Cork City and its urban and rural neighbourhoods, in line with the 15 minute city concept and to enhance the cultural use of public realm spaces, Cork City Council will:</p> <ul style="list-style-type: none"> a. Stimulate cultural activity in Cork's public spaces including greater use of empty premises and outdoor spaces. b. Prioritise high-quality, design-led approaches to public realm enhancement. c. Provide for cultural and family uses in planning of public realm development projects.

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		<ul style="list-style-type: none"> d. Observe principles of placemaking in public realm development projects. e. Implement the Arts Strategy for Cork Docklands Public Realm as part of the Docklands Development f. Protect and enhance built heritage through development for cultural uses where necessary, appropriate and feasible. g. Continue to promote and encourage the provision of public art in large scale developments, in public parks and other public spaces. h. Ensure that all construction projects undertaken by Cork City Council which are supported by Government funding are considered for the ‘Per cent for Art’ Scheme. i. Ensure a good distribution of artistic and creative spaces and events across the walkable neighbourhoods areas identified in Chapter 2. <p>(ix) Amend Objective 11.1 Sustainable Residential Development:</p> <p>Objective 11.1 Sustainable Residential Development</p> <p>Residential developments shall be sustainable and create high quality places which:</p> <ul style="list-style-type: none"> a. Contribute to placemaking and to the 15-minute city and walkable neighbourhood concepts by planning for vibrant communities, with active streets, urban greening, versatile and creative use of spaces avoiding “dead” spaces. b. Prioritise walking, cycling and public transport, and minimise the need to use cars. c. Deliver a quality of life which residents and visitors are entitled to expect, in terms of amenity, safety and convenience.

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		<ul style="list-style-type: none"> d. Provide a good range of community and support facilities, where and when they are needed and that are easily accessible. e. Present an attractive, well-maintained appearance, with a distinct sense of place and a quality public realm that is easily maintained. f. Are easy to access for all and to find one’s way around. g. Promote the efficient use of land and of energy, and minimise greenhouse gas emissions. h. Provide a mix of land uses to minimise transport demand. i. Promote social integration and provide accommodation for a diverse range of household types and age groups. j. Enhance and protect green and blue infrastructure and biodiversity. k. Enhance and protect the built and natural heritage. <p>(x) Add the following to Section 11.9 of the Plan:</p> <p>9. Support placemaking by creating attractive open spaces in the 15 minute city/ walkable neighbourhood frame with small targeted interventions that enhance public realm, including:</p> <ul style="list-style-type: none"> (i) Appropriate tactical urbanism initiatives or temporary use of public realm for an enhanced experience pedestrian experience (e.g. parklets, street parties, urban greening) that improve the local character and amenity of the area; (ii) Promote community initiatives and co-design in creating, organizing and maintaining small-scale public realm improvement projects (community gardens, tree planting, street art) that improve local character and amenity.

Chapter 3
Delivering Homes and Communities

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The quality of vision and execution of the draft chapter is to be commended.	402	<p>This support is acknowledged and welcomed.</p> <p>Recommendation:</p> <p>No change.</p>
Strategic Objective 2 Delivering Homes and Sustainable Neighbourhoods		
<p>To increase the population of Cork City in line with the Core Strategy. To deliver sustainable, liveable, integrated, safe, responsive, healthy and child friendly communities and neighbourhoods. To ensure that new homes are provided at appropriate densities in brownfield, infill and greenfield locations within and contiguous to existing City footprint identified in the Core Strategy, and aligned with transport, community and social infrastructure. To ensure that new homes are provided with a good mix of accommodation types and sizes to meet the needs and abilities of all members of society.</p> <p>To achieve a higher quality of life for Cork City's communities, promoting healthy living, wellbeing and active lifestyles. To ensure that placemaking is at the heart of all development to create attractive, accessible, liveable, well - designed, child-friendly, playful, and healthy, safe, secure and welcoming, high-quality urban places. To promote the concept of a 15-minute city focused on inclusive, diverse, healthy and integrated neighbourhoods served by a range of homes, amenities, services, jobs and active and public transport alternatives. Proposals for new development will demonstrate how placemaking is at the heart of the development and how</p>	284, 335, 372	<p>Cork is a designated World Health Organisation Healthy City since January 2012 and Cork City Council has committed to improving health of residents for the city and developing a process and structure to achieve this. This is supported by a Healthy City Action Plan 2020-2030. The minor amendments proposed include safety, health, child-friendly and for all abilities which are further supported through Cork City Council's Corporate Plan's Vision, High Level-Goals and Strategic Objectives. Strategic Objective 2 in the Draft Plan is covers a wide range of development. Our built environments, public realm and public spaces play a significant role in our health, wellbeing and enjoyment of our city. The comments in the submissions are aimed at this strategic level and are constructive in improving this Objective.</p> <p>Recommendation:</p> <p>Amend Strategic Objective 2 as follows:</p> <p>...To deliver sustainable, liveable, integrated, safe, healthy and child friendly communities and neighbourhoods. ... To ensure that new homes are provided with a good mix of accommodation types and sizes to meet the needs and abilities of all members of society.</p> <p>...To ensure that placemaking is at the heart of all development to create attractive, accessible, liveable, well - designed, child-friendly, playful, and healthy, safe, secure and welcoming, high-quality urban places. ...</p>

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the development will contribute to the local neighbourhood.		
Planning for Sustainable Neighbourhoods		
It is submitted that Table 3.1 Settlement Hierarchy should include Urban Villages.	390	<p>Urban villages are addressed under the neighbourhood structure of Cork City set out in Figure 2.10: Liveable, Walkable Neighbourhoods, Communities and Urban Towns.</p> <p>Recommendation:</p> <p>Include cross-reference in Table 3.1 to Figure 2.10.</p>
<p>A number of submissions support this concept and Objective 2.8 15-minute city / 3.1: Planning for Sustainable Neighbourhoods.</p> <p>It is suggested that paragraph 3.8 refers to access to the public transport system within 15 minutes of one's home (e.g. high-quality bus network).</p>	362, 390, 402, 414	<p>It should be clarified in paragraph 3.8 that one should expect access to a high quality bus network within 15-minutes of one's home, rather than a "bus stop".</p> <p>Recommendation:</p> <p>Amend paragraph 3.8 as follows:</p> <p style="padding-left: 40px;">3.8</p> <p style="padding-left: 40px;">A key premise of the 15-minute city is that people should be able to walk and cycle to access the resources and facilities within their neighbourhood. Not only will this reduce car travel and improve health but most of all it will result in an equity in the Quality of Life of Cork's citizens. Within 15 Minutes of people's home they should have access to: local commercial services (e.g. shops), a creche, a primary school and other community services, a bus stop high-quality bus network, open space, a playground and wildspace (nature). The City Council is also locating new employment opportunities in multiple locations around the city to ensure that more people will have the chance of working close to home.</p>

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<p>Strongly supportive of Objective 3.1.</p> <p>Disability – Issues raised include ensuring an accessible built environment for people with a range of abilities and accessibility audits. To include universal design measures within Development Plan. ‘What will the cork city neighbourhood strategy be? It should be undertaken as a matter of urgency in consultation with neighbourhoods.’</p> <p>To include ‘health’ within ‘criterion b’ and ‘universal design principles/standards’ within ‘criterion c’. States that the Neighbourhoods Strategy outlined in criterion (e) should be prioritised for completion and is necessary to inform future development in the city.</p>	<p>99, 225, 284, 335, 388, 414, 422</p>	<p>Support for Objective 3.1 is acknowledged.</p> <p>Our built environments should meet the needs of people of all abilities. This can be achieved through ensuring developments adopt Universal Design Principles.</p> <p>Health and wellbeing are integral considerations to any sustainable neighbourhood. Development proposals should consider health and wellbeing and universal design principles for all ages and abilities.</p> <p>The Cork City Neighbourhoods Strategy referred to in Objective 3.1 (e) will identify shortfalls in provision of services, infrastructure and resources within existing and proposed neighbourhoods.</p> <p>Cork City Council is committed to supporting the delivery of the Cork City Neighbourhoods Strategy. As part of the Development Plan process Cork City Council have prepared a Cork City Neighbourhoods Profile which provides a baseline understanding of the existing neighbourhoods in Cork City. Cork City Council will continue to build on this evidence led process to deliver the Cork City Neighbourhoods Strategy.</p> <p>Recommendation:</p> <p>Include additional text within Criteria ‘b’ and ‘c’ of Objective 3.1:</p> <p>Objective 3.1 Planning for Sustainable Neighbourhoods</p> <p>Cork City Council will seek to:</p> <ol style="list-style-type: none"> a. Utilise the Urban Towns, Hinterland Villages and City Neighbourhoods as spatial units to develop sustainable neighbourhoods, employing the 15-minute city concept. b. Require development proposals to put placemaking at the heart of their design concept and clearly demonstrate how neighbourhood

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		<p>integration, health and wellbeing and enhancement is central to this.</p> <ul style="list-style-type: none"> c. Plan for communities in accordance with the aims, objectives and principles of ‘Sustainable Residential Development in Urban Areas’ and the accompanying ‘Urban Design Manual – A Best Practice Guide’, Universal Design principles and any updates. d. Ensure that an appropriate level of supporting neighbourhood infrastructure is provided in conjunction with, and as an integral component of, residential development in New Sustainable Neighbourhoods. e. Undertake a Cork City Neighbourhoods Strategy during the lifetime of the Plan to identify strategic gaps in the provision of services / infrastructure / resources within existing and proposed neighbourhoods. f. Create healthy and attractive places to live consistent with NPO 4 of the NPF and Goal 3: Sustainable Place Framework of the RSES.
A Diverse and Inclusive City		
<p>Strongly support Objectives 3.12, 3.14 and 3.15.</p> <p>Request to include the following text under Chapter 3, “A Diverse and Inclusive City” (p. 74 of Draft Plan):</p> <ul style="list-style-type: none"> • Paragraph 3.12 The National Planning Framework (NPF) recognizing the need to plan for a more socially inclusive society that targets equality of opportunity for a better quality of life, including for children and young people. 	<p>243, 335, 414, 422</p>	<p>Reference to the NPF in paragraph 3.12 is general and it is not considered necessary to include specific reference to young people in this location. However, it is agreed that paragraph 3.14 could be amended to include refence to young people as well as older people. Cork City Council will continue to partner with numerous community groups, but it is not considered necessary or practical to list every group in this paragraph.</p> <p>In relation to Objective to 3.2, there is an opportunity to improve reference to older people and young people with a more simplified term of “population groups”. Cork City Council seeks to support measures to enable and enhance social inclusion and diversity in the City, as set out in paragraphs 3.91 – 3.96,</p>

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<ul style="list-style-type: none"> • Paragraph 3.14 to include 'age-friendly' for older people and children and young people and commitment to working in partnership with Cork Child Friendly Cities.' • Objective 3.2 to include the following change: <ul style="list-style-type: none"> c) Consciously considering specific people groups in the development of planning policy, strategies and frameworks with an emphasis on older people and people with disability. <p>Seeks a broader approach creating diverse communities by also promoting measures that reduce the potential for ghettoization, based on class or cred as we develop and grow into more dynamic multi-cultural neighbourhoods.</p> <p>It is submitted that the Roma Community are not specifically mentioned in the Plan.</p>		<p>which include various measures to support development of multi-functional community hubs and co-location of facilities to encourage more dynamic community participation.</p> <p>Recommendation:</p> <ul style="list-style-type: none"> (i) Amend paragraph 3.14: <ul style="list-style-type: none"> 3.14 Cork City Council is active in developing partnerships and programmes to ensure equality and inclusivity in all of these areas (e.g. Age-Friendly City for Older People, Child-Friendly City, the Playful Paradigm). It also works through the Local Economic and Community Plan (LECP) and the Public Participation Network (PPN) to develop collaborative working. It is committed to continuing and improving this work. (ii) Amend Objective 3.2 (c): <ul style="list-style-type: none"> Objective 3.2 A Diverse, Inclusive and Equal City Cork City Council will seek to ensure that ensure that Cork is an inclusive City and meets the needs of the City through by: <ul style="list-style-type: none"> a. Providing a land use planning system that ensures an appropriate distribution of land uses, infrastructure and services to give equal access to all residents to live, work, educate, recreate and avail of other services in terms of range and quality; b. Consciously considering specific people population groups in the design of neighbourhoods, places, buildings, streets and spaces to meet the needs of all citizens; c. Consciously considering specific people population groups in the development of planning policy, strategies and frameworks with an emphasis on young people, old people and people with a disability.

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		<p>d. Promoting measures that reduce concentrations of social inequality between neighbourhoods.</p>
<p>It is submitted that the needs of the Roma community should be acknowledged in the Plan.</p>	<p>393</p>	<p>The Roma Community is one of many ethnic minorities in Ireland. Cork City Council, through its various programmes, engages with ethnic minorities. It is recommended to make reference to ethnic minorities in paragraph 3.14 of the Daft Plan.</p> <p>Recommendation:</p> <p>Amend paragraph 3.14 by follows:</p> <p style="padding-left: 40px;">3.14</p> <p>Cork City Council is active in developing partnerships and programmes to ensure equality and inclusivity in all of these areas (e.g. Age-Friendly City for Older People; the Playful Paradigm). It also works through the Local Economic and Community Plan (LECP) and the Public Participation Network (PPN) to develop collaborative working. It is committed to continuing and improving this work. Cork City Council will engage with ethnic minorities and this work will inform the policy and operational function of the Council.</p>
<p>Delivering Homes</p>		
<p>Amendments proposed by the Executive in relation to the updated Cork City Council and Cork County council Joint Housing Strategy (November 2021)</p>	<p>EXECUTIVE</p>	<p>An update to the Cork City Council and Cork County Council Joint Housing Strategy (November 2021) (JHS) has been prepared in response to the Affordable Housing Act 2021, the OPR submission and s28 Guidelines for Planning Authorities relating to Housing Need and Demand Assessments (amongst others).</p> <p>Recommendation:</p>

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		Update Chapter 3 and Chapter 11 to reflect the revised Joint Housing Strategy and all consequential amendments (including Chapter 2: Core Strategy).
<p>It is submitted that the JHS and the targets included in the Draft Plan only addresses future population growth demand and does not address latent demand. It fails to account for the requirement for new housing units to house the existing population of the city which is subject to a very significant housing deficit. This deficit is composed of:</p> <ul style="list-style-type: none"> • Overcrowding where large numbers of independent adults are required to house share and often to share bedrooms when each requires an individual apartment. • The large number of people who are living and working in the city but unable to find any accommodation and are sleeping in hotels and hostels • The very significant proportion of the population who work and wish to live in the city but are forced to commute from distant suburbs and urgently need to relocate to the city centre or they will be forced to leave the region. <p>The number of new housing units required in the city must be modified to reflect the existing unmet housing requirements in addition to future growth.</p>	184	<p>The housing targets are prepared in accordance with s28 Guidelines for Planning Authorities on Housing Needs and Demand Assessment (the GPAs).</p> <p>Recommendation</p> <p>No change.</p>

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<p>Objective 3.3: Housing Supply is strongly supported. Two additional clauses are proposed:</p> <ul style="list-style-type: none"> h. Actively encouraging the re-use of underutilised public and private space, such as parking areas and large gardens, in existing low-density suburbs for infill housing. i. Actively encouraging the division of large residential sites in existing low-density suburbs into two or more small sites. 	402, 414	<p>These issues highlighted are most relevant to Objective 3.4: Compact Growth (see response below to submissions 362, 402, 414).</p> <p>Recommendation:</p> <p>See response below to submissions 362, 402, 414.</p>
Compact Growth		
<p>This objective is strongly supported by a number of submissions.</p> <p>One submission considered that:</p> <ul style="list-style-type: none"> • The target to achieve 66% of all new homes within the existing footprint of Cork City was considered to be too low – a target of 90% is proposed. • The target to ensure that at least 33% of all new homes were provided within Brownfield sites was considered to be too low – a target of 50% is proposed. 	362, 402, 414, 418	<p>The minimum targets have been defined by the National Planning Framework and the Regional Spatial and Economic Strategy.</p> <p>Whilst it would be desirable to increase the targets in line with that set out, it is important to recognise that the NPF and this new development plan are seeking a systemic change in the way that homes are delivered in Ireland and the type of homes.</p> <p>The Draft Plan seeks to balance growth across the City focusing on brownfield development but facilitating greenfield development in appropriate locations where it contributes to compact growth. Housing growth on greenfield sites is being concentrated in major urban expansion areas including Ballincollig, Ballyvolane, South Glanmire, Kilbarry / Blackpool and Castletreasure.</p> <p>Recommendation:</p> <p>No change.</p>
<p>In order to enable Cork to be developed as a more sustainable 15-minute city it is very important that lower</p>	402, 414	<p>The Draft Plan, particularly Chapters 2 and 3, encourages infill development that contributes towards compact growth and optimises the role that smaller</p>

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<p>density suburban housing areas benefit from improved connectivity and higher densities through:</p> <ul style="list-style-type: none"> • Targets should be set for small-scale / infill developments. • Active encouragement of small-scale infill development generally and particularly where gardens are large in size and can accommodate new development. • Introducing a presumption that density targets will be complied with on infill schemes apart from exceptional circumstances. • Redeveloping car parking areas in suburban centres. 		<p>sites in the City can play in providing new homes. The Plan sets out an ambitious density strategy, based on the Cork City Urban Density, Building Height and Tall Building Strategy (2021) carried out specifically to inform the preparation of the Draft Plan.</p> <p>Recommendation:</p> <p>No change.</p>
<p>Implement the Urban Regeneration and Housing Act 2015 to include all qualifying properties on the Local Authority's Vacant Sites Register by default.</p>	115	<p>Objective 2.20: Vacant Sets Levy refers to the Vacant Sites Register and its application. It is a statutory requirement to include vacant sites on the Register. The management of the Vacant Sites Register is an operational matter which extends beyond the scope of the development plan. Cork City Council is committed to addressing dereliction and vacancy across the City, utilizing all available mechanisms and a suite of active land management measures.</p> <p>Recommendation:</p> <p>No change.</p>
<p>A number of submissions referred to the role that derelict and vacant sites / buildings can play in providing new homes and in regenerating the City and the desire for Cork to be a leader in this field. Specific suggestions include:</p>	64, 115, 296, 433	<p>Paragraphs 3.18-3.20 / Objective 3.4.c. seek existing buildings to be reused and that Cork City Council will utilise the available legislative tools to achieve active land and building management.</p> <p>The application of financial incentives is an operational matter beyond the scope of the development plan. However, these can include a range of</p>

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<ul style="list-style-type: none"> The wholesale transfer of vacant and derelict buildings into new housing units must be a priority. A greater emphasis on such development would be stimulated by the transfer of any incentives available for new build projects toward renovating and restoring properties. 		<p>incentives provided through central Government. Further support is anticipated following the adoption of the Housing for All Policy by Government.</p> <p>Recommendation:</p> <p>No amendments to the Draft Plan.</p>
Residential Density		
<p>The density targets provided for in the development plan take into account the need for varying density levels in different areas of the city to cater for a range of house types. However, the density targets place a strong emphasis on apartment delivery outside the city centre and docklands area. This is appropriate adjacent to urban centres and transport corridors but may not be beneficial if applied in a blanket manner. While there is a need for the development of apartments outside the city centre, the need for family housing units is greater and the density requirement per hectare outside of the city centre may impact on viability and delivery.</p>	362	<p>The support for the density strategy in broad terms is welcomed. The Housing Strategy (based on the HNDA) has found that c.55% of new households in the Plan period will be 1 / 2 person households and these will drive a substantial proportion of the housing market. The market share for 3 person / 3+ person homes is therefore less than 50% of the market. However, it is acknowledged that there is a latent existing demand for a wide range of reasons that is very difficult to quantify. The densities will vary across the City and relate to the context and provision of public transport in a specific area.</p> <p>Recommendation:</p> <p>No change.</p>
Delivering a Good Mix of Housing		
<p>It is submitted that the only way out of the housing crisis is to build more Social and Affordable homes for purchase or rent.</p> <p>There is a very strong need to provide more Social and Affordable homes in the City Centre.</p>	35	<p>Housing for All, the new national housing policy, has recognised that there is a need to significantly increase the number of homes for Social and Affordable Homes nationally.</p> <p>Delivering Social and Affordable homes to contribute to the regeneration of the City Centre and its neighbourhoods is a key aim of Cork City Council for the Plan period.</p>

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		<p>The Joint Housing Strategy Update has estimated that c. 43% of new homes in Cork City will need to be below-market priced housing, or Social and Affordable. Cork City Council are currently in the process of preparing the <i>Housing Delivery Action Plan</i> that will set out how the required number of homes will be delivered by Cork City Council and other stakeholders</p> <p>Recommendation:</p> <p>No change.</p>
<p>City Council housing developments can work best if they are mixed tenure with social & affordable housing with a mix of various sized housing units accommodating different demographics.</p>	421	<p>The provision of mixed tenure will be a feature of LA housing provision in the future and will be reflect the social housing and affordable housing targets agreed with the Department and outlined in the Housing Delivery Action Plan which will be informed by the Housing Need and Demand Assessment / Joint Housing Strategy.</p> <p>All non- Council planning applications for housing are subject to Part V of the Planning and Development Act, 2000 as amended, which relates to social and affordable housing. Requirements under Part V will ensure that residential developments in the City will have a mix of social and affordable tenure within any scheme of more than 10 homes.</p> <p>Recommendation:</p> <p>No change.</p>
<p>Public housing must be built on public land and not sold to developers whose objective is to make profits for their shareholders.</p>	51, 388	<p>The selling of Council lands is an operational matter and not a matter governed under the development plan. Cork City Council is however committed to providing social and affordable housing across the city.</p> <p>Recommendation:</p> <p>No change.</p>

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<p>There is a lack of 'downsizing' options for older people who wish to move from their family homes within the City. Many older people wish to stay in their neighbourhoods, if possible. This affects all housing tenures.</p> <p>The City should incentivise development of bungalow developments and infill projects suitable for ageing residents, in existing neighbourhoods to give people the option to stay and free up their family homes for families.</p>	267, 296, 431, 432	<p>The Draft Plan requires a mix of dwelling sizes to meet the forecast household size, notably in Objective 3.6: Housing Mix, Chapter 11/Objective 11.2: Dwelling Size mix.</p> <p>'Objective 3.10: Housing and Community for Older People (Age Friendly Housing)' specifically promotes opportunities for right sizing / downsizing by older people within their neighbourhoods to enable sustainable social networks and support to be maintained.</p> <p>Recommendation:</p> <p>No change.</p>
Purpose-Built Student Accommodation		
<p>There is too much student housing being developed in the city centre. The mix is not sustainable-there are no permanent residences planned and it is inevitable that the student accommodation will change to co-living or tourist accommodation.</p>	324	<p>Purpose Built Student Accommodation is being developed to meet defined student housing need. The Draft Plan sets out specific objectives and criteria for Purpose Built Student Accommodation.</p> <p>Limited tourist use of student accommodation outside of academic term times is currently facilitated under legislation, however conversion to co-living or other uses would be subject to planning permission.</p> <p>Recommendation:</p> <p>No change.</p>
<p>Purpose built student accommodation must be affordable for students from ordinary families. This must be stipulated when planning permission is granted.</p> <p>There is a shortage of student housing, and the loss of student housing should be resisted despite short-term market considerations due to Covid-19.</p>	51, 67, 412	<p>Paragraph 3.40 of the Draft Plan states, "In order to make Cork City attractive to students it is important that the cost of accommodation is affordable to the student population. Within Cork City new PBSA schemes will not be subject to the provisions of Part V of the Planning and Development Act. During the lifetime of the Plan a scheme will be developed to apply Part V requirements to student housing developments."</p>

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		<p>However, such a planning condition is not currently facilitated under planning legislation.</p> <p>Paragraph 11.126 of the Draft Plan states, “All permissions for student housing shall have a planning condition attached requiring planning permission for change of use from student accommodation to other types of accommodation. Future applications for this type of change of use will be resisted.”</p> <p>Recommendation:</p> <p>No change.</p>
<p>It is submitted that section 3.40 of the Draft Plan be amended to remove the reference to the development of a scheme to apply Part V requirements to student housing developments and amend section 3.26 to highlight the need to provide affordable private rented housing to address rising student accommodation cost.</p>	<p>317</p>	<p>It is important to ensuring that there is a supply of affordable student housing to meet the needs of people attending third level education in Cork City. It is agreed however that paragraph 3.40 can be amended to omit reference to a Part V requirement.</p> <p>Recommendation:</p> <p>(i) Amend paragraph 3.40 as follows:</p> <p style="padding-left: 40px;">3.40</p> <p style="padding-left: 40px;">In order to make Cork City attractive to students it is important that the cost of accommodation is affordable to the student population. Initiatives to make this type of housing more affordable will be subject to government policy. Within Cork City new PBSA schemes will not be subject to the provisions of Part V of the Planning and Development Act. During the lifetime of the Plan a scheme will be developed to apply Part V requirements to student housing developments.</p> <p>(ii) Update text at paragraph 3.26 to refer to potential use of affordable private rented housing to address for student accommodation.</p>

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Adaptation of Existing Homes, Infill Development and Conversion of Upper Floors, Adaptation of Existing Homes, Infill Development and Conversion of Upper Floors		
<p>Opportunities for infill development not fully articulated in the Plan. In addition, support for small-scale developments should be clearly outlined as they accessible to a wide range of people, benefit the economy and the construction industry, as well as providing different models of development not dependent on major project infrastructure and finance (etc.). Refer to NPO34 and NPO35 in relation to relevant development.</p>	<p>184, 402, 414, 433</p>	<p>Paragraphs 3.18-3.20 support adaptation, infill development and conversion of upper floors, as well as providing a justification for the value of this type of development. It is recommended that Objective 3.4 can be amended to reflect this.</p> <p>Paragraphs 3.44-3.45 provide a justification to Objective 3.9: Adaptation of Existing Homes, Infill Development and Conversion of Upper Floors.</p> <p>Recommendation:</p> <p>(i) Amend text of Objective 3.4 Compact Growth clause (e) should be refined:</p> <p style="padding-left: 40px;">Objective 3.4 Compact Growth</p> <p style="padding-left: 40px;">Cork City Council will seek to ensure that at least 66% of all new homes will be provided within the existing footprint of Cork. Cork City Council will seek to ensure that at least 33% of all new homes will be provided within brownfield sites in Cork.</p> <p style="padding-left: 40px;">Optimising the potential for housing delivery on all suitable and available brownfield sites will be achieved by:</p> <p style="padding-left: 80px;">...</p> <p style="padding-left: 40px;">e. The development of small and infill sites and the re-use of existing designated and undesignated built heritage assets including those on these development sites;</p> <p style="padding-left: 80px;">...</p>

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Housing for the Older		
<p>In order to curb under occupation of the housing stock older people living on their own could be encouraged to allow students to live with them for rent and social time. This has been trialled in The Netherlands.</p>	67	<p>This initiative could be led by a joint initiative of the Age-Friendly City organisation in partnership with Cork's third-level institutions, however it is not a matter governed by the development plan.</p> <p>Recommendation:</p> <p>No change.</p>
Housing for the Traveller Community		
<p>It is submitted that sufficient sites should be zoned for the purposes of traveller accommodation generally and in the locations identified in the TAP, including:</p> <ul style="list-style-type: none"> (i) Ellis's Yard should be zoned specifically for Traveller accommodation, and all of Ellis Yard should be zoned for Traveller accommodation and specific needs, including to provide for livestock, stabling and paddocks. (ii) Additional lands required to be zoned for Traveller accommodation at Spring Lane. (iii) Lands required to be zoned for Traveller accommodation at the Nash's Boreen site. (iv) Additional lands required to be zoned for Traveller accommodation at Meelagh, Mahon. (v) Lands required to be rezoned for Traveller accommodation in close proximity to the Carrigrohane Straight Road Halting Site. 	422, 433, 436	<p>The Draft Plan makes provision for Traveller accommodation in accordance with the Traveller Accommodation Plan 2019-2024 (TAP). Refer to Table 3.6: New and Extended Traveller Accommodation Sites.</p> <p>Traveller accommodation is considered a residential land use in land use zoning objective terms. It is recommended to denote known and future sites for Traveller Accommodation using a specific mapped objective and to update the Draft Plan maps accordingly.</p> <p>The Traveller Accommodation Plan will be updated in 2024 and the Development Plan will be varied to incorporate any changes required from the new TAP. This respects the legal primacy of the <i>Traveller Accommodation Plan</i> in providing the mechanism to set out the strategy for delivering homes and infrastructure to meet the needs of the Traveller Community.</p> <p>Progress has been made on actions from the TAP since the publication of the Draft Plan in July 2021.</p> <p>In relation to the specific requests:</p> <ul style="list-style-type: none"> (i) Agreed, Ellis's Yard will be identified for Traveller accommodation. (ii) Spring Lane is an existing Traveller Community Site.

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<p>(vi) Lands around St Anthony's Park should be zoned for Traveller accommodation and not light industry.</p> <p>(vii) Two sites close to the city – one on the north side and one on the south side – are required to be zoned for Traveller Nomadism purposes.</p> <p>A number of submissions request that the strategy for providing new housing for the Traveller Community should be indicated in Volume 2: Mapped Objectives.</p>		<p>(iii) Agreed that the site located at Nash's Boreen should be designated for Traveller accommodation residential use.</p> <p>(iv) Meelagh Park is already zoned for this purpose. Mapped symbol to be included.</p> <p>(v) Carrigrohane Road site to be identified in the southwest of the City / Hinterland.</p> <p>(vi) Land to the south of Saint Anthony's Park to be identified for expansion of community and zoned for that purpose.</p> <p>(vii) During the plan period the potential for transient halting sites in the city will be considered.</p> <p>(viii) A symbol will be applied to indicate existing and proposed Traveller Accommodation sites.</p> <p>Recommendation:</p> <p>(i) Introduce a "Traveller Community Sites" mapped symbol to be used to indicate existing and proposed Traveller Community sites;</p> <p>(ii) Ellis Yard in its entirety to benefit from "ZO 1 Sustainable Residential Neighbourhoods" zoning objective. A mapped symbol to be placed over Ellis's Yard.</p> <p>(iii) Spring Lane Halting Site to benefit from a mapped symbol to indicate that it is a home for Traveller Accommodation.</p> <p>(iv) Nash's Boreen lands to benefit from "ZO1 Sustainable Residential Neighbourhoods" zoning. A mapped symbol to be centred over the Eastern land parcel. Existing Sportsgrounds subject to 30 year lease to benefit from "ZO 17 Sports Grounds and Facilities" zoning.</p> <p>(v) New written objective to provide a Parks depot zoned as "ZO 15 Public Infrastructure and Utilities" in the north west of City.</p>

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		<p>(vi) Land parcel to the south of Saint Anthony's Park, Hollyhill to be zoned "ZO 1 Sustainable Residential Neighbourhoods". A mapped symbol to be placed over the site and the existing Traveller Community Site.</p> <p>(vii) Written objective to develop a "Horse Project" to provide pasture, stabling and buildings to meet the needs of Saint Anthony's Park (see response to submissions no 421).</p> <p>(viii) A mapped symbol to be placed over Meelagh Park site as a whole.</p> <p>(ix) Update Table 3.6: New and Extended Traveller Accommodation Sites as required.</p>
<p>In regard to the provision for housing for Cork's Travelling Community, it is considered appropriate to allow Traveller suitable accommodation on lands zoned beyond what is provided for in the current draft plan, notably ZO2 and ZO3, and outlined under in Chapter 12.</p>	422	<p>Objective 3.12 specifies that Traveller accommodation will be suitable on lands zoned for purposes that accommodate residential uses, "including ZO 1 Sustainable Residential Neighbourhoods and ZO 21 City Hinterland". Other land use zoning objectives also accommodate residential uses and it is considered that Traveller accommodation as a residential use, will be facilitated under such zoning objectives.</p> <p>Recommendation: No change.</p>
<p>The Draft Plan does not include any reference to transient sites to facilitate Traveller nomadism.</p>	436	<p>The Traveller Accommodation Plan (TAP) has legal precedence over the Development Plan with regard to defining and providing for Traveller accommodation needs. The development plan has incorporated specific recommendations made by the TAP. The TAP does not specify a defined location for a Transient Sites to facilitate Traveller Nomadism.</p> <p>The Development Plan will be updated by means of a Variation to incorporate the provisions of the Traveller Accommodation Plan 2024-2029.</p> <p>Recommendation:</p>

Issues / Recommendations / Observations	Sub. No.	Chief Executive's Response & Recommendation
		<p>Include reference to a future update to the TAP for 2024-2029 and an update to the Development Plan to incorporate specific development proposals and updated objectives.</p>
<p>It is submitted that the Traveller Community should be able to develop private housing developments including backyard development with the support of the development plan. Since recognition of Travellers "particular housing needs" in Project Ireland 2040 the development of private sites by Travellers should be recognised in the Plan.</p>	436	<p>The Draft Plan does not differentiate between developments by the State to provide Traveller Accommodation or that developed by individuals or groups utilising their own resources and finance – see Objective 11.7: Traveller Accommodation.</p> <p>Objective 3.12: Special Categories of Housing can be amended to make this clear. It is the role of the development plan as a land use plan to say where development is appropriate. Provision of State-funded Traveller Accommodation is the role Traveller Accommodation Plan.</p> <p>Recommendation:</p> <p>Paragraph 3.48 and Objective 3.12 reframed to provide a clause to support the development of Traveller Accommodation to meet the "particular housing needs" in specified land use zonings, in principle;</p> <p>A separate clause to frame developments that will be provided by the State in the locations identified in Table 3.6, the Traveller Accommodation Plan; and Volume 2: Mapped Objectives</p>
<p>A Horse Project should be developed on land that can be zoned for such a purpose. There are a number of similar projects in other places in Ireland. This would principally benefit the Travelling Community but could have broader appeal and benefits. The Horse Project would focus on the care and maintenance of horses and provide a home for horses to pasture, and would assist in ensuring horses are kept off local roads & green spaces. The most appropriate location is the NW of the City. If the facility were</p>	421	<p>This community infrastructure project is highlighted in the Traveller Accommodation Plan 2019-2024 to be explored.</p> <p>The intended horse culture / husbandry use is compatible with the "ZO 22 City Hinterland" land use zoning objective in principle, which is intended to support a wide range of agriculture, parks, forestry and more.</p> <p>Objective 11.7: Traveller Accommodation also enables the development of land as horse pasture as part of housing developments for Traveller Communities.</p>

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developed near to St. Anthony's Park, Hollyhill, then the community centre in St. Anthony's Park could be utilised for training and education.		<p>An objective to develop a Hollyhill Horse Project in the North West of the City could be included in the Development Plan and provide a focus for the development of the project and the allocation of land for this purpose.</p> <p>Recommendation:</p> <p>(i) Include additional text in Chapter 3:</p> <p style="padding-left: 40px;">In accordance with the Traveller Accommodation Plan 2019-2024 it is recognised that horses are an important part of Traveller culture and form a key part of the community's needs. A Horse Project will be developed in the City to help meet the needs of the Traveller community in the key areas including education, animal welfare and management.</p> <p>(ii) Include an objective to develop a Horse Project:</p> <p style="padding-left: 40px;">Objective: 11.x</p> <p style="padding-left: 40px;">To develop a Horse Project to meet the needs of the Traveller Community across the City.</p>
The recognition of the use of capitalised "Traveller" is welcomed. This has been missed in a few sections (3.91, 11.127). Traveller Accommodation Plan 2020-25 (at 11.127) should be corrected to 2019-2024.	436	<p>The correct use of capitalisation for "Traveller" will be used – any errors in the Draft Plan in this regard are typographical errors which will be corrected.</p> <p>Recommendation:</p> <p>Correct typographical errors to ensure correct use of capitalisation for "Traveller".</p>
Spring Lane is incorrectly referred to in Table 3.6 as being in the "North East City / Hinterland". It is in the North-East City sub-area.	436	<p>The word "Hinterland" will be omitted from Table 3.6. This was included in error.</p> <p>Recommendation:</p> <p>Correct Table 3.6 by omitting "Hinterland".</p>

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It is submitted that numerical targets for traveller housing should be included in the Plan.	436	<p>Housing Targets are for the whole population based upon analysis of the demographics of the whole population. The Traveller Accommodation Plan provides the legal process to define Traveller accommodation needs in terms of the need (i.e. the number of family units that require accommodation) identified through the process. This need informs responses to identify sites or housing provision to accommodate that need.</p> <p>Recommendation: No change.</p>
It is submitted that housing allocations policy should support Travellers as a target group in creating inclusive, diverse communities.	436	<p>This is an operational issue beyond the scope of the Development Plan.</p> <p>Recommendation: No change.</p>
Housing in the Hinterland		
<p>It is submitted that Objective 3.13 Rural-Generated Housing should be strengthened and expanded to include:</p> <p>Any application for the development of a single rural dwelling must set out a comprehensive and conclusive demonstrable economic or social need to live in a rural area, including demonstrating that the dwelling will prevent the need to commute to the location rather than result in commuting from the dwelling.</p>	402, 414	<p>Criteria for housing in the hinterland are set out in Chapter 11 of the Draft Plan to complement Objective 3.13. These should be cross-referenced from Objective 3.13.</p> <p>Recommendation: Include cross-reference between Objectives 3.13 and 11.9.</p>
Miscellaneous		
Submission refers to a full-time vacant homes officer, a derelict sites team and retrofitting of all Council housing	388	While the Draft Plan includes objectives in support of these issues, these matters are operational matters beyond the scope of the Development Plan.

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stock and a housing inspection and rolling maintenance during the lifetime of the Plan.		<p>That stated, Cork City Council is appointing a full-time Vacant Homes Officer in 2022 and a derelict sites team already exists within the City Council.</p> <p>Recommendation:</p> <p>No change.</p>
Local Economic and Community Plan		
<p>Strongly support Objective 3.15.</p> <p>Build on and cement the progress of LECP actions stated on Pg 78 of LECP in the City's new City Development Plan in terms of European centre of excellence for the arts.</p> <p>Ask that the Plan and LECP complement each other in addressing emerging challenges facing the city in terms of social inclusion and changing needs of population.</p>	226, 371, 414	<p>Support for Objective 3.15 is acknowledged. The City Development Plan is aligned with and supports the Local Economic Community Plan (LECP). Development Plan Objective 3.15 LECP supports the delivery of goals, objectives and actions contained within the LECP. The LECP covers a wide range of topics, and projects and it is not necessary to highlight each one in Objective 3.15. Cork City as a centre of excellence for the arts is highlighted in Chapter 8 Heritage, Arts and Culture paragraph 8.3.</p> <p>Recommendation:</p> <p>No change.</p>
Community Infrastructure and Services, City-Wide Community Infrastructure Audit, Community Hubs, Adaptable Community Facilities, Planning for Children-Orientated Facilities		
<ul style="list-style-type: none"> • Strongly supports objectives 3.14, 3.16, 3.17, 3.18 and 3.19. • Submissions seek to develop land and buildings as multi-use spaces to enable social enterprise. • Submissions seek to establish community forums to identify the needs of individual communities. • To recognise persons with disabilities in population demographics to illustrate extent of services needed. 	2, 45, 46, 74, 104, 106, 164, 176, 178, 180, 203, 204, 236, 254, 267, 284, 332, 335, 368, 393, 396, 399, 414, 431, 432	<p>Support for these Objectives is acknowledged.</p> <p>The Draft Plan includes a wide range of objectives on community development related issues. The request for new development to deliver flexible spaces for off peak community uses is too generic to apply as a condition on all planning applications, or effectively on public buildings. This can result in over provision and under use. However, many public buildings already offer multi-use. A more bespoke approach to meeting local need and demand for community facilities and spaces can be explored through Objective 3.16 and on a case-by-case basis. Objective 3.16 (City-Wide Community Infrastructure Audit) seeks to explore the</p>

Issues / Recommendations / Observations	Sub. No.	Chief Executive's Response & Recommendation
<ul style="list-style-type: none"> • Lack of facilities for young people and teenagers. Provision for Multi-use Youth Facilities in the new city boundary areas, docklands and greenbelt. • To amend Objective 3.14 to include 'voluntary sector' in considering community facilities. Proposal also to include: <ul style="list-style-type: none"> All new (or extensions above 1,000 sqm) public buildings shall be designed to ensure that a minimum of 25% of the overall footprint of the buildings (and external open space) can be physically separated from day-to-day operations, for community uses throughout the day, evening and week. This can be achieved through security systems and design/layout. • Objective 3.17 Community Hubs to include activity in title and objective to read '...community activity hub...' and extend Objective 3.17 Community Hubs to include community gardens and production of local food. • Submissions include specific requests for a community centre / hub in: <ol style="list-style-type: none"> a) Ballincollig, b) Ballyvolane / Dublin Hill area (to meet needs of existing residents and large population growth in the expanded area) c) Blackpool (redeveloping the Hewitt Building), and 		<p>preparation of a city-wide community infrastructure audit and health-check over the life-time of the Plan.</p> <p>The request for Objective 3.14 Community Infrastructure and Services to specify the Age Friendly population group is noted. The Objective covers all Cork City communities, and all community needs should be considerations on the nine grounds of equality, which includes age.</p> <p>Establishing community fora extends beyond the scope of the Development Plan to facilitate such. However, the Community Infrastructure Audit will consult local communities on community infrastructure to identify and address where there is an unmet need or demand.</p> <p>In terms of the request to include 'activity' to redefine title and objective for community activity hubs has merit from a health perspective, however community hubs are multi-use and cover a range of uses. Community hubs accommodate leisure, recreation, culture, arts, formal and informal meetings and education. In this context it is considered that 'community hubs' is a representative description of the multi-use nature of these facilities.</p> <p>Many submissions have highlighted the need for community facilities throughout the City, both indoors and outdoors. The Active Recreation Infrastructure Study currently being undertaken will address the needs and demands in relation to sports and recreation. The City-Wide Community Infrastructure Audit to be undertaken under Objective 3.16 will further explore the city-wide community infrastructure needs.</p> <p>In terms of extending objective 3.17 Community Hubs to include community gardens and production of local foods, Objective 6.8 Community Food Growing supports community food growing opportunities in appropriate locations across the City.</p> <p>Recommendation:</p> <p>No change.</p>

Issues / Recommendations / Observations	Sub. No.	Chief Executive's Response & Recommendation
<ul style="list-style-type: none"> d) Barrack Street / Elizabeth Fort / Keyser's Hill (outdoor community hub), e) Blarney, f) Cork Community Media Hub, g) Fairhill/Fairfield Youth and Community centre, h) Glanmire community centre (or a MUGA), i) Mayfield / Mayfield East, j) Cork Community Media Hub. <ul style="list-style-type: none"> • Submission asks for new Library in the centre of Blackpool village. 		<p>There may be an opportunity to streamline and consolidate a number of objectives in Chapter 3 which support for community facilities, community hubs, adaptable community facilities and children's facilities. This will be examined prior to the publication of the Material Amendments.</p>
Cork City as a Child-Friendly City		
<ul style="list-style-type: none"> • Submissions support Objective 3.20 and ask for amendments: To promote Cork as a child-friendly city by considering the needs of all children in terms of appropriate design when changes are proposed to the built environment planning and implementation when changes and developments are proposed in all areas of decision-making which effect children. This includes housing, services, built environment, social and cultural activities, transport and mobility, connectivity, regeneration, inclusion and air quality for example. The voice and participation and rights of 	203, 243, 284, 414	<p>The UNICEF Child Friendly City principles extend beyond the scope of the Development Plan. Where the Plan has remit, these principles have been factored into Objectives. It is agreed that Objective 3.20 could be extended to provide clarity.</p> <p>The Freedom of the City Art Project has influenced recommendations in different chapters of the Draft Plan. In this objective, these relate to development proposals considering making formal and informal spaces safe, friendly, and welcoming for all young people.</p> <p>Reduced speed limits are a matter governed by other legislation in consultation with the Gardaí. It is not a function of the Development Plan to determine road speed limits. However, the Development Plan encourages developments to facilitate reduced speed limits.</p> <p>Recommendation:</p>

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<p>children will be included in all areas of planning and development.</p> <ul style="list-style-type: none"> Apply the UNICEF Principles of a Child Friendly City. Address the themes emerging from the Freedom of the City consultation and in the implementation of the plan. Amend Objective 3.20 to read: 'To develop Cork as a child-friendly city by considering the needs of children in terms of appropriate design when changes are proposed to the built environment and adopting the UNESCO Child Friendly Principles for the city. All residential developments shall be designed and laid out to ensure 30km/h speed zones are in place.' <p>Non-planning matters were also raised:</p> <ul style="list-style-type: none"> Creation of position of 'Children's Mayor', making provision for budget to support Cork Child Friendly City Strategy and Implementation Plan, and provision for a dedicated ringfenced children's activities budget. 		<p>Amend Objective 3.20 Cork City as a Child-Friendly City as follows:</p> <p>Objective 3.20 Cork City as a Child-Friendly City</p> <p>To promote Cork as a child-friendly city by considering the design needs of children young people in terms of appropriate design when changes are proposed to the built environment. All development must consider the Universal Design approach.</p>
School Facilities		
<p>In order to facilitate the optimisation of existing school sites for educational purposes:</p> <ul style="list-style-type: none"> All school sites should benefit from a "ZO 13 Education" land use zoning objective, including school buildings and their full curtilage. 	410	<p>It is considered appropriate to zone existing and proposed schools a "ZO 13 Education".</p> <p>It is possible to provide land buffers around school sites in Cork City given the coherent development framework that is presented in the Draft Plan. Urban</p>

Issues / Recommendations / Observations	Sub. No.	Chief Executive’s Response & Recommendation																											
<ul style="list-style-type: none"> “Land buffers” are requested around school sites where these exist to enable expansion. 		<p>land is a finite resource and the Draft Plan seeks the most efficient use of land in accordance with the principle of compact growth.</p> <p>Recommendation:</p> <p>Existing and proposed school sites (where identified) will be zoned “ZO 13 Education”.</p>																											
<p>Amend Table 3.7 (and 3.67-3.74) to reflect the Department of Education and Skills assessment of the number of schools required to meet the needs of Cork’s growing population.</p>	410	<p>It is agreed that Table 3.7: Preliminary Assessment of Additional Educational Capacity will be updated to reflect that set out in the submission.</p> <p>Recommendation:</p> <ul style="list-style-type: none"> Amend Table 3.7 to reflect most up-to-date DES assessment; <table border="1" data-bbox="1115 703 2069 1383"> <thead> <tr> <th data-bbox="1115 703 1355 916">School Planning Area</th> <th data-bbox="1355 703 1594 916">Growth Areas included</th> <th data-bbox="1594 703 1834 916">Primary School requirement (new or expanded)</th> <th data-bbox="1834 703 2069 916">Post-Primary School requirement (new or expanded)</th> </tr> </thead> <tbody> <tr> <td data-bbox="1115 916 1355 1038">Ballintemple</td> <td data-bbox="1355 916 1594 1038">City Docks Mahon</td> <td data-bbox="1594 916 1834 1038">5-7</td> <td data-bbox="1834 916 2069 1038">2</td> </tr> <tr> <td data-bbox="1115 1038 1355 1107">Montenotte</td> <td data-bbox="1355 1038 1594 1107">Ballyvolane</td> <td data-bbox="1594 1038 1834 1107">2-3</td> <td data-bbox="1834 1038 2069 1107">1</td> </tr> <tr> <td data-bbox="1115 1107 1355 1214">Glasheen</td> <td data-bbox="1355 1107 1594 1214">Pouladuff / Lehenagmore</td> <td data-bbox="1594 1107 1834 1214">1-3</td> <td data-bbox="1834 1107 2069 1214">0</td> </tr> <tr> <td data-bbox="1115 1214 1355 1321">Gurrabraher</td> <td data-bbox="1355 1214 1594 1321">Blackpool / KLilbarry</td> <td data-bbox="1594 1214 1834 1321">1-2</td> <td data-bbox="1834 1214 2069 1321">1</td> </tr> <tr> <td data-bbox="1115 1321 1355 1383">Ballincollig</td> <td data-bbox="1355 1321 1594 1383">Maglin</td> <td data-bbox="1594 1321 1834 1383">2</td> <td data-bbox="1834 1321 2069 1383">1</td> </tr> </tbody> </table>				School Planning Area	Growth Areas included	Primary School requirement (new or expanded)	Post-Primary School requirement (new or expanded)	Ballintemple	City Docks Mahon	5-7	2	Montenotte	Ballyvolane	2-3	1	Glasheen	Pouladuff / Lehenagmore	1-3	0	Gurrabraher	Blackpool / KLilbarry	1-2	1	Ballincollig	Maglin	2	1
School Planning Area	Growth Areas included	Primary School requirement (new or expanded)	Post-Primary School requirement (new or expanded)																										
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		Blarney	Blarney Stoneview	1-2	1
		Glanmire	South Glanmire	1	1
		South Suburbs	Douglas / Rochestown Castletreasure	2	1
<p>Submission supports the zoning of new schools at the following Key Growth Area locations:</p> <ul style="list-style-type: none"> • City Docks • Tivoli Docks • Ballincollig lands totalling 15 acres in West Ballincollig • Ballyvolane • South Glanmire • Blarney • Kilbarry / Blackpool • Castletreasure 	264, 410	<p>Cork City Council aims to ensure that sufficient school infrastructure is provided in accessible locations that benefit from short trips by walking and cycling to meet the needs of the City.</p> <p>Chapter 10: Key Growth Areas and Neighbourhood Development Sites sets out objectives relating to specific school sites, including school sites in South Glanmire Urban Extension Area, Old Whitechurch Road and Ballyvolane. Cork City Council will work with the Department of Education and Skills to ensure the adequate provision of school sites.</p> <p>Recommendation:</p> <p>Amend Objective 3.23 School Facilities as follows:</p> <p style="padding-left: 40px;">Objective 3.23 School Facilities</p> <ol style="list-style-type: none"> a. To work closely with the Department of Education and Skills in planning for the delivery of new schools in-step with new housing development within the city. b. To ensure that new school sites are made available in accordance with the requirements of the Department of Education. c. To encourage the co-location of schools as part of education campuses and with other community uses to create community 			

Issues / Recommendations / Observations	Sub. No.	Chief Executive's Response & Recommendation
		<p>hubs. This could facilitate the sharing of halls, playing fields and courts where feasible.</p> <p>d. Work closely with the Department of Education and Skills and landowners to ensure that new schools are provided to meet the needs of new residential neighbourhoods at: City Docks; Tivoli Docks; Ballincollig Maglin; Ballyvolane; South Glanmire; Blarney (Stoneview); Kilbarry / Blackpool Neighbourhood; and Douglas (Castletreasure).</p>
<p>It is submitted that policy on Transport and mobility relating to school developments and third-level education facilities should consider transport and mobility implications. More specifically, the potential for school environments to be made safer by 30 km/h speed limits and the removal of on-street parking close to the school to improve safety and encourage walking / cycling / good drop-off practice.</p>	<p>402, 414</p>	<p>Paragraph 4.42 sets out the programme for "Safe Routes to School". These considerations are also set out in Chapter 11 of the Draft Plan, which provides guidance on the assessment of development proposals requiring planning assessment. Paragraph 11.169 provides the relevant assessment criteria under "Schools and Colleges". It is recommended that paragraph 11.169 can be amended to refer to paragraph 4.42</p> <p>Recommendation:</p> <p>Update paragraph 11.169 to refer to Safe Routes to School and paragraph 4.42 and the potential for school environments to be made safer by 30 km/h speed limits and the removal of on-street parking.</p>
<p>Third Level Education and Further Education</p>		
<p>It is submitted that the Department of Further and Higher Education, Research, Innovation and Science (DFHERIS) should be referenced in the development plan as the body that provides policy, funding and governance of the higher and further education, adult education and research sectors and for the oversight of the work of the State agencies and public institutions operating in these areas.</p>	<p>425</p>	<p>Supporting text will be amended to include reference to the DFHERS and a new paragraph introduced to frame the Further Education sector.</p> <p>Recommendation:</p> <p>Insert new paragraph in Chapter 3 after paragraph 3.75 to frame further education, its role and development of facilities in the City.</p>

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<p>Submissions are concerned that the expansion of University College Cork and Munster Technical University over the last 40 years has been unabated and without due consideration of the impacts on the surrounding neighbourhoods. It is considered that any continued expansion should be contingent on the completion of a Cork City Third-Level Education Expansion Strategy and Impact Assessment. This will consider the impacts of the expansion so far and that set out in the masterplans of the two institutions and establish sites / frameworks for future expansion. In particular, if the impacts on the permanent residential communities was properly understood then this could lead to appropriate planning policy and controls that would mitigate those impacts and provide the ability for continued expansion.</p> <p>The identification of future expansion sites should be a collaborative process at a strategic city level in order to ensure that the impacts and necessary mitigations are properly understood. This will require civic leadership on the part of Cork City Council.</p>	43, 68	<p>Cork City Council works with third-level education providers in relation to their development and expansion in a sustainable manner. Cork City Council will work with stakeholders to examine the potential of a Cork City Third-Level Education Expansion Strategy and Impact Assessment.</p> <p>Recommendation:</p> <p>No change.</p>
<p>It is requested that paragraph 3.75 / Objective 3.24 be updated to refer provide explicit support in principle for the implementation of UCC's Masterplan Review 2021 which provides a framework for the development of the physical environment of the campus that will support the learning, research, and academic ambitions of the university. Section 8.3 of the RSES supports the Implementation of University Masterplans as drivers of economic growth.</p>	317	<p>Cork City Council supports the ongoing development and provision of third level education, further education and lifelong learning in the City, and will continue to work with the education providers to ensure their facilities can be upgraded and expanded to meet their requirements (Objective 3.24 of the Draft Plan).</p> <p>Recommendation:</p> <p>Amend paragraph 3.75 / Objective 3.24 to reflect the RSES to support the development of Third-Level Education and Further Education and cite the</p>

Issues / Recommendations / Observations	Sub. No.	Chief Executive's Response & Recommendation
		specific framework documents developed to guide the strategic development of Cork's Institutions.
<p>It is submitted that the development plan should support new developments and improvement of existing facilities.</p> <p>To seek support for the intensification of the CETB city centre facilities (e.g. St. John's College).</p> <p>To seek development plan support for sustainable "deep energy retrofit solutions for the CETB estate's buildings stock.</p> <p>The CETB has an ambition to create a world class Further Education and Training Centre and Campus at the Cork Training Centre on Rossa Avenue and Model Farm Road through strategic support of increased density and height, improved public realm, existing and proposed new transport connections, site accessibility, boundary permeability, in and around the site, along with sustainability retro-fit measures and redevelopment works necessary to the existing building stock.</p>	381, 425	<p>The Draft Plan includes an objective to support the development of Third-Level and Further Education facilities in the city (see Objective 3.24).</p> <p>Planning applications will be assessed on their merits based upon the relevant objectives set out in the development plan.</p> <p>Recommendation:</p> <p>See response to submission no 425.</p>
Healthcare Infrastructure		
<p>It is submitted that Sarsfield Court should be developed for the purposes of Cork's second hospital. This would serve Mayfield / the northeast of the City, which is currently underserved.</p>	267	<p>The Department of Health are currently operating a process to identify the site for an Elective Hospital. Until the conclusion of this process it will not be possible to include objectives in the development plan for specific sites.</p> <p>Recommendation:</p> <p>No change.</p>

Issues / Recommendations / Observations	Sub. No.	Chief Executive’s Response & Recommendation
Neighbourhood Recreation and Amenity, Libraries, Social Inclusion, Inclusive Design, Cork City Age Friendly Strategy, Cultural Diversity, Safe and Secure City		
<ul style="list-style-type: none"> • Submissions support Objectives 3.21, 3.22, 3.28, 3.29, 3.30, 3.31, 3.32, 3.33 and 3.34. • Submission seek that the Neighbourhood Recreational Strategy takes into account the need for play spaces for all age groups, including teenagers and adults, and that spaces are safe for both formal and informal play. • To include text in bold within in Objective 3.28 (b): <ul style="list-style-type: none"> b. To support and facilitate the development of outdoor and indoor recreational facilities including ample age friendly seating and seating for all and toilet facilities to cater for all age groups on suitable sites. • To include additional criterion in Objective 3.28: <ul style="list-style-type: none"> ○ When creating cycling infrastructure have separate cycling path and pedestrian pathways. • Request for additional criteria (d): <ul style="list-style-type: none"> ○ (d) To ensure that disadvantaged communities do not suffer from isolation, health, social and economic damage from car dependency and lack of access to public and active travel opportunities. 	<p>335, 414, 422</p>	<p>Support for these Objectives is acknowledged.</p> <p>The Cork City Active Recreation Infrastructure Study will take account of active recreation facilities for all age groups in the City. Objective 3.28 (b) seeks to support recreational spaces for person of all ages in the City. Including a specific reference to ‘play facilities’ as part of this objective 3.28 criterion b is considered appropriate and consistent with Objective 6.20 which also supports the development of Active Recreational Infrastructure.</p> <p>In relation to the segregation of pedestrian paths and cycle paths, the design and maintenance of cycle paths and pedestrian paths are operational matters that extend beyond the scope of the Development Plan.</p> <p>It is considered that the Draft Plan adequately addresses the issues raised in relation to a proposed amendment to Objective 3.30 Social Inclusion.</p> <p>The Age Friendly Initiative / Programme will result in the production of the Age Friendly Strategy in consultation with community groups and general public. This is independent to the Development Plan. In terms of ageing well infrastructure, there are recommendations set out in this Report to require development to incorporate Universal Design Principles, which directly support provision of ageing well infrastructure.</p> <p>The Draft Plan includes specific objectives in Chapter 7 in relation to retail and addressing vacancy in retail and in Chapter 10 in relation to specific development areas across the City that address area-specific issues.</p> <p>The proposal to ensure all ages and abilities can safely walk, cycle, socialise and play is well placed but beyond the scope of the Development Plan to deliver. However, this principle should apply to non-vehicular streets / pedestrianised streets and streets specifically designed to accommodate low vehicular speeds</p>

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<ul style="list-style-type: none"> Promote Age Friendly Strategy and Age Friendly City Initiative and ageing well infrastructure. Submission highlights that Age Friendly group feel unsafe within the city centre. Ask for additional points to be added: <ul style="list-style-type: none"> Cork City Council through inter sectoral working with the CORE City Centre Group to fill vacant shops with the utmost of urgency. Request additional criteria to read: <ul style="list-style-type: none"> To ensure all ages and all abilities can safely walk, cycle, socialise and play on the city's streets without fear of traffic or harassment from drivers. 		<p>(see recommendation for Objective 3.20 under submission no's 203, 243, 284, 414).</p> <p>Recommendation:</p> <p>Amend in Objective 3.28 Neighbourhood Recreation and Amenity (b):</p> <ul style="list-style-type: none"> b. To support and facilitate the development of outdoor and indoor recreational facilities, play facilities and services to cater for all-age groups and people of all abilities on suitable sites.'
Irish Language		
<p>No recognition or support for the Irish language in the Draft Plan.</p> <p>Draft Plan should provide specific support for the role of Cork City as a Gaeltacht Service City under the Gaeltacht Act 2012 in alignment with Cork MASP Objective 4e.</p>	368, 400	See response to Recommendation 1(c) of the SRA submission 400 in Part 2, Section 2.
An Inclusive, Equitable and Safe City		
Safe and secure city needs to include how crime will be policed as you can't just design it out.	225	The Development Plan has remit in relation to design and the elements of design include safety and security. The Plan has no remit in relation to how the Gardaí police an area. It is the combination of numerous factors and stakeholders which help to address concerns raised on safe and secure city.

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		<p>Recommendation:</p> <p>No change.</p>
<p>Submission asking for children needs to be named within the Development Plan. Also asking for voices of young people to be heard, especially from those seldom heard.</p>	<p>434</p>	<p>Cork City Council carried out extensive consultation work as part of the Draft Development Plan consultation, including with young people. Children's needs are identified and addressed in various sections of the Draft Plan in terms of context paragraphs and Objectives. The main support comes from Objective 3.20 Cork City as a Child-Friendly City. This is proposed to be amended to strengthen this objective in favour of child friendly development within Cork City.</p> <p>Recommendation:</p> <p>See recommendation for Objective 3.20 under submission no's 203, 243, 284, 414.</p>
<p>Miscellaneous</p>		
<p>Cork City Hall to be a cultural hub. Cork City to be a Breastfeeding Friendly City. To set up a Cork City People's Assembly.</p> <p>Seeks commitment for engagement and stakeholders across the plan and delivery projects.</p>	<p>383, 413</p>	<p>The issues raised in relation to City Hall, Breastfeeding Friendly City and a People's Assembly are largely not within remit of Plan. City Hall hosts numerous cultural events each year. The Breastfeeding Friendly City and People's Assembly are best achieved through other mechanisms such as LECP, HSE, Healthy Cities.</p> <p>In terms of engagement with community and stakeholders, there are three public consultation stages during the 2 year Development Plan making process. The initial Pre-Plan consultation stage (also known as Issues Paper consultation stage) was during summer 2020. The Draft Plan consultation was during summer 2021. The final consultation on Material Amendments to the Draft Plan will be in April 2022. During each stage, there has been extensive and meaningful consultation with community groups and stakeholders in relation to Cork City. Extensive meetings were held with community groups and stakeholders during Draft Plan stage, along with a bespoke youth engagement</p>

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		<p>work in a photo competition at Issues Paper stage and a 'Freedom of the City' project at Draft Plan stage. In addition, the Draft Plan was written in line with the national guidelines 'Public Communications Toolkit for the Public Sector' which makes the document easier to read for a wide stakeholder audience.</p> <p>Recommendation:</p> <p>No change.</p>
<p>Submission seeks two sites in the Mahon area for children and young adults living with autism.</p>	<p>223</p>	<p>While the provision of actual sites is a matter that extends beyond the Development Plan, the prevalent land use zoning objectives proposed for the Mahon area facilitate education and community facility uses. Cork City Council will work with stakeholders in this regard.</p> <p>Recommendation:</p> <p>No change.</p>
<p>Submission refers to ongoing issues with waste management in Farranree impacting the public realm.</p>	<p>437</p>	<p>While the provision of waste management services and infrastructure are operational matters that extend beyond the Development Plan, the Draft Plan seeks to improve public realm across the City.</p> <p>Recommendation:</p> <p>No change.</p>

Chapter 4

Transport and Mobility

Issues / Recommendations / Observations	Sub. No.	Chief Executive's Response & Recommendation
Section 4.4 Modal shift targets and mode share		
<p>A number of submissions assert that the modal shift targets as derived from CMATS for cycling are too low.</p> <p>Measures to record cycling share such as automated cycling counts are suggested.</p> <p>The benefits of cycling for public health and the economy are further outlined.</p>	<p>6, 20, 21, 22, 89, 156, 161, 165, 170, 177, 181, 302, 346, 399, 402, 417, 435</p>	<p>The targets for modal share as outlined in the Draft Plan will be continuously reviewed during the lifetime of this plan with a view to increasing the level of sustainable transport, in particular active transport used across the city, and exceeding the targets for sustainable transport as set out in CMATS.</p> <p><u>Modal Share</u></p> <p>Cork City Council is committed to active travel increasing the cycle mode share in the city through the provision of enhanced facilities and recognises the benefits of both walking and cycling.</p> <p><u>Cycle Counters and inclusion of cycling in traffic counts.</u></p> <p>Automated cycling counters have been installed along a number of routes and will continue to be rolled out across the city. Furthermore, cycling movements are also captured in traffic counts which are conducted on an annual basis. Cycling trends are indicated in the reports which derive from these counts. These will be continuously reviewed by Cork City Council.</p> <p>Recommendation:</p> <p>No change.</p>
Sections 4.24-4.41 Cycling Infrastructure and facilities		
<p>A number of submissions request segregated cycling facilities, protection of cycling facilities and also raise issues regarding the design and maintenance of this infrastructure.</p> <p>A number of requests to extend the Bike Sharing scheme were also received.</p>	<p>14, 19, 27, 46, 55, 73, 78, 85, 146, 161, 167, 172, 177, 191, 199, 191, 203, 211, 245, 267, 292, 296, 301,</p>	<p><u>Cycling facilities</u></p> <p>As outlined Chapter 4 Transport and Mobility, Cork City Council is committed to delivering in excess of 100 km of new or enhanced cycling infrastructure including, but not limited to, segregated cycle lanes during the lifetime of this Plan.</p> <p><u>Bike sharing scheme</u></p>

Issues / Recommendations / Observations	Sub. No.	Chief Executive's Response & Recommendation
	309, 327, 335, 337, 402, 409, 412, 417	<p>Cork City Council will work with the National Transport Authority to further develop the scheme during the lifetime of this Plan. Further enhancements to the scheme will include consideration of electronic bikes, dockless bikes and an expansion of the current network to include additional locations throughout the City.</p> <p><u>Cycle lanes design and maintenance</u></p> <p>The design and maintenance of cycle lanes are an operational matter and extend beyond the scope of the Development Plan but will be considered as part of the future operational plans of Cork City Council.</p> <p>Recommendation:</p> <p>No change.</p>
Table 4.3 Walking and Cycling Improvements		
A number of submissions call for more prominence for the Lee to Sea Greenway initiative including identification and protection of the route. Further calls for dedicated cycling route between Ballincollig, the City Centre and Carrigaline.	59, 73, 98, 115, 127, 148, 151, 154, 157, 179, 196, 197, 238, 245, 402	<p>Cork City Council is committed to the Lee to Sea Greenway project. Works have commenced on the Passage Railway Greenway Improvement Scheme which will form an integral component of the Lee to Sea Greenway project. An indicative route for the Lee to Sea Greenway is contained within Figure 2.2 Core Strategy map in Section 2.48 of the Draft Plan.</p> <p>During the lifetime of this Plan Cork City Council will collaborate closely with key stakeholders including the NTA, TII, Cork County Council and other stakeholders to deliver on this project.</p> <p>Recommendation</p> <p>No change.</p>

Issues / Recommendations / Observations	Sub. No.	Chief Executive's Response & Recommendation
Permeability		
Submissions request that all efforts should be made to increase permeability for pedestrians / cyclists including building new accesses and opening semi-public access routes.	175, 185, 208, 402	<p>Requirements aimed at ensuring permeability across new and established residential areas are presented in the Development Management Standards section of the Draft Plan. Cork City Council will undertake a permeability study of Cork City and the urban towns during the lifetime of this Plan.</p> <p>Recommendation:</p> <p>No change</p>
Pedestrianisation		
Submissions assert that the City Centre Movement Strategy “much of which has been implemented to date” does not seem to be a great success and that despite being a small, compact city, Cork is an unpleasant pedestrian, cycling environment with the exception of a few 'reservations' such as Oliver Plunket Street. A comprehensive reconfiguration of all main city-centre junctions to prioritise pedestrians would be a very worthwhile objective. Submission calls for the extension of the pedestrianisation scheme.	189, 401	<p>A range of high quality, public realm improvements have been implemented in recent years to include pedestrian priority areas, wider footways and improved crossing facilities in Cork City Centre and Ballincollig Town Centre in particular. Cork City Council acknowledges, in the Draft Plan, that further improvements are required across the city particularly upon approaches to centres of activity.</p> <p>The configuration of junctions is an operational matter that extends beyond the scope of the Development Plan.</p> <p>Recommendation:</p> <p>No change</p>
Public Transport 4.42-4.86		
CMATS		
Submissions request the acceleration of delivery of Cork Metropolitan Area Transport Strategy (CMATS). The initial	128, 189, 296, 317, 337, 362,	The timeframes for the delivery of CMATS are set out in the Draft Plan. Cork City Council in conjunction with NTA and the Transport providers are committed to the timely implementation of CMATS.

Issues / Recommendations / Observations	Sub. No.	Chief Executive's Response & Recommendation
implementation of the CMATS and the continued investment in public transportation is welcomed.	346, 376, 402, 405	<p>Recommendation:</p> <p>Include additional text in Chapter 4:</p> <p>Cork City Council will work with the National Transport Authority on the implementation of the Cork Metropolitan Area Transport Strategy (CMATS) 2040 which is intended to incrementally deliver the specified transport infrastructure interventions and public transport services over time, to align with the continued growth of the City and wider Metropolitan Area.</p> <p>In this regard, CMATS is a live document, subject to periodic review and is intended to be scalable, flexible and future proofed enough to meet changes in population and employment growth. This, however, comes with the proviso that any such changes will still need to be consistent with the principle of compact growth and public transport oriented development.</p>
Bus Routes and BusConnects		
A number of submissions received on the success of the 220 (24 hr) bus service and calls for its expansion of this type of service for other routes. Additional submissions highlight a number of new routes and services for consideration on the northside of the City and new settlements now in the functional area of Cork City Council.	331, 368, 387, 388, 401	<p>Frequencies of routes, new routes and consolidation of routes is being considered as part of the Cork BusConnects Plan which is currently on public consultation. This Development Plan will be amended to reflect the recommendations of the BusConnects plan as they arise.</p> <p>Recommendation:</p> <p>Insert new text,</p> <p>This Development Plan will be amended to reflect recommendations of the BusConnects plan as they arise.</p>

Issues / Recommendations / Observations	Sub. No.	Chief Executive's Response & Recommendation
Bus lanes		
Submission objects to the provision of a priority bus lane in the Summerhill North/St Luke's area which it is stated will act as a barrier to connectivity in the area as a result of a three-lane road being created and suggests alternative traffic management proposals.	320	<p>The provision of bus lanes and designation of one-way streets, etc. is an operational matter and cannot be considered as part of the preparation of the City Development Plan.</p> <p>Recommendation:</p> <p>No change.</p>
Light Rail		
<p>Submission opposes the sharing of the Blackrock greenway with the proposed Light Rail.</p> <p>A further submission requests that the LRT route link with MTU campus in Bishopstown but avoids the area proposed for expansion.</p> <p>One submission suggests a north south metro line to be identified during the lifetime of this plan.</p>	203, 359, 365, 390, 401, 402	<p>The final LRT route alignment and depot location has not yet been determined. A definitive route alignment is needed to maximise the ability to provide appropriate densities for development sites at locations along the route and to avoid conflict with emerging development proposals.</p> <p>This Development Plan will apply appropriate safeguards and development densities within the study corridors to ensure the long-term feasibility of the proposed light rail route. Once the emerging preferred route is identified a variation of this Plan will take place to safeguard the route.</p> <p>Recommendation:</p> <p>No change.</p>
Rail		
Submission from Irish Rail / Iarnród Éireann, who are planning for a major expansion of rail as set out in the transformative 2027 Strategic Plan. IR / IE are planning to significantly improve and upgrade the commuter, regional and intercity offering by providing additional capacity,	103	<p>Iarnród Éireann's commitment to the enhancements of facilities and services in the Cork area is welcomed.</p> <p>Cork City Council acknowledges that rail forms part of the options being explored in the N/M20 project aimed at improving linkages between Cork and Limerick. It is recommended to include text in Chapter 4 "InterCity Services" to</p>

Issues / Recommendations / Observations	Sub. No.	Chief Executive's Response & Recommendation
<p>higher frequency of service and improved journey times across our range of services.</p> <p>The submission outlines the key improvements and issues of relevance to the update of the Cork City Development Plan including</p> <ul style="list-style-type: none"> • development of the Kent station hub, • through running at Kent station, • electrification and development of additional stations on the Cork Commuter network, • increase of services and frequencies to both Dublin and Tralee. <p>Submission further asserts that the area zoned “ZO 15 Public Infrastructure” at Kent Station cannot be fixed to this size at this point and it will be subject to further assessment as part of the Commuter Rail Programme and the development of the Masterplan.</p> <p>The Development Plan should support the implementation of the Park and Ride Strategy when it is agreed by all parties.</p> <p>Submission highlights that the Draft Plan notes that the “N/M20 project will provide for improved connectivity between Cork City and Limerick”. It states that it is important to note the Phase 2 Option Selection assessment for the N/M20 is ongoing, with a number of rail options being considered for this scheme. IR / IE also note that the preferred option could be a combination of road and rail elements.</p>		<p>support the development of an enhanced direct rail service between Cork and Limerick.</p> <p>Cork City Council accepts that the ZO-15 zone may be subject to change. This will be further reviewed post final Plan adoption, where necessary, following further assessment of the commuter rail programme and the development of a masterplan for Kent Station.</p> <p>It is recommended that this site be designated for masterplan with an acknowledgement that the transport / station / rail uses may extend beyond the ZO-15 zoned lands onto ZO 1 zoned lands, but that the general mix between transport, residential and open space uses will be in line with the current zoned mix.</p> <p>The regulation of signage including real time information systems is an operational matter and is not a matter to be considered as part of the preparation of the City Development Plan.</p> <p>Recommendation:</p> <p>Include text in Chapter 4 “InterCity Services” to support the development of an enhanced direct rail service between Cork and Limerick.</p>

Issues / Recommendations / Observations	Sub. No.	Chief Executive's Response & Recommendation
<p>The submission cites a number of issues relating to developments and proposals located outside the functional area of Cork City Council.</p> <p>The submission also requests that the Development Plan support information systems including real time information displays, etc.</p>		
<p>Submission raises issues around the branding and livery of rolling stock on the Cork Commuter network and further looks for expansion of services to west County Cork and to Waterford via Youghal.</p>	401	<p>Branding and livery of rolling stock is a matter for the NTA and Irish Rail. Cork City Council will prioritise the implementation of CMATS which does not include expansion of the suburban rail network. The additional routes listed are not within the functional area of Cork City Council.</p> <p>Recommendation: No change.</p>
Area specific Public Transport		
Citywide		
<p>Submission calls for a metro to cover the entire city.</p>	203, 388	<p>This submission is noted. Significant public transport improvements and interventions are contained in CMATS and in Chapter 4 of the Draft Plan. A metro is not being considered at this time.</p> <p>Recommendation: No change.</p>

Issues / Recommendations / Observations	Sub. No.	Chief Executive's Response & Recommendation
Key Growth Areas		
Tivoli		
Submission requests that a train station be considered for Tivoli.	388	<p>Information in relation to a potential train station in Tivoli is included in Chapter 10: Key Growth Areas: Tivoli, and Chapter 4: Transport and Mobility: Suburban Rail of the Draft Plan.</p> <p>Recommendation:</p> <p>No change.</p>
City North East		
A number of submissions request traffic calming along the Old Youghal Road from Dillons Cross to Mayfield.	288, 284, 339	<p>Traffic calming measures are an operational matter and extend beyond the scope of the of the Development Plan.</p> <p>Recommendation:</p> <p>No change.</p>
City South West		
This submission requests that the Council considers allowing access to the MTU Bishopstown campus and states this would have a net benefit to reduce traffic in the surrounding areas.	195	<p>A secondary access to the MTU campus will be examined as part of the development of the Cork Science and Innovation Park.</p> <p>Recommendation:</p> <p>No change</p>

Issues / Recommendations / Observations	Sub. No.	Chief Executive's Response & Recommendation
Ballincollig		
<p>Submissions requests that all public parking should be removed along the Main Street with the exception of the required number of disability spaces.</p> <p>Submissions further requests the upgrading of the cycle route in Ballincollig to provide a continuous and protected route.</p>	211, 377	<p>Cork City Council will continue to reduce the levels of on-street parking in the city and urban town centres over the lifetime of the plan to accommodate a wide range of sustainable transport measures including bus priority, laybys, safer crossing facilities, seating, contra-flow cycle lanes, parklets, bicycle share schemes and cycle parking.</p> <p>Additional on-street spaces will be repurposed to support flood management schemes and public realm improvements including street trees, wider footpaths and recreational facilities. Where on-street parking is provided to support the economic functions of the City and urban town centres, the emphasis will be on supporting a quick turnover of spaces to ensure that spaces are readily available for those businesses that rely upon them.</p> <p>As outlined Chapter 4 Transport and Mobility of the Draft Plan, Cork City Council is committed to delivering in excess of 100 km of new or enhanced cycling infrastructure including but not limited to segregated cycle lanes during the lifetime of this Plan.</p> <p>Recommendation:</p> <p>No change</p>
Tower/Kerry Pike		
<p>Submission highlights that whilst bus services from Tower to the City Centre and beyond have improved in recent times bus routes serving the west of the city and Apple are required.</p> <p>Additional submission highlights that a bus route serving Kerry Pike has been omitted from CMATS.</p>	46, 408	<p>As part of the Cork Bus Connects project which is currently on public display and consultation significant bus service improvements in terms of routes and frequencies are proposed for the Blarney-Tower-Kerry Pike area. Additional routes and services encompassing connections between Tower, Ballincollig and Holyhill areas respectively are proposed.</p> <p>Recommendation:</p>

Issues / Recommendations / Observations	Sub. No.	Chief Executive's Response & Recommendation
		This Development Plan will be amended to reflect recommendations of the BusConnects plan as they arise.
<p>Submission asserts that Cycling infrastructure in Tower is non-existent and that speeding traffic flow makes it very dangerous for both cyclists and pedestrians and as a result the village feel of Tower is lost.</p> <p>Further opines that a cycling plan is needed to address concerns raised over the transition from Cork County Council to Cork City Council.</p>	432	<p>Significant improvements in cycling and pedestrian infrastructure are planned for Tower. The Cork Cycle Network Plan which has been absorbed into CMATS contains proposals for both on and off-road cycling infrastructure in the Blarney / Tower / Kerry Pike area and Cork City Council will work with relevant stakeholders to further these proposals during the lifetime of this Plan.</p> <p>Furthermore, Cork City Council is committed to preparing a Public Realm Strategy for Tower to address issues such as pedestrian and cycle permeability, signage, car parking, traffic management and enhancements to the town core including the area around Tower Shopping Centre and Cloghroe Neighbourhood Centre. In addition, the potential for connections to Ballincollig and Kerry Pike will also be examined during the lifetime of this Plan.</p> <p>In addition, the potential for connections to Ballincollig and Kerry Pike will also be examined during the lifetime of this Plan.</p> <p>Recommendation:</p> <p>No change.</p>
Access to Public transport for people with disabilities		
<p>A number of submissions highlight that people with disabilities are more reliant on public transport than the general population.</p> <p>Further asserts that in addition to the Development Plans requirement that new public transport infrastructure must be accessible that updates and retro fitting to the existing fleets and infrastructure to facilitate people with disabilities should be a requirement of this plan.</p>	99, 139, 175, 204	<p>Cork City Council is cognisant of the barriers for people with disabilities in accessing public transport. Sections 4.82 to 4.86 of the Draft Plan address these issues. Section 4.83 requires accessibility facilities be incorporated at design stage for all new public transport infrastructure. Cork City Council shares the concerns of the submitters with regard to access to older infrastructure and are engaged with transport providers with regard to retrofitting existing infrastructure in particular Irish Rail with regard to legacy issues at Kent Station.</p>

Issues / Recommendations / Observations	Sub. No.	Chief Executive's Response & Recommendation
<p>Additionally, a requirement that accessibility for stations and stops must be incorporated at design stage is highlighted.</p> <p>It is also suggested that public transport be provided in close proximity to areas where people with disabilities reside.</p>		<p>Cork City Council via CMATS is attempting to bring public transport to the widest possible population catchment.</p> <p>Recommendation:</p> <p>No change.</p>
Park and Ride		
<p>A number of submissions highlight the need for Park and Ride facilities with the northside of the City and Dunkettle highlighted. Additionally the importance of Dunkettle as an enabler for reduced parking levels in the City Docks and Tivoli is highlighted. It is further suggested that the City Development Plan should set out the priority level for the delivery of each of the CMATS Park and Rides. Submission supports objective to provide Park and Ride facilities.</p>	<p>103, 158, 350, 362, 390, 401, 402</p>	<p>Cork City Council recognises the need for Park and Ride on the northside of the city and the importance of Park and Ride at Dunkettle which will be a key enabler to reducing parking levels at a number of strategic locations in the city.</p> <p>The priority level for the delivery of each of CMATS Park and Ride delivery will be determined by the rollout of the CMATS programme.</p> <p>Recommendation:</p> <p>No change.</p>
Local Mobility Hubs		
<p>A number of submissions have been made in relation to local mobility hubs.</p> <p>Submission recommends a new section to address Mobility Points.</p> <p><i>New section 4.98 - Mobility Points</i></p> <p><i>The City Council will determine suitable on-street provision for Mobility Points over the course of the strategy. Mobility Points typically includes the co-location of public transport stops, dedicated car club bays, car sharing systems, Bicycle</i></p>	<p>377, 390, 402, 414</p>	<p>The Draft Plan states that local mobility hubs may include formalising existing surface or multistorey car parks at locations including Mahon, Pouladuff Road, Carrigrohane Road, Blackpool, and Docklands. These hubs may potentially take the form of multi-storey car parks or basement car-parking in some circumstances. Existing rail and bus stations may also be retrofitted as mobility hubs.</p> <p>Typically, a local mobility hub will be supported by frequent public transport, quality walking and cycling networks within a catchment area of 500-600m and include supplementary facilities including public transport stops, high-capacity</p>

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<p><i>Sharing Systems and dedicated sheltered Cycle Parking. Other provision may include the shared waste management and parcel collection services where feasible.</i></p> <p>Another submission suggests that other locations be considered in addition to those referenced in the plan and that they be included in the mapped objectives.</p>		<p>cycle parking, bicycle sharing systems dedicated car club spaces, carpooling spaces, electric charging facilities for cars and taxi drop-off facilities.</p> <p>Local mobility hubs typically support lower levels of residential parking from new development areas but can potentially support some limited destination parking in areas where on-street parking has been re-purposed to support public transport or local public realm improvements.</p> <p>Site specific locations and suitable capacities for mobility hubs will be determined during the lifetime of the Plan.</p> <p>Recommendation: No change.</p>
DMURS		
<p>This submission encourages the full inclusion of reference) of the DMURS Quality Audits – ‘An access audit, as an integral part of the DMURS audit.</p>	139	<p>The City Council considers this request reasonable and additional text will be included in Section 11.229.</p> <p>Recommendation</p> <p>Include the following additional text in Section 11.229:</p> <p>Other Design Audits Other Individual Audits will generally focus on particular aspect of the design or the likely experience of a particular user group. These include</p> <ul style="list-style-type: none"> • Road Safety Audits (including Risk Assessment). • Pedestrian and cycling audits (e.g., Non-Motorised User Audit, Walkability Audit, Cycle Audit). • Mobility and visually impaired users audits (e.g. Access Audit, Universal Design Audit, Wheelchair Audit).

Issues / Recommendations / Observations	Sub. No.	Chief Executive's Response & Recommendation
		<ul style="list-style-type: none"> • Visual quality audits (e.g. Placecheck, Materials Audit) • Community audits (e.g. Community Street Audit)
Parking Management		
Parking for New Development/Car parking standards		
<p>A number of submissions raise the issue of Parking standards as set out in the draft plan. One submission asserts that the standards proposed are too restrictive given the timeframe for the rollout of public transport improvements whilst another submission suggests that they are not sufficiently restrictive and that the plan should commit to year on year reductions in some of the more peripheral areas where public transport is limited through the adoption of site specific mobility management plans relevant to the scale and nature of business / use and the timeframe for public transport delivery.</p>	<p>110, 181, 185, 186, 193, 208, 258, 279, 380, 402, 407, 414</p>	<p>The standards as set out in the Development Plan will be reviewed periodically as the measures and interventions prescribed in CMATS come on stream. Site specific mobility management plans will be considered in the preparation of plans at a more micro level such as Local Area Plans, Framework Plans, etc. and may also form a requirement of the Development Management process.</p> <p>Recommendation:</p> <p>No change.</p>
On Street Parking		
<p>A number of submissions have been received in relation to on street parking. Amongst the issues raised include:</p> <ul style="list-style-type: none"> • Numerous studies have now shown that providing improved walking, cycling, and public transport has positive economic, social and environmental impacts on city streets where parking has been removed. 	<p>23,181,320, 335, 377, 390, 402</p>	<p>The impact of reductions of on street parking has been considered by Cork City Council in the preparation and implementation of a number of strategies including the City Centre Movement Strategy and the recent Pedestrianisation initiative and the creation of additional cycling lanes.</p> <p>Cork City Council will continue to reduce the levels of on-street parking in the City Centre and urban town centres over the lifetime of the Plan to accommodate a wide range of sustainable transport measures including bus</p>

Issues / Recommendations / Observations	Sub. No.	Chief Executive's Response & Recommendation
<ul style="list-style-type: none"> The need for an objective to support the provision of on street Age Friendly parking spaces. Concerns regarding the removal of on street parking in the Summerhill North/St Lukes area. Suggestion to provide consolidated Area Based Parking solutions for new development e.g in Mobility Hubs or where long-standing on-street parking has necessarily been displaced as a result of Bus-Connects, Safer Routes to School, urban village public realm upgrades, pedestrian and cycle safety measures, local flooding mitigation and local environment improvements. Further information on how development can move forward in advance of this infrastructure coming forward is requested in relation to parking standards, together with how a flexible approach to parking might be applied between to support a modal shift to active and sustainable mobility. 		<p>priority, laybys, safer crossing facilities, seating, contra-flow cycle lanes, parklets, bicycle share schemes and cycle parking.</p> <p>Additional on-street spaces will be repurposed to support public realm improvements including street trees, wider footpaths and recreational facilities. Where on-street parking is provided to support the economic functions of the City Centre and urban town centres, the emphasis will be on supporting a quick turnover of spaces to ensure that spaces are readily available for those businesses that rely upon them.</p> <p>In residential areas, the objectives will be to discourage commuter parking that contribute to parking stress and unsafe parking practices immediately outside paid parking zones, and to free-up kerbside space by providing alternatives to private car ownership.</p> <p>Cork City Council support the implementation of Age Friendly parking spaces but considers this item to be operational in nature and not for consideration in the preparation of the City Development Plan. The Draft Plan contains several Age Friendly objectives.</p> <p>Recommendation: No change.</p>
Off Street Parking		
<p>Submission raises concerns with regard to the removal of on street parking in an area with limited off-street parking. Additionally, concerns are raised with regard to the proposed limitation of off street parking in the Docklands. Further information on how development can move forward in advance of this infrastructure coming forward is requested in relation to parking standards, together</p>	258, 320, 380, 402, 414	<p>The main objective of the off-street parking measures is to free-up kerbside space within the city and town centres and to support a viable, public transport system.</p> <p>The Maximum Parking standards will be reviewed in tandem with the roll out of CMATS improvements.</p> <p>Recommendation:</p>

Issues / Recommendations / Observations	Sub. No.	Chief Executive’s Response & Recommendation
with how a flexible approach to parking might be applied between to support a modal shift to active and sustainable mobility.		No change.
EV Charging Points		
Submission suggests that the plan must not only facilitate but encourage the incorporation of electric charge points throughout the City and in residential, community and commercial settings. It must also set the scene for the inevitable integration of hydrogen into the mobility mix and facilitate and promote its proactive rollout.	362, 368	<p>This submission is noted. As set out in Chapter 11 of the Draft Plan, to encourage the use of Electric Vehicles (EV) developments shall provide the following minimum standards for EV charging points and infrastructure:</p> <ul style="list-style-type: none"> • Multi-unit residential developments shall provide a minimum of one EV equipped parking space per five car parking. All other parking spaces shall be developed with appropriate infrastructure (ducting) that enables future installation of a charging point for EVs. • New dwellings with on-site car parking should be developed with appropriate infrastructure (ducting) that enables future installation of a charging point for EVs. • Other / non-residential development with more than 10 spaces shall provide at least 1 parking space equipped with a functioning EV charging point and at least 20% of spaces shall incorporate appropriate infrastructure (ducting) to allow for future fit out of a charging point. • Publicly accessible EV parking spaces should be clearly marked and be capable of communicating usage data with the National Charge Point Management System. EV parking spaces for disabled spaces should also be included in the development where these exist. • EV charging points will also be a requirement of applications for new filling stations. <p>Recommendation: No change.</p>

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Roads		
Relief Roads		
Submission calls for more orbital relief roads around the city to reduce traffic flow through the City Centre.	194	Proposed orbital relief roads are set out in CMATS. Cork City Council is pursuing these infrastructure projects with the NTA, TII and other stakeholders. Recommendation: No change.
M28		
Submission from TII referring to the M28.	62	See submission 62 in Part 2 of this Report.
M20		
<p>Submission from Limerick City Council, the lead authority in the delivery of the N/M20 Cork to Limerick Project</p> <p>Importance of N/M20 Cork to Limerick Project:</p> <p>(i) This submission highlights that the proposed N/M20 Cork to Limerick Project is of strategic and local importance and this should be reflected in the contents of the new Cork City Development Plan and suggest that It would be beneficial if the N/M20 Cork to Limerick project was mentioned as part of the Core Strategy or aligned to it also as a strategically important project.</p> <p>Zoning Maps:</p>	70 Also 62, 103	<p>See also submission 62 from Transport Infrastructure Ireland in Part 2 of this report, and submission 103 from Irish Rail / Iarnród Éireann above.</p> <p>(i) Cork City Council recognises that the N/M20 Cork to Limerick Project is of strategic and local importance. The indicative route for the N/M20 as it applies to the Cork City functional area will be included in the Cork City 2040 Concept Map Figure 2.8.</p> <p>(ii) This site is part of a suite of employment lands that are intended to support National and Regional Policy Objectives in the delivery of ambitious large-scale regeneration projects for the provision of new employment, housing and supporting infrastructure in Cork Docklands, including the relocation of logistics facilities from existing brownfield locations such as Tramore Road.</p> <p>(iii) These proposed textual changes are largely agreeable as per the table in the column to the left.</p>

Issues / Recommendations / Observations	Sub. No.	Chief Executive’s Response & Recommendation												
<p>(ii) The submission notes in Map 11 that zonings “ZO 3 Tier 3 Residential Neighbourhoods” and “ZO 10 Light Industry & Related Uses” are shown adjacent to or encroaching onto the existing N20 carriageway and junctions near Blarney / Stoneview. The proposed N/M20 Cork to Limerick Project is considering options that would involve the improvement and widening of the existing N20 along this section and is asserted that it would be prudent to ensure that future zonings are appropriately set back from the existing N20 transport corridor to protect its strategic importance.</p> <p>References to N/M20 Cork to Limerick Project:</p> <p>(iii) Submission further includes suggested minor changes to the Draft Cork City Development Plan to provide consistency in references to the N/M20 Cork to Limerick Project. These are as follows:</p> <table border="1" data-bbox="206 887 891 1315"> <thead> <tr> <th>Page / Section</th> <th>Current text</th> <th>Proposed text</th> </tr> </thead> <tbody> <tr> <td>108 / Table</td> <td>M20 Cork to Limerick</td> <td>N/M20 Cork to Limerick</td> </tr> <tr> <td>132 / 4.1.32 Heading</td> <td>M20</td> <td>N/M20</td> </tr> <tr> <td>132 / 4.1.32</td> <td>The N/M20 Cork to Limerick Road Improvement Scheme...</td> <td>The N/M20 Cork to Limerick Project...</td> </tr> </tbody> </table>	Page / Section	Current text	Proposed text	108 / Table	M20 Cork to Limerick	N/M20 Cork to Limerick	132 / 4.1.32 Heading	M20	N/M20	132 / 4.1.32	The N/M20 Cork to Limerick Road Improvement Scheme...	The N/M20 Cork to Limerick Project...		<p>Recommendation</p> <p>(i) Update Figure 2.8 Cork City 2040 Concept Map to include indicative route of N/M20, and include additional text to support and protect the delivery of the N/M20.</p> <p>(ii) Retain Strategic Employment Site 1 (lands adjoining Blarney Business Park) and update supporting text as follows:</p> <p style="padding-left: 40px;">Access to be via the existing Blarney Business Park and agreed with the TII, subject to finalisation of the M20 route corridor selection.</p> <p>(iii) Amend text in the following locations and as follows:</p> <ul style="list-style-type: none"> a. Page 108 / Table: new text: N/M20 Cork to Limerick b. P. 132 / Section 4.1.32 Heading: new heading N/M20 c. P. 132 / 4.1.32: new text: The N/M20 Cork to Limerick Project d. P. 132 / 4.1.33: new text: The N/M20 Cork to Limerick project will provide... e. P. 132 / 4.1.34: new text: The N/M20 Cork to Limerick project will provide... f. P. 132 / 4.1.34: new text: The project is currently at Phase 2 Option Selection. A number of Options have been identified with a Preferred Option due to be selected in early 2022. g. P. 132 / 4.1.36: new text: In addition to road-based improvements, a series of rail- based improvements are also being examined and are discussed in preceding sections of this chapter. h. Strategic Environmental Assessment Environmental Report / 113 / Objective 7.10: new text: a) Blarney Business Park Extension: To provide for a high- quality extension to Blarney Business Park using the existing access to the park. Access to be via the existing Blarney
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Issues / Recommendations / Observations			Sub. No.	Chief Executive's Response & Recommendation
132 / 4.1.33	The N/M20 Cork to Limerick scheme will provide...	The N/M20 Cork to Limerick project will provide...		Business Park and agreed with the TII, subject to finalisation of the M20 route corridor selection.
132 / 4.1.34	The N/M20 Cork to Limerick scheme will provide...	The N/M20 Cork to Limerick project will provide...		
132/ 4.1.34	The scheme development is currently at Phase 2 Option Selection. Four emerging routes have now been identified with a preferred route due to be selected in 2021.	The project is currently at Phase 2 Option Selection. A number of Options have been identified with a Preferred Option due to be selected in early 2022.		
132 / 4.1.36	The scheme development is currently at Phase 2 Option Selection. Four emerging routes have now been identified with a preferred route due to be selected in 2021.	In addition to road-based improvements, a series of rail-based improvements are also being examined and are discussed in preceding sections of this chapter.		
Strategic Environmental Assessment Environmental	(a) Blarney Business Park Extension: To provide for a high-	(a) Blarney Business Park Extension: To provide for a high-quality extension to		

Issues / Recommendations / Observations		Sub. No.	Chief Executive's Response & Recommendation
Report / 113 / Objective 7.10	quality extension to Blarney Business Park using the existing access to the Park. Any proposed development needs to safeguard the M/N20 (navy) route option which traverses part of the land until such time as a preferred route is chosen and the requirement lapses if the navy route is not identified as the preferred route.	Blarney Business Park using the existing access to the Park. Any proposed development needs to safeguard the M/N20 (Green or Navy) options which traverses parts of the land until such time as a preferred option is chosen.	
<p>Additional N/M20 submissions</p> <p>TII – see submission 62 in Part 2 of this Report</p> <p>Irish Rail / Iarnród Éireann – see submission 103 above.</p>			
Port of Cork			
This submission highlights the importance of the Port of Cork to both the local and national economies and contains recommendations for supports and interventions to support and underpin its future development including		376	Cork City Council recognises that the Port of Cork is a port of national significance and a significant driver of economic development in the Cork region and the Draft Plan strongly supports the relocation of port facilities from South Docks and Tivoli to Ringaskiddy and other locations within Cork County. Cork City Council fully supports the delivery of the M28 and recognises that it

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the planned relocation from the City and Tivoli Docks to Ringaskiddy and other locations within Cork Harbour.		<p>will be an enabler to allow the ambitions for the City Docks and Tivoli Docks to be achieved.</p> <p>Recommendation:</p> <p>No change.</p>
Water based transport		
A number of submissions support or call for cross river / harbour ferries and water based transport.	197, 203, 298, 311, 401	<p>Cork City Council will consider measures to support water-based transport in the City and wider Cork harbour area in conjunction with the NTA and Cork County Council during the lifetime of this Plan. Paragraphs 4.149 and 4.150 refer to water-based transport.</p> <p>Recommendation:</p> <p>No change.</p>
Water Berths		
Submission calls for the development of water berths in an area opposite Spike Island.	31	<p>This submission relates to lands outside the functional area of Cork City Council.</p> <p>Recommendation:</p> <p>No change.</p>
E-Scooters/bikes		
Submission requests the introduction of an E Scooter scheme for Cork	39, 354, 358	<p>The issue of E-Scooter schemes will be reviewed following the enactment of relevant legislation pertaining to E-Scooters, during the lifetime of this Plan.</p> <p>Recommendation:</p> <p>No change</p>

Issues / Recommendations / Observations	Sub. No.	Chief Executive's Response & Recommendation
Cork Airport		
See Part 4 Land Use Zoning and Mapping, Section 5 Cork Airport of this report.		See Part 4 Land Use Zoning and Mapping, Section 5 Cork Airport of this report.
Miscellaneous		
Submission asserts that road directional signage in the former County Council area is incorrect in that the destination indicated is "Cork" and should be "City Centre". Examples of signage in both the former City functional area and the former County functional area are provided.	17	The submission is noted, road directional signage is an operational matter and extends beyond the scope of the City Development Plan. Recommendation: No change.
A number of submissions outline suggestions for Transport and Connectivity and changes to rail operations as well as a backup for the Jack Lynch tunnel including new river crossings, bridge design, upgrades to the Dunkettle Interchange, new roads projects in the South Central and Douglas Area.	3, 7, 8, 10, 15, 121	These submissions are noted. A number of transport and connectivity initiatives are identified in the Draft Plan and CMATS. Additional measures may be considered during the lifetime of the Plan. Issues in relation rail operations are a matter for Irish Rail and the NTA and cannot be considered as part of the Development Plan preparation. Recommendation: No change.
A number of submissions relate to speed limits, traffic calming, traffic signalling, pedestrian crossings, one way systems, car free days, footpath widening, road widening and signage.	17, 50, 94, 148, 158, 172, 181, 203, 284, 288, 339, 401, 402, 423, 431, 432, 447	These issues are operational in nature and extend beyond the scope of the City Development Plan. Recommendation: No change.

Chapter 5

Climate Change and Environment

Issues / Recommendations / Observations	Sub. No.	Chief Executive's Response & Recommendation
<p>This submission raises a number of issues:</p> <ul style="list-style-type: none"> • It needs to be easier for people to get out of their cars and to enable a cultural shift. This will go a long way towards much needed climate action and making our roads safer and air cleaner. • Emphasis on natural flood protection methods. • Integrate climate justice into the Development Plan. • Move away from unsustainable growth. <p>A number of other matters that are not relevant to a Development Plan are also raised.</p>	399	<p>The Draft Plan is focussed on the delivery on compact growth and CMATS which includes modal shift actions and targets to deliver increased sustainable travel modes across the City over the Plan period.</p> <p>Chapter 9 sets out the approach to flood risk and SuDS across the City. Objective 9.8 addresses the need to “protect, enhance and manage the City’s floodplains, wetlands and coastal habitat areas that are subject to flooding as vital ‘green infrastructure’ which provides space for storage and conveyance of floodwater, enabling flood risk to be more effectively managed and reduce the need to provide flood defence infrastructures”.</p> <p>Climate action is a cross cutting theme within the Draft Plan, as illustrated in Table 5.1.</p> <p>The Draft Plan is focused on the delivery of compact and sustainable growth and climate mitigation and adaptation. The Plan has a strong focus on public realm, provision of community infrastructure and environmental health factors.</p> <p>Recommendation: No change.</p>
<p>The Metropolitan Green Belt should have no industrial development</p>	44	<p>The submission raises concerns between a permitted solar farm and grid connection with other objectives to preserve the Landscape and ecology. Chapter 6 sets out policies in relation to landscape protection of the most sensitive landscape assets in the City. The Draft Plan also supports a transition to renewable energy sources. Each individual application will be assessed on its merits against the objectives of the Development Plan.</p> <p>Recommendation: No change.</p>

Issues / Recommendations / Observations	Sub. No.	Chief Executive's Response & Recommendation
<p>This submission raises a number of issues, including air quality monitoring, an increase tree planting, and a number of issues which are not relevant to the Draft Plan – such as support for micro energy producers to sell excess to the grid.</p>	46	<p>The issue of air quality monitoring is an operation matter and outside the scope of the Development Plan. The Draft Plan and the Green and Blue Infrastructure Strategy includes objectives for increased tree planting. The issue of micro electricity producers being paid for the electricity they feed back to the grid is outside the scope of the Development Plan.</p> <p>Recommendation:</p> <p>No change.</p>
<p>This submission seeks:</p> <ul style="list-style-type: none"> • The Inclusion of environmental targets in line with the environmental aspects of planning • Recognition for the existential crisis that is climate change. • Use housing standards to improve energy efficiency of new build homes. • Accessibility to public transport should be maximised. • Need for integration of SUDs in public areas and in surface carparking and no more culverting of rivers. 	89	<p>The Draft Plan acknowledges the climate crisis and sets out the national renewable energy targets required to be met by 2050.</p> <p>Issues relating to energy efficiency in buildings are dealt with in paragraphs 5.24 and 5.25 of the Draft Plan. The Building Regulations are the principal mechanism to address energy efficiency improvements at a project level.</p> <p>Future bus transport improvements are largely set out in CMATS and this provides a clear integrated land-use and transportation strategy for the City. The Draft Plan fully supports the implementation of CMATS.</p> <p>There is a clear focus on delivering Sustainable Urban Drainage Systems and Nature Based Solutions which aim to help reduce the risk of localised flooding in Chapter 5.</p> <p>Recommendation:</p> <p>No change.</p>
<p>Provide eco-burial as an alternative to traditional burial.</p>	115	<p>Issues raised about Eco-burial graveyards as a growing trend both internationally and in Ireland are noted. There is currently no national guidance relating to eco burial graveyard sites.</p> <p>Recommendation:</p>

Issues / Recommendations / Observations	Sub. No.	Chief Executive's Response & Recommendation
<p>This submission covers a large number of issues including the economic potential of Cork, built environment, dereliction, flood defences, climate change, heritage tourism, docklands potential, long term planning, housing, transportation, mobility, green and blue infrastructure, environmental infrastructure and employment.</p>	128	<p>No change.</p> <p>Issues pertaining to flooding and climate adaptation are noted. There is a clear focus in the Draft Plan on delivering Sustainable Urban Drainage Systems and Nature Based Solutions which aim to help reduce the risk of localised flooding as per text and Objectives in Chapter 5.</p> <p>Matters relating to the Lower Lee (Cork City) Flood Relief Scheme is addressed in Part 3, Chapter 9 of this Report.</p> <p>Matters relating to Tourism are addressed in Part 3, Chapter 8 of this Report. Matters relating to Green and Blue Infrastructure are addressed in Part 3, Chapter 6 of this Report.</p> <p>Recommendation:</p> <p>No change.</p>
<p>This submission includes a link to an online book of 20 essays including 'The Cork Papers – Sustainable City in the Making'.</p>	138	<p>These essays cover a diverse range of issues, including a variety of Development Plan topics such as climate challenges, flooding and sustainability issues.</p> <p>The future growth strategy for the Plan period contains a significant focus on the delivery of compact, employment-led growth regeneration of the City, including the City Docklands, and integrated land-use and transportation based on the delivery of CMATS.</p> <p>Issues pertaining to flooding and climate adaptation are noted. There is a clear focus on climate adaptation and mitigation in the policy framework and land-use approach across the City in the Draft Plan. There is a focus on the delivering Sustainable Urban Drainage Systems and Nature Based Solutions which aim to help reduce the risk of localised flooding.</p> <p>Recommendation:</p> <p>No change.</p>

Issues / Recommendations / Observations	Sub. No.	Chief Executive's Response & Recommendation
<p>These submissions set out their vision to address climate action by reducing transport emissions which include promoting the 15-minute city, delivering the Lee to Sea Greenway, continued investment in cycle infrastructure, increase the cycle mode share target from 4% and seeks updated data on cycle infrastructure in the city.</p>	161, 165	<p>The delivery of the 15-minute City is a cornerstone of the Draft Plan, as well as enhanced active travel infrastructure and climate adaptation objectives to mitigate the effects of adverse climate impacts over the Plan period.</p> <p>Recommendation:</p> <p>No change.</p>
<p>This submission presents the general principles that should underpin all Development Plans in order to ensure that they are fully aligned with the Government policy objective to reduce carbon emissions by 50% by 2030. It presents a range of suggested actions and supporting tools that the Council should consider in order to incorporate a Whole Life Cycle approach and to consider carbon as a key performance metric for plans.</p>	260	<p>The Draft Plan acknowledges the Climate Action and Low Carbon Development Act, 2015 and it enshrined the national objective of transitioning to a low carbon, climate resilient and environmentally sustainable economy up to 2050. Table 5.1 of the Draft Plan acknowledges the cross-cutting nature of climate mitigation and adaptation.</p> <p>The Plan is committed to delivering compact growth and regeneration as part of the future growth strategy of the City. This includes an integrated approach to land use and movement as advocated in CMATS which has a strong focus on active travel and increased accessibility to public transport.</p> <p>Paragraphs 5.24 and 5.25 deal with energy efficiency in buildings including support for Nearly Zero Energy Building. Issues raised as tools to reduce carbon and/or use carbon as key performance indicators are noted. Cork City Council is designating a pilot Decarbonisation Zone as part of future climate mitigation. This can help inform future actions across the City.</p> <p>Recommendation:</p> <p>No change.</p>
<p>Submission refer to a number of issues, including flood relief, the River Bride, and the Blackpool flood relief scheme.</p>	309, 324	<p>The Office of Public Works (OPW) is the lead agency for flood risk management in Ireland and the national competent authority for the EU Floods Directive (2007/60/EC)11. Paragraph 9.12 acknowledges that River Bride (Blackpool) Flood Relief Scheme is one of a number of projects progressing within the City.</p>

Issues / Recommendations / Observations	Sub. No.	Chief Executive's Response & Recommendation
		<p>The specific design of the Blackpool flood relief scheme is not a matter for the Development Plan.</p> <p>Recommendation:</p> <p>No change.</p>
<p>The submission refers to land use and flooding, including flood protection works.</p>	311	<p>There is a clear focus in the Draft Plan on delivering Sustainable Urban Drainage Systems and Nature Based Solutions which aim to help reduce the risk of localised flooding. Water management is addressed on a catchment basis.</p> <p>Recommendation:</p> <p>No change.</p>
<p>This submission supports the content in the Draft Plan on nature based solutions to flood management.</p>	346	<p>The support for planned nature-based solutions in flood management is acknowledged.</p> <p>Recommendation:</p> <p>No change.</p>
<p>Submission includes suggestions on policies and objectives for inclusion in the Development Plan in relation to protect Irish Water assets and the environment for the benefit of current and future population served by public water services networks.</p>	360	<p>Irish Water submission welcomes the inclusion of policies and objectives supporting the implementation of Sustainable Urban Drainage Systems (SuDS) and the enhancement of green and blue infrastructure. SuDS and Green and Blue Infrastructure are encouraged in new developments including the public realm and retrofitted in existing developed areas.</p> <p>These issues, while related to climate action, are addressed under Part 3, Chapters 6 and 9 of this Report.</p>
<p>This submission includes recommendations on climate adaptation and mitigation in Cork City. Supports the Draft Plan's ambition to support and surpass the implementation of international policy and national</p>	362	<p>The support for the Draft Plan climate adaptation measures including the Decarbonisation Zone is acknowledged and welcomed. Support for the Lower Lee Flood Relief project as an essential adaption measure to alleviate flooding in the City is acknowledged.</p>

Issues / Recommendations / Observations	Sub. No.	Chief Executive's Response & Recommendation
<p>legislation on climate change. Acknowledges that Cork City has been the victim of the effects of climate change in recent years with businesses and homes in the city centre severely impacted by recurring flooding events. It recognises the Lower Lee Flood Relief project an essential adaptation measure to alleviate flooding.</p> <p>It notes the City Development Plan offers a real opportunity for progress in the coming years and particularly in the areas of adaptation. Therefore, interventions such as the Lower Lee Flood Relief Scheme must be supported and progressed with urgency. Cork Chamber welcomes plans to identify and implement a Decarbonising Zone within the city through engagement with local communities and other relevant stakeholders. The plan should provide for hydrogen refuelling stations for buses as well as the steady roll out of electrical car charge points throughout the city region.</p>		<p>Matters relating to Electric Vehicles are addressed in Part 3, Chapter 4 of this Report.</p> <p>Recommendation:</p> <p>No change.</p>
<p>This submission relates to a variety of topics. In relation to climate action, the submission notes the development of a green fleet is positive step and it sends a visible green message. Cork City Council must build on this over the lifetime of the new Plan.</p> <p>It sets out that Government policy has been clear in the development of electric vehicle charging points and have made available substantial funding to Local Authorities to develop a network of EV charging points. It advocates Cork City Council actively engage to access the available funding and build EV charging points as it would benefit people</p>	368	<p>Paragraph 5.35 of the Draft Plan addresses issues relating to decarbonisation transport including text to support greater uptake of Electric Vehicles.</p> <p>Paragraph 4.112 also supports the provision of car parking spaces for the charging of electric vehicles at appropriate locations.</p> <p>Recommendation:</p> <p>No change.</p>

Issues / Recommendations / Observations	Sub. No.	Chief Executive's Response & Recommendation
<p>who don't have access to a charger point at their home (apartment living) or who may be visiting.</p>		
<p>The submission acknowledges the Plan's determination to reduce emissions and promote adaptation. Objectives 5.6 Climate Change Projects and 5.8 Decarbonising Zone are supported and urge the City Council to support, resource, and promote climate change projects and decarbonising zones with a real sense of urgency.</p> <p>Regarding Objective 5.22 Electric Vehicles it requests that despite national government support of electric vehicles, the Plan should note that electric vehicles are not zero emission vehicles.</p>	377	<p>Support for the emissions reduction and climate adaptation in Chapter 5 of the Draft Plan is acknowledged. The text in the Draft Plan relating to Electric Vehicles is framed in the context of a suite of measures aimed to decarbonise transport.</p> <p>Recommendation:</p> <p>No change.</p>
<p>Strong support for Climate Change and Environment Chapter in Draft Plan and all objectives unchanged.</p>	402	<p>The support for Chapter 5 Climate Change and Environment is acknowledged.</p> <p>Recommendation:</p> <p>No change.</p>
<p>This submission addresses a number of issues related to sustainable transport, climate action & Housing For All.</p> <p>Support is made for the Development Plan's commitment to build climate resilience and that action to combat the climate crisis and preserve our environment is ap priority for Cork City Council over the coming 6 years. The submission notes that adaption, mitigation, and resilience all have a role to play, however swift and decisive action is required to secure the future of our city and its inhabitants.</p>	412	<p>The general support for policy and objectives in Chapter 5 to deliver climate adaptation and mitigation is acknowledged.</p> <p>Additional text will be included referencing Climate Justice within paragraph 5.21 Just Transition and will include 'Climate Justice' in header.</p> <p>Recommendation:</p> <p>Update paragraph 5.21 as follows:</p> <p style="padding-left: 40px;">5.21 Just Transition and Climate Justice</p> <p style="padding-left: 40px;">Just Transition is a concept that puts local people's needs at the heart of challenging actions required to mitigate and adapt to combined climate and socio-economic change. The intention is to support a fairer,</p>

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<p>The submission supports section 5.21 which refers explicitly to the need for a just transition. However, the plan makes no reference to climate justice in this Chapter, a key action which has been called for by climate activities not only globally, but also locally.</p> <p>Section 5.26 of the plan outlines Waste Management and Adaptable Buildings. An increased emphasis must be put on use of space, fully utilising existing space, and combating dereliction and land hoarding. Where possible, existing buildings should be renovated. The most sustainable building is the one that already exists.</p> <p>We support reference to a circular economy in this section also as this is an essential shift required within our economy.</p> <p>Emission reduction targets need to be met in order to secure our future. It is essential that we facilitate a cultural shift</p> <p>Collaboration between the Council, UCC and the wider community through the development of our City is integral to this.</p>		<p>and faster, transition from a polluting, extractive economy to one that is regenerative and sustainable. In delivering the concept, there is a pre-requisite to involve communities in climate action decisions owing to a risk of these disproportionately affecting the most vulnerable in our communities. This is particularly relevant to the transition from fossil fuels to cleaner energy and the shift to more sustainable transport modes.</p> <p>Climate justice links human rights and development to achieve a human-centred approach, safeguarding the rights of the most vulnerable people and sharing the burdens and benefits of climate change and its impacts equitably and fairly. Climate justice is an important part of the decision-making process and acknowledges the need for equitable stewardship of our natural resources as part of our future climate adaptation and mitigation actions.</p>
<p>In relation to Chapter 5 the submission supports the holistic consideration being given to A Just Transition to a climate aware city and would welcome a particular focus on sustainable transport infrastructure to RAPID areas in the city and the focus on sustainable economic growth.</p> <p>While the acknowledgement that the impacts of climate change are frequently most keenly felt by vulnerable communities is welcome, medium to long term</p>	<p>422</p>	<p>The general support for policy and objectives in Chapter 5 to deliver climate adaptation and mitigation is acknowledged. Social inclusion is a strategic objective of the Draft Plan, and this covers climate justice. Paragraphs 5.21 and 5.22, Objective 5.9 and Strategic Objective 6 relate to a just transition</p> <p>Climate mitigation and adaptation applies to all level of plan-making, including future framework plans within the City.</p> <p>Recommendation:</p>

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<p>investment in these areas is fundamental to ensuring a Just Transition.</p> <p>It recommends that within the framework plans in particular, A Just Transition be given specific and named consideration for the areas in question.</p>		<p>No change.</p>
<p>This submission relates to a number of plan chapters seeking that sustainable development principles, e.g. compact growth are a major focus and to combat dereliction in the city as they relate directly to preserving the environment.</p> <p>In relation to Chapter 5 Climate Change & Environment the submission welcomes the ambitions and aims in this chapter, including under Objective 5.2 to “where possible surpass... a 51% reduction in carbon emissions by 2030”.</p> <p>Some text recommendations made to strengthen policy approach to development management requirements, the green economy and role of the natural environment in energy efficiency.</p>	<p>433</p>	<p>Paragraph 5.23 sets out policy relating to Energy Efficiency and Use of Resources, including natural resources. It is considered the current Plan content in relation to district heating and scheme sustainability statements is sufficient save for minor text changes.</p> <p>Matters relating to Light Pollution are addressed in Part 3, Chapter 9 of this Report. Matters relating to delivery of compact growth are addressed in Part 3, Chapter 2, Cre Strategy of this Report.</p> <p><u>Recommendation:</u></p> <p>(i) Update text in paragraph 5.34 as follows:</p> <p>In accommodating more compact and sustainable patterns of development, Cork City Council will assess the feasibility to deliver district heating, particularly in Cork City Docklands, Tivoli Docklands and the Cork Science and Innovation Park. District heating is a distribution network of insulated pipes that carry heat from a central source and delivers it to a number of buildings within the network. The heat source can vary and could include a facility that provides a dedicated supply to the heat network, such as a combined heat and power plant; or heat recovered from industry and urban infrastructure, or energy from waste plants.</p> <p>In accommodating more compact and sustainable patterns of development, Cork City Council will assess the feasibility to deliver district heating across the City. Future growth areas which may be compatible to District Heating systems include, but are not restricted to, the Cork City</p>

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		<p>Docklands, Tivoli Docklands and the Cork Science and Innovation Park. See further details in Chapter 11.</p> <p>(ii) Update paragraph 11.268 as follows:</p> <p>All planning applications involving developments of 25 or more homes or over 500sqm of commercial floorspace should to be accompanied by a Scheme Sustainability Statement demonstrating how the proposal positively responds to the impact of climate change through mitigation and adaption measures.</p> <p>The Scheme Sustainability Statement should is required, as a minimum, to demonstrate how the following climate change mitigation and adaptation considerations inform the proposal:</p> <ol style="list-style-type: none"> 1. How the location, siting, layout, design and drainage proposals maximise climate adaptation opportunities. 2. How the SUDS strategy integrates the four pillars of SUDS Design – water quantity, water quality, amenity and biodiversity. 3. The use of green roofs other green infrastructure as a means of contributing towards sustainable urban drainage, improving biodiversity and influencing heat loss/gain from the building. 4. Energy efficiency through thermal insulation, passive ventilation and cooling, passive solar design and any technologies used to help occupants better manage energy usage. 5. The use of district, renewable and/or low-carbon energy supply opportunities. 6. How the proposals at all stages embrace the Circular Economy approach in relation to waste management from construction through to the operation of the building(s).

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		<p>7. How noise and air pollution will be managed across all stages of development from construction through to operation of the building(s).</p>
<p>This submission seeks more ambitious targets to address climate change.</p>	<p>435</p>	<p>The Draft Plan addresses climate action and adaptation in a cross-cutting way and is supported by Strategic Objectives to deliver compact growth, regeneration and integrated land-use and transportation based on CMATS. The Plan includes new climate adaptation measures including a planned Decarbonisation Zone, a strong focus on active travel and commitments to build on strong climate action initiatives within the City. Cork City Council will, where possible, implement further measures to address climate change during the period of the plan.</p> <p>Recommendation:</p> <p>No change.</p>
<p>River management policies are integral to the best practice and proper management of rivers and for the protection of habitats and water quality.</p>	<p>9</p>	<p>The Draft Plan includes a requirement for the inclusion of SUDS for surface water disposal, which is a positive indicator of Cork City Council's intention for the sustainable development of the City and should, in conjunction with good site management, aid in flooding and pollution management.</p> <p>Other matters relating to water quality are addressed in Part 3, Chapter 9 of this Report. Matters relating to biodiversity are addressed in Part 3, Chapter 6 of this Report.</p> <p>Recommendation:</p> <p>No change.</p>

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<p>Submission includes recommended GIS datasets relevant to EIA and SEA that may be useful to the environmental assessment and planning process. Reference is also made to Corks geoheritage, geothermal energy and landscape preservation.</p>	<p>92</p>	<p>The new Roadmap for a Policy and Regulatory Framework for Geothermal Energy launched in November 2020 is noted. Reference to these documents will be included in Chapter 9, with referencing text proposed in Chapter 5.</p> <p>Recommendation:</p> <p>Update paragraph 5.28 as follows:</p> <p>Renewable and low carbon energy generation can take a number of forms including, but not limited to wind; solar; geothermal; hydro; air, water and ground source heat pumps; biomass; and energy from waste. Geothermal energy is addressed in more detail in Chapter 9.</p> <p>* The following text is also proposed to be included in paragraph 5.28, see OPR submission 426.</p> <p>The Plan promotes the generation and supply of low carbon and renewable energy alternatives, having regard to the opportunities offered by the City's urban morphology, settlement hierarchy and the hinterland.</p> <p>It is envisaged that wind power will make the most significant contribution to the achievement of national targets for renewable electricity. Micro-renewable wind energy generation has a part to play in reaching these targets, and potential may exist for on-site and micro wind energy production in industrial areas and business parks subject to the requirement to protect residential amenity in surrounding areas.</p> <p>Potential also exists for the production of electricity from large scale offshore wind energy facilities off the coast of Cork City in the Celtic Sea. In this regard, Cork City Council, where applicable, supports the implementation of the 'Offshore Renewable Energy Development Plan' (OREDPP) published in 2014 by the Department of Communications Energy and Natural Resources (and subsequently</p>

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		<p>reviewed in 2018) and will co-operate with state and semi-state agencies in relation to the implementation of projects in the Irish Sea.</p> <p>Where appropriate, Cork City Council will also seek to facilitate infrastructure such as grid facilities on the land side of any renewable energy proposals of the offshore wind resource, in accordance with the principles of the National Marine Planning Framework (See also Chapter 9 Environmental Infrastructure and Management).</p> <p>See also submission 92 in Part 3, Chapter 9.</p>
<p>There is a real need for housing to be developed but this needs to be tempered with the very real difficulties that some home-owners face when trying to keep their houses free from flooding and the costs of insurance associated with same. Density levels need to be reviewed on a case by case basis for each new proposed development.</p>	144	<p>The location of future development in the City will be guided by the National Guidelines on Flood Risk Management, the updated flood risk maps available and the Strategic Flood Risk Assessment that accompanies the Draft Plan.</p> <p>Recommendation:</p> <p>No change.</p>
<p>This submission states the achievement of climate action goals will not be delivered by moving to "electric" cars but by creating a built environment which prioritizes pedestrians and cyclists over private cars.</p>	154	<p>The Draft Plan takes a holistic and cross sectoral approach to the delivery of climate action goals. This includes policy supports for compact growth and regeneration, integrated land use and transportation planning and a focus on active travel.</p> <p>Recommendation:</p> <p>No change.</p>
<p>We must accelerate our shift to becoming a sustainable city and accelerate timelines for sustainable transport projects. This means putting much more emphasis on active transports, climate action and climate justice, and ensuring sustainable communities can flourish by investing in them.</p>	170	<p>Chapter 5 of the Draft Plan provides an overview of the policy focus on climate adaptation and mitigation. This is cross-sectoral and multi-faceted and is supported by complementary Strategic Objectives such as the delivery of compact growth, focus on regeneration, 15-minute city concept and active travel.</p> <p>Recommendation:</p>

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		No change.
Consider nature first and foremost when developing this city; this includes greenways, buildings, parks etc, Consultation on biodiversity, grow food in public places	198	<p>The Draft Plan supports tree planting in relation to carbon sequestration, absorbing water and providing urban shading under Chapter 5 Climate Change and Environment. Matters relating to green and blue infrastructure are addressed in Part 3, Chapter 6 of this Report.</p> <p>Recommendation:</p> <p>No change.</p>
<p>This submission consists of a full report for consideration for the Cork City Development Plan, as it is a synthesis of data collected from children and young people during 2021 on their opinions and views about what would make Cork a better city to live in, including considerations on a healthier city, and how to address climate change.</p> <p>It seeks to congratulate Cork City Council for their authentic commitment to including the voice of children and young people during this significant phase of consultation. Most significantly, it applauded actions such as, 'If I was Lord Mayor, what would my city look like?' and the invitation to children to draw and describe the changes made to cork artwork around the themes of what would make cork a better place to learn and play, and how could cork be a healthier city for you and how could cork lead on climate change.</p>	203	<p>The positive and proactive comments to climate issues including support for decarbonizing zones, energy efficiency, waste management, sustainable energy and decarbonizing transport are acknowledged and welcomed. Chapter 5 provides policy support for these themes along with Objectives relating to sustainable energy with the provision including the greater use of electric cars.</p> <p>Cork City Council welcomes the submission's acknowledgement of the efforts made to include children in the public consultation process in an age-appropriate and creative manner.</p> <p>Recommendation:</p> <p>No change.</p>
This submission promotes vegan and wild foraged food. The submission notes the lack of reference to the greenhouse impact of meat consumption in Chapter 5 or	208	The Draft Plan takes a holistic and cross sectoral policy approach to climate change and adaptation, in line with National Policy Frameworks and Guidelines. Objective 6.8 Community Food Growing supports "community food growing opportunities at appropriate locations in Cork City that include the

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any commitment to work to reduce the level of meat consumption in the city.		<p>enhancement of existing and the provision of new allotments, urban agriculture, community gardens and the incorporation of food growing opportunities into residential development schemes". Veganism and meat consumption are not matters addressed under a development plan.</p> <p>Recommendation:</p> <p>No change.</p>
<p>Although renewable energies are being supported, homes and buildings need to be designed to limit the requirement for renewable energy and improve comfort levels. The Passive House building standard would promote such performance. Objective 5.11 promotes that development maximise energy efficiency, but the Building Regulations do not necessarily support these objectives, which is why the Passive House building standard should be adopted as a minimum standard. Embodied and operational carbon assessments should be a mandatory requirement for new developments, to both inform design and ensure that the change objectives are being met.</p>	211	<p>Objective 5.11 states that "new development proposals are expected to maximise energy efficiency through location, siting, orientation, layout, design, stormwater drainage and landscaping. This includes seeking to optimise energy efficiency through thermal insulation, passive ventilation and cooling and passive solar design". This supports Passive House design.</p> <p>Strategic Objective 4 states, "Proposals for new development in Cork City will strive to reduce carbon footprints by carbon emission reductions, sustainable energy consumption, sustainable transport, use of renewable energy sources, green construction methods including passive solar design, and flood risk mitigation and adaptation and use of nature-based solutions, through design, layout, implementation and operation. A statement commensurate with the nature and scale of the development proposal will be required to accompany planning applications demonstrating how climate resilience has been considered and implemented at all stages in the development process". This encourages carbon reduction measures together with policy supports for regeneration, active travel and compact growth.</p> <p>This matter is further governed under the Building Regulations.</p> <p>Recommendation:</p> <p>No change.</p>

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<p>This submission notes that the objectives of both Chapters 5 and 6 be entwined and integrated into all other objectives in the Plan, otherwise the Climate Action & the Environment (Chapter 5) and Green & Blue Infrastructure, Open Space and Biodiversity (Chapter 6) objectives will be unachievable.</p>	255	<p>Table 5.1 of the Draft Plan highlights how the themes of Chapter 5 are crosscutting in climate adaptation and mitigation, including Chapter 6.</p> <p>Recommendation:</p> <p>No change.</p>
<p>A significant increase in active travel can reduce transport related emissions in the City.</p>	327	<p>There is a strong focus on active travel in the Draft Plan to support carbon reduction and climate mitigation measures.</p> <p>Recommendation:</p> <p>No change.</p>
<p>Incorporate reference to the Circular Economy within Section 1.5 Strategic Vision.</p>	375	<p>The role of the Circular Economy, waste prevention and effective waste management are acknowledged in a number of chapters of the Draft Plan.</p> <p>Recommendation:</p> <p>No change.</p>
<p>This submission raises a number of issues and recommendations:</p> <ul style="list-style-type: none"> • Review and update all relevant climate energy plans to incorporate new environmental obligations as set out in 2021 Climate Act and the forthcoming 2021 Climate Action Plan. • Ensure Ireland's long-term emission reduction obligations and wider environmental objectives are considered when making planning decisions for new developments and strategic infrastructure. 	376	<p>Given the dynamic nature of the international and national climate policy context, additional text will be included to ensure the City Plan is consistent with the approach to climate action recommended in the revised Development Plan Guidelines as adopted or any other relevant guidelines arising over the Plan period.</p> <p>Chapter 5, Climate Change and Environment, Strategic Objective 4 of the Draft Plan includes a commitment to support transition to a low-carbon, climate-resilient and environmentally sustainable future, including supporting the circular economy. This also outlines the commitment to the implementation of measures to support the achievement of national policies and targets for climate mitigation.</p>

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<ul style="list-style-type: none"> • Support the sustainable reinforcement and provision of new energy infrastructure by infrastructure providers (subject to appropriate environmental assessment and the planning process), ensuring the energy needs of future population and economic expansion across Cork can be delivered in a sustainable and timely manner. • Support the transition of the gas network to a carbon neutral network by 2050, thereby supporting Cork to become carbon neutral. • Ensure that all future and retrofitted infrastructure is climate proofed, through design and construction, and does not become an obstacle to transition. • Support the development of renewable energy projects in support of national climate change objectives. • Ensure the principles of circularity and smart resource use are embedded in the Plan. • Progress the development of the Circular Economy Action Plan at a local level: set an ambition to make Cork a leader in resource efficiency and sustainable value creation. • Identify specific short-term deliverables to build early momentum. 		<p>Proposals for new development in Cork City will be required to reduce carbon footprints by carbon emission reductions, sustainable energy consumption, sustainable transport, use of renewable energy sources, green construction methods including passive solar design, and flood risk mitigation and adaptation and use of nature-based solutions, through design, layout, implementation and operation. A statement commensurate with the nature and scale of the development proposal will be required to accompany planning applications demonstrating how climate resilience has been considered and implemented at all stages in the development process.</p> <p>Cork City Sustainable Energy and Climate Action Plan (SECAP, 2018) and the Cork City Climate Change Adaptation Strategy set out local strategies and actions to the period 2028.</p> <p>Recommendation:</p> <p>Include additional text to strengthen the policy framework for renewables in Chapter 5. See recommendations under OPR submission 426.</p>
<p>This submission seeks support for deep energy retrofit solutions to existing building stock including renewable</p>	<p>381</p>	<p>The City Plan supports the re-use of existing buildings including measures to encourage the energy efficiency of the existing building stock. The Plan</p>

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technologies, increased density and height, and matters to address flooding.		<p>supports nature based solutions to flood prevention including the use of SuDS within developments.</p> <p>Recommendation:</p> <p>No change.</p>
Embodied carbon and carbon in use reduction deliver resilience. The Plan should adopt fabric first embodied carbon and Life Cycle Analysis as a core objective in achieving climate resilience. Renewables offset but do not necessarily impact upon embodied carbon or operational carbon.	389	<p>There are a number of pilot climate adaptation projects already committed during the lifetime of the Plan. Further policy updates may be required as legislation evolves over the Plan period.</p> <p>Recommendation:</p> <p>No change.</p>
TABLE 5.1 demonstrates the interconnected nature of the needs and the proposed Plan.	413	<p>Climate action is a cross cutting theme within the Draft Plan. Table 5.1 highlights how the themes of Chapter 5 are crosscutting in climate adaptation and mitigation.</p> <p>Recommendation:</p> <p>No change.</p>
This submission seeks specific identification of lands for Traveller accommodation and should be identified as a high priority homelessness risk group and also outlines energy poverty as an issue for the Travelling community.	415	<p>Cork City Council provides an ongoing programme of renovation to its existing building stock, including Traveller Accommodation. Paragraph 5.25 of the Draft Plan notes that "...Cork City Council will consider, where appropriate, further measures to incorporate planning and design-related measures that fall outside the Building Regulations and incorporate energy performance improvements in existing buildings subject to there being no conflict with other policy objectives relating to design, conservation and heritage".</p> <p>Recommendation:</p> <p>No change.</p>

Chapter 6

Green and Blue Infrastructure, Open Space and Biodiversity

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Introduction		
Submission asks for the plan to provide a definition of 'green space'.	433	<p>Green space is a generic term which usually refers to outdoor spaces with vegetation coverage. In the context of this chapter, it is used in the context of green and blue infrastructure. Green infrastructure is a network or corridor of natural elements rather than a narrow definition of open green space such as public parks.</p> <p>Recommendation:</p> <p>Add extract from GBI study in paragraph 6.4 to explain the connection between green spaces and green infrastructure:</p> <p>GBI provision is not limited to traditional green spaces such as parks and other open spaces but can involve various interventions to thread nature into streetscapes or provide corridors of connectivity between the GBI features described above, known as 'assets'.</p>
Green and Blue Infrastructure (GBI)		
City Scale Green and Blue Infrastructure Opportunities		
<p>(i) Submissions refer to the Lee to Sea Greenway Biodiversity and Greening Plan:</p> <ul style="list-style-type: none"> • Submissions express support for the project and highlight the importance of cycling routes. It is described as an “essential urban greenway spine for both commuting, tourism, and leisure.” • Ask for its inclusion in the Core Strategy as a Core objective. 	3, 59, 78, 85, 89, 98, 109, 115, 127, 129, 151, 153, 154, 157, 161, 165, 174, 179, 192, 199, 238, 245, 377, 401, 417	<p>The Lee to Sea Greenway is a project of strategic importance, which is reflected by its reference in Chapter 2, Core Strategy and Figure 2.20, Core Strategy Map 2022-2028. The development and completion of the Lee to Sea projects is part of the National Transport Authority strategy described in Cork Metropolitan Area Transport Strategy (CMATS) 2040 document. Specific cycling aspects and delivery of the greenway are described in Chapter 4, table 4.3: Walking and Cycling Improvements.</p> <p>Recommendation:</p> <p>No change.</p>

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<ul style="list-style-type: none"> • Asks for the Lee to Sea to be an objective in this section. • Asks for extension of the Lee to Sea Greenway. • Requests that the Lee to Sea Greenway is completed over the lifetime of the Plan. • Asks that no new road projects or car parks are commenced or funded until the Lee to the Sea Greenway and the Healthcare Cycleway from CUH to South Infirmary are completed. • Suggests ‘@lee2sea’ twitter for more information. • Note that there is currently a cycleway along the Straight Road that should be maintained and will form a critical section of the Lee to Sea Greenway. • Note that the Lee to Sea has the potential to be the backbone of a strategic and well-designed cycle and walking network that makes Cork a national and international leader in sustainable transport and in support green initiatives and economic investment. 		
<p>(ii) Glen Valley Park Project submissions:</p> <ul style="list-style-type: none"> • Opposition to the creation of a cycle path through the park relating to the limited space of the park, safety for other users and children, 	<p>30, 32, 33, 40, 46, 57, 76, 85, 163, 350</p>	<p>The Glen Valley Park was assessed as part of the Green and Blue Infrastructure (GBI) Study, referencing the wildness of the park as a “valuable resource of natural heritage in the City”. To support the outputs of the study, the Draft Plan includes Objective 6.1 ‘Cork City Green & Blue Infrastructure Study and Strategy’ which seeks to manage, protect and enhance the Green and Blue Infrastructure assets of</p>

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<p>gradient and narrowness of paths. Cycle route is seen as having a negative impact on the park and its users.</p> <ul style="list-style-type: none"> • Concern that proposed cycle route through the Glen Park will have an adverse impact on the slow / calm nature of the park. • Concerns that the widening of paths will damage the landscape and biodiversity "oasis" of the park. Requests to avoid "developing" the park at the detriment of the biodiversity. • Propositions for alternative cycling routes, along the perimeter of the park. • Concerns that proposed public lighting will have a negative impact on the habitat in the park. 		<p>Cork City in line with the Cork City Green and Blue Infrastructure. This is further reflected in the Glen Valley Park project description set out in table 6.4 of the Draft Plan: "Support the improvement of Glen Valley Park as a high value multifunctional GBI space providing an enhanced riverside amenity route connecting to residential, retail and employment zones in area and the delivering increased biodiversity, recreational and flood relief measures."</p> <p>Cork City Council is currently working on a project to upgrade cycling and walking facilities between Tinker's Cross and Blackpool, called the 'Glen and Mayfield Cycling and Walking Scheme'. The purpose of this scheme is to upgrade and provide new cycle and pedestrian paths to ensure a continuous route from the Glen area, at the eastern side of the N20 to Tinker's Cross in Mayfield. The central objective is to encourage active travel through a well-designed multifunctional route. A number of route options through the study area are currently being assessed. The objective of the scheme is to allow vulnerable road users to commute and access local amenities. The scheme will also tie in with BusConnects Cork, which is looking at the development of cycling facilities in conjunction with bus corridors. Once an emerging preferred route is identified a preliminary design will be developed. This design will be submitted for permission through the statutory processes.</p> <p>Recommendation:</p> <p>No change</p>
<p>(iii) New City Parks in the North East and North West of the City</p> <ul style="list-style-type: none"> • Requests for more green spaces and recreational facilities in the northside of the city. • Highlight the severe lack of open space for active recreation in the northeast of the city. 	<p>145, 180, 350, 346, 388, 421, 435</p>	<p>it is an objective of the Draft Plan that people have good access to parks and active recreational infrastructure in their area. Regarding the provision of sporting facilities and infrastructure, Cork City Council has commissioned an Active Recreational Infrastructure Study to complete a survey, audit and assessment, and to provide guidance on strategic gaps in sporting provision and deficits in infrastructure provision to meet the needs of the City. Several new parks and park upgrades are detailed in tables 6.11 and 6.12.</p>

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<p>Submission in support of the plan for a neighbourhood park on the grounds of Enismore Retreat centre Middle Glanmire Road.</p> <ul style="list-style-type: none"> • Support for northwest park • Suggestion of adding a park near Kent Station • Request for parks in Knocknaheeny and Glanmire 		<p>Recommendation</p> <p>Include of a map to highlight existing and new proposed parks.</p>
<p>(iv) Reinstatement of the weir and canal system at Ballincollig Regional Park:</p> <ul style="list-style-type: none"> • One submission is in favour of the reinstatement of the Ballincollig regional weir, citing the importance of the interconnected heritage and amenity of the park with the weir, canals, powder mills and barracks for the local residents as well as the possibility to create a tourist attraction around the gunpowder mills. • One submission asks for the removal of the reinstatement of Ballincollig Weir project as weirs are obstacles to river ecology. 	368,433	<p>The submissions highlight the complexity and sensitive nature of the reinstatement of the Ballincollig Weir. This project was studied in the Cork City Green and Blue infrastructure Study and would reinstate the partially collapsed weir that currently presents safety issues.</p> <p>The rationale and objectives of the project are described in the GBI study:</p> <ul style="list-style-type: none"> • Enhance the range of habitats as part of the reinstated canal system; • Promote the industrial heritage of Ballincollig Regional Park through the reinstatement of the weir, original canal system and interpretation materials; • Introduce water retention measures within and alongside the River Lee; and • Strengthen connectivity to Ballincollig Regional Park as part of the Lee to Sea Greenway project. <p>the project would have benefits for the amenity users, water recreation activities and tourism and potential benefits for natural habitats in reinstalling the canal systems. However, the GBI study does note the potential effects on biodiversity: "weirs can reduce biodiversity and negatively impact on the natural flow and profile of rivers. Restoration work should therefore enhance the park's cultural heritage, but not at the expense of the park's natural heritage." This is reflected in</p>

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		<p>the text of Chapter 6 that describes the Reinstatement of the Weir and canal system at Ballincollig Regional Park.</p> <p>Recommendation:</p> <p>No change.</p>
<p>(v) The submission puts forward various concerns. In relation to Blue and Green Infrastructure opportunities, it puts forward that the GBI project should be combined into a Douglas Street / South Parish Green Infrastructure Plan.</p>	423	<p>Some of these opportunities are already mentioned indirectly in Chapter 6. More details are included in the GBI study that informed the Draft Plan These opportunities however, including partnerships with existing local initiatives in the South Parish / Douglas Street area, will be further investigated and planned at implementation stage.</p> <p>Recommendation:</p> <p>No change.</p>
<p>(vi) Submissions requesting the introduction of a green route from the City to Cloghroe, Tower and Blarney using the old Muskerry Rail Line.</p> <ul style="list-style-type: none"> One submission states that the existing route from Cloghroe to Leemount Cross is a dangerous road and not safe for cycling or walking. The submission states that the river Shournagh could be a very beneficial asset to the route by introducing picnic and play areas along the route and more "Go Bike" stations for commuter to work cyclists, tourists and families. 	55, 81, 408	<p>A reference to a potential future greenway along the old Muskerry Rail Line is referred to in figure 14.3, City-Scale GBI Opportunities for Cork City as a potential extension and enhancement of existing green corridors in the Cork City Rewilding, Rewetting and Reafforestation Projects. The feasibility of this project needs to be assessed.</p> <p>The proposition to introduce picnic and play areas around the River Shournagh can be considered under the wider open space strategy which will be prepared by Cork City Council, as described in paragraph 6.48 of Chapter 6.</p> <p>Recommendation:</p> <p>No change.</p>

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<p>(vii) Submissions regarding the greenway adjacent to the Tramore Valley Park</p> <ul style="list-style-type: none"> Request that as part of the Lehenaghmore Road improvement that the 'Tramore Valley Park to Kinsale Road to Viaduct Greenway' be incorporated as an objective. Request of a feasibility study for pedestrian / cycle between Togher and Tramore Valley Park upgrading the existing greenway adjacent to Tramore River and including a safe link across the Kinsale Road Park and Ride and N27 road. Proposition of an Urban Greenway to be included in future plans for the city, based on the Cycle Network Plan of 2017 to link up all existing routes with planned cycle infrastructure at Tramore Valley and Kinsale Road. 	78, 148, 390	<p>Two additional pedestrian / cycle bridges are referred to in Table 6.11: Proposed City Park Network.</p> <p>Details on the provision of a bridge above the N40 and the Lehanaghmore Road Improvement schemes are more fully described in Chapter 4, Table 4.3 Walking and Cycling Improvements.</p> <p>Additional cycle routes and greenways are recommended in the GBI study and other might arise in the lifetime of the Plan. This is reflected in Objective 6.1 Cork City Green & Blue Infrastructure Study and Strategy.</p> <p>Proposals for an urban greenway, are reflected in table 6.4 City Scale Green and Blue Infrastructure Opportunities:</p> <p>Recommendation:</p> <p>No change.</p>
<p>(viii) Submission supports a new greenway link connecting Passage Greenway. The submission includes a map with the proposed route linking Passage West to the Well Road/Douglas/Ballinlough.</p>	153	<p>This route was not envisaged in the GBI study for a new greenway link. Selection of new greenways are addressed in Chapter 4, Objective 4.6</p> <p>Recommendation:</p> <p>No change.</p>

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Accessibility to the Green and Blue Infrastructure Network		
(i) This submission requests the provision and improvement of public spaces for all users in the city for more liveable spaces.	66	<p>Cork City recognises the importance of liveable spaces for all city residents. Parks and open spaces are addressed in Objective 6.19. The future Open Space Strategy will also help achieve this goal, as described in Objective 6.17.</p> <p>The focus on liveability is a key strategic part of the entire Development Plan and is addressed more in detail in Chapter 2 in the Core Strategy. Objectives 2.3 and 2.8 mention liveability. The chapter on the 15-minute city concept and walkable neighbourhoods also relates to the notion of liveability.</p> <p>Recommendation: No change.</p>
(ii) This submission asks for Clagheen Milcon Fen walk to be made a circular accessible walk for all abilities.	431	<p>Clogheenmillcon Sanctuary is mentioned in the GBI study as a place for GBI improvement opportunities. The submission raises the important question of accessibility of GBI infrastructure. This is specifically mentioned in Objective 6.2 Accessibility to the Green and Blue Infrastructure Network.</p> <p>A Clogheenmilcon Fen Ecological and Tourism Plan was prepared in June 2021 and medium to long term plans for a loop walk are being investigated, with a focus on increased accessibility, to be balanced with the protection of the natural habitat and ecology of the area.</p> <p>Recommendation: No change.</p>
(iii) The development of the city should enable people with sight loss to fully participate as independent citizens in society. Section 3.28 makes no reference to the provision of recreational sites and amenities suitable and accessible with people who are blind	99	<p>Paragraph 6.44 refers to accessibility of public open spaces. A number of objectives refer indirectly to accessibility of GBI, green spaces and parks and public open space (Objectives 6.2, 6.18, 6.19) but do not have specific references to visually impaired people.</p>

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<p>or visually impaired. The submission requests a revision to support and facilitate the development of outdoor and indoor recreational facilities to cater for people who are blind or vision impaired. This includes ensuring public parks and walkways have inclusive access-points and abide by best practice in terms of inclusive design (footpath width, colour contrast park furniture etc).</p>		<p>Recommendation</p> <p>Add a reference to inclusive design in Objective 6.18, Public Open space.</p> <p>d. To follow an approach of qualitative as well as quantitative standards for open spaces providing high quality open spaces with high levels of access to recreation for local communities, including good practices of inclusive design.</p>
<p>(iv) The submission sets out multiple suggested edits to incorporate a holistic healthy cities approach to a range of the City Development Plan Objectives in the Draft Plan. It asks for a text change regarding Objective 6.2, Accessibility to the Green and Blue Infrastructure.</p> <p>Cork City Council will work with stakeholders in ensuring that green and blue infrastructure networks and spaces are made available, accessible and safe for all. This includes seating, accessible toilet facilities, appropriate path gradients and surfacing, path widths and signage.</p>	284	<p>Healthy Cities is an important concern for Cork City Council. Cork city has been designated a WHO Healthy City.</p> <p>Recommendation</p> <p>Amend text in Objective 6.2 Accessibility to the Green and Blue Infrastructure Network</p> <p>a. Cork City Council will work with stakeholders in ensuring that green and blue infrastructure networks and spaces are made available, accessible and safe for all. This includes seating, accessible toilet facilities, appropriate path gradients and surfacing, path widths and signage.</p>
<p>(v) The submission relates to permeability in terms of access for people with special needs who do not drive. It asks for an increase effort in permeability for pedestrians/cyclists including building new accesses and opening semi-public access routes (e.g. COPE Foundation controlled gate to Tank Field, but many other parts of the city).</p>	175	<p>Objective 10.32 of the Draft Plan specifies that public realm proposals will need to provide for all age groups and universal design. Objective 6.20 requires all active recreation infrastructure to incorporate universal design principles to ensure accessibility for all ages and abilities.</p> <p>Public rights of way / public access are discussed in Chapter 11, paragraph 11.120, while Objective 2.12 Walkable Neighbourhoods in Chapter 2 is also relevant. In Chapter 6, it is reflected mainly in the Public Open Space strategy through</p>

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		<p>objective 6.17 which will seek to address any gaps in open space networks. Specific access to semi-public access routes are operational matters outside the scope of the Development plan.</p> <p>Recommendation: No change.</p>
Access to Water Resources		
<p>(i) Submission sets out a suggested wording for section 6.3 "Access to Water Resources":</p> <p>Cork City Council will seek to work with stakeholders in facilitating safe, improved accessibility to the water environment including the River Lee and Cork Harbour and encouraging uses which optimise the amenity, tourism, recreation and leisure opportunities associated with this blue infrastructure without adversely impacting on the day-to-day economic and current recreational usage/ boat circulation pattern functions of these assets.</p>	285	<p>Cork City Council acknowledges that the River Lee is a key asset and amenity for Cork residents and in seeking to encourage its use, also supporting existing recreational activities that already take place on the river.</p> <p>Recommendation No change.</p>
<p>(ii) Submission regarding tourism development:</p> <ul style="list-style-type: none"> It is considered that the city centre currently turns its back on the river and that given there is a significant amount of underutilised river frontage that, with investment and support, could act as a catalyst to further stimulate development along the waterfront and help 	288	<p>Cork City council welcomes the support in increasing access to GBI infrastructure and improved access to the river as tourism drivers. Tourism, Culture and Recreation is one of the objectives of the GBI Framework with particular reference to the River Lee. Cork City Council welcomes the support for Objectives 6.3 and 6.6 which refer to Tourism. Objective 6.21 relates specifically to tourism use of the river. It is envisaged that the development of Cork City Docklands will strengthen the use of the river as an amenity for the city.</p> <p>Recommendation:</p>

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<p>open up access to the water and quayside for further tourism and leisure opportunities.</p> <ul style="list-style-type: none"> • Access to the water and water activities on the River Lee in the city with activity/access points along the river out towards the harbour including areas such as Tivoli, North Docklands and Horgan Quay are prime examples of spaces with significant tourism potential. Making this provision will support entrepreneurship and facilitate business development through outdoor activity providers and other on water activity. • As such we welcome Objectives 6.3 and 6.6 and consider this should be identified as key tourism objectives. 		No change.
(iii) Focusing on Cork's maritime culture, the River Lee and the adoption of a River Lee Local Area Plan.	311	<p>Objective 6.21 seeks to commission a river use management plan to examine the commercial and recreational potential of the River Lee and Upper Harbour.</p> <p>Recommendation:</p> <p>No change.</p>
<p>(iv) Submissions asks for improved access to water environment e.g. River Lee and Cork Harbour:</p> <ul style="list-style-type: none"> • Asking for new active recreational infrastructure to improve access to the river at City Docks. 	77, 362	<p>The issues raised in these submissions echo Objective 6.3 Access to Water Resources. Objective 6.21 refers to potential future recreational activities.</p> <p>Recommendation:</p> <p>No change.</p>

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<ul style="list-style-type: none"> • Suggesting encouraging water-based leisure activities and land site facilities such as rowing, light craft and swimming at City Docks (Objectives 10.20 and 10.30). • and working with stakeholders to facilitate safe, improved accessibility to the water, including the River Lee (Objective 6.3). 		
(v) The submission supports the maritime heritage of Cork City. The submission requests that any future road bridges down river are of the opening type to facilitate recreational and commercial navigation on the river.	121	<p>Cork City Council recognises the invaluable role of the River Lee in the cultural heritage of the City and its role as an amenity for recreational activities. This is referenced in many areas of the plan including Objectives 6.3 and 6.23. Specific bridge design specifications are not part of the Development Plan but general access to green and blue infrastructure is addressed in Objective 6.2, Accessibility to the Green and Blue Infrastructure Network.</p> <p>Recommendation:</p> <p>No change.</p>
National Heritage and Biodiversity		
The submission welcomes the inclusion of policies and objectives supporting the implementation of SuDS and the enhancement of GBI. SuDS and GBI need to be encouraged in new developments including the public realm and retrofitted in existing developed areas as they provide a cost effective and sustainable means of managing stormwater and water pollution at source, keeping surface water out of combined sewers (thus increasing capacity for foul drainage from new developments), while providing multiple benefits e.g. improved air quality, amenity, noise reduction.	360	<p>Using water nature-based solutions presents many benefits and should be key in the management of green and blue infrastructure, as well as any future developments in the City. This is reflected in the Regional and Metropolitan Scale Green and Blue Infrastructure Opportunities. SuDS are discussed more specifically in Chapter 9, but they are referred to in Chapter 6 in the Active Recreation and Open Space Sub-chapter (paragraph 6.44 and are part of Objective 6.22. It is recommended to include additional text in Objective 6.18 Public Open Space to support GBI in public open spaces.</p> <p>Recommendation:</p> <p>No change.</p>

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Landscape		
<p>The submission requests that Strategic Objective 5 (SO 5) could include the term historic landscape character to replace landscape character to reflect the benefit of setting and landscape and the historic nature of all existing built landscapes.</p>	128	<p>The 'historic' nature is an inherent feature of the landscape character and is acknowledged in this context and discussions around the landscape value. As such it is not considered necessary to include 'historic' as part of this wording. The natural landscape is subject to regular change, either manmade or natural changes in its features. With this in mind the intent of Strategic Objective 5 Green and Blue Infrastructure, Open Space and Biodiversity is to establish the overarching principle for treatment of all landscaped areas in the City.</p> <p>Recommendation: No Change.</p>
Cork City View Management Framework & Cork City Landscape Study		
<p>(i) The submission regards, amongst other things, the Cork City View Management Framework. It submits that Objective 6.10 should be amended to ensure that focus on the forthcoming City Landscape Strategy facilitates growth in Cork, while maintaining a positive landscape character. The following revised objectives is suggested:</p> <p>Cork City Council will undertake a City Landscape Strategy during the life of this Plan, which will consider how strong growth objectives can be achieved while having regard to the value of the existing landscape, its character, distinctiveness, and sensitivity. The Landscape Strategy will consider the potential of development to provide new landmark opportunities to ensure that the management</p>	110	<p>The View Management Framework has been updated significantly in the Draft Plan, with a rationalisation of the view types and a prioritisation of the protected views to ensure that views are of special amenity value, as required by current planning legislation.</p> <p>It is considered that the wording of Objective 6.10 sufficiently sets out the strategic aim of the City Landscape Strategy.</p> <p>Recommendation: No change.</p>

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of development throughout the City will have regard for the value of the landscape, its character, distinctiveness and sensitivity.		
(ii) Submission highlights the need to update Landscape Strategy 2008.	433	<p>This is an objective in Chapter 6 of the Draft Plan, Objective 6.10 City Landscape Strategy.</p> <p>Recommendation: No change.</p>
(iii) To identify areas which will be designated as open space and to recognise the unique character of Douglas Street e.g. tradition of music performances and street festivals.	447	<p>There are many areas throughout Cork City which are safeguarded and zoned as Public Open Space within Volume 2 Mapped Objectives. Objective 8.26 sets out policy in relation to Historic Street Character Areas and it is considered that this objective would also help facilitate the issue raised in these submissions.</p> <p>Recommendation: No change.</p>
It is requested that reference to the identification of local landmark buildings and views of those buildings during the planning applications process should be removed from paragraph 6.30.	380	<p>This is normal planning practice, and considered good practice to take account of a growing and evolving city.</p> <p>Recommendation: No change</p>
It is requested that buildings that aren't on the RPS should not be included as Strategic Landmark Buildings in Tables 1 and 2 or where they are the word "site" should be inserted. This action is required for the R&H Hall Silo building which is not a protected structure.	380	<p>Views of strategic landmark buildings of visual significance have been included in the Draft Plan where these buildings are considered to be important visual landmarks and contribute to the understanding of Cork City and its identity. Inclusion of the R&H Hall building will be clarified that the view relates to the height and massing of the building, which should be reflected in any redevelopment of this site.</p> <p>Recommendation:</p>

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		No change
That the View Management Framework map legend symbols at Volume 2 of the Draft Plan match the categories and items names in the View Management Framework Tables at Volume 3 of the Plan.	380	Any inaccuracies will be corrected. Recommendation: Update to include all necessary corrections.
That the View Management Framework maps at Volume 2 of the Draft Plan be reviewed to include view directions and nomenclature in order they may be individually identified and audited against the views and prospects scheduled at the View Management Framework Tables at Volume 3 of the Plan	380	The views will be audited and any necessary updates and clarifications provided. Recommendation: Update as required.
Landscape Preservation Zones		
<p>(i) Submission asking for enforcement of the protection of the Landscape Preservation zones, specifically relating to tree cutting.</p> <p>(ii) Support for stronger implementation of protection for the northern ridges in particular. Recent developments in Montenotte have resulted in the loss of tree cover and fundamentally altered the views from the Marina for example.</p>	309, 324	<p>Land use zoning alone does not afford legal protection to trees within an urban area, other legislative codes regulate the removal of trees. While not a development plan matter per se, the planning authority is actively seeking to address this matter. In addition, the GBI Study and Draft Plan include objectives for urban tree planting, and a tree management plan is being produced for Cork City.</p> <p>The Cork City Heritage and Biodiversity Plan, the Climate Change Adaption Plan and the GBI Study set out objectives and practical actions to improve, enhance and restore the biodiversity of Cork City. These plans have targets and key performance indicators by which the effectiveness of these actions can be measured.</p> <p>Recommendation: No change.</p>

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<p>(iii) Submission relates specifically to the Mardyke area. It asks for protection and regeneration of the Mardyke area, with particular attention given to the tree lining on both sides of the walk.</p>	398	<p>This area is included in the Area of High Landscape Value designation. The GBI Study and Draft Plan include objectives for urban tree planting, and a tree management plan is being produced for Cork City.</p> <p>Recommendation:</p> <p>No change.</p>
<p>Areas of High Landscape Value</p>		
<p>(i) Submission made in relation the green areas around the Lough and asks for protection of two green spaces close to the Lough, to protect biodiversity in the area:</p> <ul style="list-style-type: none"> ○ What remains of the Priest's Field at the Lough Church, to be kept as habitat for bats, birds and other wildlife in the area. ○ Green area adjoining the Church car park next to The Spires development which provides invaluable habitat for the bats which control the insects at the Lough. <p>Consideration should also be given to restricting the removal of green space in gardens and areas surrounding the Lough and any similar area in Cork City. Trees in this area should not be cut down without a specific application.</p>	192	<p>There are two parcels of land at this location. proposed to be zoned "ZO 1 Sustainable Residential Neighbourhoods" in the Draft Plan. Land parcel 1 is located to the rear of the properties on Bandon Road. Parcel 2 is located within the grounds of the Church. These two sites are in private ownership it would be inappropriate to zone them "ZO 16 Public Open Space". The lands at this location are bound by an existing Architectural Conservation Area within the Church grounds.</p> <p>Planning legislation currently provides certain exemptions to provide hard surfaces in gardens subject to restrictions. Other legislative codes regulate the removal of trees (other than trees protected by Tree Protection Orders).</p> <p>Recommendation:</p> <p>No change.</p>

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Active Recreation and Open Space		
City Parks		
<p>(i) Submissions are made regarding an increase of green spaces and parks:</p> <ul style="list-style-type: none"> • Creation of more urban parks, green areas and public plazas. • Replacing parking lots or brownfield sites with green areas. • Request of an audit of all Cork Parks to fill gaps. 	213, 401, 388	<p>The need to enhance and develop further green spaces in the City is a key strategic goal for the City Development Plan and this is highlighted in Strategic Objective 5 as well as Objectives 6.18 and 6.19. Objective 6.17 Open Space Strategy states that Cork City Council will seek to prepare a citywide Open Space Strategy during the life of this Plan to ensure that Cork City has a framework to define strategy, projects and standards to ensure that Cork City will have an excellent network of open spaces to meet the needs of its residents.</p> <p>Recommendation: No change.</p>
<p>(ii) The submission supports initiatives that promote hospitality, tourism and amenity services and thereby contribute to the open space, sports and recreation development of Cork City. The submission shares a site that has been identified that can support those objectives.</p>	118	<p>The need for tourism and amenity services is set out in the Development Plan which highlights tourism as a key objective for the cork City Green and Blue Infrastructure Strategy (set out in Table 6.2).</p> <p>Table 6.4 details a number of City Scale Green and Blue Infrastructure Opportunities, these include promotion of destination based recreational activities and support for GBI-based tourism attraction within Cork City, noting 'This GBI attraction shall promote Cork City as a key location in Ireland for tourism based on GBI and seeking to increase GBI and nature based tourism in Cork City by 50% by 2040.'</p> <p>Cork City Council is committed to preparing a citywide Open Space Strategy which will define strategy, projects and standards to support a network of open spaces in Cork City. This is set out in Objective 6.17.</p> <p>Recommendation: No change.</p>

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<p>(iii) Submissions refer to parks and green spaces in the city centre area:</p> <ul style="list-style-type: none"> • An objective to prepare a “plan” to develop the Douglas Street area. Consideration to be given to providing an outdoor performance space, public realm and street enhancement, and greening. • A green plaza to be developed to the front of Elizabeth Fort on Barrack Street and secondary access to the Fort to improve its capacity for events. 	45, 130	<p>The need to enhance and develop further green spaces in the City is a key strategic goal for the City Development Plan and this is highlighted in Strategic Objective 5 as well as Objectives 6.18 and 6.19. Objective 6.8 Community Food Growing sets out the city policy to support community food growing opportunities at appropriate locations in Cork City that include the enhancement of existing and the provision of new allotments, urban agriculture, community gardens and the incorporation of food growing opportunities into residential development schemes. Issues relating to events and the creation of events spaces are set out in Chapter 8. Objective 8.26 sets out policy in relation to Historic Street Character Areas.</p> <p>Recommendation:</p> <p>No change.</p>
<p>(iv) The submission puts forward various concerns. The submission requests the following in relation to Chapter 6:</p> <ul style="list-style-type: none"> • Investment into neighbourhood parks including linkages between Parkowen and Quakers and Nano Nagle Place. • Parkowen cultivation plan could be an exemplar project 	423	<p>Chapter 6 of the Development Plan is intended to support the continued identification and investment in green and blue infrastructure and supporting open space and recreational opportunities in the city. Table 6.4 City Scale Green and Blue Infrastructure Opportunities refers to the City Centre Neighbourhood Parks Pilot Projects, the purpose of which is to explore opportunities for active, low traffic spaces across the city. The aim to deliver and improve links between parks is supported under Objective 6.19. The South Parish ACA designation supports the appropriate development of this area. It also supports the request for improvements to enhance the historic character of the area. Objective 8.21 sets out policy in relation to enabling development and it is considered that this objective addresses this matter, while Objective 8.26 sets out policy in relation to Historic Street Character Areas and it is considered that this objective would also help facilitate the issue raised in these submissions.</p> <p>Recommendation:</p> <p>No change.</p>

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<p>(v) Submissions concern parks and green areas in Ballincollig</p> <ul style="list-style-type: none"> • More leisure activities and green spaces needed in Ballincollig. • Requests for a dog park in Ballincollig, with dog bins. 	377, 383	<p>The need to enhance and develop further green spaces in the city is a key strategic goal for the City Development Plan and this is highlighted in Strategic Objective 5 as well as Objectives 6.18 and 6.19. Objective 6.17 Open Space Strategy states that Cork City Council will seek to prepare a citywide Open Space Strategy during the life of this Plan to ensure that Cork City has a framework to define strategy, projects and standards to ensure that Cork City will have an excellent network of open spaces to meet the needs of its residents.</p> <p>The creation of additional dog parks with dog bins is an operational matter and not a matter for the Development Plan.</p> <p>Recommendation:</p> <p>No change.</p>
<p>(vi) Submission relates to overall green spaces planning and the specific amenity of the Lough. Concern is raised of the number of projects which might disperse resources. Attention is brought on the case of the Lough as a landmark park in need of attention, particularly with an increasing local population. Issue of traffic hazard along the Hartland Avenue is raised. Additional green infrastructure with traffic calming measures are requested to improve the community feeling and accessibility of the park.</p>	247	<p>The Lough is recognised as an Area of High Value Landscape. This designation affords additional protection to the area against inappropriate development. Objective 6.17 sets out the Council's commitment to prepare an Open Space Strategy for Cork City, which will seek to ensure that cork City has a well-balanced provision of parks and open recreational spaces that are safe and provide local amenity for the community. Creating a strong network of connected green space will form part of the input studies for the Open Space Strategy. The Cork City Heritage and Biodiversity Plan, the Climate Change Adaption Plan and the Green and Blue Infrastructure Plan sets out objectives and practical actions to improve, enhance and restore the biodiversity of the city. These plans have targets and key performance indicators by which the effectiveness of these actions can be measured. A tree management plan for the city is being produced for the City.</p> <p>Delivering traffic calming measures for the Lough is an operational matter and outside the scope of the Development Plan.</p> <p>Recommendation:</p> <p>No change.</p>

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Open Space Strategy		
<p>(i) Submission asks for amendment to the Open Space objective</p> <ul style="list-style-type: none"> • to specifically refer to children (including infants and young children), young people, their parents and caregivers. • To include safety planning measures to ensure open spaces and recreational facilities can be utilized by all ages, abilities, and interests. • Open space should facilitate free, child led play, connection and interaction with parents and caregivers and the environment around them. 	331	<p>The need for better connected and safe recreational facilities is considered a key goal in Chapter 6, the plan aims to deliver these spaces that are inclusive and provide access for all. The intentions set out in Objective 6.17 is to prepare a citywide Open Space Strategy in accordance with international best practice guidance. This process is inherently based on developing social inclusion and access for all and these issues will form the basis for the Open Space Strategy.</p> <p>Recommendation: No change.</p>
<p>(ii) This submission consists of a summary report based on over 2,000 students artwork and comments as part of the Freedom of the City Art Project from 28 Primary Schools, 2 Special Needs Schools and 9 Secondary Schools within Cork City. In relation to open spaces and green spaces, young people highlight the need:</p> <ul style="list-style-type: none"> • to be able to access nature e.g. the river, green spaces • for more trees and to prevent removal of existing trees, • for more plants and flowers 	203	<p>The Cork City Heritage and Biodiversity Plan, the Climate Change Adaption Plan and the Green and Blue Infrastructure Plan sets out objectives and practical actions to improve, enhance and restore the biodiversity of the city. These plans have targets and key performance indicators by which the effectiveness of these actions can be measured.</p> <p>The Draft Plan recognises importance of nature, biodiversity and open recreational spaces, and the Council's commitment to safeguarding Cork's unique natural landscape and nature assets is supported under Strategic Objective 5 which recognises: 'A strong green and blue infrastructure network is essential to the quality of life of Cork City's residents and contributes towards the creation of places where people want to live and work. It is an objective of Cork City Council to achieve a healthy, green and connected City with high-quality and interconnected open spaces, parks, diverse natural areas and green and blue corridors.'</p>

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<ul style="list-style-type: none"> • for more parks, community gardens, and allotments, • larger playgrounds, and services/features e.g. places to exercise (indoor and outdoor gym, basketball courts, tennis courts, zoo and soccer pitches), tables, chairs, benches, toilets and bathrooms. • For more places to sit, eat and relax • for safety in outdoor spaces • for indoor and outdoor places to play and to have fun e.g. obstacle courses and kids gym • for places for older children to hang out • for provision of water parks and swimming pools with recommendation that these should be free to everyone • provision for dog parks • for more sports centres and pitches 		<p>Trees play a key role in delivering green healthy places across the city, their protection is listed as a key Strategic Biodiversity Goal, 'to protect and enhance the city's trees and urban woodlands.' The Draft Plan includes support for tree planting indicatives across the city. This is further reinforced under paragraphs 6.69 to 6.71, noting that the tree canopy coverage is an estimated 14% in Cork City. Table 6.15 Tree Preservation Orders in Cork City illustrates the number of Tree Preservation Orders across the City. This list will be subject to continuous reviews during the lifetime of the Plan.</p> <p>As part of the commitment to the undertake an Open Space Strategy a play strategy, an allotments and community gardens strategy, cemeteries strategy and a tree strategy will be prepared. These elements form a central part of the Open Space strategy and reflect the Council's intentions to support inclusive development for everyone, including children and their care givers.</p> <p>The Development Plan supports the promotion of water based activities in Cork City. This is reflected in Table 6.4 City Scale Green and Blue Infrastructure Opportunities.</p> <p>Sport facilities are a central part of recreational infrastructure, the Council supports their continued development and seeks to support to develop a multi-use hub / sport model between different organisations. Which is intended to increase access to all manner of sport facilities for communities in the city.</p> <p>Recommendation: No change.</p>
<p>(iii) This submission makes reference to the need for a therapeutic garden in Cork:</p> <p>A place should be found for therapeutic gardens, in the Development Plan and in the city. The council's support</p>	358	<p>Submission on the health benefits of therapeutic gardens is welcome by Cork City Council. An open space strategy will be prepared, as described in paragraph 6.50. It has specific references to the needs of communities and people of all ages and healthy lifestyles. This is then referred to in Objective 6.17, Open Space Strategy.</p>

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should include the provision of land and ongoing financial support for the scheme.		<p><i>Cork City Council will seek to prepare a citywide Open Space Strategy during the life of this Plan to ensure that Cork City has a framework to define strategy, projects and standards to ensure that Cork City will have an excellent network of open spaces to meet the needs of its residents.</i></p> <p>Recommendation: No change.</p>
Active Recreational Infrastructure		
<p>(i) Submissions relates to quality and diversity of recreational infrastructure</p> <ul style="list-style-type: none"> • asks for an upgrade of all sporting facilities and address imbalance for women and girls. • talks of the need to develop a Horse Project, particularly for members of Traveller Community. In addition, smaller horse project could be on land near St Anthony's Park, Hollyhill. 	388	<p>The Draft Plan seeks to make recreational facilities accessible and inclusive for all. An Active Recreational Infrastructure Study is currently being undertaken which will assess the extent of existing infrastructure and identify any gaps in infrastructure for further improvement and investment.</p> <p>Addressing the imbalance for women and girls extends beyond the scope of the Development Plan, however cork City Council is committed to identifying existing gaps in recreational infrastructure and seeks to support the delivery of a multi-use hub / sport model between different organisations, set out in paragraph 6.55.</p> <p>A horse Project extends beyond the scope of the Development Plan, however numerous land use zoning objectives in the Draft Plan would facilitate such a use.</p> <p>Recommendation: No change.</p>
<p>(ii) The submission sets out multiple suggested edits to incorporate a holistic healthy cities approach to a range of the City Development Plan Objectives in the Draft Plan.</p>	384, 422	<p>It is considered that Objective 6.20 can be amended to include the suggestions.</p> <p>Part (e) of Objective 6.20 sets out the requirement to develop a robust feasibility study to examine the provision of sports facilities including multi-use hubs, indoor and outdoor swimming pools, indoor sports facilities and artificial grass pitches. Cork City Council is currently engaged in the preparation of a city wide</p>

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<p>Regarding Objective 6.20 p.212 Active Recreational Infrastructure, it suggests the following edits:</p> <ol style="list-style-type: none"> To ensure that all residents have access to neighbourhood scale outdoor and indoor active sports recreational <u>and play</u> infrastructure within their neighbourhood or in accessible locations. To support the development of active recreation <u>and play</u> infrastructure (including outdoor and indoor facilities) in Cork's City Parks while also ensuring the continued improvement of their passive recreational offer, natural setting and biodiversity credentials. Active recreation <u>and play</u> infrastructure should meet current and future growth needs of the City and shall incorporate universal design principles to ensure accessibility for all ages and abilities and which is designed in a manner to reduce anti-social behaviour and shall be accessible by sustainable means of transport such as walking, cycling, greenways and public transport. To develop a robust feasibility study to examine the provision of sports facilities including multi-use <u>Community Activity</u> hubs, indoor and outdoor swimming pools, 		<p>Active Recreation Infrastructure Study which, once finalised will have recommendations and requirements that can be implemented into the City Development Plan.</p> <p>Recommendation:</p> <p>Amend Objective 6.20 Active Recreational Infrastructure as follows:</p> <p>Objective 6.20 Active Recreational Infrastructure</p> <ol style="list-style-type: none"> To ensure that all residents have access to neighbourhood scale outdoor and indoor active sports recreational and play infrastructure within their neighbourhood or in accessible locations. To protect and retain the range and quality of existing active recreation infrastructure within the City by applying a presumption against the loss of land zoned for Sports Grounds and active recreation purposes to other forms of development. To support the development of active recreation infrastructure (including outdoor and indoor facilities) in Cork's City Parks while also ensuring the continued improvement of their passive recreational offer, natural setting and biodiversity credentials. Active recreation and play infrastructure should meet current and future growth needs of the City and shall incorporate universal design principles to ensure accessibility for all ages and abilities and which is designed in a manner to reduce anti-social behaviour and shall be accessible by sustainable means of transport such as walking, cycling, greenways and public transport. To develop a robust feasibility study to examine the provision of sports facilities including multi-use community activity hubs,

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<p>indoor sports facilities and artificial grass pitches.</p> <p>Another submission support plan for a Play Strategy.</p>		<p>indoor and outdoor swimming pools, indoor sports facilities and artificial grass pitches.</p> <p>f. To require new residential developments over 10 units and other major developments to meet those active recreation needs generated by the development with the provision of appropriate active recreation infrastructure.</p>
<p>(iii) Submission talks of the need for community recreational spaces:</p> <ul style="list-style-type: none"> • Community shed – a space for multi-groups to access shed materials in collaborative projects, collaborate with men's sheds. • Support men's shed to expand their sheds-space etc. for gardening. 	393	<p>The need for community based spaces is recognised in this plan, this includes Objective 3.17 for the co-location of community hubs, Objective 3.18 which supports the provision of multi-functional, adaptable community facilities and Objective 3.28 to support neighbourhood recreation and amenity.</p> <p>While Cork City Council supports the provision of a men's shed under the objectives detailed above, the delivery of such a project is beyond the scope of the Development Plan.</p> <p>Recommendation:</p> <p>No change.</p>
<p>(iv) Submissions seek Objective 6.20 be re-worded to more accurately define which lands are of amenity, conservation, heritage or other value needing protection. Concern that its wording may be used to object to any infill development which impinges on small areas of waste ground of no amenity, natural or conservation value simply because they are covered by grass and therefore could be considered open Greenspace. Submissions ask for the Objective 6.20 to be rewritten to discriminate between actively used valuable amenity space land that has a nature or conservation value and waste</p>	187, 208, 394, 402, 414,	<p>Objective 6.20 part (b) states that it is a key objective to protect and retain the range and quality of existing active recreation infrastructure within the City by applying a presumption against the loss of land zoned for Sports Grounds and active recreation purposes to other forms of development. Various other objectives and supporting text (for example paragraph 12.10) protects certain habitually used open spaces from development. The proposed wording set out in the Draft Plan is considered to strongly protect the further erosion or removal of green and open spaces in Cork City.</p> <p>The Cork City Heritage and Biodiversity Plan, the Climate Change Adaption Plan and the Green and Blue Infrastructure Plan sets out objectives and practical actions to improve, enhance and restore the biodiversity of the city and include</p>

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<p>desolate open space which has neither an amenity nor conservation value.</p> <p>One of the submissions suggests the following alternative text for objective 6.20:</p> <p><i>b. There will be presumption against development on open space which has been habitually used as public open space, where these spaces have any significant social, amenity, nature or conservation value. Such lands shall be protected for recreation, open space and amenity purposes. This protection should not apply to narrow strips of grass along or between roads and paths or to overly large gassy areas which are perceived as desolate attracting anti-social behaviour which may be reduced to a more human scale to enhance its amenity value.</i></p>		<p>actions. These plans have targets and key performance indicators by which the effectiveness of these actions can be measured</p> <p>Recommendation:</p> <p>No change.</p>
<p>(v) Submission asks for a text addition in the objective 6.20(e).</p> <p>To develop a robust feasibility study to examine the provision of sports facilities including multi-use community activity hubs, indoor and outdoor swimming pools, indoor sports facilities and artificial grass pitches.</p>	284	<p>The wording of 6.20 relates to all manner of active recreational infrastructure in the city and is intended such facilities will be used by all members of the community. The proposed amendment to include 'community activity' is considered appropriate and serves to reinforce the purpose of these facilities.</p> <p>Recommendation:</p> <p>Amend wording of objective 6.20 – see submissions "384, 422" above.</p>
<p>(vi) Submission relates to Sport and Recreation in the plan. Submission asks for Sport to be featured as a key heading in the plan.</p>	325	<p>The need to enhance and develop sports and recreation facilities and spaces in the city is a key strategic goal for the City Development Plan and this is highlighted in Strategic Objective 5.</p>

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		<p>Objective 6.20 Active Recreational Infrastructure is a key objective that highlights the importance of sports and sports related infrastructure provision in Cork City.</p> <p>Recommendation:</p> <p>No change.</p>
Designated Sites and Protected Species & Information to be considered for Development		
<p>(i) This submission puts forward several concerns to several areas in the Plan. In relation to Chapter 6. The submission requests:</p> <ul style="list-style-type: none"> Nature Conservation <p>Development plan is required to include an objective for the conservation and protection of European sites (in this case the Cork Harbour Special Protection Area – SPA no. 4030). Objectives 6.23 Designated Sites and Protected Species and 6.24 Information to be considered for Development affecting Designated Sites appear (from their titles) to set out to do that, but there has been an error of transposition, in that both refer to rights of way and not designated or proposed sites. Reference to Cork County Development Plan is recommended for the type of wording necessary for such objectives, and also to ensure compatibility of plan objectives for the same site.</p>	395	<p>This is an error and the text of Objectives 6.23 and 6.24 will be amended – refer to submission from the Department of Housing, Local Government and Heritage (submission 395) in Part 3, Appendices.</p> <p>Recommendation:</p> <p>Amend wording – refer to submission from the Department of Housing, Local Government and Heritage (submission 395) in Part 3, Appendices.</p>

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Biodiversity		
General		
<p>(i) Submissions requesting Biodiversity as a key infrastructural component of the city</p> <ul style="list-style-type: none"> • Requesting multiple roles of biodiversity in connection to the plan and asks for significant targets to integrate biodiversity throughout the city including creating credible biodiversity spaces. • Ask for policy to ensure that real city density is measured at a variety of scales, taking into account green and blue infrastructure, open space, landscape and biodiversity (e.g. Vienna is 51% open space). 	42, 362	<p>The Cork City Heritage and Biodiversity Plan, Climate Change Adaption Plan and Green and Blue Infrastructure Plan set out objectives and practical actions to improve, enhance and restore the biodiversity of the city. These plans have targets and key performance indicators by which the effectiveness of these actions can be measured. The Draft Plan sets out objectives in respect to biodiversity which includes to protect designated and non-designated sites of biodiversity importance and to implement the plans outlined above. In addition, a tree management strategy is being produced for the City. The Draft Plan contains objectives in relation to Green and Blue Infrastructure. In terms of 'real city density', new development proposals will accommodate areas of public open space appropriate to the scale and type of development proposed. There are objectives in the Draft Plan, including Objectives 6.17, 6.18 and 6.19 and zoning objective "ZO 16 Public Open Space" which effectively safeguard the requirement for public open space provision.</p> <p>Recommendation: No change.</p>
<p>(ii) The submission proposes additional policies that halt biodiversity loss.</p>	100	<p>The Cork City Heritage and Biodiversity Plan, Climate Change Adaption Plan and Green and Blue Infrastructure Plan set out objectives and practical actions to improve, enhance and restore the biodiversity of the City. These plans have targets and key performance indicators by which the effectiveness of these actions can be measured. In addition, a tree management plan for the city is being produced. It is considered that the Draft Plan addresses the issue of biodiversity loss appropriately.</p> <p>Recommendation: No change.</p>

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Cork City Council Heritage & Biodiversity Plan (2021-2026)		
<p>This submission relates to the protection of the Swift bird population in Cork.</p> <ul style="list-style-type: none"> • Seeks specific policy protections for Swift bird conservation, providing protections outside of the nest months May to August additionally. • Include policy measures for conservation and protection of Swift population. 	<p>49, 61</p>	<p>The Draft Plan contains actions in relation to protecting designated sites and species and complying with the national and EU legislation protecting these species and sites which include bird nesting species. In addition, many projects from the GBI study and the Cork City Heritage and Biodiversity Plan contains actions on the protection and enhancement and recording of protected and native species.</p> <p>Swift birds (<i>Apus Apus</i>) are a non-protected species whose numbers are declining. They were recently listed from Amber to Red in the Birds of Conservation Concern in Ireland 4: 2020–2026 report. They are referred to in the Draft Cork City Heritage and Biodiversity Plan (2021-2026).</p> <p>As a non-protected species, this also related to the section on Non-Designated Areas of Natural Heritage Importance in referring to urban areas that can contain biodiversity as well as Objective 6.25. Non-designated Areas of Biodiversity Importance Cork City Council will seek to map the City’s ecological networks and corridors of local biodiversity value outside of designated areas, and to work with local stakeholders in supporting the effective management of features which are important for wild flora and fauna and habitats.</p> <p>Recommendation</p> <p>Include new text in Chapter 11 Placemaking and Managing Development (under heading Development and Landscape, Natural Environment and Biodiversity):</p> <p>All new developments, from pre-planning stage of the planning process, shall make provision for local biodiversity and, where appropriate, provide links to the wider Green Infrastructure network as an essential part of the design process.</p>

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Non-Designated Areas of Natural Heritage Importance		
<p>(i) This submission wishes to have 'Bee Conservation Areas' identified within the new development plan for the protection and preservation of native pollinator species as follows:</p> <ul style="list-style-type: none"> • Areas of bee conservation identified in the city • Movement of bees to be restricted in these areas e.g. no dog off lead and pedestrians only. • Restrict importation of non-native species in these areas. 	12	<p>Objective 6.22 relates to natural heritage and biodiversity, and seeks to protect, promote and enhance Cork City's natural heritage and biodiversity, and to support the implementation of the National Biodiversity Plan and the All-Ireland Pollinator Plan and successor publications in Cork City. Paragraph 11.222 seeks that all development proposals include provision for biodiversity enhancement which may include pollinator friendly planting and bee hotels. The Cork City Heritage and Biodiversity Plan is also relevant to this issue.</p> <p>Recommendation: No change.</p>
Rivers, Waterways and Wetlands		
<p>(i) Submissions call for stopping culverting, careful consideration for culverting, active programme for de-culverting.</p>	89, 362	<p>Culverting and de-culverting is addressed in the Draft Plan, for example in paragraphs 11.217 and 11.218. The Draft Plan also supports sustainable urban drainage systems (SuDS) and nature based solutions while flood protection schemes are addressed in Objective 9. 9.</p> <p>Recommendation: No change.</p>
<p>(ii) Submission asks for emphasis on natural flood protection methods.</p>	399	<p>The Draft Plan supports nature based solutions which is beneficial to addressing flood concerns.</p> <p>Recommendation: No change.</p>

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Trees and Woodlands		
<p>(i) Submission regards various elements of the GBI chapter and how they connect to health, nature and community:</p> <ul style="list-style-type: none"> • Asks for the engagement of communities in the planting of trees and in the maintenance of existing non protected areas of biodiversity. • Under Climate Change and the Environment GSFH acknowledges and welcomes the inclusion of and acknowledgement of the importance of tree planting in relation to carbon sequestration, absorbing water and providing urban shading. 	198	<p>The Cork City Heritage and Biodiversity Plan, the Climate Change Adaption Plan and the Green and Blue Infrastructure Plan set out objectives and practical actions to improve, enhance and restore the biodiversity of the city. These plans have targets and key performance indicators by which the effectiveness of these actions can be measured. Objective 6.8 in the Draft Plan supports community growing opportunities at appropriate locations in Cork City.</p> <p>Recommendation: No change.</p>
<p>(ii) Submissions refer to the need to increase the volume of tree planting.</p> <ul style="list-style-type: none"> • A tree planting strategy for four parks is proposed (at The Glen, Mahon Walkway, Carragheen River and the Lee Field) as well as biodiversity policy refinements, including: • Supports appropriate Native Tree Planting, asks abandonment of herbicides use on mature trees and plants. • Private tree planting plan around the Nano Nagle area / Douglas Street / South Parish. • Submission requests a detailed tree policy. 	61, 198, 247, 289, 331, 338, 324, 393, 423	<p>The Cork City Heritage and Biodiversity Plan, the Climate Change Adaption Plan and the Green and Blue Infrastructure Plan set out objectives and practical actions to improve, enhance and restore the biodiversity of the city. These plans have targets and key performance indicators by which the effectiveness of these actions can be measured. In addition, a tree management plan for the City is being produced. Objective 6.5 refers to tree planning and urban woodlands.</p> <p>Recommendation: No change.</p>

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<ul style="list-style-type: none"> Submission asks for increase in tree planting and biodiversity in the North West area of Cork City, particularly where many new estates have been built in recent years. Submission refers to the idea of having Miyawaki forests – growing micro woodland areas – as collaborative health projects across schools and groups in an area – across the north side there are many spaces identified by communities for such projects that are low cost and can be a focus for outdoor community activities throughout the seasons. Include objective to promote native tree and plant species as part of all new developments. 		
<p>(iii) The submission requests that the following additional bullet point be added to Objective 6.5 Trees and Urban Woodland:</p> <p>Identify locations for new urban forestry areas across the CCC administrative that will assist in reducing urban sprawl and preserving and enhancing the identity of older city neighbourhoods and new city suburban areas.</p>	390	<p>There are series of proposed measures in the Draft Plan that will address this issue, including the Green and Blue Infrastructure Strategy and various projects stemming from it, as well as the City Landscape Strategy referred to in Objective 6.10.</p> <p>Recommendation:</p> <p>No change.</p>
Community Food Growing		
<p>(i) Submissions in support of community food growing:</p>	198, 393	<p>Objective 6.8 Community Food Growing sets out the city policy to support community food growing opportunities at appropriate locations in Cork City that include the enhancement of existing and the provision of new allotments, urban</p>

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<ul style="list-style-type: none"> • Asking to consider how much food can be grown in public spaces by local people and how this leads to a resilient community. • Asking for community garden – growing plants and a social enterprise of local food for local people. • Asking for community composting spaces managed and distributed to communities' biodiversity plots and individual gardens for their gardens. • Asking for objective to work with farmers and to support organic or plant-based food production. 		<p>agriculture, community gardens and the incorporation of food growing opportunities into residential development schemes.</p> <p>Recommendation:</p> <p>No change.</p>
<p>(ii) The submission sets out multiple suggested edits to incorporate a holistic healthy cities approach to a range of the City Development Plan Objectives in the Draft Plan. It asks for a text change regarding Objective 6.8 Community Food Growing. Additional Objective to be added:</p> <p>Cork City Council will work with key stakeholders to develop a sustainable and health food policy for the city and region.</p>	284	<p>The Draft Plan supports community food growing and establishes a land use and economic framework in support of food creation. A food policy extends beyond the scope of the Development Plan. Cork City Council will work with stakeholders to progress a food policy in parallel with the Development Plan.</p> <p>Recommendation:</p> <p>No change.</p>

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Miscellaneous		
(i) Submissions suggest incorporating solar panels as part of new greenway proposals.	03	<p>This submission considers the opportunity to combine renewable energy production from solar panels with GBI infrastructure. Solar energy is discussed more in detail in Chapter 5 of the Draft Plan. While the Draft Plan supports the use of renewable energy, consideration of the use of solar panels in a particular greenway project is an operational matter and beyond the scope of the Development Plan.</p> <p>Recommendation: No change.</p>
(ii) Submissions regarding the need to incorporate public engagement, community involvement and citizen science in creating plans around GBI and biodiversity.	198, 393, 225	<p>Cork City Council welcomes community involvement and engagement in planning GBI infrastructure and biodiversity measures. Communities represent a vast and valuable resource of local knowledge and constructive feedback. Existing community groups do impressive work in creating and maintaining green spaces. In the GBI study, best practice from other countries refer to the importance of partnerships with local stakeholders and citizens. Cork City Council and Cork City Public Participation Network (PPN) have recently launched a new Community Climate Action Programme in which they invite communities in Cork City to take part in a series of workshops and create their own 2/3 years Climate and Biodiversity Action plans. Cork City Council will continue to engage with the public and communities with respect to GBI and biodiversity.</p> <p>Recommendation: No change.</p>
(iii) Submission relates to biodiversity protection and seeks to ban the use of herbicides and pesticides. Ensure adequate staff with expertise are employed to systematically integrate biodiversity and climate	399	<p>This submission refers to the importance of climate action throughout the Draft Plan. This is reflected in the Core Strategy Chapter 2, with Climate and Environment as a Strategic Objective. Matters relating to staff training and use</p>

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<p>action into each objective and action in the development plan.</p>		<p>of herbicides and pesticides are relevant operational issues but are beyond the scope of the development plan.</p> <p>Recommendation:</p> <p>No change.</p>
<p>iv) This submission relates to a number of chapters in the plan including chapter 6, specifically regarding</p> <ul style="list-style-type: none"> • Mapping and listing and green and blue assets, particularly since the new boundary extension. Recommendation to create a Public Rights of Way map, to be present on the City Council website. Recommendation to create Neighbourhood Strategy and Profile activities map that include details of local GBI assets. • Table 6.12 has considerable omissions for other City suburbs parks, such as community parks, etc. • Recommendation to update Objective 6.26 from “To support the implementation of measures to control and prevent..” to “To implement measures...” • Recommendation to update Objective 6.22 to “will establish” instead of “seek to establish”, which “must” and add “work with communities as part of the Profile & Strategy Plan activities to create and support Neighbourhood Biodiversity Plans which will become appendices to the City Plan.” 	<p>225</p>	<p>This submission highlights the importance of having a good database of information regarding blue and green infrastructure. It also links the GBI provision with the Neighbourhood Strategies.</p> <p>While not all green and blue infrastructure can be listed exhaustively in the Development plan, a detailed Green and Blue Infrastructure study was commissioned in preparation of this plan and will inform all future GBI developments, as described in Objective 6.1.</p> <p>The GBI study mapped the existing GBI network using GIS and identified the areas most in need of changes and upgrades.</p> <p>Table 6.12 only shows parks that have upgrade projects planned and is not meant to be an exhaustive list of all the parks and green spaces in Cork City.</p> <p>Regarding changes in objectives, the plan does not directly deal with implementation, thus its wording reflects the strategic level it operates at. However, additions regarding community involvement are welcome.</p> <p>Recommendation:</p> <p>Add “work with communities” in Objective 6.22 clause (e):</p> <p>Cork City Council will seek the enhancement of work with communities to enhance existing, and the delivery of new, biodiversity-rich areas throughout the City including individual buildings, streets, public and private spaces by supporting the provision of green roofs and walls, rain gardens, biodiversity-rich parklets, rainwater harvesting, natural banks and naturalised SUDS.</p>

Chapter 7

Economy and Employment

Issues / Recommendations / Observations	Sub. No.	Chief Executive's Response & Recommendation
<p>This submission covers a large number of issues including the economic potential of Cork, employment, built environment, dereliction, flood defences, climate change, heritage tourism, docklands potential, long term planning, housing, transportation and mobility, green and blue infrastructure and environmental infrastructure.</p> <p>The submission advocates that Cork be a national and regional economic driver delivering strong, resilient, diverse and innovative economic growth. Focus new employment in strategic areas across the city. Enhance Cork's role as a city of learning, using knowledge and talent as a key enabler for city and economic growth.</p> <p>Strategic Objective 6 could mention creative talent and not just talent as an enabler of growth. Reference could be made to the World Bank statement that links heritage and historic city cores with economic prosperity. This objective requires attracting creative workers and demonstrates the interdependence of the objectives, as these workers demand child-friendly, historically rich, culturally diverse, and clean locations. The plan does not reflect the new reality of large scale remote working, and how we attract workers in sectors that can live in Cork while working internationally. A small proportion of these workers would transform our economy.</p>	128	<p>Objective 7.23 supports the growth and expansion of the creative industries and the arts in Cork City that includes encouraging the delivery of new workspaces as part of mixed-use developments and supporting the potential for workspaces. It is agreed that additional text can be included in Strategic Objective 6 Employment and Economy to cross reference this.</p> <p>The Draft Plan sets a framework for creating a vibrant, compact, sustainable, safe, healthy and connected City which can attract a wide range of workers.</p> <p>Recommendation:</p> <p>Include additional text in Strategic Objective 6 Employment and Economy to cross reference Objective 7.23 and support for creative arts.</p>
<p>The submission seeks to enhance the policy coverage in the Draft Development Plan to ensure a meaningful framework is established for the enhancement of tourism in the City, and the engagement with the wider Cork region, during the Plan period. Recommendations are</p>	288	<p>It is agreed that additional text can be included in the Draft Plan to strengthen the approach to way-finding. Amendments to text in paragraphs 7.16 and 7.71 are considered appropriate.</p> <p>Recommendation:</p>

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<p>made to strengthen the policy framework for the purposes of tourism development.</p>		<p>(i) Include new Objective in Chapter 7 linked to Section 7.31 as follows:</p> <p>Objective 7.x</p> <p>Cork City Council will work with Fáilte Ireland and other stakeholders to improve visitor orientation and wayfinding as identified in the Visitor Orientation Strategy and Action Plan for Cork City.</p> <p>(ii) Update text in Section 7.16 as follows:</p> <p>7.16 Fáilte Ireland, in partnership with Cork City Council, is currently leading the preparation of a Tourism Destination Plan for Cork City and East Cork. It is envisaged that this plan will seek to broaden the appeal of Cork to tourists by enhancing the tourism product and strengthening the existing assets of the city. The plan will also build on the lessons of COVID 19 by, for example, enhancing the attractiveness of outdoor dining and other activities in the City and develop sustainable tourism products and services, building on the strength of the maritime heritage of the City. It is also envisaged that the plan will support the expansion of the night-time economy, particularly for families, by expanding the cultural offering of the city.</p> <p>(iii) Update text in Section 7.71 as follows:</p> <p>7.71 As previously stated, at the time of preparation of the Draft Development Plan, Cork City Council is working with Fáilte Ireland and other stakeholders to prepare a Tourism Experience Development Plan for Cork City and East Cork. It is envisaged that this will address the reliance of Cork City's tourism market on commercial tourism. There is a need to broaden this base to include leisure tourism by developing the tourism products and activities in the city.</p>

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<p>This submission notes the recommendations of the Cork City Strategic Employment Locations Study and how it has informed the Plan process to meet the jobs target of 47,000 of which 31,000 will be office based and light manufacturing including logistics over the period to 2028.</p> <p>It notes that the Development Plan provides for approximately 243 ha of zoned, undeveloped employment land over the Plan cycle and states it is essential that this provision is an adequate allocation, and enough deliverable land is available for the multiple types of premises that may be required over the course of the plan.</p> <p>The submission supports the four strategic employment sites identified in the plan (Cork Science and Innovation Park, Cork International Airport, Ballincollig and Tivoli) as areas that can be developed for economic and employment purposes. It notes that additional areas identified as strategic employment sites must also be given due attention; Blarney Business Park, Clogheen Business Park, Land at Glanmire, South Link Industrial Estate, Fairhill and land at Holyhill.</p> <p>The submission also promotes the City Centre as the primary area for office development, as it can offer the best mobility options while also having a regenerative effect. It can and must cater to all types of office provision from large floorplate newbuilds to small floorplate interventions. In some respects, the City Centre is in competition with the above listed locations, and it must not be disadvantaged.</p>	362	<p>Paragraph 7.1 of the Draft Plan notes that the Cork Metropolitan Area (CMA) is recognised as a key employment base and economic driver in Ireland. Paragraph 7.35 sets out that the City Centre is among the key employment locations for Cork City set out in the Cork MASP. Paragraph 7.49 notes "There remains scope for development of large floor plate offices in the City Centre and eastwards into Docklands, as a natural extension of the City Centre. This Plan will strongly support development of offices in these areas which can be served by existing transport and other infrastructure. The employment generated would also help support the City Centre retail and service functions".</p> <p>The proposed new strategic employment sites were informed by the Strategic Employment Land Study that was published with the Draft Plan. This Study provides a strong evidence base for the selection of these sites. There are some changes proposed to these strategic employment sites – see TII submission 62 and SRA submission 400 in Part 2, Section 1 and Part 3, Chapter 12 for more detail.</p> <p>Points raised about parking standards are noted. The Draft Plan takes a holistic approach to the delivery of compact and sustainable growth within the highly accessible City area, including reduced parking standards.</p> <p>Points raised supporting the development enterprise centres are noted. The Draft Plan advocates vibrant mixed-use centres across the hierarchy of urban centres within the City boundary.</p> <p>Sections 7.83 and 7.84 support the mixed-use function and the need to provide more flexibility in terms of the type of uses permitted on St. Patrick's Street. More detailed policy on the City Centre is set out in Chapter 10 Key Growth Areas and Neighbourhood Development Sites, which also supports the pending City Centre Revitalisation Plan, which will provide more focused actions to promote the City Centre.</p> <p>Points relating to specific areas are noted.</p>

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<p>It is noted that parking levels are reduced relative to the last plan by between 50% and 60%. While acknowledging the presumed intent of acting to reduce car dependency, concerns are raised as regards the short-term results of this measure. While we await the implementation of CMATS many employers will still seek a level of private parking. This must be robustly addressed by CMATS, but should not compromise City investment opportunities, that could go elsewhere in the short term.</p> <p>The submission welcomes the development of community enterprise centres being provided for in this plan in a bid to encourage more employment opportunities in every neighbourhood in the city. This will have a direct impact on commuting requirements and the higher-than-average dependence on private cars in Cork city to get to and from work. It will be an essential part of developing a compact city.</p> <p>The submission encourages a vibrant mix of uses within the designated centres outlined in the development plan. To have people living in the city is fundamentally important to the economic vibrancy of the city centre, and it is therefore of utmost importance that there is a blend of retail, residential, services and hospitality in any one area.</p> <p>Supports flexibility in terms of providing for complementary uses and considers it appropriate to facilitate residential, office or hospitality on St Patrick's Street. While they should not be the dominant uses, where appropriate development proposals which come forward that might enliven the area should be actively</p>		<p>The Draft Plan includes Objectives for mixed uses within the City Centre as per Objectives 7.2 Supporting Economic Growth and Diversity and 7.36 Vibrant and Mixed Use Centres. Objectives 7.7 Education and Skills and 7.9 Cork Digital City support learning. Patrick Street is part of the City's retail core and other uses are permissible, subject to ensuring the primacy of the retail environment is not undermined.</p> <p>Recommendation:</p> <p>(i) Amend paragraph 7.25 as follows:</p> <p style="padding-left: 40px;">7.25</p> <p style="padding-left: 40px;">In light of the development of Cork Science and Innovation Campus, along with the development of MTU, UCC, Cork University Hospital, the City Centre, Cork University Business School (CUBS), the Docklands, and Mahon along the proposed route of the Light Rail Transit network, an Innovation Corridor is emerging in the city. The objective is to strengthen innovation in the Cork and ensure that the benefits are spread throughout the city.</p> <p>(ii) Amend Objective 7.3 Economic Clusters and Innovation Corridor</p> <p style="padding-left: 40px;">Objective 7.3 Economic Clusters and Innovation Corridor</p> <p style="padding-left: 40px;">To facilitate strategic innovation and competitiveness by:</p> <ol style="list-style-type: none"> a. Supporting the prominence and expansion of existing economic clusters. b. Encouraging and promoting opportunities to facilitate new cluster development and create spin-off opportunities outside the clusters. c. There is an emerging innovation corridor across the city, spanning from the Cork Science and Innovation Park to MTU, UCC, CUH, the City Centre, Cork University Business School (CUBS), Docklands

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<p>supported. Large scale anchor retail schemes should be supported throughout the plan, such as the immense value of the ongoing development of the Primark facility for inducing City Centre footfall and other similar projects should be proactively encouraged and facilitated. Likewise, the resurgent Mc Curtain Street and Victorian Quarter should support a medley of uses as this is core to its appeal. The City Centre plays multiple roles, each of which are complementary, and the plan should respect this with a contemporary approach to zoning. This thinking should not just be facilitated, but actively encouraged.</p> <p>It notes that Curraheen has potential for future development and with its proximity to Cork University Hospital, UCC and MTU it provides a logical location for further investment. The area will be serviced by a light rail option once the ambitions of CMATS are realised, and it is already served by the 208 bus and the 205, 220 and walkways nearby. The area is home to the Cork Science and Innovation Park where UCC are advancing plans for a new dental school and health innovation hub.</p> <p>The innovation hub can play a nationally significant role in a national innovation district strategy and is deserving of every support in the development plan. It can be a location for both third level and private sector investment and deepen the research and development partnerships which are so valuable to the tenacity of FDI investment.</p> <p>The Cork University Business School (CUBS) expansion into the heart of the city is another step in the ever-evolving economy of the city centre that will help cement Cork as a City of Learning. The City Development Plan should</p>		<p>and Mahon. Proposals are advancing to link these by Light Rail Transit in the long term. The City Council will consolidate the innovation ecosystem, with a view to ensuring the impacts of innovation are felt throughout the city.</p>

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<p>support the evolution of this business education quarter as it will bring benefits for the city including talent, international students, a welcoming accessible and visible education sector, and a strong relationship between city centre businesses and the education sector. From a Cork University Business School (CUBS) perspective 4,500 students and 225 staff will be located in the city at this location. This footfall will boost the hospitality sector as well as increasing the vibrancy of the city.</p> <p>The proximity of CUBS to the Docklands, Lapps Quay, and Morrison’s Island will provide a real and physical connection between business and education. The business / education district does not preclude other uses such as residential.</p> <p>There should at all times be flexibility in zoning for complementary uses. For example, to ensure vibrancy, it should be appropriate to facilitate residential, office or hospitality on St Patrick’s Street.</p> <p>It is important that the plan supports the required healthcare infrastructure such as the proposed elective hospital and that steps are taken to secure a logical and deliverable location for this essential asset.</p>		
<p>This submission relates to a master plan for UCC and MUH lands at the North Mall Campus.</p> <p>The submission seeks to designate the site as a Strategic Employment Site, suitable for further education, health and research employment opportunities with potential to accommodate approximately 1,250 FTE jobs.</p>	374	<p>The request to designate the site as a Strategic Employment is not considered to be appropriate. The area is a Landscape Preservation zone located on a sensitive riverside site of High Landscape value. These designations are incompatible with the identification of the site as a Strategic Employment Zone. Part of the site is “ZO 14 Institutions & Community” which is considered to be</p>

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<p>The submission seeks to review the section on Key Employment Types provided in Chapter 7 and include a specific category related to Health, Education, and Innovation.</p> <p>The submission seeks to include additional text in Chapter 7, under the heading ‘Support Innovation, Research and Development – An Innovation City’, to support the development of the North Mall Campus for Health, Education and Innovation uses.</p> <p>The submission also seeks to identify the North Mall Campus at part of the emerging Innovation Corridor in Objective 7.3(c).</p>		<p>an appropriate land use zoning objective to reflect current and future proposed uses.</p> <p>The request to review the section on Key Employment Types provided in Chapter 7 and include a specific category related to Health, Education, and Innovation is generally appropriate and will be included with some modifications . Innovation is not an employment type but part of the economic ecosystem. The Health and Education categories of employment are major employers in the City and the growth of the sector is vital to the City’s economic success and can be included in the text.</p> <p>The North Mall campus is a key site with growth potential along the emerging ‘Innovation Corridor’ outlined in section 7.25. Its development should be explicitly supported in line with the existing provisions of the 2015 Cork City Development Plan and Cork MASP Policy Objective 2. It is considered that reference can be made in paragraph 7.25 to reflect this. The proposed “ZO 14 Institutions & Community” zoning supports this.</p> <p>The request to identify the North Mall Campus at part of the emerging Innovation Corridor in Objective 7.3(c) is supported.</p> <p><u>Recommendation:</u></p> <p>(i) Include a specific category related to Health, Education, under Key Employment Types in Chapter 7, as follows:</p> <p style="padding-left: 40px;">Health and Education</p> <p style="padding-left: 40px;">The City contains a significant amount of Institutions which are collectively a major employer in the City. The growth and collaboration within this sector is recognised as a vital element to the City’s economic success.</p> <p>(ii) Update Chapter 7, paragraph 7.25 as follows:</p>

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		<p>In light of the development of Cork Science and Innovation Campus, along with the development of MTU, UCC, Cork University Hospital, North Mall Campus, the City Centre, the Docklands, and Mahon along the proposed route of the Light Rail Transit network, an Innovation Corridor is emerging in the city. The objective is to strengthen innovation in the Cork and ensure that the benefits are spread throughout the city.</p> <p>(iii) Update Chapter 7, Objective 7.3 Economic Clusters and Innovation Corridor as follows:</p> <p>Objective 7.3 Economic Clusters and Innovation Corridor</p> <p>To facilitate strategic innovation and competitiveness by:</p> <ol style="list-style-type: none"> a. Supporting the prominence and expansion of existing economic clusters. b. Encouraging and promoting opportunities to facilitate new cluster development and create spin-off opportunities outside the clusters. c. There is an emerging innovation corridor across the city, spanning from the Cork Science and Innovation Park to MTU, UCC, CUH, North Mall Campus, the City Centre, Docklands and Mahon. Proposals are advancing to link these by Light Rail Transit in the long term. The City Council will consolidate the innovation ecosystem, with a view to ensuring the impacts of innovation are felt throughout the city
<p>The submission addresses a number of issues relating to Economy and Employment under the heading Working and learning in Cork. Main issues raised include:</p>	388	<p>The job target is a key element framing future employment policy and land-use choices across the City.</p>

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<ul style="list-style-type: none"> • An acknowledgement of the significant jobs target which provides an opportunity to improve the job opportunities of people right across Cork. • Alongside this, we need to ensure that the impact of Covid on areas such as the city centre is not long lasting. Patrick Street needs to be rejuvenated starting with upgrades and improvements to Bishop Lucey Park to make it a family-friendly greenspace at the heart of Cork. • The currently proposed Victorian Quarter should go ahead but named as the McCurtain Quarter to pay homage to Tomas McCurtain, former Lord Mayor of Cork. • The Council should engage with businesses through the Chambers and other means to encourage retention and promotion of Cork's culture and heritage. • Rolling rates waivers for new business in the first 3 years of establishment to encourage business initiatives in economic blackspots. • Zoning for a third level institution on the Northside and discussion with the Department of Further and Higher Education on the possibility of an initiative to encourage this. • Cork City Council to look at Community Wealth Building as an employment initiative. • Cork City Council to become a Real Living Wage Foundation member for all workers – from casual 		<p>The City Centre is identified as a Strategic Consolidation and Regeneration Area, including Patrick Street. Paragraph 10.22 address Grand Parade as a transformational project which includes the rejuvenation of Bishop Lucey Park.</p> <p>The Victorian Quarter branding is a matter for the business owners in a number of streets surrounding and including Mac Curtain Street. The relabelling of this area is outside the scope of the Development Plan.</p> <p>Policies within the Plan support the protection and promotion and heritage and culture within the City.</p> <p>The issue of rates is outside the scope of the Development Plan.</p> <p>The zoning of lands for Institutional Use has been informed by statutory consultees.</p> <p>Issues raised relating to Community Wealth Building and Real Living Wage Foundation are outside the scope of the Plan.</p> <p>A healthy, inclusive and diverse City is a strategic objective of the Plan aimed at addressing geographical disparities across the City.</p> <p>The plan includes proposals for additional job creation on the northside of the city.</p> <p>Recommendation:</p> <p>No change.</p>

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<p>workers to permanent employees to contracted employees.</p> <ul style="list-style-type: none"> The CDP has to address the disparity between the Northside & Southside of the city in terms of economic development and strategies should follow in terms of the imbalance, progress on road infrastructure and public transport to complement any such strategies is vital in this. 		
<p>This submission addresses several aspects of the Draft Plan. Issues pertaining to Chapter 7 are made in relation to retail and are summarised as follows:</p> <p>There is a lot of commentary on retail in Cork but little in the way as to how the Council will proactively steer it to ensure a vibrant city centre mix. The mandatory Joint Retail Study is unlikely to reaffirm anything different on retail hierarchies and guidance on suitable locations for various types of retail. Spatial planning requires a more proactive response than land use planning to such a live issue.</p> <p>It should be noted that much of the retail closures in the last few years are related to an over-reliance on long-mismanaged UK multiples that had little to do with relatively buoyant trading conditions in Ireland.</p> <p>Lower levels of vacancy in similar European city centres are as a result of streets that are typically pedestrianised and accessible by public transport with return to a mix of online and bricks-and mortar personal 'experience'. A Kildare Village type-development within or immediately</p>	390	<p>The Draft Plan acknowledges challenges posed by the Covid-19 pandemic and the growth of online shopping under Sections 7.79-7.81. Further policies on vibrant, mixed-use centres are set out in Sections 7.95-7.98 and its corresponding objectives, such as the importance of the public realm, supporting a vibrant City Centre along with supports for outdoor dining and cultural events. Cork City Council remains committed to the preparation of a Joint Retail Study and Strategy for the Cork Metropolitan Area in conjunction with Cork County Council, which may further consider the provision of outlet centres such as that referred to. More detailed policy on the City Centre is set out in the Draft Plan in Chapter 10 Key Growth Areas and Neighbourhood Development Sites, which also supports the pending City Centre Revitalisation Plan, which will provide more focused actions to promote the City Centre.</p> <p>Recommendation:</p> <p>No change</p>

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<p>adjacent to, its core retail area could be looked at. The Council should engage with real estate agents to undertake a gap analysis of store types and chains and the scope of the City Centre Coordinator role widened to tackling retail vacancies in the city centre.</p>		
<p>Submissions raise a number of issues on a variety of Draft Plan Chapters. In relation to Chapter 7:</p> <ul style="list-style-type: none"> • Support the consideration of mobility given to commercial development and employment centres. • Support the clear preference given to public and active transport in the planning of commercial development and employment centres. • Support preference shown towards location large office developments in the city centre docklands and district centres and have suggested slight modification / strengthening of the objectives referring to large office developments and strategic employment zones to make this clearer. 	402	<p>The submission is generally supportive of the policy approach in Chapter 7.</p> <p>Recommendation:</p> <p>No change.</p>
<p>This submission supports various aspects of Chapter 7, including Objective 7.8 on Mobility Management Plans. Several suggestions are made in relation to various objectives in Chapter 7 including offices and strategic employment sites.</p>	414	<p>The issues raised are noted. The Draft Plan sets out a suite of objective and strategies addressing employment and economic development. See Part 3, Chapter 4 Transport and Mobility for details of issues raised in relation to transport and mobility.</p> <p>Recommendation:</p> <p>No change.</p>

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Seeks delivery of north side and northwest recreational facilities, this to include proposed new park in Blarney and active recreation plans. Seeking a planned balance between economic growth on the north and south, to explore opportunities for a horse project and water rescue services.	421	<p>A healthy, inclusive and diverse City is a strategic objective of the Plan aimed at addressing geographical disparities across the City. The Green and Blue Infrastructure Strategy and forthcoming Active Recreation Infrastructure Study identify opportunities for new recreational amenities.</p> <p>Recommendation:</p> <p>No change.</p>
Report on the health of Blarney Town Centre under various headings – identity & belonging, jobs & business, nature Tourism & landscape, transport & services, streets & spaces, amenities, housing, mobility.	431	<p>Observations in relation Economy and Employment reflect the towns positive employment base.</p> <p>Recommendation:</p> <p>No change.</p>
Report on the health of Tower and Cloughroe Town Centre under various headings – ID & belonging, jobs & business, nature Tourism & landscape, transport & services, streets & spaces, amenities, housing, mobility.	432	<p>The submission noted that large employers like Apple are located in close commuting distance to Tower and Cloughroe. Large commercial / industrial use in the immediate vicinity would detract from the traditional village feel of Tower & Cloughroe.</p> <p>Recommendation:</p> <p>No change.</p>
The submission sets out the importance of social enterprise and should be considered as part of the development plan and also notes that social enterprise is responsible for a significant level of delivery of services supporting economic development. The submission seeks a commitment to work with social enterprise groups to access buildings and land, to include social clause in public	2	<p>The inclusion of additional text to strengthen the reference to social enterprise in Chapter 7 is recommended.</p> <p>Recommendation:</p> <p>Update Objective 7.6 as follows:</p> <p>To encourage and support social enterprise developments in the City which by their very nature seek to tackle and address social, economic and environmental challenges. This can also help the City transition to a Circular</p>

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procurement and to identify best practice local enterprise to promote better understanding of social enterprise.		City, and bring new collaborative ways of delivering responsible entrepreneurship, underpinned by sustainable design and circularity. The benefits include the creation of significant direct economic benefits including resilient job creation, new sustainable business opportunities and true cost reductions.
This submission seeks the inclusion of more diverse tourism facilities in the city. They give the example of a tourist train in the city and express their view that the tourism business environment in Cork City is uneven and unfair catering only for the few.	4	<p>The policy objectives in the Draft Plan are designed to be inclusive in relation to the broad spectrum of employment uses in the City, including Tourism.</p> <p>Paragraph 7.71 of the Draft Plan sets out how Cork City Council is working with Fáilte Ireland and other stakeholders to prepare a Destination Experience Development Plan for Cork City and East Cork. Chapter 7 also acknowledges the need to broaden the City's tourism base to include leisure tourism by developing the tourism products and activities in the City.</p> <p>Issues raised relating to tourism operational matters are outside the scope of the Development Plan.</p> <p>Recommendation:</p> <p>No change.</p>
This submission puts forward that the evaluation of potential impacts on any commercial sea fishing activities needs to be given consideration as part of any planning / proposal process and during the development phase. Noting that impacts to fisheries should be included as a potential negative impact listed in the SEA. Also to amend the wording of paragraph 6.64 as it appears in the SEA and NIS respectively.	24 Offshore Commercial Fisheries	<p>Paragraph 7.61 addresses the Maritime / Blue Economy. This includes supports for "the development of the maritime economy by facilitating the education, research and development and professional services that relate to the maritime economy". No commercial sea fishing takes place in the River Lee, Douglas Estuary and tributaries leading into it within Cork City Council's functional area.</p> <p>Recommendation:</p> <p>No change.</p>
This submission makes recommendations to Chapter 7 to ensure that the development of Cork city will enable	99	The Draft Plan supports universal design in the public realm. Paragraph 3.94 sets out that the National Disability Authority's Universal Design Guidelines – "Building for Everyone: A Universal Design Approach" (2012) should be taken

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people with sight loss to fully participate as independent citizens.		<p>into account in designing developments. Accessibility issues within buildings are addressed more fully under the Building Regulations.</p> <p>Recommendation:</p> <p>No change.</p>
Recommendations to achieve growth targets in Cork City.	110	<p>The Draft Plan includes a suite of objectives to achieve its growth targets, including the identification of Strategic Employment Sites and a policy approach identifying seven new Strategic Employment Locations to provide a greater distribution of employment lands throughout the city.</p> <p>Recommendation:</p> <p>No change.</p>
The submission states that Objective 7.10 does not prevent general offices being developed on Strategic Employment locations and inaccessible areas.	188	<p>Objective 7.13 of the Draft Plan seeks to concentrate general office accommodation in the city centre and a number of highly accessible district centres. The Strategic Employment Areas are located in highly accessible locations in the City close to existing neighbourhoods or in new Urban Town locations where active travel, public transport is planned via BusConnects routes or future rail services. A new City Gateway Framework Plan is planned around the Kinsale Road, which will include the Strategic Employment Site at the South Link. This will address accessibility and land-use parameters for these strategic employment lands.</p> <p>Recommendation:</p> <p>See OPR submission 426 in Part 2, Section 1 in relation to the "Airport City Gateway" amendments.</p>
Requests the following changes to Chapter 7 to the Draft Plan text:	195	<p>Paragraph 7.22 relates to "Support Indigenous Enterprise and Entrepreneurship". Some additional text will be included to strengthen emphasis on entrepreneurship.</p>

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<ul style="list-style-type: none"> • The draft plan places a very significant emphasis on innovation and a solid emphasis on entrepreneurship. From an overall perspective, however, the level of emphasis on entrepreneurship should be further increased in light of global developments which will require great development of indigenous industry in the greater Cork region and nationally. • Provide specific supports for student entrepreneurship on a region-wide basis, reserving incubation space and partnering with the higher education sector to support this strategic development of an entrepreneurship culture and talent pipeline to drive sustainable regional development and expansion of indigenous industry. • In light of the rapid development and deployment of online learning options during the COVID-19 pandemic, include advanced technology-enhanced learning options in a wide range of facilities across Cork City to facilitate increased access to higher education within community settings. This would provide increased access to higher education for all of the people who live in Cork City. • Cork is very well positioned to develop specialist clusters in areas such as Cybersecurity. Consideration should be given to how best to capitalise on these opportunities in the development plan for Cork City. • In light of the rapid development of “new space” sector and Cork’s strategic positioning (both geographically and from an industry development 		<p>The Cork Science and Innovation Park is a strategic employment site on a 35 ha campus and will include employment uses and lands to accommodate the expansion of MTU. Incubation space to facilitate student entrepreneurship can be facilitated at this and other locations throughout the city.</p> <p>Paragraph 7.26 already includes text to support the “strengthening and expanding the education and training ecosystem in Cork City”.</p> <p>Paragraphs 7.24 to 7.26 sets out the policy approach to Support Innovation, Research and Development – An Innovation City. The development of cyber-security and New Space clusters is supported in this regard.</p> <p>Recommendation:</p> <p>Update paragraph 7.22 as follows:</p> <p>It is important that the economy of the city is not overly dependent on FDI diverse and resilient and includes a balanced mix of FDI and Indigenous Enterprise. Cork City Council will continue to harness entrepreneurship in the city. Acting as a first-stop-shop, Cork City Local Enterprise Office (LEO) will continue to support small businesses in Cork. In addition, the City Council will work with Enterprise Ireland, academia and local communities to support entrepreneurship, development of indigenous industry and business start-ups throughout the city.</p>

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<p>perspective – tech sector, cybersecurity, National Space Centre, MTU Blackrock Castle Observatory, maritime assets, data centre opportunity, telecoms infrastructure etc.) to exploit same, support for the development of a “new space” cluster in the greater Cork region should be considered for inclusion in the plan.</p>		
<p>Supports having more good places to eat, including more healthy food options such as more smoothie takeaways, and more fruit and veg stands, with healthy food made available in vending machines. Require more places to shop and include places for beauty / grooming.</p>	203	<p>Paragraph 7.81 supports the need to provide for a range of uses in our centres apart from retail including residential, leisure and recreation, tourism, civic, community etc. The control of specific uses including the types of restaurants that occupy premises generally constitutes exempted development under planning legislation and therefore is outside the scope of the Development Plan.</p> <p>Recommendation:</p> <p>No change.</p>
<p>Creating and promoting opportunities for employment and social enterprises that are flexible and allow for people to work reduced hours or work remotely.</p> <p>Modifying job tasks to suit the employee with a disability.</p> <p>Any planned upgrades or new retail developments in the City or suburbs should be universally designed.</p> <p>A holistic view should be taken to ensure the City and suburbs are not only safe spaces to get around but also provide local amenities, retail and transport options that are accessible.</p> <p>Cork City Council have a significant role in encouraging retailers and members of the public to keep paths in the</p>	204	<p>Paragraphs 7.24 to 7.26 set out the policy approach to support enterprise, innovation, research and development. Accessibility to buildings is a matter for the Building Regulations. Cork City Council utilises universal design in the design of public realm projects.</p> <p>Chapter 3 of the Plan deals with Specialised Housing Provision including policy support addressing Housing for Older People and People with Disabilities.</p> <p>Recommendation:</p> <p>No change.</p>

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<p>City and suburbs clear from obstructions such as: Improving access to broadband and assistive technology.</p> <p>Raising awareness to public and private sector employers including Cork City Chamber of Commerce and promote the benefits of employing a person with a disability, including eligibility for the Workplace Equipment / Adaptation Grant (WEAG) and the Employee Retention Grant Scheme.</p> <p>Promote quality employment opportunities and career advancement for persons with disabilities and work alongside agencies like Employability Cork.</p> <p>Promote opportunities for self-employment, social enterprises, entrepreneurship, the development of co-operatives and starting one's own business through Cork City Council's Enterprise Unit.</p> <p>Promote the provision of reasonable accommodation to persons with disabilities in the workplace.</p> <p>Ensure retail fronts are accessible to enable employers to be equal opportunity employers. Develop a Gold Star Model such as the one developed by Tipperary County Council, the HSE and community groups in Cashel, Tipperary for universal access design principles. This model can be used within Cork City to incentivise and regulate the private sector in providing reasonable accommodation to disabled employees, customers, residents and tourists.</p>		
<p>Cafés and independent business should be encouraged to the main street. Many of the new small businesses and</p>	211	<p>Paragraph 7.78 of the Draft Plan "aims to promote the vitality and viability of the main retail centres in Cork City and encourage their function as mixed-use</p>

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cafés are away from the main street, turning the town away from the main street.		centres into the future". Paragraph 7.83 states "Cork City Centre is the main business, retail and leisure location in the Cork Metropolitan Area and is recognised by the Cork Metropolitan Area Strategic Plan (MASP) as playing a Level 1 retail role (Metropolitan Centre)". Recommendation: No change.
Submits that the retail planning policies and objectives of the Development Plan should be consistent with the provisions of the Retail Planning Guidelines (2012), reflecting the changes in the sector in recent years and to provide the appropriate policy context to facilitate the existing and expanding network of stores in Cork City. Specifically requests that the defining criteria of a Neighbourhood Centre / Local Centre as detailed under section 7.87 <i>Neighbourhood and Local Centres</i> should not be 'restrictive' in nature, but rather consistent with the definition as presented within the Retail Planning Guidelines (2012) and amended to omit the following reference, which states that they: are generally anchored by a small or medium sized convenience store and tend to include a number of smaller, associated local service units that enhance the overall appeal of the centre in terms of service provision and design. It is essential that they are mixed-use centres incorporating a range of local services. It is submitted that the following line should also be omitted: ensuring that the centre is not overtly dominated by one particular unit or use.	215	Section 7.87 references the Retail Planning Guidelines in defining the characteristics of a Neighbourhood and Local Centres. The role and nature of settlements of various sizes and scales and their required related infrastructure is set out in Chapter 3 Delivering Homes and Communities. This takes into account the concept of the "15-Minute City". A key part of the success and vitality of neighbourhood and local centres is that they provide for a mix of uses to serve the community they serve and are not dominated by one particular use which could damage their vitality and feasibility. It is therefore considered essential that they be protected from inappropriate forms of development and that the text as set out in the Draft Plan remain. Recommendation: No Change.

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<p>This submission seeks to amend paragraphs 10.313 and 10.314 of the Draft Plan to acknowledge the overall site master planning proposals presented in the Douglas Land Use and Transportation Study for the various Precincts, mainly in relation to commercial development.</p>	222	<p>Paragraph 10.313 acknowledges that DLUTS remains relevant and represents a robust baseline document for informing planning decisions in Douglas.</p> <p>Recommendation:</p> <p>No change.</p>
<p>The Draft Plan projects a significant increase in population over the plan period and supportive policies and objectives should not just support residential and employment lands, but also the supporting infrastructure and services such as education, commercial, retail, and specifically new convenience retail floorspace at suitable locations. With regards to facilitating new retail development, it is requested that potential development sites are suitably zoned, specifically in the North City, to accommodate new retail stores of an appropriate size. Consideration should also be given to allow for the provision of Grocery Home Shopping operations at these sites and that the sites are not constrained in terms of spatial or access requirements. In respect of facilitating new retail development, it is important that when sites are not available in the retail core areas, due consideration is given to edge of centre sites, as the City / town centre cannot always accommodate new retail development due to site constraints such as plot size, site layout, parking requirements, delivery access etc. The growth of 'Click and Collect' and grocery home shopping retail services should also be supported.</p>	233	<p>The sequential approach to the location of retail is set out in Sections 7.91 and 7.92 which states that the core retail areas of the City Centre, District Centres and Large Urban Towns are the preferred locations for significant new retail development and to only allow retail development in edge-of-centre or out-of-centre locations where other options have been exhausted. This is considered vital to protect these centres, while allowing other options to be explored through a Retail Impact Assessment (Section 7.93). Two District Centres are planned at Hollyhill and Ballyvolane in the northside of the city and included in the Retail Hierarchy (Section 7.82) to accommodate growth in these areas. Details on shop storage requirements have been referenced in Chapter 11 Placemaking and Managing Development. In terms of grocery home shopping operations, it is unclear the benefit this would have in terms of encouraging shoppers to visit the defined centres and maintain their vitality. 'Click and Collect' shopping can currently be accommodated under District Centre zonings.</p> <p>Recommendation:</p> <p>No change.</p>
<p>The submission sets out that provisions of the draft Plan must be amended to incorporate a clear objective in the</p>	279	<p>It is recommended that job targets should be included in the Core Strategy to strengthen and align employment-led growth within the City and to strengthen</p>

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<p>Core Strategy that ensures that the economic aspects of development proposals are explicitly considered in the decision-making processes of the Council, alongside the social and environmental aspects, that the Core Strategy of the draft Plan must be amended to include a specific section on the economy and that changes to car parking standards need to be made.</p>		<p>Cork City's role as a national and regional economic driver, and that contribute to a strong, resilient, diverse and innovative economy for the City, as envisaged in national and regional planning policy.</p> <p>Recommendation:</p> <p>Include jobs targets within Core Strategy table.</p>
<p>Submission requests 14 amendments to the Draft plan in order to further support its role in delivering Cork as a University City. The submission refers to UCC's Masterplan Review 2021 which provides a framework for the development of the physical environment of the campus that will support the learning, research, and academic ambitions of the university</p> <p>Issues pertaining to Chapter 7 include:</p> <p>Amend Objective 7.10 'New Strategic Employment Sites' to designate the North Mall Campus as a Strategic Employment Site, suitable for the development of higher education, health, and research, employment opportunities.</p> <p>Include in chapter 7, under the heading 'Support Innovation, Research and Development – An Innovation City', additional text to support the development of the North Mall Campus for Health, Higher Education and Research uses, as part of a joint development between the University College Cork and Mercy University Hospital, in line with an agreed masterplan.</p>	317	<p>The request to zone the site as a Strategic Employment Site is not deemed appropriate. Additional text is proposed in Chapter 7 in relation to the North Mall Campus.</p> <p>Recommendation:</p> <p>See submission 374.</p>

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Amend Objective 7.11a to reference support for the relocation of UCC's existing sporting facilities at Curraheen.		
<p>Submission states that transitioning Cork to a Circular City with bring significant direct economic benefits including resilient job creation, new sustainable business opportunities and true cost reductions. This needs to include:</p> <ul style="list-style-type: none"> • A Manifesto for Urban / City Scale Manufacturing and Making which focuses on the local economy, responsible entrepreneurship, underpinned by sustainable design and circularity. • A Manifesto for a Local, Circular, Foundational, Sharing and Collaborative Economy. • Fund and coordinate local repair cafés, a library of things, citywide reuse packaging schemes for take away services, sharing Council-owned goods and underused spaces. • Collective bins in dense areas for bulk waste to offer for reuse as well as public owned recycling collect. 	338, 347	<p>Additional text to strengthen the reference to the Circular Economy in Chapter 7 is recommended.</p> <p>Recommendation:</p> <p>(i) Update paragraph 7.53 as follows:</p> <p style="padding-left: 40px;">7.53 Light industry and manufacturing are core contributors to the local economy. They provide for a diverse economic base to support a more inclusive and resilient city overall and can be an integral part of the Circular Economy. New collaborative ways of delivering responsible entrepreneurship, underpinned by sustainable design and circularity is supported within these sectors and the wider economy.</p> <p>(ii) Update Objective 7.6 as follows:</p> <p style="padding-left: 40px;">Objective 7.6 Social Enterprise</p> <p style="padding-left: 40px;">To encourage and support social enterprise developments in the City which by their very nature seek to tackle and address social, economic and environmental challenges. This can also help the City transition to a Circular City.</p>
Incorporate reference to the Circular Economy within Section 1.5 Strategic Vision.	375	See response and recommendation under submissions 338 and 347 above.

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<p>Housing delivery is considered the key issue facing the City. A number of actions are requested in the Plan to monitor process and delivery of key infrastructure projects.</p>	405	<p>The issues raised in relation to Chapter 7 are noted, particularly the significant change in recent years with substantial physical and environmental enhancements following a sustained period of public and private and public sector investment and development. The submission notes that improvements made to much of the central retail and commercial core and notes that in spite of the Covid 19 pandemic there are indications that Cork City has begun to consolidate itself as the primary economic, employment, cultural and retail centre of the region and, as an attractive, dynamic and viable urban centre.</p> <p>The Draft Plan builds on Cork City's role as the primary economic and retail driver of the region. The Draft Plan contains a strong suite of objective to support and develop this role.</p> <p>Recommendation:</p> <p>No change.</p>

Chapter 8

Heritage, Arts and Culture

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<p>Locate a national science museum in Cork City, focusing on the benefits for the city, highlighting the shortage of cultural activities in Cork for families. Reference is made to the Explorium in Dublin and the presence of science museums in small cities in the UK and Europe.</p>	1	<p>While this is not a matter for the development plan, Cork City Council will work with Fáilte Ireland to prepare a Destination Plan for the City. The draft City Development Plan will accommodate such a development.</p> <p>Recommendation: No Change.</p>
<p>Facilitating Social Enterprise in the new Cork City Development Plan 2022-2028. Social enterprise is responsible for a significant level of delivery of services supporting economic development. Council to work with social enterprise groups to access buildings and land, to include social clause in public procurement and to identify best practice local enterprise to promote better understanding of social enterprise.</p>	2	<p>The Draft Plan supports social enterprise: Objective 7.6 relates specifically to social enterprise and seeks 'to encourage and support social enterprise developments in the City which by their very nature seek to tackle and address social, economic and environmental challenges'.</p> <p>Recommendation: No Change.</p>
<p>Cork City Tourist Train Project and more diverse tourism facilities in the city. Tourism business environment in Cork City is uneven and unfair catering only for the few.</p>	4, 128	<p>While this is not a matter for the development plan, Cork City Council will work with Fáilte Ireland to prepare a Destination Plan for the City.</p> <p>Recommendation: No Change.</p>
<p>Neglected city to vibrant city, with attractive and inclusive built heritage. Support the establishment of a 'sense of place' in the city, through better management of older buildings and public spaces across the city. A high quality public realm between North Main Street, South Main Street and Castle Street. The Development Plan to focus on the city centre, to improve and protect the historic core areas.</p>	5, 66, 128, 169, 176, 241, 272, 324, 350, 362, 396, 409, 423, 447	<p>The Draft Plan through policies 8.18 – 8.30 encourages best conservation practice of historic buildings in private and public ownership in the City. In addition to these policies, Cork City Council provides a number of grant schemes for the conservation of historic structures to encourage building owners to value and retain the special character of our historic structures.</p> <p>Chapter 8 sets out a number of objectives below that aim to preserve, strengthen and enhance the built heritage of historically important buildings in the City, including: Objective 8.4 Protection of Medieval Historic Core,</p>

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		<p>Objective 8.17 Conservation of the City's Built Heritage and Objective 8.18 Reuse & Refurbishment Historic Buildings.</p> <p>The Draft Plan has objectives to address vacancy and dereliction across the City including the City Centre and adjoining areas, including Objective 10.2.</p> <p>Recommendation:</p> <p>No change.</p>
<p>Revival and maintenance of Cork's Historical Centre</p> <p>Reimagining of the historic assets in the city, that the Council will work with historians in the city to develop the 'Medieval Quarter', capitalising on the history of the city as a tourism asset.</p> <p>Inappropriate signage should be restricted in historic parts of the city to mitigate visual impacts on protected buildings and suggests alternative display options for historic monuments, such as covered glass as is practiced in Rome.</p> <p>Heritage protection is key to revitalization of Cork by maintaining Identity especially in the Historic City public realm. Integrate the ambitions of heritage protection and links to economic benefit into main policy objectives.</p>	<p>17, 128, 169, 176, 241, 272, 324, 330, 350, 362, 409, 423, 447,</p>	<p>Support for our cultural assets is supported in several areas of the Development Plan. Local historians are an invaluable resource for the City and their expertise are very much appreciated by Cork City Council.</p> <p>Chapter 8 sets out a number of objectives that aim to preserve, strengthen and enhance Cork City's unique and historic City Centre. Objective 8.4 sets out the approach to the protection of the Medieval Historic Core. The Draft Plan is supportive of the notion of a Medieval Quarter. Through policies 8.18 – 8.30 the Draft Plan encourages best practice stewardship of historic buildings in private and public ownership in the City. In addition to these policies, Cork City Council provides a number of grant schemes for the conservation of historic structures to encourage building owners to value and retain the special character of our historic structures.</p> <p>While some issues relating to inappropriate signage are operational matters outside the scope of the development plan, the Draft Plan does encourage sensitive and appropriate signage, notably in Chapter 11 of the Draft Plan. Cork City Council will be implementing a decluttering and wayfinding scheme that respects and illustrates the rich heritage of Cork.</p> <p>Recommendation:</p> <p>No Change.</p>

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<p>The mostly stone-build character of the quay walls and their navigation features must not be erased by the new functionality of flood control. The quay walls should be restored and protected. The importance of preserving and protecting existing assets, historic quaysides, steps, slips and other access points, weirs and fish passes, riverbank wildlife corridors</p>	<p>41, 51, 128, 296, 311, 330, 350, 362, 383, 396</p>	<p>Proposals for the conservation of the quay walls at Morrisons island are being guided by international best practice standards in conservation.</p> <p>Issues that relate to the protection of the quay walls of the city are set out in Objective 8.17 of the Draft Plan.</p> <p>Recommendation:</p> <p>No Change.</p>
<p>Protect, reuse and repurpose buildings to be encouraged in the Plan. The Plan should seek to prioritise reuse of buildings over new builds to address vacancy and dereliction. Protect our built heritage from dereliction and demolition for the purpose of development.</p>	<p>46, 51, 89, 115, 128, 130, 164, 166, 241, 272, 324, 350, 362, 368, 396, 409, 447</p>	<p>Chapter 8 of the Draft Plan sets out a number of objectives that aim to preserve and protect existing buildings and structures that are of a built historical benefit in the City.</p> <p>Objective 8.13 sets out policy in relation to enhancing Cork City's cultural capacity including support the development of vacant premises and sites in the City Centre for arts and cultural uses.</p> <p>Objectives 8.18 sets out policy in relation to the reuse and refurbishment of historic buildings while Objective 8.29 sets out policy in relation to the provision of separate access to the upper floors of buildings. In addition, Cork City Council will continue to administer and provide conservation grants which will support the refurbishment and re-use of historic buildings within the City.</p> <p>Recommendation:</p> <p>No Change.</p>
<p>Blarney should be included in the built historical inventory. Both the Castle and Square are unique and should be conserved.</p> <p>Progress does not have to mean destruction and that's what building supermarkets and housing will mean for</p>	<p>75, 126, 431</p>	<p>In 2021 a Collaborative Town Centre Heath Check was carried out in partnership with the Heritage Council and the Centre for Planning and Sustainable Development, UCC. This can be used to inform future strategies with regard to development and protection of the cultural assets. In recognition of the internationally and nationally significant heritage of Blarney village, the Draft Plan proposes to extend the existing Architectural Conservation Area in</p>

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<p>Blarney. Take the history of Blarney and its heritage into consideration.</p> <p>Blarney is a beautiful, tranquil village steeped in history and heritage from the Blarney Castle to the world renowned Blarney Woollen Mills . Both are very important to local business.</p>		<p>Blarney to further protect the village centre and surrounding areas. There are a number of built heritage designations that relate to Blarney whereby historic buildings and features of built historical significance are protected.</p> <p>Recommendation:</p> <p>No Change.</p>
<p>This submission refers to objectives 8.15 Creative Cork Strategy and 8.29. Upper Floors of Buildings</p>	99	<p>In relation to Objective 8.15, accessibility is promote throughout the Draft Plan. Objective 8.29 seeks to facilitate use of upper floors of buildings – appropriate uses will be determined by relevant land use zoning and other development objectives.</p> <p>Recommendation:</p> <p>No Change.</p>
<p>Support the delivery of much needed community facilities.</p>	164, 362, 447	<p>See Part 3, Chapter 3 which relates to delivering homes and communities and addresses submissions in relation to community facilities. However, Chapter 8 sets out a number of objectives that aim to protect existing buildings with a focus on development that contributes to a range of potential uses such as tourism, social and cultural amenity. Objective 8.13 sets out policy in relation to enhancing Cork City's cultural capacity and supports the development of vacant premises and sites in the City Centre for arts and cultural uses.</p> <p>Recommendation:</p> <p>No Change.</p>
<p>Value of arts in Cork City in relation to tourism and night-time economy needs to be balanced in favour of reference to the more significant role it plays and can continue to</p>	168	<p>Chapter 8 sets out a number of objectives that aim to encourage and enhance the role of arts in the city, including Objective 8.14 Cork City Arts and Culture Strategy, Objective 8.15 Creative Cork Strategy and Objective 8.16 Arts and the</p>

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play in enhancing quality of life for citizens, communities and supporting inward investment.		<p>Public Realm. The wider benefits of arts, culture and creativity for citizens and communities are provided for in detail under the Strategy's referenced under Objectives 8.14 and 8.15. City Council is keen to enhance the appeal of the city at night-time to a wide variety of users including families. 'Quality Attractions and Night-Time Economy' are addressed under paragraphs 10.13-10.16 and Objective 10.10 of the Draft Plan. In addition, Cork City Council participated on the Nigh Time Economy Task Force and will be at the forefront of implementing the recommendations. Cork City Council is also preparing the Cork City Arts and Culture Strategy 2022 – 2026 which will contain measures aimed at supporting the arts and culture sector of the city.</p> <p>Recommendation: No Change.</p>
Support "Arts for All Cork" to realise the ambition of Cork City as a "European Centre of Excellence for inclusion in the arts". Develop, promote and platform the work of disabled artists / artists identifying as disabled in line with SDG 11 and the UNCRPD.	226	<p>Chapter 8 includes an objective to implement the forthcoming Arts and Culture Strategy. Detailed actions in the area of inclusive arts provision are for consideration within the Arts and Culture Strategy. Objective 8.14 sets out policy in relation to the Cork City Arts and Culture Strategy 2022 – 2026, which is currently being prepared by Cork City Council.</p> <p>Recommendation: No Change.</p>
Cork Community Media Hub in Cork would be of great benefit to the community and think it could enhance some of the work being proposed in the Cork City Development Plan.	178, 236	<p>Chapter 8 includes a number of objectives that support the development of arts and cultural facilities in the city. These include Objective 8.13 Cork's Cultural Capacity, Objective 8.14 Cork City Arts and Culture Strategy 2022 - 2026, Objective 8.15 Creative Cork Strategy and Objective 8.16 Arts and the Public Realm. The provision of a media hub is subject to a range of factors however the Draft Plan generally facilitates such a facility in appropriate locations subject to normal planning considerations.</p> <p>Recommendation:</p>

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<p>The historical areas of Cork have little to no protection. If Cork is to become a vibrant modern city, the historical centre needs to be preserved properly with investment or enticements to reflect such.</p>	245	<p>No Change.</p> <p>Volume 3 Built Heritage Objectives of the Draft Plan includes the Record of Protected Structures (RPS) and list of Architectural Conservation Areas (ACA). There are currently approximately 1,200 buildings on the RPS, while 42 existing, expanded or new ACAs are included. The RPS will be reviewed in 2022 following the conclusion of the development plan process. The Draft Plan includes a suite of objectives that seek the protection of Cork City's built heritage and historical areas.</p> <p>Recommendation:</p> <p>No Change.</p>
<p>Submission requests the following:</p> <ul style="list-style-type: none"> • Consider more Architectural Conservation Areas for the city centre. • Consider Historic Street Character Areas in the city centre. • Commit to a continuous review of the RPS with focus on the addition of 18th century buildings/significant city centre buildings to the RPS. • Record non-structural elements of the city centre to help with the objective to protect the historic landscape of the city. • To protect both the most significant buildings and the historic streetscape and character of the city centre. 	272	<p>As part of the Development Plan Review additional ACAs have been recommended and some ACAs have been extended.</p> <p>The City Council updates the ACA list when it is considered that relevant and appropriate areas are required to be added to the list. This process can be carried out during the plan making process or by way of variation to the Plan.</p> <p>The City Council evaluates what areas are deemed appropriate to be categorised as Historic Street Character Areas and these areas are then included in the Development Plan as part of the plan making process.</p> <p>The Record of Protected Structures is due for revision in 2022 following the conclusion of the development plan process. Structures and buildings deemed of significant historic importance can be added to this record if deemed appropriate.</p> <p>Recommendation:</p> <p>No change.</p>

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<p>Throughout Chapter 8, the language focuses primarily on the protection of heritage rather than also on interpretation and engagement. Positioning the Heritage in Cork City as unique and appealing might help bring Tourism further into this Chapter.</p>	288	<p>Section 8.3, which sets out the vision for the City, makes direct reference to the importance of tourism for the City and its intrinsic links to all aspects of arts, culture and heritage. The vision states the following in relation to tourism:</p> <ul style="list-style-type: none"> • to facilitate and encourage sustainable tourism development which is based on and reflects the city's distinctive history culture and environment, and which will promote diversification and innovation in the tourism sector • to protect and enhance the tourism and cultural amenities of the city including the conservation, protection and enhancement of Cork City's natural, built and cultural heritage through land use zoning, policies and objectives <p>Strategic Objective 7 states the following in relation to tourism:</p> <p>“To support the role of Cork City as a significant domestic and international tourism destination and support the sustainable use and development of the City's tourism assets.”</p> <p>Objective 8.10 sets out policy in relation to an Archaeological Management Strategy for the City.</p> <p>Cork City Council is developing a wayfinding scheme that will support interpretation of the heritage of the city. Cork City Council also adopted a Heritage and Biodiversity Plan in December 2021, again aimed at exploring, celebrating and promoting the heritage of the city.</p> <p>Recommendation:</p> <p>A proposal to include promotion of built heritage will be considered.</p>
<p>Importance of the needs of children with respect to provision of equity of access to arts.</p>	306	<p>Chapter 8, Objective 8.14 Cork City Arts and Culture Strategy includes an objective to Implement the forthcoming Arts and Culture Strategy 2022 – 2026.</p>

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		<p>Detailed actions in the area of equitable access to the arts are for consideration within this Strategy.</p> <p>In Objective 8.15 Creative Cork Strategy the Chapter also includes an objective to implement the Creative Cork Strategy which recognises youth culture as a creative force and an art form for Cork City.</p> <p>Objective 8.11 Strategic Arts and Culture includes the following statement: “To ensure that the nurturing of the arts and associated services is part of the planned development of Cork City and its urban and rural neighbourhoods.”</p> <p>Objective 8.16 Arts and the Public Realm includes the following statement: “Provide for cultural and family uses in planning of public realm development projects.”</p> <p>It is considered that the Draft Plan makes several references to youth and the arts.</p> <p>Recommendation:</p> <p>No change.</p>
<p>This submission focuses on Corks Maritime culture and the multifunctional role of the River Lee. It highlights how the river provides opportunities for people from all backgrounds to enjoy boats and boating. The need for a water access assessment as part of ABTAs for the city and docklands is also highlighted.</p> <p>A Local Area Plan for the River Lee would provide the framework to develop and manage this great city open space as an entity.</p> <p>The submission also highlights the importance of preserving and protecting existing assets, historic</p>	<p>311</p>	<p>A new ACA for the South Channel has been proposed to protect the built heritage associated with the river.</p> <p>Chapter 8 sets out a number of objectives that aim to preserve, strengthen and enhance Cork City’s unique and historic city centre. Objective 8.4 sets out the Draft Plan’s approach to the protection of the Medieval Historic Core in the city. Objective 8.7 sets out policy in relation to the protection and enhancement of the City’s industrial archaeology, while Objective 8.8 sets out policy in relation to the enhancement and protection of underwater archaeology.</p> <p>Objective 6.21 seeks to commission a river use management plan to examine the commercial and recreational potential of the River Lee and Upper Harbour.</p> <p>The ABTA process is separate to the development plan making process.</p>

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quaysides, steps, slips and other access points, weirs and fish passes, riverbank wildlife corridors.		<p>Recommendation:</p> <p>No change.</p>
<p>Amend Objective 8.11 'Strategic Arts and Cultural Objective' to recognise the role of third level education institutions in the development and support of Arts and Culture in Cork. The following additional wording is suggested:</p> <p>To support the role of third level education institutions, including UCC and MTU, in the promotion and development of arts and cultural projects.</p>	317	<p>This consideration is best reflected under Objective 8.13 Cork's Cultural Capacity.</p> <p>Recommendation:</p> <p>Include additional text to Objective 8.13 Cork's Cultural Capacity:</p> <p>Objective 8.13 Cork's Cultural Capacity</p> <p>To grow Cork's cultural capacity by retaining and attracting creative practitioners to live and work in Cork. To this end Cork City Council will seek to:</p> <ol style="list-style-type: none"> a. Ensure that cultural facilities are not lost from existing buildings in redevelopment proposals i.e. where the redevelopment of sites/buildings which include an existing cultural facility is proposed that this facility is replicated/re-housed in the new development. b. Support the development of vacant premises and sites in the City Centre for arts and cultural uses. c. Support the development of infrastructure for artists including spaces for artists to live, work and exhibit. d. Ensure the retention and facilitation of artistic/design based educational institutions in the City, recognising the role of third level education institutions, including UCC and MTU, in the promotion and development of arts and culture in the City.

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This submission refers to the negative impact of a proposed priority bus route within existing ACA in St Luke's area.	320	<p>The provision of bus lanes and designation of one way streets, etc. is an operational matter and cannot be considered as part of the preparation of the City Development Plan. These issues can be raised with the NTA as part of the current public consultation process that is ongoing for the new Cork City bus network.</p> <p>Recommendation:</p> <p>No change.</p>
Remove or modify the designation for proposed modified ACA in Blarney.	321, 446	<p>The aim of ACA designation is not to prevent development, rather to guide sensitive, good quality development, which will enhance both the historical character of the area and the amenity of those who enjoy it. Blarney village is of national heritage significance. The intention behind the expansion of the ACA designation is in recognition of the significance of the place nationally and to ensure that any modern development is designed to support the historic character of the area. This will allow for modern development but ensure that it is of quality.</p> <p>Recommendation:</p> <p>No change.</p>
Objective 8.23 is a welcome proposal but needs to be implemented correctly in order to protect the quay walls.	330	<p>The full implementation of Objective 8.23 as set out in Chapter 8 is a matter for the development management planning processes.</p> <p>Recommendation:</p> <p>No change.</p>
<p>Enhanced protection for Blarney Castle Estate and the Architectural Conservation Area.</p> <p>Modify Section 1.133 and 1.135 in Vol 3, Part 1</p>	343	<p>Blarney village is of national heritage significance. The intention behind the expansion of the ACA designation is in recognition of the significance of the place nationally and to ensure that any modern development is designed to</p>

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		<p>support the historic character of the area. This will allow for modern development but ensure that it is of quality.</p> <p>Recommendation:</p> <p>No change.</p>
<p>Modify Objective 8.20: a historic landscape objective to carefully control the siting, design, materials, use and scale of new development where it would be visible from an ACA, to ensure that views and vistas to and from the ACA are respected.</p> <p>Modify Objective 8.23: a development objective to ensure the character and integrity of an ACA is maintained by recognizing that new development both adjacent to and at a distance from the ACA can affect its character and special interest and the siting, design, materials and use of that development should be carefully considered so as not to have a negative impact.</p>	343	<p>The main mechanism in the Draft Plan to manage and protect views is through the View Management Framework objectives set out in Chapter 6 and Volume 3 Built Heritage Objectives of the Draft Plan.</p> <p>Strategic Objective 7 Heritage, Arts and Culture seeks to protect and enhance the unique character and built fabric of the City by caring for Protected Structures and Architectural Conservation Areas. Paragraph 8.35 seeks the designation of Architectural Conservation Areas to encourage development in historic areas that promotes a high standard of design and detail. Paragraph 8.36 states that new development in Architectural Conservation Areas should have regard to existing patterns of development, the City's characteristic architectural forms and distinctive use of materials, but that new development should generally reflect contemporary architectural practice, and not aim to mimic historic building styles.</p> <p>It is considered the Draft Plan provides policy support for seeking to protect the integrity of ACAs.</p> <p>Recommendation:</p> <p>No change.</p>
<p>Fox and Hounds pub and the adjacent stone building in Ballyvolane should be added to the list of protected structures.</p>	350	<p>The Record of Protected Structures will be reviewed in 2022 following the conclusion of the development plan process. Structures and buildings that are deemed to be of significant historical significance or importance can be added to this Record if deemed appropriate. The buildings referred to will be considered as part of the review process commencing in 2022.</p>

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		<p>Recommendation:</p> <p>No Change.</p>
<p>The forthcoming Cork City Arts Plan, which is in development, should be called out specifically as the legislative arts planning instrument for the City.</p>	361	<p>Reference to the Cork City Arts Strategy is set out in Objective 8.11 Strategic Arts and Culture Objective and Objective 8.14 Cork City Arts Strategy.</p> <p>Recommendation:</p> <p>Change wording of text under Objective 8.14 Cork City Arts Strategy as follows: To support the continued development of arts and culture through the implementation of the Cork City Arts Strategy (2015–2025) (2022 – 2026).</p>
<p>Whilst these supportive objectives (8.11-8.16) are welcome, it is difficult to understand what level of facilities are required and where; how it is intended to implement those objectives; and what is the measure for monitoring the success of those policy objectives by the Council as part of any review mechanism.</p> <p>It is unclear from the draft plan, where the responsibility lies for the provision of arts and cultural infrastructure, whether it is the responsibility of the local authority, by private developer in certain development instances, or by way of other entity.</p>	361	<p>The Development Plan sets a framework for the delivery of development, services and infrastructure in the City. Paragraph 13.9 of the Draft Plan, Cork City Council cannot deliver the objectives of the Plan in isolation: but requires the input of a range of public and private stakeholders. Cork City Council will, as set out in the Draft Plan, work with stakeholders implement objectives in relation to arts and culture.</p> <p>It is agreed that a clearer indication of how implementation monitoring will be carried out is required. Further details are set out under the OPR submission 426.</p> <p>Recommendation:</p> <p>See OPR submission 426 in Part 2, Section 1.</p>
<p>Suggest that the Development Plan gives greater acknowledgement to, and recognition of the importance of arts and culture as essential community infrastructure and thus greater synergy in policy objectives 8.11-8.16.</p>	361	<p>Chapter 8 sets out a number of objectives that aim to encourage and enhance the role of arts in the City. The wider benefits of arts, culture and creativity for citizens and communities are provided for in detail under the strategies referenced under Objective 8.14 Cork City Arts and Culture Strategy, Objective 8.15 Creative Cork Strategy and Objective 8.16 Arts and the Public Realm.</p>

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		<p>Recommendation: No Change.</p>
<p>A county register of arts and cultural assets could be established, and could include infrastructure such as arts centres, museums, heritage buildings, or townscapes, or public spaces and locations which either individually or collectively, contribute to access to, and/or provision of arts and culture.</p>	361	<p>This is a matter that can be progressed in parallel to the development plan.</p> <p>Recommendation: No Change.</p>
<p>Cork City Hall to be used as a cultural hub, with its role as the premier auditorium in the country to be prioritised. An artist advisory board should be to be set up to operate it, representing the musical and cultural interests of the city.</p>	383	<p>This is an operational matter and is outside the remit of the development plan.</p> <p>Recommendation: No Change.</p>
<p>Submission supports Objective 8.29 relating the use of upper floors of retail buildings unchanged as it is in the current draft.</p>	402	<p>Objective 8.29 seeks to facilitate use of upper floors of buildings – appropriate uses will be determined by relevant land use zoning and other development objectives.</p> <p>Recommendation: No Change.</p>
<p>Compulsory Purchase Orders (CPO) should be used for derelict and vacant properties.</p>	409	<p>Cork City Council will continue to compulsorily acquire derelict and vacant properties. The CPO process is a separate legal process to the development plan making process.</p> <p>Recommendation: No Change.</p>
<p>Supports the aims set out in the Draft Plan to reaffirmation architectural conservation areas and the achievement of</p>	418	<p>The support is acknowledged.</p>

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authenticity on the development of the city centre and docklands.		<p>Recommendation:</p> <p>No change.</p>
<p>Nano Nagle Place plans to develop a market and seeks support from Cork City Council. Such a market could also expand to Red Abbey Square and NNP would be open to working with Cork City Council to manage such events.</p> <p>The English Market / Princes Street / Parliament Street / Mary Street / Nano Nagle Place axis is key for Nano Nagle Place, Douglas Street and Cork City.</p> <p>Douglas Street Historical Area improvements.</p>	423, 447	<p>The South Parish ACA designation supports the appropriate development of this area. It also supports the request for improvements to enhance the historic character of the area. Objective 8.21 sets out policy in relation to enabling development and it is considered that this objective addresses this matter, while Objective 8.26 sets out policy in relation to Historic Street Character Areas and it is considered that this objective would also help facilitate the issue raised in these submissions.</p> <p>This is also an operational matter which will be addressed under the development management planning process.</p> <p>Recommendation:</p> <p>No change.</p>

Chapter 9

Environment Infrastructure

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Water & Wastewater		
<p>Irish Water welcomes the opportunity to comment on the Draft Plan and to acknowledge the considerable level of work that has gone into preparing it. High level updates to their plans and projects as included in the Draft Plan are provided as follows:</p> <ul style="list-style-type: none"> • Irish Water's Draft Capital Investment Plan 2020-2024 has received final determination by Irish Water's regulator, the Commission of the Regulation of Utilities (CRU) • Adoption of the NWRP Framework Plan in Spring 2021. • The Full Options Assessment stage (FOA) of the NWRP for the Cork water resource zones is due to be finalised. • The Small Towns and Villages Growth Programme (STVGP) provides funding for Water and Wastewater Treatment Plant growth capacity in smaller settlements which are not otherwise provided for in the Capital Investment Plan 2020 to 2024. IW has recently announced funding for the upgrade of the Killeens WWTP as part of the STVGP. • Irish Water has adopted the World Health Organisation (WHO) Water Safety Plan approach. Drinking Water Safety Plans (DWSPs) seek to protect human health by identifying, scoring and managing 	360	<p>Cork City Council welcomes the submission from Irish Water. Where significant changes or updates are required to the Draft Plan, these are included below. Some of the issues raised may be too detailed for inclusion or outside the scope of the Development Plan. It is considered that the issue of surface water disposal for new development is adequately dealt with in Objective 9.2 as well as the development management standards in Chapter 11 Placemaking and Managing Development.</p> <p>The submission includes updates to the relevant "Plans and Projects" set out in Chapter 9 which will be included in the Draft Plan.</p> <p>It is intended that each Regional Water Resources Plans (RWRP) will apply the framework methodology to the regional group areas of water supplies and develop plan level preferred approaches for all water supplies within these group areas.</p> <p>Recommendation:</p> <p>(i) Amend Section 9.4 as follows:</p> <p style="padding-left: 40px;">9.4</p> <p style="padding-left: 40px;">Irish Water recently published the National Water Resources Plan (NWRP) Draft Framework Plan for public consultation, which identifies a move towards achieving a sustainable, secure and reliable public drinking water supply over the next 25 years, whilst safeguarding the environment.</p> <p style="padding-left: 40px;">It outlines how Irish Water intends to maintain the balance between the supply from water sources around the country and demand for drinking water over the short, medium and long term. Irish Water's National Water Resources Plan- Framework Plan - Irish Water's 25 Year Plan for our Water Assets (NWRP) was adopted in Spring 2021,</p>

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<p>risks to water quality and quantity; taking a holistic approach from source to tap</p> <ul style="list-style-type: none"> Irish Water supports the RBMP Implementation Strategy through participation within the RBMP implementation structures and participation in Water Framework Directive characterisation activities Irish Water welcomes the inclusion of policies and objectives supporting the implementation of Sustainable Urban Drainage Systems (SuDS) and the enhancement of green and blue infrastructure. However suggests additional objectives in this regard Drainage Area Plans (DAPs): A DAP for Cork City is currently well advanced and is at Stage 3. The DAP is continuing to assess in detail the performance of the wastewater networks in the city. In addition a DAP for Ballincollig is nearing completion. Irish Water will keep Cork City Council updated on progress with the DAPs as the development plan process progresses. Irish Water does not currently have a policy on exclusion zones around public wastewater infrastructure. However with regard to the development of sensitive receptors, such as dwellings, in close proximity to existing wastewater treatment facilities; Cork City Council may wish to consider restricting development in these instances given the potential operational impacts e.g. noise/ odour nuisance, on existing wastewater treatment facilities. We note the EPA recommend a buffer of 		<p>which is a strategic plan used to identify deficiencies and need across an entire water supply, and to develop plan level capital and operational solutions to address these issues. The objective of the NWRP is to manage customer and communities needs while meeting their requirements over the short, medium and long term, by ensuring safe, secure, sustainable and reliable water supplies. The next phase will be the preparation of four Regional Water Resources Plans (RWRP), which will in turn inform future capital investment and operational plans. identify plan-level approaches to address the identified need in a sustainable manner.</p> <p>The relevant plan for Cork City will be the Southwest RWRP, which will outline the longer term plan for the Cork City Water Resource Zone (WRZ). The Full Options Assessment stage (FOA) of the NWRP for the Cork water resource zones is due to be finalised shortly.</p> <p>(ii) Add following text to paragraph 9.5:</p> <p>...</p> <ul style="list-style-type: none"> The Small Towns and Villages Growth Programme (STVGP) provides funding for Water and Wastewater Treatment Plant growth capacity in smaller settlements which are not otherwise provided for in the Capital Investment Plan 2020 to 2024. IW has recently announced funding for the upgrade of the Killeens WWTP as part of the STVGP. <p>(iii) Amend Section 9.7, Objective 9.3 and Section 11.253 to omit reference to the EPA Code of Practice for Wastewater Treatment Systems and Disposal Systems Serving Single Houses (2009), which has been replaced since 7th June 2021.</p> <p>(iv) Insert a new section in Chapter 11 Water Supply and Wastewater as follows:</p>

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<p>50m for smaller WWTPs. A greater buffer e.g. 100m could be considered for WWTPs, or pumping stations catering for >1,500pe.</p> <ul style="list-style-type: none"> Continually progressing sewer rehabilitation activities, capital maintenance activities, etc., and Irish Water and Cork City Council will continue to monitor the performance of the networks to ensure that the most urgent works are prioritised as required. Water treatment/source capacity: The majority of Cork city and suburbs are supplied from the Cork City Water Resource Zone, which includes the Lee Road Water Treatment Plant, the Inniscarra Water Treatment Plant and the Glashaboy Water Treatment Plant. There is considerable interconnectivity between all water supplies serving the city, and there is capacity available from a treatment/source perspective to cater for the proposed population targets in the Draft City Development Plan. Irish Water is currently reviewing the network and storage needs for the Ballincollig area and will keep the Council updated on progress as the City Development Plan progresses Lee Road WTP upgrade:-Construction of a new water treatment plant on the existing site at Lee Road is well advanced and once works are complete (anticipated in Q1 2022 subject to funding and approvals processes), the upgraded and modernised 		<p>With regard to the development of sensitive receptors, such as dwellings, in close proximity to existing wastewater treatment facilities a buffer of 50m should be provided for smaller Waste Water Treatment Plants (WWTPs). A greater buffer of 100m will be considered for WWTPs, or pumping stations catering for >1,500pe.</p>

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<p>plant will provide a more secure water supply for the future of Cork City.</p> <ul style="list-style-type: none"> • IW is progressing several strategic water network projects on the city water network. These projects will enhance the security of supply for the city network and will provide further interconnectivity between the Lee Road Water Treatment Plant and the Inniscarra Water Treatment Plant thereby increasing overall capacity for the city. Details for the main projects are as follows (timelines are subject to funding and approvals processes): <p>Eastern Strategic Link Phase 2 - extension of trunk watermain from Tivoli to Shanakiel – at construction stage and current anticipated completion date mid 2023.</p> <p>Phase 1 of the Eastern Strategic Link (ESL) water main project (trunk watermain) is completed; which followed a path from the very east of the city at Tivoli, along the quays to the city centre. The project allows for first-time connectivity across the city's water networks from East to West. Phase 2 will complete the interconnectivity from the city centre all the way to Shanakiel. Shanakiel Rising mains and Distribution mains - upgrade of networks connecting reservoirs and associated pump stations - at construction stage and current anticipated completion date mid 2023. Wilton to Lee Road Trunk Main - provision of new trunk main to provide a connection between the Inniscarra WTP and the Lee Road WTP - at construction stage and current anticipated</p>		

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<p>completion in mid 2023. IW in partnership with Cork City Council, have progressed a significant leakage reduction programme in Cork city in recent years which identified key issues facing the city water network and the steps required in order to reduce leakage and secure supply for future growth. There is a long term programme in place to enhance and rehabilitate water mains to assist in achieving target leakage savings.</p> <p>Note other issues raised in this submission will be dealt with under Chapter 2 Core Strategy and Chapter 6 Green and Blue Infrastructure, Open Space and Biodiversity</p>		
<p>Supports the objectives in the Draft Plan pertaining to the management of the city's water resources, water services infrastructure and the work of Irish Water within the city in relation to water conservation.</p>	362	<p>Support for these objectives is acknowledged.</p> <p>Recommendation:</p> <p>No change.</p>
<p>Drinking-water fountains / taps should be installed in all new open space developments – parks, new streets, shopping areas and in upgrades and repaving of existing areas.</p>	89, 115	<p>The Draft Plan supports upgrades to parks and the public realm; however these works are operational matters and subject to separate processes and are beyond the scope of the Development Plan.</p> <p>Recommendation:</p> <p>No Change.</p>
Water Quality		
<p>The Development Plan should, be consistent with River Basin Management Plans and comply with the requirements of the EU Water Framework Directive (WFD) (2000/60/EC). It should also include policies which</p>	9	<p>Chapter 9 contains a number of provisions to ensure water is conserved, its quality is protected and that waste water disposal is to an acceptable standard. For example under Objective 9.7 Water Quality, the Draft Plan outlines support for the River Basin Management Plan for Ireland 2018-2021 and any</p>

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<p>preclude developments in areas where the sewage infrastructure facilities necessary for development do not exist. It should be noted that other issues raised in this submission, are dealt with under Chapter 6 Green and Blue Infrastructure, Open Space and Biodiversity.</p>		<p>subsequent plan. Irish Water's Water Quality Management Plans are also supported as part of the implementation of the EU Water Framework Directive and the implementation of Drinking Water Protection Plans. In addition, Objective 9.2 Wastewater, requires that as part of new proposals for development, evidence of consultation with Irish Water be submitted, demonstrating that adequate water services are available to service the development and that existing water services will not be impacted.</p> <p>Recommendation:</p> <p>Amend paragraph 9.9 Water Quality as follows:</p> <p>9.9</p> <p>This section should be read in conjunction with Chapter 6 Green and Blue Infrastructure, Open Space and Biodiversity in terms of protection of aquatic habitats, the riparian corridor, river catchments and Cork Harbour. The Water Framework Directive (WFD) aims to prevent deterioration of the status of all waters and to protect, enhance and restore them with the aim of achieving good status at a minimum. It also aims to achieve compliance with the requirements for designated protected areas. The Directive is implemented through The River Basin Management Plan for Ireland 2018 – 2021 (RBMP), published by the Department of Housing Planning and Local Government. This is the second cycle of plans produced under the WFD and sets out supporting measures to improve water quality in water bodies. The third RBMP, which will run from 2022 – 2028, is due to be published in December 2021. The core objective of the national RBMP is to protect and restore water quality to 'good ecological status' in our rivers, lakes, estuaries and coastal waters. The draft River Basin Management Plan for Ireland 2022-2027 is currently out for public consultation. The overall aim of the plan is to ensure that our natural waters are sustainably managed and that freshwater resources are protected so as to maintain and</p>

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		<p>improve Ireland's water environment. The Local Authority Waters Programme (LAWPRO) is a local authority shared service working with the 31 local authorities, relevant State agencies, stakeholders and communities, to help meet the requirements of the WFD to have a good standard at all natural waters by 2027. The Geological Survey of Ireland's (GSI) National Aquifer, Vulnerability and Recharge maps provide information on groundwater quality, quantity and distribution and are a useful resource in terms of monitoring groundwater.</p>
<p>Submission welcomes mention of its Groundwater maps within Section 9.9 'Water Quality' of the draft plan and wishes to ensure that use of its data or maps is attributed correctly to 'Geological Survey Ireland'.</p>	92	<p>This has been attributed.</p> <p>See also Part 3, Appendices in relation to this submission.</p> <p>Recommendation:</p> <p>No change.</p>
<p>Each river needs to be assigned a status, with pollution events monitored and polluters prosecuted.</p>	46	<p>Paragraph 9.9 and Objective 9.7 supports the River Basin Management Plan for Ireland and its successor including the protection of water and improvement of water status. Cork City Council will support relevant bodies such as Irish Water to achieve this. This issue has been sufficiently addressed within the scope of the Draft Plan.</p> <p>Recommendation:</p> <p>No change.</p>
<p>Surface Water & Sustainable Urban Drainage Systems (SUDS)</p>		
<p>Submits that all hard-surface parking for cars must be permeable to allow rainwater to go straight into the ground rather than be directed into the drainage system.</p>	89, 115	<p>The negative effects of the disposal of surface water runoff from impermeable surfaces such as carparks and need for alternative methods of disposal such as SUDS is recognised and sufficiently addressed in Section 9.8 and Objective 9.4 of the Draft Plan.</p>

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		<p>Recommendation:</p> <p>No change.</p>
Flood Risk		
<p>The submission welcomes the acknowledgement of the Guidelines on the Planning System and Flood Risk Management (DECLG/OPW, 2009), and the preparation of a Strategic Flood Risk Assessment (SFRA) as part of the Draft Plan. With regard to Chapter 9, Objective 9.8: Flood Protection Schemes regarding protection of floodplains and Objective 9.9 Flood Protection Schemes: to work with the OPW in the progression and completion of FRMPs and flood relief schemes including the Lower Lee Flood Relief Scheme (LLFRS), schemes in Blackpool, Glanmire / Glashaboy, Douglas / Togher and other schemes that may be developed during the period of the plan are welcomed. The OPW recommends that the text in this objective could be clarified to ensure zoning or development proposals support and do not impede or prevent the progression of these measures.</p> <p>Objective 9.10 Development in Flood Risk Areas regarding restriction of development in flood risk areas is also welcomed, as well as the provision in Objective 9.2 Waste Water that all new proposals for development to provide a separate foul and surface water drainage system and to incorporate SUDS in so far as practical. The OPW also welcomes Objective 9.4 Sustainable Urban Drainage Systems (SUDS) requiring all planning applications for new development incorporate SUDS as far as possible, along</p>	140	<p>Cork City Council welcomes the input of the OPW. While the recommendation to amend the text in Objective 9.9 to ensure zoning or development proposals support and to not impede or prevent the progression of these measures is noted, it is not considered necessary that this needs to be clarified as it is implicit in the existing text of the Objective. Furthermore, development proposals will be assessed on an individual basis through the development management planning application processes, which will include impacts on proposed flood relief works.</p> <p>While Cork City Council may have a relatively limited coastline compared to other authorities, it is recommended that a new section be included to reference the national coordinated and integrated strategy to manage the projected impact of coastal change.</p> <p>Recommendation:</p> <p>(i) Insert a new section in Chapter 9 after "Assessment of Development in Areas of Flood Risk":</p> <p style="padding-left: 40px;">Coastal Change</p> <p style="padding-left: 40px;">A National Coastal Change Management Strategy Steering Group was set up in 2020 to scope out an approach for the development of a national coordinated and integrated strategy to manage the projected impact of coastal change to our coastal communities, economies, heritage, culture and environment. Cork City Council supports the preparation of the strategy and will consider its findings when published and how it may impact its functional area. In the interim I consideration will be given to areas that may be at risk or</p>

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<p>with Objective 6.22 Natural Heritage and Biodiversity to encourage green roofs and green walls, and to investigate the feasibility of preparing SUDS guidelines for the city during the lifetime of the plan. Issues raised relating to the Strategic Flood Risk Assessment are dealt with in that section. Issues relating to Development Management are dealt under Chapter 11 Placemaking and Managing Development.</p> <p>While not specifically covered by the Guidelines, it is considered that planning authorities should have regard to areas that may be at risk or vulnerable to coastal erosion or coastal change, including change associated with climate change (e.g. sea level rise, increased storm frequency, accelerated rates of coastal erosion, etc). A precautionary approach should be taken in this regard where analysis of potential future coastal change, including potential climate effects, has not yet been carried out. It should be noted that the Government has established an Inter-Departmental Group on Coastal Change Management to scope out an approach for the development of a national coordinated and integrated strategy to manage the projected impact of coastal change to our coastal communities, economies, heritage, culture and environment. The Inter-Departmental Group is jointly chaired by the Department of Housing, Planning and Local Government and the OPW and will bring forward options and recommendations for the Government to consider as soon as possible.</p>		<p>vulnerable to coastal erosion or coastal change, including change associated with climate change.</p> <p>(ii) Insert a new Objective in Chapter 9 as follows:</p> <p>Objective 9.x Coastal Change</p> <p>To support the development of a national coordinated and integrated strategy to manage the projected impact of coastal change to our coastal communities, economies, heritage, culture and environment by the National Coastal Change Management Strategy Steering Group and fully consider its findings once published. In the interim consideration will be given to areas that may be at risk or vulnerable to coastal erosion or coastal change, including change associated with climate change.</p>

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<p>Submits that: on the issue of a harbour wide solution such as a tidal barrier or barrage in relation to future flood relief, such barrier options have recently been technically assessed by ARUP for the OPW, including one off Carrigrennan, which would affect the Douglas Estuary part of the SPA. With increasing frequency of use, and consequent changes to tidal processes, the operation of such a barrier is likely to have significant adverse effects on mudflat / sandflat ecosystems of Douglas Estuary and Lough Mahon. Given that development in the City Centre and the City Docks flood risk zones is planned to continue on an exceptional basis, it is recommended that the NIR assesses the impacts of such an apparently likely downstream tidal barrier.</p>	395	<p>The Draft Plan is not proposing a tidal barrier and a tidal barrier is not required by the existing flood risk management framework of policies, strategies, plans and programmes.</p> <p>Recommendation:</p> <p>No change.</p>
<p>These submissions express concerns and opposition to the proposed Lower Lee (Cork City) Flood Relief Scheme. The issues raised include the impact on the heritage of the City, such as the mostly stone-built character of the quay walls and their navigation features which should not be erased by the new functionality of flood control. Stretches should be replicated in the original. More should be done so that the distinctive character of the City's maritime history is honoured in its face to the river as much as it is in the City's coat of arms. The flooding issue should be tackled with a tidal barrier in Cork Harbour and with natural flood plains and permeable road/ground surfaces so excess water can be soaked up by the land. A tidal barrier is the key solution necessary to protect the city for decades to come. Other measures could include upriver planning of trees and using existing dams to control flooding. The blind</p>	41, 51, 128, 149, 155, 165, 345, 296, 338, 347, 359, 366, 396, 424, 427	<p>The Lower Lee Flood Relief Scheme (LLFRS) is being prepared by the OPW, in conjunction with Cork City Council and Cork County Council and is intended to run from Inniscarra Dam to the City Centre as protection against tidal and river flooding. It is subject to separate studies undertaken by the OPW and informed by public consultation as part of this process. As outlined in Objective 9.9 Flood Protection Schemes, Cork City Council will continue to work proactively with the OPW on the delivery of this and other flood relief works. As outlined in paragraph 9.10, the Draft plan acknowledges that other measures such as management of river catchments and provision of soft measures including SUDS and other flood management measures are required to address increased flooding. It also states that careful consideration needs to be given to wider environmental concerns such as the aquatic environment, built heritage and the recreational value rivers provide for urban and rural areas and the city to function as a place to live and do work. A drainage and flooding strategy has been prepared for Cork City Docklands, which prioritises the use of existing infrastructure and nature based solutions to protect the developments at the</p>

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<p>commitment to act on OPW advice because it is the national lead agency on flooding should be removed. The membership, agendas, minutes and reports of the ESB/OPW/City Flood Steering Committee should be publicly available to ensure broadest public confidence in its actions and recommendations. The plan should be abandoned, as it is unnecessary and a waste of public money, with the design process reopened to examine the full range of alternatives. The demountable barriers with pumps being proposed are industrial solutions to a more complex problem. Another recommendation is for an independent, international review. It is submitted that this scheme does not address the proposed Docklands development, Tivoli, Blackrock and the rest of the river channel. It is not in keeping with the idea of a 'resilient city'. The plans are also extremely damaging to our natural heritage and will result in a permanent loss of habitat. It is unacceptable to undertake avoidable destruction of the natural environment. The amenity potential of the river will also be damaged. Cork City Council should implement nature-based solutions requirements in all development proposals, and at a minimum for the suds drainage.</p>		<p>City Docklands. It is not envisaged that a tidal barrier is necessary to protect the docklands developments from flooding. A tidal barrier will be detrimental to the ecosystem of the harbour.</p> <p>Recommendation: No change.</p>
<p>One of the biggest issues facing Cork City in recent years is flood protection. It is crucial that all flood protection measures that are planned for the city come to fruition particularly the Lower Lee Flood Relief Scheme which will prevent the devastating damage experienced by many traders and locals in recent years. The progression of other flood protection schemes including Blackpool, Glanmire/Glashaboy and Douglas/Togher is also supported.</p>	362	<p>"Objective 9.9 Flood Protection Schemes" of the Draft Plan aims to work with the OPW in the progression and completion of these schemes.</p> <p>Recommendation: No change.</p>

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<p>The current planned status of the Lower Lee Flood Relief Scheme represents the Lee Fields to the City. Recent developments in Ballincollig are clearly shown in the Flood Maps as Flood Zone B and A. It is important that these areas are explicitly called out to be entered into the SFR planning process. A Flood Relief Scheme for low lying dwellings in the Ballincollig area should be addressed, specifically for Fionn Laoi and others.</p>	119	<p>The Lower Lee (Cork City) Flood Relief Scheme is being prepared by the OPW in conjunction with Cork City Council and Cork County Council, and will run from Inniscarra Dam to the City Centre as protection against tidal and river flooding, which includes Ballincollig. The specific details of the scheme are outside the scope of the Development Plan. The Development Plan is subject to a full Strategic Flood Risk Assessment, which is attached as an appendix to the Draft Plan.</p> <p>Recommendation: No change.</p>
<p>These submissions relate to the OPW River Bride (Blackpool) Flood Defence Scheme and oppose plans to culvert the river. Concerns are expressed in relation to natural heritage including permanent eradication of a protected species Otters (under the EU Habitats Directives) from the river Bride, as well as the eradication of brown trout, eels and multiple bird species (many of which are facing extinction) that all live and feed from the River Bride and River Lee. The OPW plans contravene both the Blackpool Village 2010 and North Blackpool 2011 plans, which identified multiple areas suitable for Bird Sanctuary or Biodiversity Parks while the proposed drainage scheme will instead remove all biodiversity in and along the riverbank. It is especially concerning considering that the city centre and local areas like Blackpool have very limited natural resources, destruction of the one haven for wildlife in the area will negatively affect the community, all generations, having a knock-on effect on everyone's mental health and wellbeing.</p>	164, 171, 309, 338, 347, 396	<p>The River Bride (Blackpool) Flood Defence Scheme is subject to a separate process to the City Development Plan is therefore outside the scope of the Draft Plan. Cork City Council will continue to work with the OPW on the delivery of this and other flood relief works, as set out in Objective 9.9 Flood Protection Schemes.</p> <p>Recommendation: No change.</p>

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Waste Management		
<p>The Southern Region Waste Management Plan Office (SRWMPO) welcomes that the role of the Circular Economy, as well as the need for waste prevention and effective waste management are all acknowledged in a number of Chapters of the draft plan. However there is also potential to include direct reference to the Circular Economy in certain other sections of the Development Plan. These issues will be dealt with separately under Chapters 1 Introduction, 7 Economy and Employment, with development standards referenced under Chapter 11 Placemaking and Managing Development. The upcoming National Waste Management Plan for a Circular Economy (NWMPCE), which is likely to be made in early 2022, will replace the Southern Region Waste Management Plan 2015-2021 and the regional waste management plans for the other two regions. The NWMPCE will include the new guidance document Waste Management Infrastructure – Guidance for Siting Waste Management Facilities, the scope of which includes broad siting criteria and facility specific guidance for consideration when siting a waste facility. We recommend that reference to this new guidance document be made within Chapter 9 Environmental Infrastructure, in particular within the section relating to Waste Management.</p>	<p>375</p>	<p>Paragraphs 9.15 and 9.16 and Objective 9.11 of the Draft Plan will be updated to include reference to the upcoming National Waste Management Plan for a Circular Economy (NWMPCE), which is likely to be made in early 2022 to replace the Southern Region Waste Management Plan 2015-2021 and the new guidance document contained within it: Waste Management Infrastructure – Guidance for Siting Waste Management Facilities, the scope of which includes broad siting criteria and facility specific guidance for consideration when siting a waste facility.</p> <p>Recommendation:</p> <p>Amend paragraphs 9.15 and 9.16 and Objective 9.11 as follows:</p> <p>9.15</p> <p>The government’s Waste Action Plan for a Circular Economy- Ireland’s National Waste Policy 2020- 202518, endorses this approach and aims to shift the focus of waste management away from waste disposal and treatment to ensure that materials and products remain in productive use for longer. This is aimed at preventing waste and supporting reuse through a policy framework that discourages the wasting of resources and rewards circularity. In time it is aimed to replace the existing Regional Waste Management Plans with a National Waste Management Plan for a Circular Economy containing targets for: Reuse, Repair, Resource consumption and Reducing contamination levels. The upcoming National Waste Management Plan for a Circular Economy (NWMPCE), will replace the existing Regional Waste Management Plans. The NWMPCE will also include the new guidance document Waste Management Infrastructure –Guidance for Siting Waste Management Facilities, the scope of which includes broad siting criteria and facility specific guidance for consideration when siting a</p>

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		<p>waste facility. The City Council will input into the preparation of the new Waste Management Plan and endorse its objectives and outcomes once finalised.</p> <p>9.16</p> <p>Currently Cork City is part of the Southern Waste Region. The strategic vision of the Southern Region Waste Management Plan 2015-2021 is to rethink our approach to managing waste, by viewing our waste streams as valuable material resources, leading to a healthier environment and sustainable commercial opportunities for our economy. Particular emphasis is placed on preventing and designing out waste at the initial stage of any activity, thus achieving the highest level of the waste hierarchy, namely waste prevention. The Southern Region Waste Management Office has commenced the process of drafting the next Waste Management Plan. The City Council will input into the preparation of the new Waste Management Plan and endorse its objectives and outcomes.</p> <p>Objective 9.11 Waste Management</p> <ul style="list-style-type: none"> a. To support the sustainable management of waste in line with the objectives of the Southern Region Waste Management Plan 2015-2021 and the National Waste Management Plan for a Circular Economy (NWMPCE) when published, which will replace the existing Regional Waste Management Plans. b. To facilitate the transition to a circular economy facilitating the value recovery and recirculation of resources in order to generate minimal waste.
<p>An additional sub-objective to Objective 9.11 is recommended to avoid disposal of Construction and Demolition waste from large projects in designated lands</p>	<p>395</p>	<p>The matter of disposal of construction and demolition waste from specific projects is governed under separate legislation and is an enforcement matter outside the scope of the Development Plan, which is a strategic document.</p>

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in Cork Harbour SPA, such as: “To ensure that the disposal of construction and demolition waste from large infrastructure projects is fully accounted for, and avoids being disposed in environmentally sensitive sites in the Cork Harbour area.”		<p>Guidance on Management of Construction Sites including management of construction and demolition waste as part of the planning process is set out in Chapter 11 Placemaking and Managing Development.</p> <p>Recommendation: No change.</p>
The Circular Economy is not just about waste, but how we use material resources. This understanding is completely lacking in the Draft Plan, including Objective 9.11 Waste Management.	338, 347	<p>Chapter 9 deals specifically with the issue of waste management and how the transition to a circular economy is a key part of this. Other aspects of the Circular Economy are referenced in Chapters 1 and 7. The City Development Plan is a strategic document which sets out how the waste management function for the City is part of a wider National and Regional structure. Objective 9.11 should be read in conjunction with paragraphs 9.14-9.17, which reference this.</p> <p>Recommendation: No change.</p>
Reference to the lack of street and dog waste bins in the Farranree area.	437	<p>This is an operational issue outside the scope of the City Development Plan, which is a strategic document.</p> <p>Recommendation: No change.</p>
More bins and better management of litter is required, including more recycling bins.	203	<p>The draft plan supports sustainable waste management and provides guidance on design standards for waste storage facilities and management in Chapter 11. However the provision of additional bins is operational issue outside the scope of the Development Plan.</p> <p>Recommendation: No change.</p>

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Energy and Renewable Energy		
<p>This submission states that the City Development Plan 2022 – 2028 must continue to ensure that the long-term operational requirements of existing utilities are protected and generally supports the policies set out in the plan. It submits that it owns the Marina Power Station (retired) site and whilst no longer a power generation site, it remains essential to the grid, linking key transmission infrastructure of strategic importance. A new indoor 110kV station has recently been constructed and provision has been made to install further distribution transformers at the new station to accommodate the proposed new load which will emerge with the development of Cork South Docklands. Consequently, Marina is a hub which plays a critical role in the delivery of local and regional electricity supply.</p> <p>It also notes that the requirement for renewables-enabling plant is not acknowledged in the Draft CDP. Given that Cork City has access to the Gas Network, the inclusion of the text below as a promotional Objective for the development of Renewable Enabling Plant will assist in the transition to a low carbon economy: It must also be recognised that natural gas, particularly renewable and indigenous gas, will continue to have a role to play in the transition to a low carbon economy. As such, renewable energy developments may require support from such sources in times of high energy demand.</p> <p>Other issues raised are dealt with in Chapter 5 and 11.</p>	315	<p>Reference to the installation of further distribution transformers at the station will be referenced in paragraph 9.18. It is recognised that the requirement for renewable enabling plant is not acknowledged in the Draft Plan and given that Cork City has access to the gas network, the development of renewable enabling plant which will assist in the transition to a low carbon economy will be acknowledged. Section 9.18 will be updated to also refer to the climate Action and Low Carbon Development (Amendment) Act 2021, The Government's Climate Action Plan 2021 and revised targets on renewables.</p> <p>Recommendation:</p> <p>No change.</p> <p>(i) Amend Section 9.19 to include an additional reference to the following:</p> <ul style="list-style-type: none"> • Installation of further distribution transformers at the new indoor 110kV Marina Power Station

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<p>Submission states that the electricity transmission grid's importance in supporting our society and economy cannot be understated. It notes and welcomes reference and emphasis placed on electricity transmission in the Draft Development Plan, particularly Chapter 9 which details energy. This emphasis is imperative to meeting national targets for renewable electricity generation, climate change and also ensuring security of energy supplies into the future. In relation to the specific Objective 9.13, EirGrid understands the principle underlying it and will always examine the feasibility for undergrounding. However, it is not always possible for high voltage transmission infrastructure to be located underground, even in urban areas, for a variety of reasons. A flexible approach in developing essential transmission grid infrastructure is required to support wider environmental, social and economic development. EirGrid carefully plans its routes and sites for new transmission grid infrastructure. The final route for any line is a carefully considered balance of technical, economic, planning, environmental considerations. Where it is not possible to use underground technology or avoid natural features of the environment and areas of significant population EirGrid will always explain this as part of its substantive reasons for the route design.</p>	419	<p>Cork City Council welcomes the submission and its support for the Development Plan objectives. It is acknowledged that it may not always be possible for high voltage transmission infrastructure to be located underground and this will be clarified in Objective 9.13 Undergrounding of Cables.</p> <p>Recommendation:</p> <p>Amend Objective 9.13 Undergrounding of Cables as follows:</p> <p>Objective 9.13 Undergrounding of Cables</p> <p>The Council will encourage the undergrounding of cables and associated equipment where feasible and generally require such services be located underground as part of new developments. It is acknowledged that this may not always be possible for high voltage transmission infrastructure. Proposals should demonstrate that environmental impacts including the following are minimised:</p> <ul style="list-style-type: none"> • Habitat loss as a result of removal of field boundaries and hedgerows (right of way preparation) followed by topsoil stripping (to ensure machinery does not destroy soil structure and drainage properties); • Short to medium term impacts on the landscape where, for example, hedgerows are encountered; • Impacts on underground archaeology; • Impacts on soil structure and drainage; and • Impacts on surface waters as a result of sedimentation.

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<p>Submission notes reference to geothermal energy in Objective 9.14 and that Ireland has widespread shallow geothermal resources for small and medium-scale heating applications, which can be explored online through Geological Survey Ireland's Geothermal Suitability maps for both domestic and commercial use. We recommend use of our Geothermal Suitability maps to determine the most suitable type of ground source heat collector for use with heat pump technologies. Ireland also has recognised potential for deep geothermal resources.</p> <p>The Roadmap for a Policy and Regulatory Framework for Geothermal Energy was launched at the Geoscience 2020 Conference in November 2020. The Assessment of Geothermal Resources for District heating in Ireland and the Roadmap for a Policy and Regulatory framework for Geothermal Energy in Ireland documents have been developed to support the Government's commitments under the Climate Action Plan 2019 and the Programme for Government. For further information please see our Geoenergy pages on our website or contact the Groundwater and Geothermal Unit of the Geological Survey Ireland directly.</p>	92	<p>The City Council welcomes the reference to geothermal energy and the information provided by the GSI. It is acknowledged that additional information is required to promote renewable forms of energy. Additional text will be provided in Chapter 5 Climate Change and the Environment following paragraph 5.34 District Heating Opportunities, in this regard. The submission of the OPR should also be referenced with regard to changes proposed.</p> <p>Recommendation:</p> <p>Provide the following additional text after paragraph 5.34 District Heating Opportunities:</p> <p><u>Geothermal Energy</u></p> <p>Ireland has widespread shallow geothermal resources for small and medium-scale heating applications, which can be explored online through Geological Survey Ireland's Geothermal Suitability maps for both domestic and commercial use. Their Geothermal Suitability maps can also be utilised to determine the most suitable type of ground source heat collector for use with heat pump technologies. Ireland also has recognised potential for deep geothermal resources. The Assessment of Geothermal Resources for District heating in Ireland and the Roadmap for a Policy and Regulatory framework for Geothermal Energy documents can also be referenced on this area.</p>
<p>Micro electricity producers should be paid for the electricity they feed back to the grid.</p>	46	<p>This matter extends beyond the remit of the Development Plan.</p> <p>Recommendation:</p> <p>No change.</p>
<p>Geothermal heating should be standardised in new housing developments.</p>	115	<p>Additional text is being provided on this issue – see the response to submission 92 above. There are a variety of renewable technologies being developed, with</p>

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		<p>issues such as using standardising technologies a wider issue than just relating to Cork City.</p> <p>Recommendation:</p> <p>See the response to submission 92 above.</p>
<p>The issue of local community energy generation should be looked at turning Cork into an Energy Farm through placing solar panels on every council building, especially on social housing; funding and coordinate local renewable energy generation for community ownership and use only, as is common across Germany; prioritising all energy efficiency programmes to those living in nenergy poverty, estimated to be 16% of the population; ensuring all new buildings in Cork contain renewable energy generation and rainwater harvesting as conditions of planning permission.</p>	338, 347	<p>Objective 5.7 Sustainable Energy Community and Objective 5.19 supports Sustainable Energy Generation – Standalone Projects support community initiatives and working with local communities to deliver energy efficiency and renewable energy projects through the SEAI and Energy Cork as well as pilot schemes.</p> <p>Recommendation:</p> <p>No change.</p>
<p>The energy needs of Cork City will change and intensify as the region experiences employment and population growth. The Draft City Development Plan addresses the need to support a safe, secure and reliable supply of energy in association with the various service providers as well as the safeguarding of strategic energy corridors from encroachment by other developments that could compromise the delivery of energy networks. However, it is possibly more beneficial to look towards maximising the potential of the region in relation to energy provision.</p> <p>Home to Ireland's Energy Hub, Cork has significant potential to develop further with significant growth potential for renewables such as floating offshore wind,</p>	362	<p>Refer to the amendments proposed in response to Recommendation 10 of OPR submission no 426 in Part 2, Section 1, on Renewable Energy, which proposes to strengthen policy in this regard.</p> <p>Recommendation:</p> <p>See response to Recommendation 10 of OPR submission no 426 in Part 2, Section 1.</p>

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<p>onshore wind, anaerobic digestion, green hydrogen and solar PV, all of which have potential to generate significant economic value and employment and contribute immeasurably to the sustainable credentials of the region and nationally. Renewable energy sources will be the driving force in securing Cork's future and ensuring it is an attractive location for FDI. District heating is among the renewable energy sources referenced in the Draft City Development Plan. In accommodating more compact and sustainable patterns of development, Cork City Council have pledged to assess the feasibility to deliver district heating, particularly in Cork City Docklands, Tivoli Docklands and the Cork Science and Innovation Park. However due to the current climate in Ireland where summer temperatures are rising every year and the demand for air conditioning is emerging, it would be beneficial to consider if there is a reasonably constant heat source that could be used for heating in winter and cooling in summer.</p>		
<p>Supports renewable energy sources included for solar panels, wind energy, wind turbines.</p>	203	<p>Refer to the amendments proposed in response to Recommendation 10 of OPR submission no 426 in Part 2, Section 1, on Renewable Energy, which proposes to strengthen policy in this regard.</p> <p>Recommendation:</p> <p>See response to Recommendation 10 of OPR submission no 426 in Part 2, Section 1.</p>

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Information and Communications Technology (ICT) and Telecommunications		
<p>The implementation of the Digital Strategy for the City is of utmost importance in the city, and this plan must ensure that a plan is in place to invest in the delivery of accessible and improved high speed, high-capacity digital infrastructure and rollout of the National Broadband Plan. As part of the Digital Strategy for the City the potential of data centres must be explored. The development of and requirement for data centres is a valuable part of the modern economy and an area with the generation capacity of Cork is ideally positioned to facilitate an appropriate volume of data centres, that can bolster current economic activity and investment. Commercial areas such as Little Island, act as ideal locations for such activity. This development plan must cater for this potential in the city region.</p>	362, 376	<p>Cork City Council recognises the importance of digital infrastructure to support business, education and the growth of the city and wider region. In addition to Section 9.22 Digital Strategy, the Draft Plan supports Cork Smart Gateway under Section Section 9.23 Smart Cities. This involves the application of new innovations or digital technologies to improve traditional services.</p> <p>Recommendation: No change.</p>
Light, air and noise pollution		
<p>Support the objectives relating to the reduction of light, air and noise pollution and suggest their strengthening.</p>	362, 402	<p>It is considered that the objectives set out in the Development Plan are sufficient in terms of providing strategic policy guidance on these issues.</p> <p>Recommendation: No change.</p>
Air Quality		
<p>A greater network of Air Quality monitoring stations should be provided throughout the city. The north side of the City where deprivation leads to a higher reliance on</p>	46, 177	<p>As stated in paragraph 9.25 of the Draft Plan, improving and maintaining good air quality is one of the key objectives of the development plan. Since the Draft Plan was published the City Council's Air Quality Strategy has been published,</p>

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<p>burning solid fuels thereby decreasing air quality could be targeted. The creation of greenways along routes <i>away from roads</i> to enable those with respiratory illnesses to engage in leisure cycles and walks (in addition to daily commutes) throughout the city without concern for irritants and pollutants should be considered.</p>		<p>which provides more detailed guidance on this issue. Paragraph 9.27 and Objective 9.17 will be amended in this regard. Detail on greenways is set out in Chapter 6 <i>Green and Blue Infrastructure</i></p> <p>Recommendation:</p> <p>(i) Amend paragraph 9.27 as follows:</p> <p>9.27</p> <p>While air quality is dependent on the achievement of outcomes in other policy areas such as promoting green energy and sustainable transport methods, Cork City Council is taking direct action by preparing having prepared its first Air Quality Strategy 2021-2026. The strategy outlines the actions that Cork City Council will undertake between 2021 and 2026 to reduce the concentrations of air pollutants in the city area, thereby positively impacting on the health and quality of life of residents and visitors to the city. It builds on significant work being conducted by Cork City Council to develop a high-quality air monitoring system and other initiatives that will significantly lower the levels of pollutants in the air in the city. The actions set out to deliver the strategy have been categorised into seven themes: Health and Well-being; Air Quality Monitoring; Travel; Electric Vehicles and Charging Infrastructure; Regulation and Enforcement; Green Infrastructure; and Research and Innovation. The strategy will be reviewed every five years and progress on measures to improve air quality set out in this strategy will be reported annually in an Annual Air Quality Report.</p> <p>(ii) Amend Objective 9.17 Air Quality as follows:</p> <p>Objective 9.17 Air Quality</p> <p>a. To protect and improve air quality in Cork City in accordance with the provisions of EU Directives and national legislation on air pollution and</p>

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		<p>support the actions of the City Council's Air Quality Strategy 2021-2026, when it is finalised and its successors.</p> <p>b. To continue to monitor air quality results submitted from selected locations throughout the City in co-operation with the Environmental Protection Agency and support the creation of a regional air quality and greenhouse gas emissions inventory.</p>
<p>In terms of improving air quality, smoking should be recognised as a health issue, and the need to prevent smoking and having more designated smoking areas outdoors is recommended.</p>	203	<p>Smoking is subject to separate legislation and is outside the scope of the Development Plan.</p> <p>Recommendation: No change.</p>
Light Pollution		
<p>Light pollution is not being adequately addressed by the planning process. New developments such as tall buildings bring light pollution. As efficient as lighting may be, we would welcome city wide guidelines to switch lights off when offices are closed or not occupied.</p>	433, 435	<p>Guidance on light pollution is set out in paragraph 9.29 which states that external lighting should be designed to minimise the potential for light pollution or light spillage to surrounding properties. In addition, Objective 9.18 External Lighting requires that external lighting proposals minimise the harmful effects of light pollution, are energy efficient and do not have an excessive impact on residential or visual amenity, biodiversity or result in the distraction of road users. Policy guidance is considered sufficient in this regard and lighting proposals are assessed as part of the development management process. The matter of non-compliance with planning conditions for specific developments is an enforcement matter outside the scope of the development plan.</p> <p>Recommendation: No change.</p>

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Noise Pollution		
<p>Noise pollution has a bad effect on the health of citizens. Efforts should be made to resurface roads with low noise values and traffic speeds should be reduced. There is no enforcement of high decibel vehicles, especially at night.</p>	<p>46</p>	<p>This is an operational matter that extends outside the scope of the Development Plan.</p> <p>Recommendation: No change.</p>

Chapter 10
Key Growth Areas and Neighbourhood Development Sites

Please see “Part 4 – Land Use Zoning and Mapping” of this Report for submissions relating to requests for changes of land use zoning objectives for sites.

Submissions included in this Chapter relate to Key Development Areas and Neighbourhood development sites and do not propose changes to land use zoning objectives per se.

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City Centre		
<p>These submissions relate to issues of vacancy and dereliction and support bringing derelict buildings back into use particularly for housing and developing vacant sites. Measures such as vacant site levies and Compulsory Sales Orders are supported to achieve this.</p>	<p>46, 128, 159, 241, 296, 302, 335, 390, 433</p>	<p>Paragraph 10.9 states that Cork City Council will use its powers through active land management measures to address vacancy, dereliction and under-utilisation of property in the City Centre.</p> <p>Recommendation: No change.</p>
<p>These submissions relate to the South Parish area of the City Centre including Douglas Street and Barrack Street as well as the historic spine along North Main Street to Shandon. The South Parish area generally requires enhancement including improvement of the public realm on Douglas Street, Mary Street, Barrack Street and around St. Finbarre’s Cathedral. Traffic calming is required on Douglas Street and Abbey Street and the living environment and tourist potential of the area including St. Finbarre’s Cathedral, Elizabeth Fort and Nano Nagle Place needs to be enhanced. Better cycling facilities and coach parking are required. These areas are integral to the historic, cultural and economic life of the city and more open spaces need to be provided such as a re-imagined “Elizabeth Fort Market Square” to create an outdoor</p>	<p>45, 176, 296, 447</p>	<p>Paragraph 10.3 “Quality Attractions and Night-time Economy” as well as Objective 10.8 “City Centre Tourism” of the Draft Plan recognises the need to expand the draw and offer of the Cultural Precincts at South Parish and Shandon including targeted measures of investment at Elizabeth Fort, promoting the historic spine located between these areas including Barrack Street and North Main Street. While the Development Plan functions as a strategic document, the upcoming City Centre Revitalisation Plan will set out more specific targeted measures and is the more appropriate document to achieve and distil these overarching aims.</p> <p>Paragraph 10.18 sets out how the Revitalisation Plan will be used as a guide to the on-going efforts of building the City Centre’s attractiveness as a place to live, work and visit. These issues can also be further progressed through the City Centre partnership.</p> <p>Since the Draft Plan was put on public display, the Report of the Night-time Economy Taskforce has been published. Paragraph 10.15 and Objective 10.10 City Centre Night-time Economy will be amended to take account of this.</p>

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<p>community hub. A development and enhancement plan for North Main Street is required.</p>		<p>Recommendation:</p> <p>(i) Amend paragraph 10.15 as follows:</p> <p>10.15</p> <p>A Night-time Economy Taskforce was established by the Department of Tourism, Culture, Arts, Gaeltacht, Sport and Media in 2020 to prepare a report, on how best to serve those who work in, and wish to engage with, a vibrant night-time culture. Cork City Council is playing a central role in this process with the Lord Mayor of Cork a member of the Taskforce. Cork City Council will also continue to assess ways to advance and improve night-time entertainment and creative offerings. Cork City has a vibrant and growing food scene including the English Market, which could offer potential opportunities, focusing on the delivery of an authentic local food experience, working with local producers, restaurants, food service providers and food markets.</p> <p>The Night-time Economy Taskforce was established in 2020, with its membership drawn from a range of Government Departments and agencies whose remit covers aspects of the Night-Time Economy and included the Lord Mayor of Cork. The Report of the Night-time Economy Taskforce was launched in September 2021 and defines the Night-Time Economy as “multi-layered, covering a range of sectors and stakeholders with a diverse offering including cultural activity, entertainment, hospitality, festivals, sport and retail activity, with the aim of providing a safe and secure space to work and/or socialise. A vibrant Night-Time Economy is enabled by a well-designed public realm, effective transport solutions and different activities occurring at different stages of the 6pm to 6am Night-Time Economy timeframe. A good Night-Time Economy should include a range of activities to suit all ages and interests and be a welcoming and flexible environment to do business and be creative.” The report includes a</p>

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		<p>number of recommendations including a pilot project for Cork City to encourage and support Cork as a food destination.</p> <p>(ii) Amend Objective 10.10 City Centre Night-time Economy as follows:</p> <p>Objective 10.10 City Centre Night-time Economy</p> <p>To fully engage with the government taskforce on the Night-time Economy (NTE) and play a leading role in promoting and developing the night-time economy through pilot projects and taking an active role in developing a vibrant night time culture in the City Centre.</p> <p>To support the implementation of the Report of the Night-time Economy Taskforce (2021) by playing a leading role in developing a night-time culture. Recommendations for promoting and developing the night-time economy will be supported, including a pilot project for Cork City to encourage and support as a food destination.</p>
<p>Submission states that a dedicated “Tourism” chapter/ section outlining the key challenges and objectives for tourism in the City should be included, which would provide a clear framework for the future development of tourism in the city apart from the issues addressed otherwise in the plan including Section 10.13 Quality Attractions and Night Time Economy. Otherwise welcomes Objective 10.8 relating to City Centre Tourism and believes the following amendment would strengthen the objective: “Enhancement of both the experience and the interpretation of these spaces, along with improved wayfinding will expand the city’s attractiveness to visitors”</p> <p>The submission also welcomes reference to the National Night-time Economy Taskforce which affords an opportunity for relevant stakeholders from across the</p>	<p>288</p>	<p>A separate section on tourism has been included in Chapter 7 Economy and Employment. See recommendations on this submission in Part 3, Chapter 7.</p> <p>Reference to improved wayfinding to interpret key areas of interest has already been included in Objective 10.12 City Centre Public Realm.</p> <p>The section on the Night-time Economy has been amended (see above) to support the implementation of the Report of the Night-time Economy including a pilot project for Cork City as a food destination. It is considered that more detail on actions and supports to promote this will be more appropriately included in the upcoming City Centre Revitalisation Plan, as the Development Plan is a strategic document. Support for City Centre Leisure and Entertainment has already been included in Objective 10.9.</p> <p>Recommendation:</p> <p>See recommendations on this submission in Part 3, Chapter 7.</p>

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<p>night-time culture sector to develop an innovative approach to supporting and developing a vibrant, diverse, and sustainable night-time economy. It has been identified that for Cork, a key driver for the Night-Time Economy is around Food & Beverage and Food Tourism. While there is some reference to the food scene in Section 10.15. It is considered that this needs to be more robustly addressed and specific policies and objectives contained in the Development Plan in order to ensure land use policies support future planning applications. The Development Plan should acknowledge and support local food producers, enterprises and restaurants developing Cork as a food tourism destination. Food can act as a driver and a key attractor for visitors and especially in the city centre. In addition, we request that the recent Fáilte Ireland Outdoor Dining Scheme be acknowledged and supported in the Development Plan. A new objective should be included supporting proposals for development involving evening and late-night commercial, retail, cultural, food and beverage or entertainment uses within the City where it can be demonstrated that the development will enhance the character and function of the area; this may include extended opening hours, proposals for outdoor dining and event space, and proposals for the greater utilisation of existing heritage assets.</p>		
<p>A greater focus should be placed on supporting the night-time economy in Cork, and facilitating spaces for night time events, including existing spaces and meanwhile use of vacant spaces. Cork has an opportunity to position itself internationally as a night time destination. We must allow</p>	350	<p>As outlined above support for the Night-time Economy and Entertainment Uses is included in the Draft Plan. Specific measures would be more appropriately included as part of the City Centre Revitalisation Plan.</p> <p>Recommendation:</p>

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space for the small gigs, the pop up shows, the secret raves, to breathe life into our night time, which in turn provide employment and amenities for our citizens.		No change.
A clear vision is required as to how the city centre will be developed, managed and promoted in the coming years. While there have been a number of successful and large-scale public and private led developments which have strengthened its position, the city centre's recent success and relative strengths should not disguise some of its immediate challenges and important vulnerabilities present, particularly in the historic centre. As such, there is a need for Cork City Council to set a number of deliberative future development objectives to be underpinned by a number of strategic initiatives directed at promoting revitalisation and incentivising growth in certain pockets of the historic core. A schedule of street cleaning should be published.	405	<p>The Development Plan sets out a strategic vision for the City Centre and specific actions will be more appropriately included as part of the upcoming City Centre Revitalisation Action Plan. Its preparation and outcomes are supported in Objective 10.1. Street cleaning schedules are operational matters.</p> <p>Recommendation:</p> <p>Amend paragraph 10.18 as follows:</p> <p style="padding-left: 40px;">Cork City Council has commissioned a new five-year action plan (Cork City Centre Revitalisation Action Plan 2021-2025) to address the land use and economics of Cork City Centre, and ensure it is developed as a vibrant and viable core to Metropolitan Cork. This will be used to guide the ongoing efforts of building the City Centre's attractiveness as a place to live, work and visit. This is set within the context of addressing the challenges of COVID-19, along with continuing to improve the fabric of the City Centre by addressing dereliction, vacancy and underutilisation of space. The Strategy will be available in Quarter 2, 2021 2022.</p>
The new urban realm proposals for the Grand Parade and South Main Street area are driven by a need to complete and connect development proposals at the former Beamish and Crawford site rather than to reinforce the identity of the Medieval City and Spine that connects Barrack Street to the Shandon Area. Not giving the Medieval City a character identity through the public realm is a lost opportunity.	128	<p>The City Development Plan sets out a strategic overview for the City Centre, mentioning the Grand Parade transformational site in paragraph 10.22.</p> <p>Recommendation:</p> <p>No change.</p>

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<p>Ensure explicit support in the Development Plan to improve the density and height at the Cork Education and Training Board's city centre facilities, particularly at St John's College. In a Suburban / Urban split, City Centre developments such as St John's, must seek sustainable development and expansion through careful and sympathetic increases in height and density while achieving improved quality of amenity in the surrounding city context.</p>	381	<p>These are specific issues relating to specific buildings and are beyond the scope of the Development Plan. Policy on building height and density is set out in Chapter 11 Placemaking and Managing Development.</p> <p>Recommendation:</p> <p>No change.</p>
City Docks		
<p>Strong overall support for the strategy / objectives is provided, subject to comments set out below. A number of submissions support the ambition to ensure that the City Docks is developed as an exemplar development for regeneration and design quality in Europe.</p>	364, 414	<p>This support is welcomed. This is core value for the City Docks project for Cork City. Objective 10.18 sets out the vision for the Cork Docks Exemplar.</p> <p>Recommendation:</p> <p>No change.</p>
<p>It is suggested that a Framework Masterplan is required in the first instance which can incorporate, or subsequently inform an urban design strategy for specific character areas and this should set out the principles and approach and key opportunity sites to support and enable the area to come forward over time. In the absence of the lapsed South Docks Local Area Plan (2008), a framework masterplan is required to enable the delivery of an integrated, high-quality development where infrastructure delivery is delivered in step with housing and employment growth. Cognisance should also be had as appropriate for the potential role of new Urban Development Zones</p>	379	<p>A proposed Framework Masterplan for the Docklands will be essential to ensure that development comes forward in an integrated, logical, planned and timely manner with due regard to the infrastructure requirements and costs and phasing. Objective 10.17 sets out the requirement for masterplans for the north and south docks.</p> <p>Recommendation:</p> <p>No change.</p>

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referenced in the Government's recent Housing for All publication.		
It is submitted that live uses at ground floor level where not within the mixed use zone, district and neighbourhood centres should be restricted to 9am-9pm hours of operation in all other areas in order to optimise residential amenity.	414	<p>The goal of optimising residential amenity and enabling the area to develop as an attractive sustainable residential neighbourhood will be important to the development of the City Docks. The purpose of this restriction is to limit non-residential frontage spatially. The hours of operation will be specified and managed through development management planning processes.</p> <p>The text of Objective 10.26 Specific Land Use Objectives will be amended to refer to ancillary residential communal facilities at ground floor level being acceptable as a residential use. These will also offer passive surveillance streets within the neighbourhood.</p> <p>Recommendation:</p> <p>Amend Objective 10.26 Specific Land Use Objectives:</p> <p>Objective 10.26 Specific Land Use Objectives</p> <p>It is an objective of Cork City Council to ensure that:</p> <ul style="list-style-type: none"> • The western neighbourhood / local centre is centred upon the western City Docks LRT stop. • Live ground floor uses are provided in appropriate locations and restricted in all other areas to ensure a good quality of residential amenity in the new residential neighbourhood. • Ancillary residential communal facilities will be acceptable at ground floor level as a residential use. These will also offer passive surveillance streets within the neighbourhood.
The submissions support the clear commitment to supporting the relocation of light industry and logistics uses in the city's regeneration areas to new employment	133, 135, 364	This support is welcomed. This will be key to unlocking the potential of the City Docks.

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<p>zones (see 7.39 / Objective 7.16: Decanting of Industrial Uses from Regeneration Areas and 10.52).</p> <p>Sites to accommodate uses decanting from the City Docks to other areas of Cork City should be:</p> <ul style="list-style-type: none"> • In addition to population growth derived jobs targets. • Generous given the very tight industrial market with a vacancy rate of over 1.61%. • Reflect the uses that are seeking to relocate (e.g. a mix of Light industry and business and technology). • Provide land in excess of the number of jobs currently located in the City Docks. • Be actively promoted by the City Council. 		<p>The Strategic Employment Locations Study addresses the issues raised. The employment quantum in the City Docks was 2,500 jobs in 2016 based upon the City Council's Employment and Land Use Survey. This has increased since 2016 with the completion of a number of office developments at the Docklands. There are significant lands designated for both light industry and related uses and business and technology, sufficient to accommodate decanted uses. Cork City Council intends to be proactive in supporting the relocation of uses from regeneration areas, including the City Docks.</p> <p>Recommendation:</p> <p>No change.</p>
<p>Submission suggests that the land use targets associated with each character area (see Table 10.3) can be deviated from – subject to justification. Greater flexibility is requested.</p>	319, 379	<p>The targets in Table 10.3 are indicative targets. However, these are based on the development capacity of the docklands. While some flexibility may be applied, the degree of deviation will be assessed in the development management planning processes.</p> <p>Recommendation:</p> <p>No change.</p>
<p>In regard to land use zoning, it is noted that Land Use Zoning "ZO 13 Education" allows for an intended breadth of flexibility in its application. Table 10.1 City Docks Land Use Strategy should be amended to leave the educational use of the sites zoned for those purposes to be capable of accommodating, primary, post-primary or higher</p>	410	<p>It is considered appropriate to amend the Draft Plan to provide the flexibility in educational use sought to enable schools, further education and higher education uses to be delivered in a way that makes sense for the development of the new neighbourhood in the City Docks.</p> <p>Recommendation:</p> <p>Amend text (at Table 10.1 and 10.59-10.62) to provide an appropriate level of flexibility about the solution for schools and HEI provision within the City Docks.</p>

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education. It is suggested that the term "shared education campus" be applied.		A brief general description of the education requirement will be provided and the "ZO 13 Education" land use zoning objective will apply.
It is submitted that a bespoke demographic assessment of the City Docks educational needs should be completed to justify the allocation of lands for the purposes of Education. It is submitted that one school campus should be developed to serve the City Docks, rather than the three sites indicated in the Draft Plan.	303, 410	<p>The Department of Education and Skills (DES) has completed a forecast for the City Docks that results in a projected need for 4-6 Primary Schools and 2 Post Primary Schools.</p> <p>Three sites are zoned for the purposes of education in the City Docks. This is only feasible because the schools will be able to utilise adjacent public open space and sports grounds for school purposes during the school day. Without this complementary provision the school sites would need to be significantly enlarged. The school forecast is prepared by the DES based upon their standard methodology. The three sites will be required to accommodate between 6-8 schools to meet the needs of the City Docks. A reduction in the number of sites for Education is not therefore appropriate. Providing three schools sites, rather than one large schools campus, is considered an appropriate form of provision.</p> <p>Recommendation:</p> <p>No change.</p>
A strong housing mix is required, including a strong social housing component, with an emphasis on medium-density housing solutions.	396	<p>It is a core objective of the City Docks that it should be developed to be socially inclusive. To this end a clear below-market-priced housing target for the City Docks should be included. The density strategy for the City Docks includes densities that will be reduced from north-to-south. This will provide the opportunity for medium-density housing to be provided in the southern half of the South Docks. It is also a core objective that own-door dwellings front onto streets within the City Docks, providing the opportunity for family units to be provided.</p> <p>Recommendation:</p> <p>Amend para 10.57 to include a clear social and affordable housing target for the City Docks that reflects the Joint Housing Strategy.</p>

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Submission seeks to reduce the proportion of the City Docks allocated to mixed use on the grounds that a stronger residential neighbourhood is required.	396	<p>The land use strategy for the City Docks has been amended to ensure the creation of two coherent areas: an extension to the City Centre that will be Mixed Use and predominantly commercial in nature, and an attractive and coherent residential neighbourhood that appeals to a wide range of people. These will be complemented by coherent urban centres that provide for community and commercial services to provide for the needs of the area.</p> <p>Recommendation: No change.</p>
Submissions seek an increase in the amount of public open space provided as part of the development strategy, while others seek to reduce the amount of open space provided, in private interests.	380, 396	<p>The land use strategy for the City Docks includes significant proposals for public open space, including Marina Park and The Marina, The River Lee waterfront (Kennedy Quay and Horgan's Quay) and Kennedy Park and Spine. Public open space will also be provided by developments, each providing 15% of site area for the purposes of public open space. There will also be sports grounds to provide for the needs of the area, including schools use during the school day. This level of public open space provision is considered to be appropriate and reasonable given the high density neighbourhood that will be developed. These assets will also be available to those living in adjacent areas, including the City Centre where there are public open space deficits.</p> <p>Recommendation: No change.</p>
The density, development capacity and building height strategy is supported.	414	<p>This support is acknowledged.</p> <p>Recommendation: No change.</p>
Plot ratios	190, 414	<p>The information presented in Tables 10.3 and 10.4 are selective and set out the analysed situation. They are not intended to set out the full set of available</p>

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<p>The floor area ratios in the Docklands area plan are considered to be too low combining the targeted floor area ratio (FAR) figures in table 10.3 with the target Heights table 10.4, which gives an indicative site coverage percentage of about 33%. It is considered that site coverage ratios should be provided and be between 70-75%.</p> <p>The submission fears that this is due to a suburban approach to developing the City Docks with extensive surface car parking,</p> <p>Coverage figures of below 50% are also desirable on a district level when large public open areas are included but the Atlantic pond, Marina and new Marina Park all in this area appear not to be included in these figures, dividing the total floor space figures by the FAR figures in table 10.3 suggests the total area considered is circa 50ha or slightly under half of the total docklands area including the Atlantic pond and the larger open spaces Marina Park, Kennedy Spine N+S/ Kennedy Park, Monahan's Road, The Marina, Centre Park Road & School Square in table 10.1.</p> <p>This is too low a site coverage percentage to give the area an urban character. Increasing the target floor area ratio would also yield a higher number of Dwellings per hectare and therefore a greater capacity for the area to provide much-needed housing close to the city centre.</p> <p>Limiting the entire Docklands to 10,000 residential units is an extreme underutilisation of a valuable irreplaceable resource for Cork City.</p>		<p>metrics for each character area, nor whether they are gross or net. The density targets relate to net developable area and not gross development area. Net developable area excludes strategic street corridors, strategic public open space, strategic public realm, sports grounds and schools.</p> <p>Refer to the Cork City Urban Density, Building Height and Tall Building Study for a number of relevant precedents comparable to the target density and character areas within the City Docks.</p> <p>The City Docks will have a very urban character but with different character areas with varying densities. The average target density is 225 dwellings per hectare. This is equivalent to a range of relevant urban precedents, including Barcelona La Caixa, Oresund Copenhagen, Nordhavn Copenhagen and parts of Dublin Docklands.</p> <p>The target density of 10,000 homes is not a maximum. The aim is to ensure that the City Docks is developed at a scale that will be attractive to a wide range of residential markets. The density of the neighbourhood steps down from north-to-south.</p> <p>The proposed density strategy is considered appropriate for the City Docks.</p> <p>Recommendation:</p> <p>No change.</p>

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<p>Site coverage percentage should be targeted between 50 and 75% in central urban areas such as most of the Docklands a lower site coverage of between 40 and 60% may be appropriate in some areas at the outer edges. Road space and all street level parking should be removed to ensure that this is possible.</p>		
<p>The stated Indicative Floor Area for the Warehouse Quarter in Table 10.3: City Docks Development Capacity is 75,000sqm. This seems low considering:</p> <ul style="list-style-type: none"> • Existing commitments at the OCP and Carey's sites of 59,454sqm; and • Opportunity for tall buildings. <p>Plot ratios should be removed from the development plan as they serve no purpose other than to restrict innovative design and place making solutions.</p>	319	<p>The stated Indicative Floorspace Capacity are Indicative and in addition to existing planning commitments.</p> <p>Plot ratios are a tool to aid in determining the capacity of development areas and assessing the necessary infrastructure to serve that area. There is no correlation between plot ratio and design quality.</p> <p>Tall buildings would be an exceptional circumstance over-and-above the plot ratio target for the Character Area and would require justification.</p> <p>Recommendation:</p> <p>No change.</p>
<p>It is submitted that Objective 10.31 should be strengthened to include a 90:10 mode split in favour of sustainable transport modes.</p>	414	<p>The 75:25 peak mode split target is highly ambitious but has a broad-based support. However, there are concerns regarding the impact of restrictive car parking standards on the viability of office developments in the absence of a clear path to high quality public transport services in advance of the tram.</p> <p>A 90:10 split may be desirable, but would require a significant investment in public transport and services in advance of development.</p> <p>Recommendation:</p> <p>No change.</p>

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<p>The routing of through-motor traffic over the Eastern Gateway Bridge and through Monahan's Road is inappropriate.</p>	402, 414	<p>. The Eastern Gateway Bridge will provide a multi-modal connection between the City Docks and Tivoli Docks new residential neighbourhoods. Monahan's Road provides the only vehicular traffic route through the City Docks.</p> <p>Recommendation:</p> <p>No change.</p>
<p>It is noted that Table 10.5: Car Parking Standards requires clarification on how the standards will be applied in relation to destination uses, such as schools, for which no specific standard is outlined. It is submitted that developers prefer car parking standards expressed at a rate of per metre squared as this is easy to calculate.</p>	380, 410	<p>Destination uses are those that people travel to from their origin (home), and this applies equally to a school as to an office or a third-level college or a shop or park. Further clarification is required in the plan to outline the car parking strategy for visitors. There are advantages in applying car parking standards per number of employees with one standard, rather than a metric for a variety of land uses.</p> <p>Recommendation:</p> <p>Provide additional guidance on how "visitor / disabled spaces" will be addressed.</p>
<p>The proposed quantum of car parking of 10,000 spaces and the car parking standards appears to be too generous and are likely to result in suburban-style excessive external parking. It is submitted that the car parking standards are too restrictive for office schemes in advance of the delivery of the proposed LRT system. Comparative analysis is provided between the City Docks standards and other Irish development plan standards.</p>	380, 394, 402, 414	<p>The overall aim for the City Docks demand management strategy for car parking is that the very ambitious mode share targets will lead to 75% of peak hour trips being by green modes.</p> <p>The car parking standards have been devised to achieve the mode split targets. respond to the street capacity of the City Docks and reflect the nature of the areas and their placemaking ambition. Public transport services will be ramped-up to serve the City Docks to reflect transport demand by the NTA / Bus Eireann and infrastructure will be improved to enable trips by public transport, walking and cycling.</p> <p>Cork City Council is undertaking a review of the draft ABTA model to confirm the car parking quanta based upon the refined land use assumptions in the</p>

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		<p>Draft Plan. It is anticipated that the outcome from this modelling will be incorporated into the Material Amendments to the Draft Plan.</p> <p>Destination parking will be as restrictive as the City Centre in the North Docks and the City Transition Zone. When there is a planning commitment for the tram the car parking standards in the Central and Eastern City Docks Parking Zones will be reduced to similar standards to reflect the improved accessibility of these locations.</p> <p>Car parking standards are maximums and they do not imply that car parking will be provided on-street or in surface car parks but will likely be provided predominantly in the form of undercrofts and basements or multi-storey car parks and mobility hubs.</p> <p>Recommendation:</p> <p>Include following text in Chapter 10: City Docks:</p> <p>Cork City Council and the NTA will work in partnership to seek to ensure that levels of public transport in the City Docks are increased to meet evolving trip demand patterns generated by planning commitments and project delivery. This will be especially relevant to this major regeneration project in advance of the LRT project delivery, and the ambition to ensure that a gradual ramp-up of the bus network and services is provided to meet the needs of the area and facilitate the subsequent development of the adopted tram route. This public transport improvement will primarily be delivered through BusConnects Cork, but will be supplemented by further enhancements aligned with, and responding to, the development of this overall area.</p>
It is submitted that the multi-modal status of Water Street Bridge be restored, and that provision be made for a vehicular link through the site from Water Street to Centre Park Road.	133	It is currently envisaged that the Water Street Bridge will be a walking / cycling bridge. The South Docks will be a traffic cell for local traffic only, apart from Monahan's Road, which will accommodate trips with their origin / destination

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		<p>outside of the City Docks – the bridge serving a largely strategic traffic role. Seventy-five per cent of trips will be by green sustainable transport modes.</p> <p>Recommendation:</p> <p>No change.</p>
<p>The Mobility Hub concept is strongly praised. However, it is considered that the hubs should not be a car-dominated space otherwise they will be perceived as a car park. The proposed 300 car parking spaces at each mobility hub should be reduced to produce mobility hubs where public and active travel along with micro-mobility receive equal billing with car parking.</p>	394, 402, 414	<p>A Mobility Hub Feasibility Study will be procured in 2022 to guide the nature and type of mobility hubs to be developed.</p> <p>Recommendation:</p> <p>No change.</p>
<p>It is submitted that the proposal to dissect the Marina Windows (Auburn House) building on Victoria Road / Monahan's Road with a new street result in a highly inefficient use of the site, even with the creation of a focal landmark building on it (an objective of the SDLAP 2008).</p>	220	<p>The design of an upgrade scheme to Monahan's Road will to be considered as part of the Framework Masterplan for the City Docks.</p> <p>Recommendation:</p> <p>No change.</p>
<p>The Draft Plan will need to be updated to incorporate any updates to the South Docks Drainage Strategy when the study has been completed.</p>	EXECUTIVE	<p>There will be consequential updates to development plan policy for the City Docks following the completion of the Study. It is anticipated that the Final Study will be signed-off by end 2021.</p> <p>Recommendation:</p> <p>Include changes consequential to the finalisation of the South Docks Drainage Strategy 2021 into the Proposed Amendments, as required.</p>
<p>It is submitted that paragraphs 10.118-10.119 require amendment as it is considered that it will not be possible to avoid penetrating the Aquitard layer in order to carry out construction works for a building of significant mass.</p>	380	<p>The content of the input study has been updated to clarify this issue.</p> <p>Recommendation:</p>

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The intention of the statement is to protect the vicinity from groundwater flooding.		Amend 10.118-10.119 to reflect the updated position.
It is submitted that the level of Centre Park Road should be raised to ensure that accessibility to MCP is maintained during flood events.	133	<p>The South Docks Drainage Strategy is based upon a range of values, one of which is to develop the South Docks at a level as close as possible to the existing ground levels while still providing flood protection. This is to enable the South Docks to be delivered in a practical, cost-effective fashion with great flexibility.</p> <p>The strategy has established, based upon modelling, that Centre Park Road can be designed to be at the 1.3m OD level, which is 70cm above the existing street level to mitigate stormwater flooding. Tidal flooding protection will be provided by a polder defence at the quayside.</p> <p>Recommendation: No change.</p>
<p>It is submitted that the density target of 200dph and the building height guidance of 4-8 storeys is too low for the Water Street Site (former Harbour Commissioner's Site and McMahon Builders Merchants) on the grounds that a significant portion of the former Cork Harbour Commissioners Site is allocated to public open space and the site is a key approach site / gateway site into the North Docks.</p> <p>It is submitted that a number of matters of detail should be clarified in the Draft Plan, including the nature of the Water Street Bridge and how it will impact on adjacent sites, the walkway / cycleway and clarity is requested as regarding the depth of the waterfront.</p>	90	<p>The proposed density is considered strategically appropriate for the site given the findings of the Cork City Urban Density, Building Height and Tall Building Strategy.</p> <p>The North Docks Masterplan will bring clarity to competing and evolving urban design objectives for the area. The walkway will be required on the waterfront and is being included in Map 2 in Volume 2: Mapped Objectives.</p> <p>The area to be developed as a waterfront has been zoned as Quayside Amenity Area and is c11m deep.</p> <p>Recommendation: No change.</p>
It is submitted that the target height of having a 6 storey maximum building height on the river's edge should be	305, 319	The development guidance contained in the Draft Plan is essential to provide for the coherent development of the City Docks. Establishing an appropriate

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<p>omitted and there should be no constraint on building height on the former Ted Castle site.</p> <p>There should be no pre-determined maximum building heights.</p>		<p>density is essential for the development of the area in order to enable proper planning and sustainable development. The development guidance has been informed by the Cork City Urban density, Building Height and Tall Buildings Study.</p> <p>The target height of 6 storeys on the riverside / waterfront has been developed to enable the waterfront to benefit from a more human scale and to limit the impact of overshadowing / environmental impacts of taller buildings on this key civic and public open space. This is a sound principle, and it is common in many waterfront cities that building height is greater stepped back from the river. This intention is illustrated in Figure 10.4 conceptually. Cork City Council considers that creating a waterfront that is attractive and usable is just as important as providing strong urban density in the City Docks.</p> <p>The proposed policy provides a strong planning framework that offers appropriate and generous opportunities for the developer of any site to respond to in the planning applications process.</p> <p>Recommendation:</p> <p>No change.</p>
<p>There is a lack of consistency between Tables 10.14 / 10.15 and Figure 10.7 and an inability to determine when projects will be delivered in the context of the URDF programme.</p>	133	<p>Development tranches are a clear way of communicating the level of development that can happen with the available infrastructure. However, it is acknowledged that the Draft Plan could be clearer in communicating the delivery programme for infrastructure set out in Table 10.14.</p> <p>Recommendation:</p> <p>Provide detail on infrastructure delivery.</p>
<p>Request that the Draft Plan be amended to include a clear and realistic strategy to facilitate development of the Tier 1 sites in the City Docks within the next Plan period.</p>	90, 133	<p>City Docks Tier 1 sites in the Growth Strategy for Housing Development (Figure 2.2, p51) have been identified on the basis that these sites have extant planning</p>

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		<p>permissions. Development exceeding this quantum of residential development are subject to enabling Infrastructure being provided.</p> <p>URDF funding for the enabling infrastructure to unlock the potential of the City Docks was approved in 2021. There is now a clear funding stream and consequent programme for delivering the projects that will unlock the City Docks during the National Development Plan period.</p> <p>Recommendation:</p> <p>Update context to infrastructure delivery in the City Docks.</p>
Tivoli		
<p>Requests that Tivoli to be redeveloped for low-income housing and a proposed hospital site be included as part of the western part of the Port Lands. The submission includes details on future access advantages for a hospital, including a floating bridge to be used for transferring patients to a modified quadbike with stretchers.</p>	18	<p>Chapter 10, Section 3 Tivoli of the Draft Plan sets out a detailed vision and objectives for the regeneration of Tivoli Docks over the longer term. These are based on detailed set of supporting studies including the following:</p> <ul style="list-style-type: none"> • Draft Tivoli Docks Area Based Transport Assessment (ABTA) • Tivoli Urban Design and Landscape Framework Plan • Tivoli Urban Building Heights and Density Study <p>This section of the Draft Plan includes details for the need of a suitable mix of tenures, house types and sizes to provide for a mix of housing and communities. Reflecting the need for further clarity on this, Objective 10.38 (Planning the Regeneration of Tivoli Docks) includes requirements to carry out further plans in agreement with Cork City Council prior to the regeneration of Tivoli Docks, including a "Delivery Strategy for Housing, Community".</p> <p>The majority of the site is proposed to be zoned as "ZO 4 Long-term Strategic Regeneration", which has an objective to provide and promote a mix of residential, employment and other uses in the long term, to ensure the creation of a vibrant, compact and sustainable urban area." Paragraph ZO 4.3</p>

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		<p>sets out a range of permissible uses within this zone which includes residential, general employment uses, offices, education and hospital”.</p> <p>Recommendation:</p> <p>No Change</p>
<p>This submission strongly welcomes the new development objectives for Tivoli set out in the Draft Plan and request the following amendments:</p> <p>(i) Further support for the relocation of port activities in Cork Harbour, recognising the strategic significance of the port to the national economy and to the projected growth of the Southern Region.</p> <p>(ii) Identify the key enablers to facilitate the relocation of Port activities from the Docklands and Tivoli, and the future redevelopment of these areas as being:</p> <ul style="list-style-type: none"> • Relocation of Seveso sites. • Provision of the M28. • Upgrade of the R624 to expressway standard and to national road status. <p>(iii) Recategorize Tivoli within the 'City' zone for Density and Building Heights and identify it as a location suitable for exceptional tall buildings, subject to performance-based criteria.</p>	336	<p>Cork City welcomes the strong support for the new development objectives for Tivoli set out in the Draft Plan. The following responses are set out to the issues raised:</p> <p>(i) The Draft Plan recognises the strategic significance of the port to the national economy and to the projected growth of the Southern Region and includes support for the relocation of port activities in Cork Harbour, as reflected in Strategic Objective 3 Transport and Mobility, paragraph 4.148 (Port of Cork) and Objective 10.39 (Planned Regeneration of Tivoli Docks) of the Draft Plan.</p> <p>(ii) The Draft Plan fully supports the strategic significance of the port and includes support for the relocation of port activities in Cork Harbour. For specific objectives in relation relocating Seveso sites and the M28 refer to Chapter 4 Chapter 10 Tivoli Docks and City Docks of the Draft Plan.</p> <p>(iii) The “Urban Building Heights and Density Study” is a supporting document published alongside the Draft Plan. This report supports the urban density and building height strategy set out in Chapter 10, Section 3 (Tivoli) of the Draft Plan. The strategy allows for more site specific densities and building height ranges than set out in the city wide urban density and building height study reflected in Chapter 3 of the Draft Plan.</p> <p>Recommendation:</p> <p>No change.</p>

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Ballincollig		
<p>This submission on general issues in Ballincollig. The main requests in the submission are for land to be identified and zoned for a community centre and lands to be zoned adjacent to existing schools to facilitate extensions of same.</p>	338	<p>Cork City Council have identified and zoned land in a largely residential area to the northwest of Ballincollig Town Centre. Cork City Council have zoned a number of sites for new schools in this plan, the optimum sites have identified in conjunction with the Department of Education. Cork City Council will work with the existing schools to facilitate their expansion needs during the lifetime of this Plan.</p> <p>Recommendation: No change.</p>
Blarney / Tower		
<p>This Submission requests amendments to Objective 10.70 Tower Education to state the Planning Authority will support the realignment of R579 regional road to allow for the provision of new staff car park, bus parking and drop off areas.</p>	107	<p>This request will be examined during the lifetime of this Plan as part of the City Council's commitment towards enhanced connectivity between Tower, Blarney and Kerry Pike and to support the existing school at Cloghroe.</p> <p>Recommendation: No change.</p>
<p>Submission highlights the concerns of the residents in Sendandale, Cloghroe that estates with have experienced flooding in the past are being put a further risk by lands nearby being over-developed.</p> <p>Submission acknowledges the very real need for housing to be developed but this needs to be tempered with the very real difficulties that some home-owners face when trying to keep their houses free from flooding and the costs of insurance associated with same.</p>	144	<p>Cork City Council are aware of the history of flooding in the Cloghroe and in response all new applications for development in this area are subject to the requirement for site specific flood risk assessments as per the Flood Risk Management Guidelines for Planning Authorities. In addition, on-site surface water attenuation measures are required to negate the risk of flooding from water run off to adjoining lands. The concerns regarding flood risk are highlighted in Section 10.297 of the Draft Plan.</p> <p>The densities supported for Tower are subject to a number of considerations including its outer suburban location, environmental and topographical factors and the ability of service providers to cater for population and housing</p>

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Submission further asserts Cloghroe and Tower automatically had higher densities applied upon the settlements being assumed into the functional area of Cork City Council.		<p>increases notably the education and transport providers and densities will be considered on a case by case basis subject to National, Regional and local guidance.</p> <p>Recommendation:</p> <p>No change.</p>
North Eastern Suburbs & Hinterland		
All aspects of the Tivoli Area Plan should be applied to large developments in Glanmire, but in particular the use of mobility hubs.	190	<p>The large development proposals for Glanmire are to the south of the town. There are specific objectives for Glanmire including Objective 10.67 South Glanmire Expansion Area and Objective 10.68 Glanmire Town Centre Framework Plan which will aim to guide high quality development. In terms of mobility hub, the Draft Plan supports CMATS which supports a future Park and Ride in the southern Glanmire area.</p> <p>Recommendation:</p> <p>No change.</p>
Mayfield is a disadvantaged area and request Mayfield, Montenotte and Glanmire to be included as a full regeneration project.	267	<p>It appears that this submission may be seeking for the land to be zoned as "ZO 4 Long Term Strategic Regeneration". If so, this zoning is not suitable for such a large area. There are objectives within the Draft Plan which support regeneration and redevelopment of brownfield sites. In addition, there is a long term Regional Park proposed for the North East area to meet the needs of residents within Mayfield, Ballyvolane and Glanmire.</p> <p>Recommendation:</p> <p>No change.</p>
Support submission from St Joseph's Community Association and Mayfield East Community Association and calls for larger area to be included as area of regeneration.	396	<p>Cork City Council will use its powers through active land management measures to address vacancy, dereliction and under-utilisation of property. Cork City Council is working with the National Transport Authority in progressing</p>

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Better public transport needed to the north side of Cork. Support area to be included within future light rail system.		<p>transport improvement projects through the Cork Metropolitan Area Transport Strategy. For the northern side of Cork City, this includes BusConnects and the North Distributor Road. Given the topography, Mayfield is not a viable option for a future light rail system to connect into the proposed Ballincollig-City Centre-Mahon route.</p> <p>Recommendation: No change.</p>
Supports the submission from Saint Joseph's Community Association and Mayfield East Community Associations (no. 267) and their calls for the area to be a regeneration zone, and to develop their site for provision of community services and facilities. The area should be included in any future light rail development as well as the reopening of the former Tivoli terminal.	396	<p>The light rail system is supported within the Cork Metropolitan Area Transport Strategy to connect Ballincollig to the City Centre and to Mahon. There is a proposed train station at Tivoli which will support the redevelopment of Tivoli Docklands in due course.</p> <p>Recommendation: No change.</p>
North Western Suburbs & Hinterland		
Hinterland villages baseline of existing population needs to be reassessed. Submission suggests that the figures presented in the Draft Plan in relation to Kerry Pike are incorrect.	105	<p>This will be re-examined as part of the on-going development plan making process. If figures are required to be updated this will be carried out prior to the publication of the final City Development Plan.</p> <p>Recommendation: Re-examine figures and update as required.</p>
South Eastern Suburbs & Hinterland		
The submission covers various themes in the City Plan including reference to Chapter 10, Douglas.	225	<p>Paragraph 10.313 of the Draft Plan states that DLUTS remains relevant and represents a robust baseline document for informing planning decisions in Douglas. Objective 10.79 seeks to facilitate a more efficient and sustainable transport network for Douglas that provides an improved public realm, reduces</p>

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<p>It notes that the Douglas Land Use & Transportation Study (DLUTS) was published in 2013 and is now of little relevance. The key recommendations have not been implemented nor the plan adhered to.</p> <p>Its baseline needs to be updated especially given the planned expansion of Castletreasure including a focus on sustainable modes.</p> <p>It notes there is no mention of protecting biodiversity, the river, natural open spaces, etc., all of which is contrary to the overall objectives of Climate Action & the Environment (Chapter 5) and Green & Blue Infrastructure, Open Space and Biodiversity (Chapter 6).</p> <p>Any developments in the Barry’s Field area must respect the DLUTS (as it currently exists) and local building heritage (as recognised by An Bord Pleanála in their rejection of the various planning applications by Lidl for this site).</p>		<p>congestion, encourages greater levels of walking & cycling, and improves the quality of life for the community. This includes the sustainable transport measures set out in the Cork Metropolitan Area Transport Study (2020) and key projects including:</p> <ul style="list-style-type: none"> • Grange Road Transport Corridor & Tramore Valley N40 Bridge • South Douglas Road Junction Improvement Scheme • Clarke’s Hill Improvements • Donnybrook Hill Pedestrian Upgrades • Douglas to Grange Bridge <p>Recommendations set out elsewhere in this Report that a traffic and transport assessment (TTA) will be carried out for Castletreasure.</p> <p>Areas of biodiversity value have been zoned “ZO 16 Public Open Space”. Furthermore Objective 10.80 Douglas Community Infrastructure states “During the lifetime of this Plan, Cork City Council will work with the Department of Education and other stakeholders and infrastructure providers to support provision of new and enhanced community facilities including schools, a primary care centre, and recreational and open space facilities”.</p> <p>Future development at Barry’s field will be assessed having regard to the zoning objectives for the site and the policies set out in Chapter 11 Placemaking and Managing Development. This site is also one of 10 Neighbourhood Development sites listed in Chapter 10 of the Draft Plan.</p> <p>Recommendation:</p> <p>See Recommendation 9 under the OPR submission no 426 in Part 2, Section 1.</p>

Chapter 11
Placemaking and Managing Development

Issues / Recommendations / Observations	Sub. No.	Chief Executive's Response & Recommendation
Placemaking and Overarching Principles		
Submits that Strategic Objective 9: Placemaking and Managing Development could consider adding the protection of existing fragile communities, capitalising on the unique character of Cork by protecting uniqueness and maintaining identity of Historic City and Medieval City.	128	<p>SO 9 is a strategic objective, which covers a very broad range of place-making principles. The Draft Plan supports social inclusion, recognising the unique character of Cork and through its built heritage objectives, protecting the built heritage of the historic city. The objective supports liveable, diverse, well-designed spaces and design that respects the character of these areas. As these issues have been given full consideration in other parts of the plan, no change is recommended.</p> <p>Recommendation:</p> <p>Correct the incorrect title/typographical error for SO 9 to read “Placemaking and Managing Development” and delete “Environmental Infrastructure”.</p>
Supports placemaking as a central focus of this plan, which will be an essential part of building resilience into the future as our public spaces are reimagined and a strong connection is established between them and the local community.	362	<p>This support is acknowledged.</p> <p>Recommendation:</p> <p>No change.</p>
All developments should provide public benefit in the form of public open space for use by the occupiers and the wider neighbourhood / common good. The Draft Plan does not make it clear that this is to be applied beyond mainstream housing development. It is very important that good places are made by new developments whatever the land use.	68	<p>Public open space is important to placemaking and also to providing amenity for residents, workers, visitors, students or other people groups that need access to public space throughout the day. Public open space is required for residential and mixed use development. Broader open space requirements are considered in the Green and Blue Infrastructure Strategy and the forthcoming Active Recreation Infrastructure Study. Landscaping is an essential component of all development for all uses. Compact growth, a key principle on which the development plan is based, relies on the efficient use of urban land, which is a finite resource. It is not always practical or desirable to provide public open space in some locations or for some land uses. Public benefit is derived from</p>

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		<p>other means, for example in the form of development contributions which contribute towards the provision of infrastructure and services.</p> <p>Recommendation: No change.</p>
<p>Within paragraph 11.13 under the heading "Designing for Safety and Security" there are no groups mentioned; there is a need for children to be visible here.</p>	243	<p>This paragraph refers to the general principle of safety and security which caters for all members of the community including children, which are also catered for in a number of other development plan chapters such as Chapter 3 Delivering Homes and Communities.</p> <p>Recommendation: No change.</p>
Cityscape and Building Heights		
<p>The target building heights set out in Table 11.1 are broadly supported, and the methodology used to provide a rational and comprehensive framework for building heights. The methodology is welcomed in that it seeks to balance existing character with the ambition for compact growth within Cork City.</p>	414	<p>This support is acknowledged.</p> <p>Recommendation: No change.</p>
<p>The density of housing should reflect the availability of assets to support that development (e.g. 15-minute city attributes like parks, shops, schools, community centres et al).</p>	388	<p>The density strategy is based on this premise. New development will be required to provide community infrastructure to meet the needs of development.</p> <p>Recommendation: No change.</p>

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<p>A marginally lower density per hectare is advised on the basis that:</p> <ul style="list-style-type: none"> • a reduction in the reliance of apartment delivery is considered desirable; and • Market demand is for family homes / houses. <p>A revision of the density targets downwards outside of the City Centre / Docklands is requested to ensure adequate provision of housing.</p>	362	<p>The density targets in the Outer suburbs (35-60 dwellings per hectare) and the Inner Urban Suburbs (from 40-50 dwellings per hectare) are expressed in ranges that allow schemes based on houses, rather than apartments, to be developed. Some variety of house type, including stacked homes, will be required within this area to achieve the stated targets. This requirement for an increase in density is essential for compact growth and the 15-minute city. The density targets on the "Fringe / Corridor / Centre" area seek to optimise proposed investment in the LRT / public transport for Cork and the wide range of assets that are available in these accessible locations.</p> <p>Recommendation:</p> <p>No change.</p>
<p>It is submitted that the densities proposed in Table 11.2 for Cork's outer suburban areas (35-60 dwellings per hectare) will not be high enough to enable the development of a 15-minute city. This requires densities of at least 50-70 dwellings per hectare.</p>	273, 402, 414	<p>There is a significant challenge in the Plan period to start the delivery of the Growth Strategy for Cork to 2040 with that set out in the Core Strategy. Much of the development in the Plan period is likely to be in these Outer Suburban Areas. Densities of 35-60 dwellings per hectare will support the 15-minute city, with neighbourhood living and sustainable transport becoming central to urban and suburban life in Cork. Higher densities of 45-60 dwellings per hectare are highly desirable from a sustainability / 15-minute city perspective to support urban services.</p> <p>The density targets will be amended to increase the density targets for the Outer Suburbs to this new target. This will have the benefit of concentrating development in a smaller area and reducing the amount of greenfield land required to fulfil the requirements of the Growth Strategy targets.</p> <p>Recommendation:</p> <p>Increase the density targets for the Outer Suburbs in Table 11.2 from "35-60 dwellings per hectare" to "40-60 dwellings per hectare".</p>

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<p>It is submitted that the application of maximum target heights has the ability to restrict the achievement of appropriate densities (e.g. in the South Docklands).</p>	305	<p>Density targets should be considered in conjunction with building height targets. The density and building height targets for the South Docks have been established based upon a vision for this new neighbourhood that seeks to target medium density housing. The densities in the City Docks will be higher than anywhere else in Cork City. The vision for the City Docks is based upon a deliberate and coherent strategy to develop the area with medium density housing in order to make it an attractive place to live for a broad spectrum of people, offering a high standard of residential amenity and a coherent character.</p> <p>Recommendation</p> <p>No change.</p>
<p>It is submitted that the proposed Tall Buildings Zone in the City Centre / Inner City Docks area affecting designated and undesignated built heritage assets is an inappropriate location for tall buildings. Tall buildings downriver in the North Docks / South Docks that will not adversely impact the City Centre island are supported in principle.</p> <p>It is submitted that there is variety in the height of buildings in the historic core of the City that isn't properly represented in Table 11.1.</p> <p>The allocation of maximum building heights by city location as graphically illustrated is too broad and will result in inappropriate massing and overshadowing. Density can be achieved with more modest heights. There will be a conflict between building height standards and other objectives such as architectural heritage, landscape views, placemaking and neighbourhoods. Rather than a</p>	324, 402, 414, 418	<p>The Tall Building Strategy included in the Draft Plan is based on the Cork City Urban Density, Building Height and Tall Buildings Study (2021). The strategic guidance defines prevailing building heights / target heights for areas as a whole based upon an area-wide analysis. Site specific assessments relevant to proposals will be carried out at application stage. These will consider the actual height of buildings and their character in an area relevant to the application site. Further guidance on the character and significance of the City Centre and its wealth of built heritage assets are set out in Chapter 8 Heritage, Arts and Culture and Volume 3: Built Heritage Objectives of the Draft Plan.</p> <p>Recommendation:</p> <p>No change.</p>

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blanket colour code, specific locations should be identified and perhaps a 3-dimensional model established.		
<p>It submitted that the inclusion of the North Mall Distillery Site in the Inner Urban Suburbs is inappropriate on the grounds that:</p> <ul style="list-style-type: none"> • The campus is adjacent to the City Centre. • The Lee Maltings (opposite) and the Mercy Hospital are buildings of scale. • The lands are included within the Innovation Corridor / are close to the LRT corridor. • National Guidelines seek a performance-based criteria, rather than generic limits. <p>It is also requested that the Inner Urban Suburbs designation applied to the UCC Main Campus is not appropriate for similar reasons but also:</p> <ul style="list-style-type: none"> • The campus includes buildings of building height greater than the targets. • It has potential for intensification that might mean buildings of higher than 5 storeys (RSE) are developed. 	317, 374	<p>The Cork City Urban Density, Building Height and Tall Buildings Study has been prepared based on a series of criteria of the City and its areas. Analysis of the existing character is based upon statistical analysis of the prevailing character. The North Mall broadly conforms to the prevailing building heights of the character area.</p> <p>The North Mall site, while highly accessible by walking and cycling, has a low public transport accessibility level and will be difficult to serve by meaningful improvements to public transport given its context and connectivity, although the proposed LRT will have relevance to the site when it is delivered.</p> <p>The Cork City Urban Density, Building Height and Tall Buildings Study and Draft Plan policy is strategic in nature. Individual planning applications for major sites will be considered on their merits taking into account the policy in the Development Plan, including that set out in Table 11.1.</p> <p>Recommendation:</p> <p>No change.</p>
<p>It is considered that the Douglas / South Douglas Road area should be considered Inner Urban Suburb on the basis that it is walkable to town and is inherently similar to Ballintemple / Blackrock. Or in other words, the density target of 35dph-60dph is too low for this area of the City.</p>	414	<p>In a strategic context, the area in question is reasonably homogenous in its existing character and prevailing heights and the targets indicated are considered appropriate unless a higher density can be justified on an individual site basis.</p> <p>Recommendation:</p> <p>No change.</p>

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It is submitted that half storeys should be specifically referenced in the table where they are a characteristic (e.g. suburbs / rural areas).	414	<p>The strategic guidance sets out the actual prevailing height of buildings and is not intended to be a design tool for new buildings. While relevant in the context of individual development proposals, this level of detail is not relevant to strategic assessment of building heights.</p> <p>Recommendation:</p> <p>No change.</p>
It is submitted that tall buildings will normally be appropriate where they are accessible to a high quality public transport system which is in operation or proposed and programmed for implementation.	273	<p>The location of tall buildings is a secondary to considerations of appropriate urban density and general building heights, and relevant site criteria. High quality transport is a relevant consideration but not the primary driver for tall buildings. Tall buildings will only be appropriate in locations identified as being suitable for the highest densities, and where there is a rational placemaking justification for a tall building to provide suitable articulation to the cityscape. CMATS' ambition is that the whole city will be accessible to a high quality public transport system. The Cork City Urban Density, Building Height and Tall Building Study takes site suitability and sensitivity into account at a strategic level and has identified locations suitable for tall buildings.</p> <p>Recommendation:</p> <p>No change.</p>
It is submitted that the Victoria Cross area is suited to tall buildings.	414	<p>The Victoria Cross area has been identified as one of five locations in Cork City for landmark medium-rise buildings of between 10-14 storeys based upon their suitability (refer to paragraph 11.44 of the Draft Plan). This is considered the appropriate density and height of development at Victoria Cross.</p> <p>Recommendation:</p> <p>No change.</p>

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Support for the Tall Building Strategy and the approach to the City Docks which appropriately balances the benefits and societal costs of tall buildings.	414, 418	<p>This support is acknowledged.</p> <p>Recommendation:</p> <p>No change.</p>
Residential Development		
<p>It is submitted that Objective 11.1: Sustainable Residential Development is possibly the most important objective in the Plan. The objective is strongly supported, except:</p> <ul style="list-style-type: none"> • Permeability / connectivity needs to be firmly rooted in the objective as a way of unlocking the potential of Cork and a network of 15-Minute Neighbourhoods. • Clause (f) should be upgraded to refer to pedestrian and cyclist permeability 	402 414	<p>It is agreed that Objective 11.1 should be amended to refer to permeability within sites and integration and connectivity into the surrounding urban environment to enable short trips by walking and cycling.</p> <p>Recommendation</p> <p>Amend Objective 11.1 Sustainable Residential Development as follows:</p> <p>Objective 11.1 Sustainable Residential Development</p> <p>Residential developments shall be sustainable and create high quality places which:</p> <ol style="list-style-type: none"> a. Contribute to placemaking and to the 15-minute city and walkable neighbourhood concepts. b. Prioritise walking, cycling and public transport, and minimise the need to use cars. c. Deliver a quality of life which residents and visitors are entitled to expect, in terms of amenity, safety and convenience. d. Provide a good range of community and support facilities, where and when they are needed and that are easily accessible. e. Present an attractive, well-maintained appearance, with a distinct sense of place and a quality public realm that is easily maintained.

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		<ul style="list-style-type: none"> f. Are easy to access for all and to find one's way around, with a focus on to permeability within sites and integration and connectivity into the surrounding urban environment to enable short trips by walking and cycling. g. Promote the efficient use of land and of energy and minimise greenhouse gas emissions. h. Provide a mix of land uses to minimise transport demand. i. Promote social integration and provide accommodation for a diverse range of household types and age groups. j. Enhance and protect green and blue infrastructure and biodiversity. k. Enhance and protect the built and natural heritage.
<p>It is submitted that a presumption that density targets will be complied with on infill / small schemes as it is essential that the density of the suburbs is increased to enable the 15-minute city to be developed. Developing below the target density range (e.g. in the grounds of large houses) will not be appropriate.</p>	414	<p>The Draft Plan, particularly Chapters 2 and 3, encourages infill development that contributes towards compact growth and optimises the role that smaller sites in the City can play in providing new homes. The Plan sets out an ambitious density strategy, based on the Cork City Urban Density, Building Height and Tall Building Strategy (2021) carried out specifically to inform the preparation of the Draft Plan.</p> <p>Recommendation:</p> <p>No change.</p>
<p>The provisions of Objective 11.6 Purpose-Built Student Accommodation are welcomed as visionary. The provisions would have made a tangible difference to the quality of a number of schemes recently permitted if it had been adopted.</p>	68, 324	<p>It is agreed that Objective 11.6 can be amended to reflect the requirement for future flexibility. However, considering the nature and specific requirements of student accommodation it may not be practical or desirable to provide publicly-accessible open space in purpose-built student accommodation schemes. Clause (b) requires sufficient external communal space be provided in schemes.</p>

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<p>Objective 11.6: Purpose-Built Student Accommodation requires improvement in the following regard:</p> <ul style="list-style-type: none"> • Make clear that developments will be required to provide public open space. • Please consider the use of development standard that result in flexible buildings that may be converted to permanent housing with the appropriate space standards. 		<p>Recommendation:</p> <p>Include the following clause in Objective 11.6 Purpose-Built Student Accommodation:</p> <p>...</p> <p>I. Schemes should provide for potential future adaptability for alternative uses, for example mainstream residential use, should such a scenario ever arise. Planning applications should include a "Building Adaptation to Alternative Use Strategy" to ensure that this has been considered at design stage.</p>
<p>It is submitted that the UCC Neighbourhood has a very real imbalance of occupiers, with a great majority of homes occupied by students sharing, often with houses adapted to provide a home to significantly more residents than they were designed to accommodate (e.g. 8 people in a 2/3 bed home). It is requested that the development plan address this issue.</p> <p>It is submitted that students are entitled to high quality secure housing. The quality and price of student housing should be regulated. Students wish to be part of communities.</p>	43, 67, 68, 412	<p>Under current planning legislation there is no restriction on occupancy of a dwelling or house by multiple people. This is a regulatory matter and not one able to be governed by a development plan. While the development plan ensures quality in new developments, it has no role in regulating the price of student housing.</p> <p>Recommendation:</p> <p>No change.</p>
<p>It is submitted that the provisions in Objective 11.7: Traveller Accommodation are welcomed.</p> <p>It is suggested that clause c. be broadened to specifically mention stabling, paddocks and livestock.</p>	436	<p>This support is acknowledged. It is agreed to include reference in Objective 11.7 to stabling, paddocks and livestock.</p> <p>Recommendation:</p> <p>Include reference in Objective 11.7: Traveller Accommodation to "stabling, paddocks and livestock".</p>

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<p>It is submitted that clause (g) of Objective 11.7 Traveller Accommodation is so broad as to have the potential to frustrate any development which underpins the provision of Traveller accommodation in the city. The clause states: 'The proposed development will not cause <u>any</u> adverse visual impacts.'</p>	422	<p>It is agreed that this test ("... any adverse visual impacts should be amended so as not to present an unreasonable impediment to necessary housing developments.</p> <p>Recommendation:</p> <p>Amend Objective 11.7 Traveller Accommodation clause (g) as follows:</p> <p style="padding-left: 40px;">g. The proposed development will not cause any undue adverse visual impacts.</p>
<p>The recognition of the use of capitalised "Traveller" is welcomed. This has been missed in a few sections.</p>	436	<p>The correct use of capitalisation for "Traveller" will be used – any errors in the Draft Plan in this regard are typographical errors which will be corrected.</p> <p>Recommendation:</p> <p>Correct typographical errors to ensure correct use of capitalisation for "Traveller".</p>
<p>It is submitted that clause (c) of Objective 3.1. Rural-Generated Housing be amended to include a provision that applicants for housing under this objective must demonstrate that the dwelling will prevent the need to commute to the location rather than result in commuting from the dwelling.</p>	414	<p>Objective 3.13 specifically requires comprehensive and conclusive demonstrable economic or social need to live in a rural area. This is in line with national planning guidelines and the National Planning Framework.</p> <p>Recommendation:</p> <p>No change.</p>
<p>Paragraph 11.145 Residential Entrances / Parking in Front Gardens is welcomed.</p>	414	<p>This support is acknowledged.</p> <p>Recommendation:</p> <p>No change.</p>

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Neighbourhood and Community Development		
Economic, Employment and Retail Development		
<p>This is an issue for correction following review by the Planning Policy Section</p>	EXECUTIVE	<p>It is proposed to include guidance on visitor accommodation such as B&B's, Guest Houses and Hotels in Chapter 11 of the Development Plan. The title "New Retail Development" should be amended to properly reflect the nature of uses described to "New Retail and Other Commercial Development".</p> <p>Recommendation:</p> <p>(i) Delete New Retail Development and replace it with "<u>New Retail and Other Commercial Development</u>".</p> <p>(ii) Insert the following new text under <u>New Retail and Other Commercial Development</u>:</p> <p><u>B&B's/Guest Houses/Hotels</u></p> <p><u>Planning permission is required for the conversion of more than four bedrooms in a dwelling house into a bed and breakfast establishment, in accordance with Article 10 (4) of the Planning and Development Regulations, 2001 (as amended). In determining planning applications for both new and for change of use to bed and breakfast, guesthouse, hotel or hostel in residential areas, the Planning Authority will have regard to the following:</u></p> <ul style="list-style-type: none"> • <u>Size and nature of facility;</u> • <u>The effect on the amenity of neighbouring residents;</u> • <u>The standard of accommodation for the intended occupiers of the premises;</u>

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		<ul style="list-style-type: none"> • <u>The availability of adequate, safe and convenient arrangements for car parking and servicing;</u> • <u>The type of advertising proposed;</u> • <u>The effect on protected structures and/or conservation areas.</u>
Requests that an objective be included to support and encourage development proposals that strengthen Cork City's role as a national and regional economic driver and that contribute to a strong, resilient, diverse and innovative economy for the City, as envisaged in national and regional planning policy.	279	<p>It is not considered practical or reasonable to include a broad objective in this regard in Chapter 11, as planning applications are subject to a range of assessment criteria and it is not feasible to list all of these in one location. The Draft Plan strongly supports Cork's role as a driver of the national and regional economy, and this has been set out in a number of chapters of the Draft Plan.</p> <p>Recommendation:</p> <p>No change.</p>
Requests that policies should not be introduced that could lead to any restrictions on retail deliveries as part of the new Development Plan and that the Local Authority engage with retail operators as part of any future public realm or transportation strategies. The design of modern retail formats including circulation space, staff facilities, service yard/layout requirements etc. should be recognised.	233	<p>Section 11.182 Shop Storage states that, in the case of retail development, adequate on-site storage space should be provided at the discretion of the Planning Authority to reduce the frequency of deliveries and consequent traffic congestion. The processes for public realm and transportation strategies or projects are beyond the scope of the Development Plan, however these processes have their own consultation procedures.</p> <p>Recommendation:</p> <p>No change.</p>
Plastic signs and signage need to be discouraged.	17	<p>Sections 11.192-11.197 of the Draft Plan set out detailed guidance on the control of signage including plastic-derived and internally illuminated signage, which are generally restricted. Issues relating to unauthorised existing signage is a planning enforcement matter outside the scope of the Development Plan.</p> <p>Recommendation:</p>

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		No change.
<p>There is a lack of policy direction and support for digital signage in the Draft Plan and it provides no reference to its importance and relevance to the future development of the city.</p>	94	<p>It is accepted that the Draft Plan does not provide sufficient guidance on digital signage. It is therefore proposed to insert a new section on “Digital Advertising / Signage”.</p> <p>Recommendation:</p> <p>Insert a new section under “Shop Fronts, Advertising & Security Signs” as follows:</p> <p>Digital Advertising/Signage</p> <p>The use of digital advertising and signage is playing a more prominent role in urban environments, including the replacement of paper advertisements. While it can play a positive role in displaying public information, there is a need to control digital advertising and signage in terms of its design and location to prevent visual clutter particularly in areas such as historic parts of the city (Architectural Conservation Areas etc.), predominantly residential and high amenity areas such as waterways. It can also have adverse impacts on public and traffic safety. As well as the above the following criteria should be considered as part of applications for digital advertising/signage:</p> <ul style="list-style-type: none"> • Details of material, finishes and colours • The maximum luminance of the advertisement display during night-time hours (darkness) should not exceed 300 cd/sqm • No more than one advertisement to be displayed every ten seconds, changed by means of a fade transition of the display

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Green and Green Infrastructure, Landscape and Biodiversity		
Proposed Standards for New Developments		
Provide ambitious biodiversity and open space (and related) development standards.	42	<p>The Cork City Heritage and Biodiversity Plan, the Climate Change Adaption Plan and the Green and Blue Infrastructure Plan set out objectives and practical actions to improve, enhance and restore the biodiversity of the City. These plans have targets and key performance indicators by which the effectiveness of these actions can be measured</p> <p>The City Development Plan sets out objectives in respect to biodiversity which includes to protect designated and non-designated sites of biodiversity importance and to implement the plans outlined above.</p> <p>Recommendation:</p> <p>No change.</p>
Solar farm/ Development in City hinterlands		
Explore improvements to development standards in Chapter 11 (e.g. solar farms and City Hinterland protection).	44	<p>Solar energy development open for consideration under the "ZO 21 City Hinterlands" lands use zoning objective. Paragraphs 11.247 and 11.248 relate to development proposals for solar farms, listing criteria against which development proposals will be assessed. These criteria are not exhaustive, and each development proposal will be subject to site specific considerations.</p> <p>Recommendation:</p> <p>No change.</p>

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Stormwater & Drainage		
(i) Seeks the inclusion of Sustainable Urban Drainage Systems (SuDS) as part of new development applications in the city.	128	<p>In the assessment of new development the provisions of high quality design is required, this includes the provision of SuDS as detailed in paragraphs 11.66 and 11.255, which acknowledge the importance of integrated SuDS as part of wider biodiverse development solutions.</p> <p>Recommendation: No change.</p>
(ii) The submission seeks that new green corridor projects must use natural paths as far as is achievable, instead of concrete or alternative materials.	198	<p>Cork City Council seeks to encourage the integration of SuDS as part of new development works. This is in response to more sustainable practices for storm water runoff and also to encourage the use of natural materials without disrupting the natural environment.</p> <p>Recommendation: No change.</p>
Green Roof		
Support green roofs on buildings and bus stops, and associated targets for such.	362	<p>The use of green roofs is supported in the plan and is a key element of widespread implementation of Sustainable Urban Drainage Systems (Section 5.38) and will be encouraged under Objectives 6.22 and 9.4.</p> <p>Recommendation: No change.</p>
Universal/Inclusive Design		
(i) This submission reminds Cork City Council that the development of the city should enable people with	99	The Draft Plan supports universal design in the public realm. Paragraph 3.94 sets out that the National Disability Authority's Universal Design Guidelines –

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<p>sight loss to fully participate as independent citizens in society. Section 3.28 makes no reference to the provision of recreational sites and amenities suitable and accessible with people who are blind or visually impaired.</p> <p>(ii) The submission requests a revision to support and facilitate the development of outdoor and indoor recreational facilities to cater for people who are blind or vision impaired. This includes ensuring public parks and walkways have inclusive access-points and abide by best practice in terms of inclusive design (footpath width, colour contrast park furniture etc).</p>		<p>“Building for Everyone: A Universal Design Approach” (2012) should be taken into account in designing developments. Accessibility issues within buildings are addressed more fully under the Building Regulations.</p> <p>Cork City Council seeks to encourage better access for all, notably under Objective 6.20 Active Recreational Infrastructure, paragraph (d) of which states (<u>highlights</u> provided),</p> <p>“d. Active recreation infrastructure should meet current and future growth needs of the City and <u>shall incorporate universal design principles to ensure accessibility for all ages and abilities</u> and which is designed in a manner to reduce anti-social behaviour and shall be accessible by sustainable means of transport such as walking, cycling, greenways and public transport.”</p> <p>Recommendation:</p> <p>No change.</p>
Transport and Mobility		
<p>This submission encourages the full inclusion of reference) of the DMURS Quality Audits – ‘An access audit, as an integral part of the DMURS audit.</p>	139	<p>This request is considered reasonable and additional text will be included in Section 11.226 of the Draft Plan.</p> <p>Recommendation</p> <p>Include the following additional text in Section 11.226 after list number 8.:</p> <p>Other Design Audits Other Individual Audits will generally focus on particular aspect of the design or the likely experience of a particular user group. These include:</p> <p>9. Road Safety Audits (including Risk Assessment).</p> <p>10. Pedestrian and cycling audits (e.g., Non-Motorised User Audit, Walkability Audit, Cycle Audit).</p>

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		<p>11. Mobility and visually impaired users audits (e.g. Access Audit, Universal Design Audit, Wheelchair Audit).</p> <p>12. Visual quality audits (e.g. Placecheck, Materials Audit)</p> <p>13. Community audits (e.g. Community Street Audit)</p>
Climate Action and Environmental Infrastructure		
<p>The provision of much needed infrastructure such as renewable energy and windfarm development should not be frustrated. The issue of regulation such as noise pollution is complex and evolving and needs to be consistent with the stated priority to transition to a low carbon, clean energy and building climate resilience.</p>	376	<p>The Draft Plan recognises the importance of renewable energy infrastructure in meeting the challenge of climate action. Large-scale windfarm opportunities are generally limited in the City, however smaller scale wind energy developments are open for consideration as set out in Section 11.246.</p> <p>Recommendation:</p> <p>No change.</p>
<p>Requests support for deep-energy retrofit solutions to Cork Education and Training Board building stock</p>	381	<p>The Draft Plan supports a number of measures to reduce carbon emissions. Specific proposals for retrofit solutions may require planning permission and will be assessed on their merits subject to the relevant planning policy.</p> <p>Recommendation:</p> <p>No change</p>
<p>To include a development control standard to account for net zero, by attaching a condition to permission within specifically zoned sites or areas requiring carbon measurement. Councils should require, as part of the Energy Statements, details of both operational and embodied carbon of commercial, residential, and public building stock. The Development Contributions Scheme</p>	260	<p>Issues such as carbon levies and development contributions are outside the scope of the development plan. Chapter 11 includes detailed policy guidance regarding the assessment of developments, including guidance on the design of the public realm, renewable energy, construction management plans and landscaping plans.</p> <p>Recommendation:</p> <p>No change.</p>

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may be used as a tool to influence the delivery of more carbon efficient housing stock.		
Design criteria be included for the consideration of proposals for flood defences. Public realm design objectives should be included in Chapter 11: Placemaking and Managing Development to deal with the design ambition for civic spaces, south-facing quaysides, landmark streets with large developments in the City should be required to demonstrate how they are enhancing the public realm of the City at planning stage. Low carbon / green construction / energy consumption criteria to be included as well as tree planting targets.	296	<p>Chapter 11 includes policy guidance on the design of the public realm, renewable energy, construction management plans and landscaping plans. Flood defence design is highly specialised and location specific.</p> <p>Recommendation:</p> <p>No change.</p>
The Southern Region Waste Management Plan Office submits that reference should be made in Sections 11.14-11.22 Statements to Support Development Proposals and Section 11.265 Management of Construction Sites to The EPA's draft guidelines on Best Practice Guidelines for the preparation of Resource Management Plans for Construction & Demolition Waste Projects, for which public consultation closed in June 2021.	375	<p>The submission of the SRWMPO is noted and welcomes the input on the upcoming Best Practice Guidelines on Construction and Demolition waste. Chapter 11 will updated to refer to these.</p> <p>Recommendation:</p> <p>Include the following reference to Sections 11.22 and 11.265:</p> <p>The EPA's Best Practice Guidelines for the preparation of Resource Management Plans for Construction & Demolition Waste Projects will provide guidance for the preparation of Construction and Environmental Management Plans.</p>

Chapter 12
Land Use Zoning Objectives

Please see “Part 4 – Land Use Zoning and Mapping” of this Report for submissions relating to requests for changes of land use zoning objectives for sites.

Where applicable, changes to Zoning Objectives or accompanying text contained in Chapter 12 are addressed under the various Chapter sections.

Chapter 13

Implementation

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<p>Chapter 13 provides very little detail in how the objectives for South Docklands will be implemented during the Plan period. There has been no review on the reasons for the lack of progress in South Dockland during the current City Development Plan 2015-2021, especially for housing and employment.</p> <p>Tivoli Docks phasing (10.21) is within years whereas City Docks phasing (Fig. 10.7) is within tranches with no specific time periods. Phasing should be clearer within implementation programme with target dates of infrastructure projects.</p>	135	<p>Paragraph 10.128 of the Draft Plan states that 'the actual timing for the completion each tranche will be subject to a wide variety of factors. Cork City Council's target is to achieve the build-out of the City Docks between 2021 and 2040 but recognises that this may not be achievable'.</p> <p>A docklands delivery office has been established (see Table 2.5 of Draft Plan) which will assist in driving delivery in the Docklands. The Development Plan on its own will not deliver development, this will be achieved through collaboration with numerous public and private stakeholders and infrastructure and service providers.</p> <p>Recommendation:</p> <p>No change.</p>
<p>Provide an expanded Chapter 13 detailing how the objectives of the City Development Plan will be implemented and referencing third level education institutions as one of the key stakeholders to support the delivery of the objectives</p>	317	<p>Chapter 13 Implementation will be updated prior to the adoption of the final Plan to provide more detail, taking into account any amendments to the Draft Plan. It is impossible to finalise full details at this stage, as the core strategy, strategic and other development objectives, Plan text and land-use zoning maps are subject to change before Final Plan stage. Education will be an indicator in terms of Third level Education progressed during the Plan period.</p> <p>Recommendation:</p> <p>Include an implementation monitoring framework to illustrate how Development Plan objectives will be monitored against the relevant Regional Planning Objectives whilst taking on board any significant environmental effects from Plan Implementation.</p>
<p>Each Objective of the Draft Plan should be Specific, Measurable, Achievable, Relevant and Time-bound (SMART) to be able to track progress. Indicators should be</p>	338, 405	<p>The Development Plan must be consistent with planning legislation, the National Planning Framework 2040 and Regional Spatial and Economic</p>

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<p>supported by a True Costing Model reflecting wider societal situation, sustainability and true Corkonian needs. Indicators should be allocated to relevant responsible Department and associated cost budget. Transparency on funding and implementation required. Indicators need to be clear of who is responsible authority/ body per action.</p> <p>The Draft Plan needs to provide a 5-year timeline of planned actions to enable sufficient assessment of where and when the Plan will achieve its objectives including a detailed annual plan with associated budget. Lack of time-based objectives hinders council and citizens in tracking progress of Draft Plan.</p> <p>There should be a set of actions of what can be done to achieve the aims and objectives outlined in the Plan. The Cork City Development Plan should be adjusted to take account of the National Development Plan and the commitments to spending and associated timelines therein.</p>		<p>Strategy, among a wider suite of Ministerial Guidelines. Each Development Plan covers a 6-year period and has a statutory 2-year review.</p> <p>It is recommended to include an implementation monitoring framework in an updated Chapter 13 in the final Development Plan.</p> <p>Recommendation:</p> <p>Include an implementation monitoring framework to illustrate how Development Plan objectives will be monitored against the relevant Regional Planning Objectives whilst taking on board any significant environmental effects from Plan Implementation.</p>

Appendices
Including SEA, AA and SFRA

Submission from the Environmental Protection Agency (submissions 58 and 205)

Issues / Recommendations / Observations	Chief Executive’s Response & Recommendation
<p>Submission from the Environmental Protection Agency raising several issues in relation to strategic environmental assessment (SEA) and related matters.</p> <p>Overview</p> <p>We acknowledge your notice, dated 26th July 2021, in relation to the Draft Cork City Development Plan 2022-2029 (the ‘Plan’) and SEA Environmental Report.</p> <p>The EPA is one of the statutory environmental authorities under the SEA Regulations. In our role as an SEA environmental authority, we focus on promoting the full and transparent integration of the findings of the Environmental Assessment into the Plan and advocating that the key environmental challenges for Ireland are addressed as relevant and appropriate to the plan. Our functions as an SEA environmental authority do not include approving or enforcing SEAs or plans.</p> <p>As a priority, we focus our efforts on reviewing and commenting on key sector plans. For land use plans at county and local level, we provide a ‘self-service approach’ via the attached guidance document ‘SEA of Local Authority Land Use Plans – EPA Recommendations and Resources’.</p> <p>This document is updated regularly and sets out our key recommendations for integrating environmental considerations into Local Authority Land Use Plans. We suggest that you take this guidance document into account and incorporate the relevant recommendations, in finalising and implementing the Plan. We refer you to our previous submission, dated 5th November 2020, which we attach, and which should also be taken into account at this time</p>	<p>These observations are noted and acknowledged. The EPA’s ‘SEA of Local Authority Land Use Plans – EPA Recommendations and Resources’ document and their previous SEA Scoping submission has been and will be taken into account in undertaking the SEA and preparing the Draft Plan. The Draft Plan aligns with key relevant higher-level plans and programmes and is consistent with the relevant objectives and policy commitments of the National Planning Framework and the Southern Regional Spatial and Economic Strategy.</p> <p>Recommendation:</p> <p>No change.</p>

Submission from the Environmental Protection Agency (submissions 58 and 205)

Issues / Recommendations / Observations	Chief Executive’s Response & Recommendation
<p>Cork City Council should also ensure that the Plan aligns with key relevant higher-level plans and programmes and is consistent with the relevant objectives and policy commitments of the National Planning Framework and the Southern Regional Spatial and Economic Strategy.</p>	
<p>Content of the Draft Plan</p> <p>Cork Harbour Strategic Integrated Framework Plan Initiative</p> <p>We acknowledge the reference in Section 1.22 to the Cork Harbour Strategic Integrated Framework Plan Initiative and the link to Objective RP079 of the Southern Regional Spatial and Economic Strategy...’ to promote the Shannon Integrated Framework Plan initiative as a good practice model for the Southern Region and to seek the preparation of similar initiatives for Cork Harbour and Waterford Harbour between the relevant stakeholders...’. There is merit to clarifying if the Cork Harbour Strategic Integrated Framework Plan Initiative will be progressed during the lifetime of the Plan.</p>	<p>It is recommended to include additional text in the Draft Plan to support the City’s Council’s commitment under RSES Objective 79 and Cork MASP Objective 3 Cork Harbour to collaborate with other maritime stakeholders to prepare A Cork Harbour Planning Framework Initiative.</p> <p>Recommendation:</p> <p>(iii) Update text under 7.20 Support Sustainable Economic Growth as follows:</p> <p style="padding-left: 40px;">7.20</p> <p style="padding-left: 40px;">The NPF sets ambitious targets for Cork City to grow by 125,000 by 2040. It is estimated that approximately 31,000 jobs will need to be created in Cork City by 2028. This will require a considerable effort by employers, agencies and academia to ensure that the City’s economic ecosystem can support this level of job creation. It will also need a broad range of property solutions to satisfy the needs of employers, from entrepreneurs and small businesses to larger multi-national companies, and cater for office based, manufacturing and services based employment.</p> <p>The competing issues and trans-boundary nature of Cork’s Maritime and Harbour economy requires collaboration as part of A Cork Harbour Planning Framework Initiative, as per RSES Objective 79 and Cork MASP Objective 3 Cork Harbour. Cork City Council is committed</p>

Submission from the Environmental Protection Agency (submissions 58 and 205)

Issues / Recommendations / Observations	Chief Executive’s Response & Recommendation
	<p>to part-take as a key stakeholder and consultee in the preparation of this framework.</p> <p>(iv) Include new Objective in Chapter 7:</p> <p>Objective 7.x Cork Harbour Planning Framework</p> <p>Cork City Council is committed to part-take as a key stakeholder and consultee in the preparation of a Cork Harbour Planning Framework Initiative, in coordination with other Local Authorities and stakeholders in the harbour area, as required under RSES Objective 79 and Cork MASP Objective 3 Cork Harbour, during the lifetime of the Plan.</p> <p>Cork City Council supports the preparation of an agreed framework to guide planning policy in managing the future development of the Cork Harbour Economy (CHE) as set out in RPO79 of the RSES to ensure that the sustainable development of the area not only harnesses the economic and social benefits to the City-region but also ensures that biodiversity, flora and fauna both within and outside protected sites are considered via the appropriate SEA and AA mechanisms.</p>
<p>Content of the Environmental Report</p> <p>Mitigation Measures</p> <p>Where you have identified the potential for likely significant effects, you should provide appropriate mitigation measures to avoid or minimise these. You should ensure that the Plan includes clear commitments to implement the mitigation measures.</p>	<p>This observation is noted. Where there is potential for likely significant effects, appropriate mitigation measures have been provided in order to avoid or minimise these and these measures have been integrated into the Plan.</p> <p>Recommendation:</p> <p>No change.</p>

Submission from the Environmental Protection Agency (submissions 58 and 205)

Issues / Recommendations / Observations	Chief Executive’s Response & Recommendation
<p>Monitoring</p> <p>The Monitoring Programme should be flexible to take account of specific environmental issues and unforeseen adverse impacts should they arise. It should consider and deal with the possibility of cumulative effects. Monitoring of both positive and negative effects should be considered. The monitoring programme should set out the various data sources, monitoring frequencies and responsibilities.</p> <p>If the monitoring identifies adverse impacts during the implementation of the Plan, Cork City Council should ensure that suitable and effective remedial action is taken.</p> <p>Guidance on SEA-related monitoring is available on the EPA website at https://www.epa.ie/publications/research/environmental-technologies/research-306-guidance.php</p>	<p>The required information on monitoring measures is provided in Section 10 of the SEA Environmental Report – this will inform the final Programme to be included in the SEA Statement. The cited guidance has been and will be taken into account in undertaking the SEA and preparing the Plan.</p> <p>As stated in Chapter 2 Core Strategy:</p> <p>“The Council shall, in conjunction with the Regional Assembly and other sources as relevant, implement the monitoring programme as set out in the SEA Environmental Report and Statement. This will include the preparation of stand-alone SEA Monitoring Reports:</p> <ol style="list-style-type: none"> 1. To accompany the report required of the manager under section 15(2) of the Act, including information in relation to progress on, and the results of, monitoring the significant environmental effects of implementation of the development plan; 2. On the significant environmental effects of implementing the Plan, in advance of the beginning of the review of the next Plan.” <p>Recommendation:</p> <p>No change.</p>
<p>State of the Environment Report – Ireland’s Environment 2020</p> <p>In finalising the Plan and integrating the findings of the SEA into the Plan, the recommendations, key issues and challenges described in our State of the Environment Report Ireland’s Environment – An Integrated Assessment 2020 (EPA, 2020) should be considered, as relevant and appropriate. This should also be taken into account, in preparing the Plan and SEA.</p>	<p>This report has been and will be taken into account in undertaking the SEA and preparing the Plan.</p> <p>Recommendation</p> <p>No change.</p>

Submission from the Environmental Protection Agency (submissions 58 and 205)

Issues / Recommendations / Observations	Chief Executive’s Response & Recommendation
<p>Future Amendments to the Plan</p> <p>You should screen any future amendments to the Plan for likely significant effects, using the same method of assessment applied in the “environmental assessment” of the Plan.</p>	<p>Proposed material alterations will be screened using a method similar to that used for the Plan.</p> <p>Recommendation:</p> <p>No change.</p>
<p>SEA Statement – “Information on the Decision”</p> <p>Once the Plan is adopted, you should prepare an SEA Statement that summarises:</p> <ul style="list-style-type: none"> • How environmental considerations have been integrated into the Plan; • How the Environmental Report, submissions, observations and consultations have been taken into account during the preparation of the Plan; • The reasons for choosing the Plan adopted in the light of other reasonable alternatives dealt with; and, • The measures decided upon to monitor the significant environmental effects of implementation of the Plan. <p>You should send a copy of the SEA Statement with the above information to any environmental authority consulted during the SEA process.</p> <p>Guidance on preparing SEA Statements is available on the EPA website at the following link:</p> <p>https://www.epa.ie/publications/research/environmental-technologies/research-306-guidance.php</p>	<p>An SEA Statement containing the required information will be prepared at the end of the process. The cited guidance will be taken into account in preparing the SEA Statement.</p> <p>Recommendation:</p> <p>No change.</p>
<p>Environmental Authorities</p>	<p>Relevant environmental authorities are being consulted with as part of the SEA/Plan preparation process.</p>

Submission from the Environmental Protection Agency (submissions 58 and 205)

Issues / Recommendations / Observations	Chief Executive’s Response & Recommendation
<p>Under the SEA Regulations, you should consult with:</p> <ul style="list-style-type: none"> • Environmental Protection Agency; • Minister for Housing, Local Government and Heritage; • Minister for Tourism, Culture, Arts, Gaeltacht, Sport and Media (formerly Minister for Culture, Heritage and the Gaeltacht (functions transferred from Minister for Environment, Heritage and Local Government/ Minister for Housing, Planning and Local Government to Minister for Culture, Heritage and the Gaeltacht by S.I. 192 of 2011)); • Minister for Environment, Climate and Communications; and • Minister for Agriculture, Food and the Marine. • any adjoining planning authority whose area is contiguous to the area of a planning authority which prepared a draft plan, proposed variation or local area plan. 	<p>Recommendation:</p> <p>No change.</p>

Submission from Geological Survey Ireland, Department of Environment, Climate & Communications (submission 92)

Issues / Recommendations / Observations	Chief Executive’s Response & Recommendation
<p>Submission from Geological Survey Ireland raising several issues in relation to strategic environmental assessment (SEA) and related matters.</p> <p>Geoheritage</p>	<p>These observations are acknowledged</p> <p>Recommendation:</p> <p>No change.</p>

Submission from Geological Survey Ireland, Department of Environment, Climate & Communications (submission 92)

Issues / Recommendations / Observations	Chief Executive’s Response & Recommendation
<p>We welcome the inclusion of the of the two unaudited County Geological Sites (CGSs) in Section 4.8.1 ‘Geological Sites’ and delineated in map form in Figure 4.7 ‘Sites of Geological Interest’ in the draft SEA report. In Chapter 6, Section 6.72 ‘Geology’ in the draft plan, we are pleased to see the inclusion of Objective 6.27.</p>	
<p>The Geological Heritage Programme views the Local Authorities as critical partners in protecting, through the planning system, those CGS which fall within their county limits. In many cases these are often sites of high amenity or educational value, already zoned or listed in the plan. Listing in the CDP provides protection of the sites against potentially damaging developments that normally require planning permission, such as building, quarrying, landfilling or forestry. It is also important that the democratic process of public consultation and approval by councillors of the CDP means that stakeholders in the sites and all the local community can buy into the process.</p> <p>CGSs have been adopted in the National Heritage Plan, and will form a major strand of geological nature conservation to complement the various ecological and cultural conservation measures.</p> <p>It is important to note however, that management issues for the majority of geological heritage sites may differ from ecological sites, and in some cases development may facilitate enhanced geological understanding of a site by exposing more rock sections - for example, in a quarry extension. Consultation at the earliest stages can identify any issues relevant to an individual site or proposed development.</p> <p>County Geological Sites are the optimal way of addressing the responsibility of each authority under the Planning and Development Act 2000 and its amendments, to protect sites of geological interest. It would also be</p>	<p>The Draft Plan includes various provisions that will contribute towards the protection of geological heritage, including Objective 6.23 Designated Sites and Protected Species (“To protect and enhance designated sites and areas of natural heritage and biodiversity and the habitats, flora and fauna for which it is designated, and to protect, enhance and conserve designated species”) and Objective 6.27 Areas of Geological Importance (“To seek the conservation of important features of geological interest in Cork City”).</p> <p>Objective 6.23 could be updated to take account of this part of the submission.</p> <p>Recommendation:</p> <p>Update Objective 6.23, Designated Sites and Protected Species, as follows:</p> <p>“To protect and enhance ecologically and/or geologically designated sites and areas of natural and geological heritage and biodiversity and the habitats, flora and fauna for which they are is designated, and to protect, enhance and conserve designated species”</p>

Submission from Geological Survey Ireland, Department of Environment, Climate & Communications (submission 92)

Issues / Recommendations / Observations	Chief Executive’s Response & Recommendation
<p>necessary to include a policy objective to protect geological NHAs as they become designated and notified to the Local Authority, during the lifetime of the Plan.</p>	
<p>We would like to draw your attention to one of the recipients of Geological Survey Ireland funding under the Geoheritage Grant Scheme 2020/21:</p> <p style="padding-left: 40px;">Hardcore Cork (Geology in the City)</p> <p style="padding-left: 40px;">The goal of this project is to link the archaeological and historical built heritage of Cork City to its geology of Devonian sandstones, Carboniferous limestones and Quaternary sands and gravels. In doing so, it can make Cork's geoheritage accessible and engaging to local people. The project will use online innovations, a geology trail, exhibition and schools outreach to link Cork City’s historical heritage to its geology.</p> <p>This project has the potential to align with the landscape and natural heritage themes in Chapter 6 ‘Green and Blue Infrastructure, Open Space and Biodiversity’, the educational aims in Chapter 3 ‘Delivering Homes and Communities’ and tourism in Chapter 7 ‘Economy and Employment’. For further information please see their website www.hardcorecork.ie.</p>	<p>This observation is noted.</p> <p>Recommendation:</p> <p>No change.</p>
<p>Groundwater</p> <p>In the SEA environmental report, we welcome the inclusion of our Groundwater data sets in 4.9.5 ‘Ground Water’ and 4.9.6 ‘Aquifer Vulnerability and Productivity’ and as maps in Figure 4.12 ‘Groundwater Vulnerability’ and Figure 4.13 ‘Groundwater Productivity’. We are pleased to see mention of our Groundwater maps within Section 9.9 ‘Water Quality’</p>	<p>It is recommended to add “(Geological Survey Ireland)” at the end of the title to Figures 4.12 ‘Groundwater Vulnerability’ and 4.13 ‘Groundwater Productivity’ of the SEA Environmental Report.</p> <p>Recommendation:</p> <p>Add “(Geological Survey Ireland)” at the end of the title to Figures 4.12 ‘Groundwater Vulnerability’ and 4.13 ‘Groundwater Productivity’.</p>

Submission from Geological Survey Ireland, Department of Environment, Climate & Communications (submission 92)

Issues / Recommendations / Observations	Chief Executive’s Response & Recommendation
<p>of the draft plan. Please ensure that use of our data or maps is attributed correctly to ‘Geological Survey Ireland’.</p>	
<p>Geothermal Energy</p> <p>We note reference to geothermal energy in Objective 9.14 of the Draft Plan. Ireland has widespread shallow geothermal resources for small and medium-scale heating applications, which can be explored online through Geological Survey Ireland’s Geothermal Suitability maps for both domestic and commercial use. We recommend use of our Geothermal Suitability maps to determine the most suitable type of ground source heat collector for use with heat pump technologies. Ireland also has recognised potential for deep geothermal resources.</p> <p>The Roadmap for a Policy and Regulatory Framework for Geothermal Energy was launched at the Geoscience 2020 Conference in November 2020. The Assessment of Geothermal Resources for District heating in Ireland and the Roadmap for a Policy and Regulatory framework for Geothermal Energy in Ireland documents have been developed to support the Government’s commitments under the Climate Action Plan 2019 and the Programme for Government.</p>	<p>The City Council welcomes the reference to geothermal energy and the information provided by the GSI. It is acknowledged that additional information is required to promote renewable forms of energy. Additional text will be provided after paragraph 5.34 in this regard. The submission of the OPR should also be referenced with regard to changes proposed.</p> <p>Recommendation:</p> <p>Provide the following additional text after paragraph 5.34:</p> <p>Geothermal Energy</p> <p>Ireland has widespread shallow geothermal resources for small and medium-scale heating applications, which can be explored online through Geological Survey Ireland’s Geothermal Suitability maps for both domestic and commercial use. Their Geothermal Suitability maps can also be utilised to determine the most suitable type of ground source heat collector for use with heat pump technologies. Ireland also has recognised potential for deep geothermal resources. ‘The Assessment of Geothermal Resources for District heating in Ireland’ and ‘The Roadmap for a Policy and Regulatory framework for Geothermal Energy’ documents can also be referenced on this area.</p>
<p>Geohazards</p> <p>We welcome the inclusion of our Landslide Events and Landslide Susceptibility database to highlight areas of risk in Cork City in Section 4.8.3</p>	<p>These observations are noted.</p> <p>Recommendation:</p> <p>No change.</p>

Submission from Geological Survey Ireland, Department of Environment, Climate & Communications (submission 92)

Issues / Recommendations / Observations	Chief Executive’s Response & Recommendation
<p>‘Landslides’ and as a map in Figure 4.8 ‘Landslide Susceptibility and Previous Landslide Events’ of the draft SEA report.</p>	
<p>Natural Resources (Minerals/Aggregates)</p> <p>In the SEA environmental report, Section 4.11.8 ‘Minerals and Aggregates’, we are pleased to see mention of our Aggregate Potential Mapping dataset and our Mineral map in Figure 4.17 ‘Minerals Localities’.</p>	<p>These observations are noted.</p> <p>Recommendation: No change.</p>
<p>Geotechnical Database Resources and Bedrock Geology and 3D Quaternary Models</p> <p>Geological Survey Ireland continues to populate and develop our national geotechnical database and viewer with site investigation data submitted voluntarily by industry. The current database holding is over 7500 reports with 134,000 boreholes; 31,000 of which are digitised which can be accessed through downloads from our Geotechnical Map Viewer. We would encourage the use of this database as part of any baseline geological assessment of the proposed development as it can provide invaluable baseline data for the region or vicinity of proposed development areas. This information may be beneficial and cost saving for any site-specific investigations that may be designed as part of the project. Our 3D models can help stakeholders visualize, understand and characterise geology, offering a key element of geotechnical risk management by identifying areas requiring further site investigation. Further information on the GeoUrban Bedrock and Quaternary 3D models of Cork are available here and here.</p>	<p>These observations are noted.</p> <p>Recommendation: No change.</p>
<p>Geophysical data</p>	<p>It is recommended to add references to Geological Survey Ireland’s GeoUrban Bedrock Geology and 3D Quaternary Models, Geochemistry and Geophysical</p>

Submission from Geological Survey Ireland, Department of Environment, Climate & Communications (submission 92)

Issues / Recommendations / Observations	Chief Executive’s Response & Recommendation
<p>Geological Survey Ireland produces high-resolution geophysical data (Magnetic field, electrical conductivity, natural gamma-ray radiation) of soils & rocks as part of the Tellus programme. These data currently cover approximately 75% of the country and provide supporting geological information on a regional scale useful for assessing environmental impact and risk.</p> <p>The Tellus programme provides expertise to the Environmental Protection Agency (EPA) for the determination of radon risk. The data is used in mineral exploration or is useful in aiding site investigation works for large scale projects.</p> <p>The GeoUrban Bedrock Geology and 3D Quaternary Models, Geochemistry and Geophysical would be useful additions to the list of Geological Survey Ireland datasets that would be useful in “planning and assessing individual projects with regard to the environmental topic(s) of soil and/or material assets”, in Sections 4.8 ‘Soil’ and 4.11.8 ‘Minerals and Aggregates’ within the draft SEA report.</p>	<p>datasets in Sections 4.8 ‘Soil’ and 4.11.8 ‘Minerals and Aggregates’ of the SEA ER.</p> <p>Recommendation:</p> <p>Add references to Geological Survey Ireland’s GeoUrban Bedrock Geology and 3D Quaternary Models, Geochemistry and Geophysical datasets to the list of datasets that would be useful in “planning and assessing individual projects with regard to the environmental topic(s) of soil and/or material assets”, in Sections 4.8 ‘Soil’ and 4.11.8 ‘Minerals and Aggregates’ of the SEA ER.</p>

Submission from the Department of Housing, Local Government and Heritage (submission 395)

Issues / Recommendations / Observations	Chief Executive’s Response & Recommendation
<p>Submission from the Department of Housing, Local Government and Heritage raising several issues in relation to appropriate assessment and related matters.</p>	<p>These comments are acknowledged and welcomed.</p> <p>Recommendation:</p> <p>No change.</p>

Submission from the Department of Housing, Local Government and Heritage (submission 395)

Issues / Recommendations / Observations	Chief Executive’s Response & Recommendation
<p>Nature Conservation</p> <p>The Department welcomes, from a biodiversity perspective, the detailed, well-illustrated draft plan, including the renaming of areas of conservation importance (e.g. the Glashaboy River Conservation Area) from simple SPA or SAC areas, and thereby incorporating their value into the ownership of the Plan. However, there are a number of points, some of which have been raised in previous submissions by this Department, which need to be addressed.</p>	
<p>Protection of European Natura Sites (Cork Harbour SPA)</p> <p>Under Section 10(2)(c) of the Planning and Development Acts 2000-2020, a development plan shall include an objective for the conservation and protection of European sites, which, in the context of this plan, refers to Cork Harbour Special Protection Area (SPA no. 4030), designated under S.I. No. 237 of 2010. Objectives 6.23 and 6.24 appear (from their titles) to set out to do that, but there has been an error of transposition, in that both refer to rights of way and not designated or proposed sites. Reference to Cork County Development Plan is recommended for the type of wording necessary for such objectives, and also to ensure compatibility of plan objectives for the same site.</p>	<p>This is an error and the text of Objectives 6.23 and 6.24 will be amended as detailed below.</p> <p>Recommendation:</p> <p>(i) Amend Objective 6.23:</p> <p style="padding-left: 40px;">Objective 6 .23 Designated Sites and Protected Species</p> <p style="padding-left: 40px;">To preserve all public rights of way in Cork City, encourage opportunities to enhance existing or create new rights of way to improve access to green and blue infrastructure and prohibit development that would adversely impact the routes.</p> <p style="padding-left: 40px;">To protect and enhance designated sites and areas of natural heritage and biodiversity and the habitats, flora and fauna for which it is designated, and to protect, enhance and conserve designated species.</p> <p>(ii) Amend Objective 6.24:</p> <p style="padding-left: 40px;">Objective 6.24 Information to be Considered for Development Affecting Designated Sites</p>

Submission from the Department of Housing, Local Government and Heritage (submission 395)

Issues / Recommendations / Observations	Chief Executive’s Response & Recommendation
	<p>To preserve all public rights of way in Cork City, encourage opportunities to enhance existing or create new rights of way to improve access to green and blue infrastructure and prohibit development that would adversely impact the routes.</p> <p>To ensure that development proposals affecting designated sites have regard to the sensitivities identified in the SEA Environmental Report prepared in respect of this Plan.</p>
<p>Implications for Cork Harbour SPA of development in flood-prone areas</p> <p>Areas of the City Centre and City and Tivoli Docks, within existing and future flood risk zones (Strategic Flood Risk Assessment maps, pp. 37, 39, 43 & 45), are zoned for new mixed use and residential development (Objectives 10.18, 10.42 and Map 01 ZO2, ZO5, ZO8; Map 05: ZO4). There is an extensive City flood relief project in place, and much of the City Docks area is in a polder, protected by an embankment flood defence to the north between the development site and the River Lee. However, given the number of positive feedbacks which are occurring with climate change processes involved in sea-level rise, it is very likely that in the future additional flood relief measures will be required. Scientific predictions for sea level rise above current levels, if emissions continue unmitigated, vary from 0.6 – 1.3m by 2100 and 1.6 – 5.6m by 2300, and IPCC predictions now being suggested to be too low⁴.</p>	<p>The Draft Plan is not proposing a tidal barrier and a tidal barrier is not required by the existing flood risk management framework of policies, strategies, plans and programmes. It is also likely that any tidal barrier that may be required in the future would be located in the jurisdiction of Cork County Council.</p> <p>Objective 10.34 “Perimeter flood defence and flood storage” states:</p> <p>“It is an objective of Cork City Council to provide a perimeter flood defence to protect the South Docks from tidal and fluvial flooding building on, where appropriate, SUDS, amenity and heritage while embracing the river.</p> <p>To provide a perimeter flood defence necessary to protect the North Docks from tidal and fluvial flooding and incorporate this into the North Docks Masterplan and Public Realm Strategy.</p> <p>To ensure the provision of appropriate levels of flood volume storage on sites and development to incorporate that provision with compatible uses and urban landscape design in accordance with best practice.”</p>

3 Horton, B.P., et al. (2020) Estimating global mean sea-level rise and its uncertainties by 2100 and 2300 from an expert survey. *Climate and Atmospheric Science* 3: no. 18.

4 E.g. Grinsted, A. and Christensen, J.H. (2021) The transient sensitivity of sea level rise. *Ocean Science* 17: 181-186.

Submission from the Department of Housing, Local Government and Heritage (submission 395)

Issues / Recommendations / Observations	Chief Executive’s Response & Recommendation
<p>The Flood Risk Assessment for the recent proposal for a 1,100-unit residential development in the South Docks area (ref. 309059) stated (p. 35) that:</p> <p>“Given the planned scale of development in docklands, ... it is clear that Cork City Council ... will have no alternative but to invest in raising the polder defences to ensure that they can continue to act as the primary line of flood defence ..., as sea level rise takes place.”</p> <p>Objective 10.34 allows for this. However, there may be a long-term limit to this, and on p. 38 of the above Flood Risk Assessment, it was also accepted that, as sea-level rise exceeds 1m: “it is considered likely that a harbour wide solution such as a tidal barrier or barrage may become necessary and/or viable”, barrier options have recently been technically assessed by ARUP for the OPW, including one off Carrigrennan, which would affect the Douglas Estuary part of the SPA5.</p> <p>With increasing frequency of use, and consequent changes to tidal processes, the operation of such a barrier is likely to have significant adverse effects on mudflat / sandflat ecosystems of Douglas Estuary and Lough Mahon. Given that development in the City Centre and the City Docks flood risk zones is planned to continue on an exceptional basis, it is recommended that the NIR assesses the impacts of such an apparently likely downstream tidal barrier at sea level 1.0m above current levels and c.2 °C higher global temperatures on the following:</p>	<p>The Natura Impact Report (NIR) identifies policies and objectives which address species and habitat fragmentation issues, which includes the introduction of barrier effects. Furthermore, there are policies and objectives to ensure future developments will have safeguard protected sites, such as:</p> <ul style="list-style-type: none"> Objective 6.23: To protect and enhance designated sites and areas of natural heritage and biodiversity and the habitats, flora and fauna for which it is designated, and to protect, enhance and conserve designated species <p>Recommendation:</p> <p>(i) The AA Natura Impact Report will be updated to provide additional consideration of Objective 10.34.</p> <p>(ii) Amend Objective 10.34 updated to include the following text:</p> <p>“All future developments with potential to interact with the hydrodynamics of the tidal stretches of Cork Harbour must demonstrate clear and precise mitigation measures to ensure none of the qualifying interests of the Great Island Channel SAC [001058] or the special conservation interests of the Cork Harbour SPA [004030] will be significantly affected. These must be sensitively designed to ensure they do not undermine any of the site-specific conservation objectives.”</p>

5 ARUP (2017) Lower Lee (Cork City) Flood Relief Scheme. Supplementary Report – Option of Tidal Barrier. Report to Office of Public Works.

Submission from the Department of Housing, Local Government and Heritage (submission 395)

Issues / Recommendations / Observations	Chief Executive’s Response & Recommendation
<p>(a) The extent of mudflat, useable by wintering birds, remaining at that S.I. height⁶;</p> <p>(b) The extent to which many bird species will be wintering in locations further north and no longer in Cork Harbour, with increased global temperature;</p> <p>(c) The extent to which a tidal barrier would likely result in the loss of availability of mudflat feeding habitat in the upper Harbour SPA, due to prolonged periods of inundation behind a closed barrier.</p>	
<p>Flood Mitigation</p> <p>Objective 5.5 (Climate and Environmental Action Strategies) states that the Cork City Sustainable Energy and Climate Action Plan will be implemented. The SECA Plan itself does not mention whether it was screened for or subject to Habitats Directive appropriate assessment. It is not mentioned in the NIR for the draft Development Plan. Because the objective is to implement it, if it has not been previously screened, it requires screening for appropriate assessment as part of this plan.</p>	<p>Response</p> <p>The SECA Plan has not been subject to its own AA process but its implementation is provided for as part of the City Plan.</p> <p>Recommendation</p> <p>The AA Natura Impact Report will be updated to provide additional consideration of the Cork City Sustainable Energy and Climate Action Plan.</p>
<p>Jacob’s Island</p> <p>Jacob’s Island borders the Lough Mahon part of Cork Harbour SPA, and properties there are advertised as being in one of Cork’s most important wildlife settings. Objective 10.86 (and Map 06, ZO5) provides for developments of mixed use, including a hotel and business and office space. The conservation question in this area relates to disturbance, and in</p>	<p>The effects of lighting and the introduction of habitat fragmentation (buildings presenting fragmentation issues as noted in the submission with regard to collision and lighting) are considered in Section 4.3.1.2 of the NIR.</p> <p>Recommendation:</p> <p>No change.</p>

⁶ See also van der Wegen, M., Jaffe, B., Foxgrover, A. and Roelvink, D. (2017) Mudflat morphodynamics and impact of sea level rise in south San Francisco Bay. Estuaries and Coasts 40: 37-49.

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<p>particular effects of lighting and window strikes by flying birds using the SPA. This objective is not assessed in the NIR.</p>	
<p>Wildlife in derelict / unused buildings</p> <p>Objective 11.11 provides for the refurbishment of farm buildings which are disused or neglected. Often such buildings are used for breeding and roosting by protected species such as bats and barn owls. A licence is required before damaging a bat roost or the active breeding site of owls. An additional clause to Objective 11.11 is recommended, such as: “the wildlife value is surveyed, and any necessary licences obtained, before commencing renovation works.”</p>	<p>This observation is noted. Objective 11.11 will be amended to reflect the requirement for obtaining licences.</p> <p>Recommendation:</p> <p>Amend Objective 11.11 as follows:</p> <p>“Objective 11.11 Refurbishment of Farm Buildings</p> <p>Encourage proposals for the sensitive renovation and conservation of existing disused or derelict dwellings subject to normal planning considerations and the requirements of other objectives in this Plan and provided that it satisfies the following criteria:</p> <p>(a) The original walls must be substantially intact.</p> <p>(b) The structure must have previously been in use as a farm-related dwelling or building.</p> <p>(c) The dwelling must be physically capable of undergoing renovation / conversion without demolition. Where the building is derelict, a structural survey by a qualified engineer should be submitted as part of any planning application to include measures to protect the building from collapse prior to, and during, the construction works.</p> <p>(d) The design, scale and materials used in any renovation and or extension should be sympathetic to the character and setting of the existing dwelling.</p>

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	<p>(e) Mature landscape features are retained and enhanced, as appropriate.</p> <p>(f) The wildlife value is surveyed, and any necessary licences obtained, before commencing renovation works.”</p>
<p>C & D waste disposal</p> <p>An additional sub-objective to Objective 9.11 is recommended to avoid disposal of C & D waste from large projects in designated lands in Cork Harbour SPA, such as: “To ensure that the disposal of construction and demolition waste from large infrastructure projects is fully accounted for, and avoids being disposed in environmentally sensitive sites in the Cork Harbour area.”</p>	<p>This observation is noted. Objective 9.11 will be amended to reflect this recommendation.</p> <p>Recommendation</p> <p>Amend Objective 9.11 as follows:</p> <p>Objective 9.11 Waste Management</p> <p>(a) To support the sustainable management of waste in line with the objectives of the Southern Region Waste Management Plan 2015-2021 and its successor.</p> <p>(b) To facilitate the transition to a circular economy facilitating the value recovery and recirculation of resources in order to generate minimal waste.</p> <p>(c) Continue to fulfil duties under the Waste Management (certification of historic unlicensed waste disposal and recovery activity) Regulations 2008 (S.I. No 524 of 2008), including those in relation to the identification and registration of closed landfills.</p> <p>(d) To encourage the recycling of construction and demolition waste and the reuse of aggregate and other materials in future construction projects. Applications for large infrastructure projects shall be accompanied by a Construction and Environmental Management Plan that includes details of how</p>

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	<p>construction and demolition waste generated is to be managed and, where reuse/recycling is not practicable, disposed of, in line with legislative requirements.</p>
<p>Blue infrastructure</p> <p>It should be a basic principle of Green and Blue Infrastructure (GBI) that the ecological integrity of these areas is maintained, while benefiting from their natural resources for recreation and well-being. However, disturbance of wildlife due to increased access is sometimes a conservation issue, and such infrastructure can result in declines in biodiversity if not carefully managed. The emphasis on GBI in this plan is new and very welcome, but some objectives may need to consider biodiversity impact also. Objective 6.3, for instance, facilitates improved accessibility to Cork Harbour, but protected species are not mentioned in the list of targets for which adverse effects must be avoided, although this is a legal requirement.</p>	<p>This observation is noted. Objective 6.3 will be amended to reflect this recommendation.</p> <p>Recommendation</p> <p>Amend Objective 6.3 as follows:</p> <p style="padding-left: 40px;">Objective 6.3 Access to Water Resources</p> <p>Cork City Council will seek to work with stakeholders in facilitating safe, improved accessibility to the water environment including the River Lee and Cork Harbour and encouraging uses which optimise the amenity, tourism, recreation and leisure opportunities associated with this blue infrastructure, while contributing towards the protection of protected species and without adversely impacting on the day-to-day economic functions of these assets.</p>

Submission from the Office of Public Works (submission 140)

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<p>Submission from the Office of Public Works raising several issues in relation to strategic flood risk assessment (SFRA) and related matters.</p>	<p>These observations are acknowledged.</p> <p>Recommendation:</p>

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<p>The Office of Public Works (OPW), as lead agency for flood risk management in Ireland, welcomes the opportunity to comment on the Draft Cork City Development Plan 2022-2028.</p> <p>The OPW welcomes the acknowledgement of the Guidelines on the Planning System and Flood Risk Management (DECLG/OPW, 2009), hereafter referred to as the ‘Guidelines’ and the preparation of a Strategic Flood Risk assessment (SFRA). In particular, the OPW welcomes</p> <ul style="list-style-type: none"> - Objective 9.8: Flood Protection regarding protection of floodplains - Objective 9.10 regarding restriction of development in flood risk areas - Objective 12.1 regarding the appropriate management and sustainable use of Flood Zones A and B as identified in the SFRA <p>The following comments highlight opportunities for the Draft Plan before it is finalised.</p>	<p>No change.</p>
<p>Flood Mapping and Land Use Zoning Maps</p> <p>It is difficult to assess the zonings/sites at flood risk or if the sequential approach has been applied without the land use zoning maps overlaid with the flood zone maps.</p>	<p>It is agreed that the flood zones can be overlain onto land use zoning maps.</p> <p>Recommendation:</p> <p>Flood Zone A and B will be overlain on a version of the land use zoning map, linked to relevant provisions in the Plan.</p>
<p>PFRA mapping is included as a dataset in Table 3 Predictive Flood Risk Indicators of the SFRA. The PFRA programme produced indicative flood maps only and are not necessarily locally accurate. The PFRA was a national screening exercise, to scope the CFRAM Programme and to identify areas of potentially significant flood risk. It is important to note that the PFRA was not a detailed assessment of flood risk. They are not necessarily locally accurate and should not be used as the sole basis for defining Flood Zones,</p>	<p>These observations are noted. The most up to date, available mapping is being used by the SFRA and plan-preparation processes.</p> <p>Recommendation:</p> <p>No change.</p>

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<p>or for making decisions on planning applications. Where more accurate predictive flood mapping is not available, they may indicate where flooding may be an issue.</p>	
<p>Irish Coastal Protection Strategy Study (ICPSS)</p> <p>The ICPSS maps are included with the PFRA in Table 3 of the SFRA and it is stated that “These indicative national coastal flood maps are included in the Draft PFRA Maps”. The PFRA flood maps are indicative mapping, while the ICPSS maps are strategic, predictive hazard mapping. It is recommended that the ICPSS mapping should be included separately in the list of flood zone data.</p> <p>It should be noted that the flood maps prepared under the ICPSS include maps for two potential future scenarios taking account of different degrees of climate impact. While future scenario mapping from the National CFRAM Programme have been included, the ICPSS future scenario maps have been omitted.</p>	<p>The SFRA will be updated to include the ICPSS mapping separately in the list of flood zone data. The future scenario mapping from the ICPSS will be included at a wider-City level in the SFRA Appendix.</p> <p>Recommendation:</p> <p>Update the SFRA to include the ICPSS mapping separately in the list of flood zone data, and include the future scenario mapping from the ICPSS at a wider-City level in the SFRA Appendix.</p>
<p>GSI Datasets</p> <p>Maps have been produced for each settlement demonstrating the GSI ground-water data available, historical data and predictive mapping. No description of these datasets have been included in Table 2 Historical Flood Risk Indicators or Table 3 Predictive Flood Risk Indicators of the SFRA.</p>	<p>It is recommended to include a description of historical groundwater flooding in the SFRA, Tables 2 and 3.</p> <p>Recommendation:</p> <p>(i) Include the following description of historical groundwater flooding in the SFRA, Table 2:</p> <p style="padding-left: 40px;">“Historic groundwater flood map: The historic groundwater flood map is a national-scale flood map presenting the maximum historic observed extent of karst groundwater flooding. The map is primarily based on the winter 2015/2016 flood event, which in most areas represented the largest groundwater flood event on record. The map</p>

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	<p>was produced based on the SAR imagery of the 2015/2016 event as well as any available supplementary evidence. The floods were classified by flood type differentiating between floods dominated by groundwater (GW) and floods with significant contribution of groundwater and surface water (GWSW).</p> <p>In addition to the historic groundwater flood map, the flood mapping methodology was also adapted to produce a surface water flood map of the 2015/2016 flood event. This flood map encompasses fluvial and pluvial flooding in non-urban areas and has been developed as a separate product.”</p> <p>(ii) To include the following description of predictive groundwater flooding on SFRA Table 3 (new text in bold):</p> <p>“Predictive groundwater flood map: The predictive groundwater flood map presents the probabilistic flood extents for locations of recurrent karst groundwater flooding. It consists of a series of stacked polygons at each site representing the flood extent for specific AEP’s mapping floods that are expected to occur every 10, 100 and 1000 years (AEP of 0.1, 0.01, and 0.001 respectively). The map is focussed primarily (but not entirely) on flooding at seasonally inundated wetlands known as turloughs. Sites were chosen for inclusion in the predictive map based on existing turlough databases as well as manual interpretation of SAR imagery.</p> <p>The mapping process tied together the observed and SAR-derived hydrograph data, hydrological modelling, stochastic weather generation and extreme value analysis to generate predictive groundwater flood maps for over 400 qualifying sites. It should be</p>

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	<p>noted that not all turloughs are included in the predictive map as some sites could not be successfully monitored with SAR and/or modelled.”</p>
<p>Justification Tests</p> <p>Proposed land use zones, some of which are classified as Highly Vulnerable development in the Guidelines within Flood Zones A and B are shown in the zoning maps. Examples of these are detailed in the “Comments on Specific Areas and Maps” section below. No commentary has been provided to demonstrate that the Plan Making Justification Test has been applied in proposing vulnerable development zoning within Flood Zones A and B.</p> <p>Table 5 “Justification Tests for City Centre and North and South Docklands Areas”, and Table 6 “Justification Tests for all areas other than those included under Table 5”, are to provide justification for the zoning of lands in the city. Table 5 covers all zonings within specified areas, and Table 6 covers all zonings within specified flood zone maps, as opposed to review and justification or otherwise of specific zonings within these areas or maps. Table 6 has answered “yes to all” for all five points to criteria 2 for all Justification Tests. Lands on the periphery of a settlement cannot satisfy criteria 2 of the Justification Test. Finally, there are no overall conclusions as to whether the Justification Tests have been satisfied.</p> <p>Where it is intended to zone or otherwise designate lands which are at moderate or high risk of flooding, then the appropriateness of the particular development should be rigorously assessed through the application of the Justification Test. The Guidelines set out that, at the Plan-making stage, land use zoning should be informed by the suitable level of FRA and if necessary a Justification test. Chapter 5 of the Guidelines set out that “most flood risk</p>	<p>Agreed. It is considered that a finer granularity to the Justification Tests provided in Table 5 of the SFRA report can be provided, making more specific reference to the areas referred to.</p> <p>If a re-examination Draft Plan’s Land Use Zoning Objectives against the SFRA’s Flood Risk Zones in the context of the requirements of the Guidelines identifies any inappropriate instances of land use zoning, that are not justified, they will be amended accordingly.</p> <p>Recommendation:</p> <p>(Subject to review)</p> <p>(v) Provide finer granularity to the Justification Tests provided in Table 5 of the SFRA report making more specific reference to the specified locations.</p> <p>(vi) Amend Draft Plan Paragraph No. 11.257 as follows:</p> <p>“Land use zoning objectives provided by this Plan are subject to the following conditions:</p> <ol style="list-style-type: none"> (1) Undeveloped land in Flood Zone A that is the subject of any zoning objective are only zoned for and shall only be developed for water compatible uses as identified in the Guidelines. (2) Undeveloped land in Flood Zone B that is the subject of any zoning objective are only zoned for and shall only be developed

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<p>issues should be raised within strategic assessments undertaken by local authorities at the planmaking stage. Therefore, as more plans are reviewed and zoning reconsidered, there should be less need for development management processes to require detailed flood risk assessment”.</p> <p>As flood risk assessments are integrated with the SEA process, Section 3.10 also highlights the need that FRA’s be “undertaken as early as possible in the process so that the SEA is fully informed of the flood risks and impacts of the proposed zoning or development”.</p> <p>If it is the case that these sites are already developed, then Circular PL 2/2014 provides further advice and detail to planning authorities on older developed areas of towns and cities located in Flood Zone A and B: “Where the planning authority considers that the existing use zoning is still appropriate, the planning authority must specify the nature and design of structural or non-structural flood risk management measures required prior to future development in such areas, in order to ensure that flood hazard and risk to the area and to other adjoining locations will not be increased, or if practicable, will be reduced”.</p> <p>For sites that are intended to be zoned for development following the application of a Justification Test where only a small proportion of the site is at risk of flooding, a policy objective might be attached to such zoning. Such an objective might require that the sequential approach be applied in the site planning, whereby to ensure no encroachment onto, or loss of the flood plain, or that only water compatible development such as Open Space would be permitted for the lands which are identified as being at risk of flooding within that site. Planning permission for these sites might then be subject to the sequential approach having been adopted and applied as above, following a detailed FRA.</p>	<p>for water compatible or less vulnerable uses as identified in the Guidelines.</p> <p>(3) With respect to lands that have already been developed in Flood Zone A or B the potential conflict (between zoning and highly or less vulnerable development in Flood Zone A and between zoning and highly vulnerable development in Flood Zone B) will be avoided by applying the following zoning approach, subject to the exception areas set out in (iii) below:</p> <p>(i) Cork City Council will facilitate the appropriate management and sustainable use of these areas. This will mean generally limiting new development, but facilitating existing development uses that may require small scale development such as small extensions. Development proposals within these areas shall be accompanied by a detailed Flood Risk Assessment, carried out in accordance with The Planning System and Flood Risk Assessment Guidelines and Circular PL 2/2014 (or as updated), which shall assess the risks of flooding associated with the proposed development.</p> <p>(ii) Proposals shall only be considered favourably where it is demonstrated to the satisfaction of the Planning Authority that they would not have adverse impacts or impede access to a watercourse, floodplain or flood protection and management facilities, or increase the risk of flooding to other locations and be in accordance with the proper planning and sustainable development of the area. The nature and design of structural and non-structural flood</p>

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	<p>risk management measures required for development in such areas (see relevant Flood Risk Assessments - section below) will also be required to be demonstrated, to ensure that flood hazard and risk will not be increased. Measures proposed shall follow best practice in the management of health and safety for users and residents of the development.</p> <p>(iii) Exceptional areas are the already developed City Centre and Docklands areas, which have undergone Justification Tests and have been zoned for development, and established built-up areas of Cork City including suburban areas such as Model Farm Road / Carrigrohane Road area and Douglas. Future development in these areas will:</p> <ul style="list-style-type: none"> • be subject to site-specific flood risk assessments; • comply with the flood risk management provisions of this Plan, including the structural and non-structural risk management measures outlined under <i>Flood Risk Assessments</i> below, and relevant measures contained in the Council’s 2020 South Docks Drainage Strategy; and • will benefit from Flood Relief Schemes being progressed by the OPW. <p>Flood hazard and flood risk information is an emerging dataset of information. The flood risk mapping used by the Council may be altered in light of future data and analysis. Therefore, all landowners and developers are</p>

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	<p>advised that Cork City Council accept no responsibility for losses or damages arising due to assessments of vulnerability to flooding of lands, uses and developments. Owners, users and developers are advised to take all reasonable measures to assess the vulnerability to flooding in a particular area, prior to submitting a planning application.”</p>
<p>Consideration of Climate Change Impacts</p> <p>The inclusion of Future Scenarios Mapping is welcomed. However, these only show the increase in extents of a 0.1% AEP flood event, i.e. Flood Zone B. It would be beneficial if these potential future flood extents could also show the increase in the 1% AEP flood event, i.e. Flood Zone A, and if the maps could be shown overlaid with the land use zonings, to demonstrate any developments that could potentially be affected by climate change.</p> <p>The OPW recommend that the Draft Plan addresses how climate change has been considered in the production of this development plan. The potential impacts of climate change include increased rainfall intensities, increased fluvial flood flows and rising sea levels. In line with the Guidelines, while Flood Zones are defined on the basis of current flood risk, planning authorities need to consider such impacts in the preparation of plans, such as by avoiding development in areas potentially prone to flooding in the future, providing space for future flood defences, specifying minimum floor levels and setting specific development management objectives.</p>	<p>It is recommended to update the SFRA mapping as recommended in the observation.</p> <p>Climate change considerations have been integrated into the Plan, including in paragraph 11.259 and Strategic Objective 4: Climate and Environment. It is recommended to include additional text to demonstrate this is.</p> <p>Recommendation:</p> <ul style="list-style-type: none"> (i) Update SFRA Mapping as recommended. The SFRA GIS layers, including those relating to predictive indicators and Future Scenario mapping, will be made available for use in assessing individual planning applications as part of the Council’s development management functions. (ii) Insert the following text into the Plan: <p style="margin-left: 40px;">“Climate Change and Flooding</p> <p style="margin-left: 40px;">The Planning System and Flood Risk Management Guidelines for Planning Authorities and Technical Appendices, 2009’ recommends that a precautionary approach to climate change is adopted due to the level of uncertainty involved in the potential effects. In contributing towards compliance with the Guidelines, climate change</p>

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	<p>scenario mapping has been included as part of the SFRA that accompanies the Plan.</p> <p>The Plan requires that the SFRA mapping and the most up to date CFRAM Programme climate scenario mapping is consulted by prospective applicants for developments and that it is made available to lower-tier Development Management processes in the Council.</p> <p>Provisions addressing climate change impact relating to flood risk integrated into the Plan include paragraph No. 11.259 * and Strategic Objective 4: Climate and Environment*.”</p> <p>* subject to change should paragraph and objective numbers be amended in the final Plan.</p>
<p>Coastal Change</p> <p>While not specifically covered by the Guidelines, planning authorities should have regard to areas that may be at risk or vulnerable to coastal erosion or coastal change, including change associated with climate change (e.g. sea level rise, increased storm frequency, accelerated rates of coastal erosion, etc). A precautionary approach should be taken in this regard where analysis of potential future coastal change, including potential climate effects, has not yet been carried out.</p> <p>It should be noted that the Government has established an Inter-Departmental Group on Coastal Change Management to scope out an approach for the development of a national coordinated and integrated strategy to manage the projected impact of coastal change to our coastal communities, economies, heritage, culture and environment. The Inter-Departmental Group is jointly chaired by the Department of Housing,</p>	<p>These observations are noted. It is recommended to include additional text into the Plan to reference the national coordinated and integrated strategy to manage the projected impact of coastal change.</p> <p>Recommendation:</p> <p>(iii) Insert a new section in Chapter 9 after “Assessment of Development in Areas of Flood Risk”:</p> <p>Coastal Change</p> <p>A National Coastal Change Management Strategy Steering Group was set up in 2020 to scope out an approach for the development of a national coordinated and integrated strategy to manage the projected impact of coastal change to our coastal communities, economies, heritage, culture and environment. Cork City Council supports the preparation of the strategy and will fully consider its findings when published and how it may impact its functional area. In</p>

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<p>Planning and Local Government and the OPW and will bring forward options and recommendations for the Government to consider as soon as possible.</p>	<p>the interim full consideration will be given to areas that may be at risk or vulnerable to coastal erosion or coastal change, including change associated with climate change.</p> <p>(iv) Insert a new Objective in Chapter 9 as follows:</p> <p>Objective 9.x Coastal Change</p> <p>To support the development of a national coordinated and integrated strategy to manage the projected impact of coastal change to our coastal communities, economies, heritage, culture and environment by the National Coastal Change Management Strategy Steering Group and fully consider its findings once published. In the interim full consideration will be given to areas that may be at risk or vulnerable to coastal erosion or coastal change, including change associated with climate change.</p>
<p>Flood Relief Schemes</p> <p>The OPW welcomes objective 9.9 to work with the OPW in the progression and completion of FRMPs and flood relief schemes including the Lower Lee Flood Relief Scheme (LLFRS), schemes in Blackpool, Glanmire / Glashaboy, Douglas / Togher and other schemes that may be developed during the period of the plan. The OPW recommends that the text in this objective could be clarified to ensure zoning or development proposals support and do not impede or prevent the progression of these measures.</p>	<p>While this recommendation is noted, it is not considered necessary that Objective 9.9 needs to clarify that ‘zoning or development proposals support and do not impede or prevent the progression of flood relief schemes’. It is considered that this is implicit in the existing text of the Objective. Furthermore, development proposals will be assessed on an individual basis through the development management planning application processes, which will consider <i>inter alia</i> impacts on proposed flood relief works.</p> <p>Recommendation:</p> <p>No change.</p>

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<p>SuDS, Green and Blue Infrastructure, and Nature Based Solutions</p> <p>The OPW welcomes the following:</p> <ul style="list-style-type: none"> - The provision in objective 9.2 that all new proposals for development to provide a separate foul and surface water drainage system and to incorporate SuDS in so far as practical - Objective 9.4 requiring all planning applications for new development incorporate SUDs as far as possible, and along with objective 6.22 to encourage green roofs and green walls, and to investigate the feasibility of preparing SuDS guidelines for the city during the lifetime of the plan - Objective 5.23 encouraging all development proposals to incorporate rainwater harvesting measures - Objective 5.24 supporting green and blue infrastructure - The inclusion of and discussion in Chapter 6, Green & Blue Infrastructure, Open Space and Biodiversity - The proposals for integrated area based SuDS in the South Docks Drainage Strategy, and objectives 10.24 and 10.33 regarding its implementation 	<p>These observations are acknowledged and welcomed. It is recommended that the SFRA be updated to include a subsection on SuDS including reference to these Plan provisions.</p> <p>Recommendation:</p> <p>Update the SFRA to include a subsection on SuDS including reference to these Plan provisions (Objective 9.2, 9.4, 5.23, 5.24, 10.24 and 10.33, as well as Chapter 6).</p>
<p>CFRAM Website</p> <p>There is a reference to www.cfram.ie in Table 3 Predictive Flood Risk Indicators of the SFRA website which is no longer available. All documents and mapping in relation to CFRAM and background information on PFRA are now available on www.floodinfo.ie.</p>	<p>This reference in the SFRA will be corrected.</p> <p>Recommendation:</p> <p>Update the reference to www.cfram.ie in the SFRA to www.floodinfo.ie.</p>

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<p>Comment on Specific Areas and Maps</p> <p>City Docks</p> <p>The OPW welcomes objectives number 10.34 and 10.35 regarding the implementation of SuDS and Flood Defence measures in the South Docks Drainage Strategy, and the incorporation of similar measures in the North Docks Masterplan Section 10.90 of the plan refers to new bridges connecting Kent Station to the South Docks, at the Eastern Gateway, and at Water Street. It should be noted that there are restrictions on the construction, replacement or alteration of bridges and culverts over any watercourse, and that appropriate consent from the Commissioners is required under Section 50 of the Arterial Drainage Act 1945 and EU (Assessment and Management of Flood Risks) Regulations SI 122 of 2010.</p>	<p>These observations are acknowledged and welcomed.</p> <p>Recommendation:</p> <p>No change.</p>
<p>Comments on Maps</p> <p>Specific comments are made in relation to Map 01, Maps 03-09, Maps 11-16 and Maps 18-19 – in Volume 2 Mapped Objectives of the Draft Plan.</p>	<p>A finer granularity to the Justification Tests provided in Table 5 of the SFRA report will be provided, making more specific reference to the areas referred to.</p> <p>If a re-examination Draft Plan’s Land Use Zoning Objectives against the SFRA’s Flood Risk Zones in the context of the requirements of the Guidelines identifies any inappropriate instances of land use zoning, that are not justified, they will be amended accordingly.</p> <p>Recommendation:</p> <p>(i) Subject to review. Provide finer granularity to the Justification Tests provided in Table 5 of the SFRA report making more specific reference to the specified locations.</p>

SEA/AA/SFRA Submissions General

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<p>Submission from the Department of Agriculture, Food and the Marine.</p> <p>The evaluation and consideration of potential impacts on any commercial sea fishing activities needs to be given consideration as part of any planning/proposal process and during the development process itself.</p> <p>On page 200 of the Draft Development Plan the following appears: “6.64 Any agricultural or fishing or aquaculture activities related developments would be considered subject to compliance with the Habitats and Birds Directives and in consultation with Inland Fisheries Ireland as relevant.” It is important to note if commercial fisheries are involved, DAFM are the competent authority.</p>	<p>24</p>	<p>Paragraph 7.61 addresses the Maritime / Blue Economy. This includes supports for “the development of the maritime economy by facilitating the education, research and development and professional services that relate to the maritime economy”. No commercial sea fishing takes place in the River Lee, Douglas Estuary and tributaries leading into it within Cork City Council’s functional area.</p> <p>Recommendation:</p> <p>No Change.</p>
<p>Submission from the Department of Agriculture, Food and the Marine. On page 19 of the Natura Impact Report the following appears: Paragraph 6.64 requires that “Any agricultural or fishing / aquaculture activities related developments or would be considered subject to compliance with the Habitats and Birds Directives and in consultation with Inland Fisheries Ireland as relevant”</p>	<p>24</p>	<p>These observations are noted. It is recommended to amend the AA NIR to reflect the exact Draft Plan wording.</p> <p>Recommendation:</p> <p>Amend the AA NIR to reflect the exact Draft Plan wording.</p>
<p>Submission from the Department of Agriculture, Food and the Marine. On page 132 of the SEA, potential negative impacts must include impacts on fishermen in the marine environment. This includes any potential loss of access to</p>	<p>24</p>	<p>These observations are noted. There is very limited potential for off-shore wind energy within Cork City Council’s functional area. however, reference can be made in the SEA Environmental Report to this issue.</p>

SEA/AA/SFRA Submissions General

Issues / Recommendations / Observations	Sub. No.	Chief Executive’s Response & Recommendation
fisheries grounds in case of offshore wind farm construction.		<p>Recommendation:</p> <p>Add the following text to Section 8 of the SEA Environmental Report:</p> <p style="text-align: center;">Offshore wind energy has the potential, if unmitigated, to result in loss of access to fisheries which has the potential to impact upon this industry.</p>
It is important that the entire development plan, and all action within be subject to a full appropriate assessment and Natura Impact Statement.	399	<p>Appropriate assessment is carried out in parallel with the preparation of the development plan as part of the plan-making process. the Draft Plan was accompanied by a Natura Impact Report, which will be updated as the plan-making process progresses.</p> <p>Recommendation:</p> <p>No Change.</p>
The flood relief scheme, despite exemption from EIA through the arterial drainage act be subject to a full ecological impact assessment.	399	<p>These observations are noted, however this is not a development plan matter but a matter for the development management planning consent processes. This scheme is being managed by the OPW.</p> <p>Recommendation:</p> <p>No Change.</p>
That wetland and riparian habitats be given priority and retained everywhere possible, because of their extremely high value as habitats for biodiversity and ecosystem services.	399	<p>The full extent of protection measures for the ecologically sensitive areas of the City are set out in the SEA Environmental Report and the Natura Impact Report that accompany the Draft Plan. Various provisions have been integrated into the Draft Plan to this effect.</p> <p>Recommendation:</p> <p>No Change.</p>

SEA/AA/SFRA Submissions General

Issues / Recommendations / Observations	Sub. No.	Chief Executive’s Response & Recommendation
<p>The city should publish a dedicated biodiversity management plan, including commitments to conservation of existing habitats, including protection of urban woodland habitats.</p>	<p>399</p>	<p>Cork City Council has produced as Draft Cork City Heritage and Biodiversity Plan (2021-2026). The Heritage and Biodiversity Plan is an action plan that sets out a series of realistic and practical actions to protect, conserve and manage our heritage and biodiversity over a five year period. It includes actions on archaeology, built, cultural and natural heritage, so is a combination heritage and biodiversity plan. This is a separate plan and process to the City Development Plan.</p> <p>Recommendation:</p> <p>No Change.</p>

Part 4

Land Use Zoning and Mapping

Section 1
City Centre & Cork Docklands

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
Requests UCC's campus to be zoned "ZO 14 Institution and Community uses" to reflect the role of UCC and strengthen the policy context to provide for its expansion.	317	8	<p>Agreed to zone UCC's campus as "ZO 14 Institution and Community uses" to reflect the role of UCC and strengthen the policy context to provide for its expansion.</p> <p>Recommendation:</p> <p>Change zoning of UCC campus from "ZO 1 Sustainable Residential Neighbourhoods" to "ZO 14 Institution and Community uses".</p>
Requests removal of "Area of High Value Landscape" designation from Windmill Road / High Street, as any further development of the site will most appropriately be controlled by planning conditions.	392	3	<p>The existing "Area of High Value Landscape" designation on this site is considered to be appropriate. This is not a zoning objective but an 'overlay' designation. The underlying zoning objective still stands, the "Area of High Value Landscape" designation requires that development on these lands must respect the character and primacy of the landscape.</p> <p>Recommendation:</p> <p>No change.</p>
This submission seeks the inclusion of a specific zoning objective for a multi-use maritime activities centre at the east end of the Marina within the Marina Park along the River Lee. It is identified in the 2013 Marina Park Masterplan.	65	1	<p>The proposed "multi-use maritime activities centre" would provide a home for six organisations that need access to the river, including:</p> <ul style="list-style-type: none"> • Meithal Meara • Blackrock Rowing Club • Sail into Wellness • Cork Volunteer Search and Rescue <p>The provision of a suitable facility to meet the need identified at the eastern end of The Marina is supported in principle, to accommodate riverine / maritime boating activity fronting onto the</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			<p>River Lee. This need has also been identified through the Cork City Active Recreational Infrastructure Study (Draft Study).</p> <p>It is recommended to amend Chapter 6 to include an objective to prepare a feasibility study for new water-based recreational activity.</p> <p>The most suitable site for this has been identified to the west of Church Avenue. This land currently benefits from a "ZO 18 Landscape Preservation Zone" zoning objective to protect its landscape value in framing the river. The upper lands / escarpment should be retained with this objective. The lower lands could be developed for the purposes of boat-based activity with a direct frontage onto the pedestrianised Marina.</p> <p>Recommendation:</p> <p>(i) Change the zoning of the lower grounds of the site to the west of Church Avenue from "ZO 18 Landscape Preservation Zone" to "ZO 17 Sports Grounds & Facilities"</p> <p>(ii) Include a new Objective in Chapter 6 to frame the development of an activities centre that would accommodate water-based and related activity.</p>
Support for submission no 65 for the zoning of a multi-use maritime activities centre along the Marina.	69, 77, 79, 95, 113, 117, 201	1	See response to submission 65.
Proposed rezoning from "ZO 13 Education" to "ZO 5 Mixed Use Development" along Centre Park Road, South Docks.	111	1	Schools are required to meet the needs of the proposed New Residential Neighbourhood. The Department of Education and Skills considers that each Education site will need to accommodate two schools and will need to be complemented by adjacent sports grounds and public open space.

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			<p>The land use strategy for the City Docks has been amended to ensure the creation of two coherent areas:</p> <ul style="list-style-type: none"> • an extension to the City Centre that will be mixed use and predominantly commercial, and • an attractive and coherent urban residential neighbourhood that appeals to a wide range of people. <p>There are also coherent urban centres that provide for community and commercial services to provide for the needs of the area.</p> <p>The subject site falls within the area intended to be developed as a coherent urban neighbourhood and it is not considered appropriate to negatively impact the nature of this development area by introducing a greater quantum of non-residential uses than is envisaged by introducing a mixed use zone.</p> <p>Recommendation: No change.</p>
<p>(i) Remove "ZO 19 Quayside Amenity Area" from north quay at site at Custom House Quay (to "ZO 6 City Centre").</p> <p>(ii) Correct typographical error for "ZO 6 <i>Sustainable Residential Neighbourhoods</i> City Centre" (page 533 of Draft Plan).</p>	252	1	<p>The Quayside Amenity Area designation is recommended to be retained having regard to:</p> <ul style="list-style-type: none"> (i) the unique location of the quayside within a site on the eastern tip of the city centre island where the city meets the harbour; (ii) its arrival point location into the city from the east and the Harbour by boat; (iii) the site's unique 3-sided quayside composition; (iv) the visual prominence of the site; (v) the identity of the site as part of the maritime heritage of the city; and

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			<p>(vi) the setting for the proposed metropolitan landmark building for the city and region with an appropriately scaled and attractive waterfront amenity area within the site.</p> <p>Recommendation:</p> <p>No change.</p> <p>Correct typographical errors with respect to “ZO 6 Sustainable Residential Neighbourhoods City Centre” (page 533 of Draft Plan).</p>
<p>Proposed rezoning in eastern South Docks from “ZO 13 Education” to “ZO 5 Mixed Use Development” and from “ZO 17 Sports Grounds and Facilities” to “ZO 13 Education”, so that a single schools educational campus can be developed to serve the South Docks.</p>	303	1	<p>In order to provide for the needs of the new City Docks neighbourhood it will be essential to ensure that adequate educational facilities are provided to meet the needs of the community.</p> <p>The Department of Educational and Skills have undertaken an assessment of the schools needs for the City Docks and have concluded that 3-4 primary schools and 1-2 post-primary schools will be required for the purposes of meeting the needs of the new community (as set out in Chapter 10 / City Docks of the Draft Plan). The Department is also in the process of preparing a City Docks Schools Feasibility Study to illustrate how the educational sites would be developed.</p> <p>The DES require sites zoned Education to be adjacent to public open space and / or sports grounds that can be managed to allocate the use of those facilities for the purposes of school “playtime” and sports activities.</p> <p>All three zoned Education sites in the City Docklands are required. Arguably additional education lands are required to serve the future docklands community once fully built out. A reduction in the quantum of land for Education is not feasible.</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			<p>The proposed zoning configuration set out in the Draft Plan for the Education sites is considered to be the most desirable and beneficial from a proper planning perspective.</p> <p>However, it is considered prudent to revert the land use zoning objective boundaries and alignment for this site from that set out in the Draft Plan to resemble broadly that set out in the current Cork City Development Plan 2015, with the western portion being part of an Education site and the eastern portion becoming Sustainable Residential Neighbourhood to reflect the new strategic land use strategy for the City Docks.</p> <p>Recommendation:</p> <ul style="list-style-type: none"> (i) No change to Education zoning for site to the North of Centre Park Road. (ii) Change zoning on the former Cork Warehouse Site to resemble the existing zoning alignment in the current Cork City Development Plan 2015, with the western portion of the site zoned "ZO 13 Education" and the eastern portion zoned "ZO 2 New Residential Neighbourhoods".
<p>With respect to ESB lands in South Docks, requests Education Zoning from existing 2015 City Development Plan be retained on the south side of Centre Park Road. The ESB note that in the existing 2015 Development Plan the 'Educational' zoned lands comprised 26% of the ESB lands south of Centre Park Road, while in the Draft Plan the area of 'Educational' zoning has increased to 57% of these lands. The ESB note this as an inequitable burden on the ESB site and request that the Educational Zoning as delineated in the 2015 Development Plan be retained.</p>	315	1	<p>The development of a coherent schools / sports campus across the ESB site and the adjoining sites to the east and southeast is essential to provide for the needs of the new neighbourhood. The preferred land use strategy, which is considered to have a very strong rationale, is set out in the Draft Plan.</p> <p>The observations of the ESB are noted, however the proposed Education zoning represents about 19% of the overall ESB landholding (north and south of Centre Park Road).</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			<p>It is essential that community infrastructure is provided to serve the needs of the new residential neighbourhood. It is therefore recommended to change the land use strategy for this part of the Docklands, as there is considered to be a very strong and compelling planning and locational rationale to grouping these facilities on the ESB South Site, due to its relationship with adjacent sites which are proposed to include community infrastructure also.</p> <p>An alternative considered was to move the sports uses or schools use to the ESB North site, however for planning reasons it is more favourable to leave the ESB North site available for a comprehensive residential scheme and to group the community infrastructure south of Centre Park Road.</p> <p>Recommendation:</p> <p>Change the zoning for the ESB (south) lands as follows:</p> <ul style="list-style-type: none"> (i) Change zoning to resemble the existing zoning alignment in the current Cork City Development Plan 2015 for "ZO 13 Education" and enlarge this zoning westwards by 20 metres to increase the size of the site. (ii) Move the "ZO 17 Sports Grounds and Facilities" to the west of the "ZO 13 Education" from (i) above site to create a sports campus adjacent to the school. <p>Also,</p> <ul style="list-style-type: none"> (iii) Change zoning site fronting onto Marquee Road from "ZO 17 Sports Grounds and Facilities" to "ZO 2 New Residential Neighbourhoods" (see submission 303).
Proposed rezoning of lands between Centre Park Road and Monaghan Road in South Docks from "ZO 2 New	355	1	The land use strategy for the City Docks has been amended to ensure the creation of two coherent areas:

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
Residential Neighbourhoods" to "ZO 5 Mixed Use Development", to reflect existing 2015 City Development Plan zoning.			<ul style="list-style-type: none"> • an extension to the City Centre that will be mixed use and predominantly commercial in, and • an attractive and coherent urban residential neighbourhood that appeals to a wide range of people. <p>There are also coherent urban centres that provide for community and commercial services to provide for the needs of the area.</p> <p>The subject site falls within the area intended to be developed as a coherent urban neighbourhood and it is not considered appropriate to negatively impact the nature of this development area by introducing a greater quantum of non-residential uses than is envisaged by introducing a mixed use zone.</p> <p>Recommendation: No change.</p>
Rezone two sites between Centre Park Road and Monaghan Road proposed to be zoned "ZO 2 New Residential Neighbourhoods" to "ZO 5 Mixed Use Development" to reflect existing 2015 City Development Plan zoning.	380	1	<p>It is recommended to retain the proposed zoning as set out in the Draft Plan, in order to maintain a coherent new residential neighbourhood land use zoning for the area south of Centre Park Road.</p> <p>Recommendation: No change.</p>
Rezone site between Centre Park Road and Monaghan Road proposed to be zoned "ZO 17 Sports Grounds and Facilities" to "ZO 5 Mixed Use Development".	380	1	<p>The need to provide sports grounds in the City Docks is twofold:</p> <ul style="list-style-type: none"> • to partially meet the active recreational needs of the South Docks within the City Docks in order to ensure that this is a strong neighbourhood; and

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			<ul style="list-style-type: none"> • to meet the play and sports needs of the schools campuses proposed in the City Docks, as the schools sites will not have the space to accommodate this use. <p>The residual active recreational needs will need to be located outside but accessible to the City Docks (e.g. accessed by the Greenway / LRT).</p> <p>The Draft Plan land use strategy seeks to provide sports grounds to meet this partial need in locations accessible to the schools campuses.</p> <p>The submission raises the issue of a disproportionate and inequitable distribution of those uses in the context of wider community infrastructure and public open space provision. This is accepted and it is proposed to relocate the sports grounds to two other locations:</p> <ul style="list-style-type: none"> • to form part of a larger sports campus; and • immediately adjacent to the Western Primary School as a small extension to the Park. <p>Recommendation</p> <p>(i) Change zoning from “ZO 17 Sports Grounds and Facilities” to the east of Kennedy Spine and to “ZO 2 New Residential Neighbourhoods”.</p> <p>(ii) Change the zoning of lands due south of the “ZO 8 District Centres” zoning south of Centre Park Road to the west of the ESB site (south) from “ZO 2 New Residential Neighbourhoods” to “ZO 17 Sports Grounds and Facilities” (to provide a full size pitch due to form part of a sports campus).</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			(iii) Provide Multi-Use Games Areas (ball courts) adjacent to the Park, to the south of the western "ZO 13 Education"-zoned site.
Relocation of "Kennedy Spine" "ZO 16 Public Open Space" zoning further west and retain previous width of spine.	380	1	<p>The change in the land use strategy between the current Cork City Development Plan 2015 and the Draft Plan has been introduced for a number of reasons, including:</p> <ul style="list-style-type: none"> • Creating a civic space of importance to the City Docks. • Creating a coherent landscape / public open space extending from Victoria Road / Kennedy Park to the waterfront space and its backdrop the Saint Luke's / Montenotte Ridge. • Providing an urban structure that is based around a park with a strong vista to Saint Luke's Church and a strong visual connection to the River Lee corridor. • Grouping two public open spaces proposed in the current City Development Plan 2015 into one coherent and more successful public space. • Enabling a space that would benefit from good levels of sunlight. <p>The submission has requested that consideration be given to moving the POS further westwards on the grounds that this would improve development feasibility of adjacent lands.</p> <p>It is considered that the spine between Centre Park Road and the River Lee can be adjusted westwards to assist in creating a more developable land holding configuration on adjacent lands. The other three sections of the spine will also be adjusted to reflect this alignment.</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			<p>The visual link with Saint Luke's Church along the entire length of the Kennedy Spine will be retained.</p> <p>Recommendation:</p> <ul style="list-style-type: none"> (i) Adjust Kennedy Spine westwards between Centre Park Road and Marina Walk. (ii) Develop a new alignment for the other three land parcels that constitute the Kennedy Spine. A proposed Amendment will be prepared that responds to this revised opportunity.
Retain previous width of Kennedy Spine ZO 16 Public Open Space.	380	1	<p>It is proposed to reduce the width of the "Kennedy Spine" from c. 54 metres as currently proposed in the Draft Plan to c 45 metres – this would result in the same area of public open space-zoned lands in this area as that currently zoned in the current Cork City Development Plan 2015, with a different, improved alignment.</p> <p>Recommendation</p> <p>Reduce the width of the "Kennedy Spine" "ZO 16 Public Open Space" to 45 metres.</p>
Concerns regarding the privatisation of public lands in docklands and the Draft Plan relies too much on "Mixed Use Development" in docklands, there needs to be a significant increase in lands zoned residential. There needs to be an increase in Public Open Space zoning including the quayside area.	396	1	<p>The proposed land use zoning strategy for the Docklands has been specifically formulated to achieve a more balanced development in the area. Lands have been specifically zoned for residential development, public open space and sports facilities. The new docklands neighbourhood will be a mixed use area accommodating a range of uses including employment uses. The areas proposed for Mixed Use development will accommodate a mix of uses including employment uses, with predominantly more residential uses being accommodated on the areas zoned for Residential development. The Mixed Use zoning provides the necessary flexibility to provide the required mix of uses to ensure a successful, sustainable new</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			<p>urban community. The land use strategy for the City Docks includes significant proposals for public open space, including Marina Park and The Marina; the River Lee waterfront, Kennedy Quay and Horgan's Quay; Kennedy Park and Spine; public open space requirements within future developments and sports grounds. This level of public open space provision is considered to be appropriate and reasonable given the high density neighbourhood that will be developed in the City Docks.</p> <p>Recommendation:</p> <p>No change.</p>

Section 2
Ballincollig

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
Proposed rezoning of lands at Carrigaranna Road in Carrigrohane from "ZO 21 City Hinterland" to "ZO 01 Sustainable Residential Neighbourhoods", to rectify an inconsistency in the Draft Plan.	91	16	<p>This is a modest backland site that is currently zoned as "Existing Built Up Area" in the 2017 Municipal District Local Area Plan. Its omission from the "ZO 01 Sustainable Residential Neighbourhoods" was an error and it is recommended to zone this site accordingly.</p> <p>Recommendation:</p> <p>Change zoning of specified site from "ZO 21 City Hinterland" to "ZO 1 Sustainable Residential Neighbourhoods".</p>
Proposed rezoning of lands at former Supernova site, Westpoint Business Park, from "ZO 01 Sustainable Residential Neighbourhoods" to "ZO 9 Neighbourhood and Local Centres", acknowledging the lands being brownfield lands.	242	16	<p>There is significant vacancy on the north side of the town centre, principally along the streets which form part of the Ballincollig Town Centre Development, which was completed in 2007. There is also some vacancy within the Castlewest Ballincollig Shopping Centre itself. The challenge for Ballincollig through this Plan is to reduce the vacancy levels on the North side of the main street particularly in the Town Centre Development whilst consolidating the current offering, as reflected for example in paragraph 10.211 of the Draft Plan.</p> <p>Cork City Council considers that rezoning of these lands for retail use would undermine the town centre and contravene the aim of this Plan to protect the vitality and viability of Ballincollig as a retail centre.</p> <p>Recommendation:</p> <p>No change.</p>
Proposed rezoning of lands to extend the proposed "ZO 9 Neighbourhood and Local Centres" of the existing Lidl Foodstore lands to reflect the existing permitted pattern	261	16	<p>Considering the immediate land use pattern in this area, it is recommended that it would be appropriate to extend the "ZO 9 Neighbourhood and Local Centres" zoning beyond the footprint of</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
of established retail provision at West City Retail Park, Innishmore, Ballincollig.			<p>the building concerned to encompass the western area of the subject lands.</p> <p>Recommendation:</p> <p>Extend the "ZO 9 Neighbourhood and Local Centres" to encompass western portion of the subject lands.</p>
Proposed rezoning of lands from at Lisheens, Ballincollig from "ZO 13 Education" to Residential. The lands were zoned Residential in the 2017 Cork County Local Area Plan for Ballincollig & Carrigaline. The landowner is in advanced talks with a property developer to sell the site for residential development and the proposed zoning will prevent this.	270	16	<p>A portion of these lands are currently zoned for Educational use in the 2017 Municipal District Local Area Plan.</p> <p>There is an acute need for new school sites in Ballincollig as a number of schools are currently in temporary accommodation not ideally suited to educational use. In addition, population requirements for Ballincollig indicate that a minimum of 2 new schools and potentially 3 will be needed in the short to medium term.</p> <p>Given this site's location in an established residential area with access to transport links and the potential to serve a wide catchment, these lands are considered suitable for educational use.</p> <p>Recommendation:</p> <p>No change.</p>
Proposed rezoning of lands in Maglin, South Ballincollig from "ZO 16 Public Open Space", "ZO 13 Education" and "ZO 03 Tier 3 Residential Neighbourhoods" to "ZO 02 New Residential Neighbourhoods".	291	16	<p>As part of the preparation of this Draft Development Plan, Cork City Council has updated the indicative flood zone mapping for this area to take account of the information that has become available from the South Ballincollig Drainage Study.</p> <p>The flood zones illustrated in the Draft Plan are based on an undefended scenario and do not take the presence of flood protection structures such as walls or embankments into account. This is to allow for the fact that there is still a residual risk of flooding</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive’s Response & Recommendation
			<p>behind the defences due to overtopping or breach, and that there may be no guarantee that the defences will be maintained in perpetuity. The land use zoning for this area has been determined in accordance with the Guidelines for The Planning System and Flood Risk Management and is considered appropriate.</p> <p>The designation of areas of this landholding as “ZO 03 Tier 3 Residential Neighbourhoods” is reflective of infrastructural and topographical constraints in this area, including the need for the identification of a distributor road suitable for multi modal transportation including cycle lanes, Bus lanes and accommodation for Light Rail.</p> <p>The previous route indicated in the 2017 Municipal District Local Area Plan is indicative only and its feasibility in relation to environmental and topographical constraints has not been established. Cork City Council are currently working to establish a preferred route and this Development Plan will be amended once this route has been identified.</p> <p>The Department of Education has indicated a minimum requirement for two primary schools and one post primary school based on current population projections, and Cork City Council considers the Maglin Urban Expansion Area along with other areas identified in the Draft Plan to be the optimum location for these schools.</p> <p>Recommendation: No change.</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
Proposed rezoning of lands at Maglin, South Ballincollig, from "ZO 03 Tier 3 Residential Neighbourhoods" to "ZO 02 New Residential Neighbourhoods".	293	16	<p>The "ZO 03 Tier 3 Residential Neighbourhoods" zoning designation on this site was a mapping error. It is recommended to zone this site accordingly.</p> <p>Recommendation:</p> <p>Change zoning of specified site from "ZO 03 Tier 3 Residential Neighbourhoods" to "ZO 02 New Residential Neighbourhoods".</p>
Proposed rezoning of lands at Maglin, South Ballincollig, from "ZO 03 Tier 3 Residential Neighbourhoods" and "ZO 16 Public Open Space" to "ZO 02 New Residential Neighbourhoods".	300	16	<p>As part of the preparation of this Development Plan, Cork City Council has updated the indicative flood zone mapping for this area to take account of the information that has become available from the South Ballincollig Drainage Study.</p> <p>The flood zones illustrated in this plan are based on an undefended scenario and do not take the presence of flood protection structures such as walls or embankments into account. This is to allow for the fact that there is still a residual risk of flooding behind the defences due to overtopping or breach, and that there may be no guarantee that the defences will be maintained in perpetuity. The zoning for this area has been determined in accordance with the Guidelines for The Planning System and Flood Risk Management and is considered appropriate.</p> <p>Recommendation:</p> <p>No change.</p>
The main requests in the submission are for land to be identified and zoned for a community centre and lands to be zoned adjacent to existing schools to facilitate extensions of same.	348	16	<p>Cork City Council have identified and zoned land in a largely residential area to the northwest of Ballincollig Town Centre. Cork City Council have zoned a number of sites for new schools in the Draft Plan, the optimum sites have been identified in conjunction with the Department of Education. Cork City Council will work with</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			<p>the existing schools to facilitate their expansion needs during the lifetime of this plan.</p> <p>Recommendation:</p> <p>No change.</p>
Proposed rezoning of lands at Maglin, South Ballincollig, from "ZO 03 Tier 3 Residential Neighbourhoods" to "ZO 02 New Residential Neighbourhoods".	345	16	<p>The "ZO 03 Tier 3 Residential Neighbourhoods" zoning designation on this site was a mapping error. It is recommended to zone this site accordingly.</p> <p>Recommendation:</p> <p>Change zoning of specified site from "ZO 03 Tier 3 Residential Neighbourhoods" to "ZO 02 New Residential Neighbourhoods".</p>
Proposed rezoning of lands at East Gate, Ballincollig from "ZO 4 Long-term Strategic Regeneration" to "ZO 7 Urban Town Centre", due to the site's existing and permitted use and its location within the existing Town Centre of Ballincollig.	367	16	<p>This submission is effectively a duplication of submission 373. See submission 373 below.</p> <p>Recommendation:</p> <p>No change.</p>
Proposed rezoning of service station lands at East Gate, Ballincollig from "ZO 4 Long-term Strategic Regeneration" to "ZO 7 Urban Town Centre", due to the site's existing and permitted use and its location within the existing Town Centre of Ballincollig.	373	16	<p>The "ZO 4 Long-term Strategic Regeneration" zoning designation on this site accurately reflects the land use pattern of this area to the south of the main street in Ballincollig. Furthermore, it is not considered that the current zoning would impact upon the operation of the current business activity or the future development potential of this site.</p> <p>Recommendation:</p> <p>No change.</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
An Post. Amend land use zoning at Inishmore Industrial Estate from "ZO 01 Sustainable Residential Neighbourhoods" to "ZO 10 Light Industry and Related Uses" or "ZO 11 Business and Technology".	407	16	<p>This area is largely industrial / commercial in nature and the proposed rezoning request is considered appropriate.</p> <p>Recommendation:</p> <p>Change zoning of specified lands from "ZO 01 Sustainable Residential Neighbourhoods" to "ZO 10 Light Industry and Related Uses".</p>
Department of Education. School sites including buildings and green areas should be zoned for Education. All future school sites should be zoned and mapped. New schools are likely to be required in Ballincollig. Supports zoned Education lands in west Ballincollig.	410	16	<p>Cork City Council acknowledges the support of the Department of Education for the proposed rezoning of lands for educational purposes in the west of Ballincollig.</p> <p>Recommendation:</p> <p>No change.</p>
Proposed rezoning of lands at the Stables, Coolroe from "ZO 17 Sports Grounds & Facilities" to "ZO 02 New Residential Neighbourhoods". These lands are in private ownership not associated with the rugby club. Residential use would be consistent with surrounding lands.	445	16	<p>The area specified adjoins a wetlands and scrub woodland and the site may be of a high biodiversity value. The rezoning of this site for residential development may facilitate the erosion of a potential area of high biodiversity value. It is however proposed to change the zoning of this site from "ZO 17 Sports Grounds & Facilities" to "ZO 16 Public Open Space" to more accurately reflect the use of the lands.</p> <p>Recommendation:</p> <p>Change zoning of lands from "ZO 17 Sports Grounds & Facilities" to "ZO 16 Public Open Space".</p>

Section 3
Blarney / Tower

Specific Zoning Request	Sub. No.	Map No.	Chief Executive’s Response & Recommendation
<p>A number of submissions oppose the proposed designation of the former Blarney Park Hotel and adjoining lands as an Architectural Conservation Area (ACA). The submissions further assert that:</p> <ul style="list-style-type: none"> • ACA designation will have a negative effect on the area and will prevent development in particular retail and residential development. • Will prevent development of a parcel of land for commercial development. • Some adjoining areas of have been excluded. <p>A number of submissions are in favour or are in favour of developing it as a public park and seek the preservation of Blarney town square and Castle.</p> <p>A number of submissions request the removal of long term regeneration status and rezoning of lands currently ZO-04 to ZO-01.</p> <p>The insertion of an objective to permit 2,000 net retail is also requested to facilitate the development of a supermarket.</p>	<p>75, 82, 84, 86, 126, 145, 204, 207, 304, 321, 343, 396, 440, 446</p>	<p>11</p>	<p>The aim of ACA designation is not to prevent development, rather to guide sensitive, good quality development, which will enhance both the historical character of the area and the amenity of those who enjoy it.</p> <p>The town square is an important historical feature and amenity in Blarney enjoyed and merits protection from inappropriate development.</p> <p>The site of the former Blarney Park Hotel site is of strategic importance to the town. The site has been vacant for many years and its redevelopment is paramount to sustaining Blarney as a living town as well as one of the country’s prime tourist attractions.</p> <p>As stated in the Draft CDP Cork City Council is conscious of the need to diversify economic activity within Blarney, however the proximity of this site to Blarney Castle and Town Square makes it particularly sensitive. Any future development will need to protect and enhance the existing character of the area and views of the Castle.</p> <p>The designation of ACA for this site or regeneration objectives afforded to it does not prevent the development of retail or housing but as previously stated the site is strategic and sensitive in nature given its proximity to Blarney Castle, consideration is required regarding the following:</p> <ul style="list-style-type: none"> • The location, siting, and design of any future development on the site. • Regard must be had to the existing streetscape around the adjoining square.

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			<ul style="list-style-type: none"> • Mixed use redevelopment may be considered on the site, retail which boosts the local convenience and tourist offering is encouraged. • Design must be of a high architectural standard and should reflect and complement the ACA particularly with regard to building materials and heights proposed. • Any development must ensure that adequate linkages are provided between the site and the current active town centre. <p>A framework plan which will be prepared for Blarney Town Centre will include guidance on the redevelopment of this site and adjoining lands.</p> <p>A framework plan which will be prepared for Blarney Town Centre will include guidance on the redevelopment of this site and adjoining lands. It will also contain objectives for public realm improvements within the historic core to ensure that they are designed to enhance and support its historic character.</p> <p>Given the lands current characteristics a long term regeneration objective is considered appropriate. With regard to rezoning lands as ZO-01, there are capacity issues with regard to the water services in Blarney which necessitate upgrades before development can commence on these lands, however Cork City Council envisages that these lands will be available for development during the lifetime of this Plan.</p> <p>Recommendation: No change.</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
Proposed rezoning of lands at Cloughphilip, Tower from "ZO 21 City Hinterland" to Residential Low Density.	36	18	<p>These lands are located outside the settlement boundary of Tower and it is considered that there is sufficient zoned land within this area to meet the housing and population targets of this settlement.</p> <p>Recommendation: No change.</p>
Supports the proposed zoning of lands at Dromasmole, Tower as "ZO 1 Sustainable Residential Neighbourhoods".	87	18	<p>This submission supporting the proposed "ZO 1 Sustainable Residential Neighbourhoods" zoning is acknowledged.</p> <p>Recommendation: No change.</p>
Proposed rezoning of a portion of lands at Coolflugh, Cloghroe, Tower from "ZO 2 New Residential Neighbourhoods" to "ZO 09 Neighbourhood and Local Centres", with the remainder of the lands remaining identified for future residential use.	88	18	<p>Cork City Council consider that additional retail floorspace is not required in Tower during this plan period and that the needs of the settlement are adequately served by the current retail offering. The Cloghroe Village Centre will continue to be the principle location for future retail development which will be limited to small scale convenience uses.</p> <p>Recommendation: No change.</p>
Proposed rezoning of lands at Shean Lower, Blarney from "ZO 03 Tier 3 Residential Neighbourhoods" to "ZO 02 New Residential Neighbourhoods".	122	11	<p>The National Planning Framework (NPF) sets out a two-tier approach to land zoning. National Policy Objective 72a requires planning authorities to apply a standardised tiered approach to differentiate between (i) zoned land that is serviced (Tier 1) and (ii) zoned land that is serviceable within the life of the Plan (Tier 2). The Draft Plan also proposed a Tier 3. The Core Strategy provides details of the zoning tiers.</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			<p>The subject lands are constrained by lack of infrastructure, notably water services and capacity within the drinking water and foul network, and cannot be considered for Tier 2 "ZO 2 New Residential Neighbourhoods" zoning at this time.</p> <p>Recommendation: No change.</p>
<p>Welcomes and supports the proposed "ZO 2 New Residential Neighbourhoods" zoning at Cloghroe, Tower, with a planning application on these lands imminent. Sets out intention to develop these lands in the early stage of the Plan delivery, noting the presence of site services and community facilities and OPW on flood relief works.</p>	147	18	<p>This submission supporting the proposed "ZO 1 Sustainable Residential Neighbourhoods" zoning is acknowledged.</p> <p>Recommendation: No change.</p>
<p>Proposed rezoning of residential lands at Sunberry, Blarney from "ZO 2 New Residential Neighbourhoods" to "ZO 21 City Hinterland". The lands are not suitable for residential development due to the scenic landscape and impacts on Blarney Castle, traffic impacts, the sloped nature of the site and a recent planning refusal.</p>	160	11	<p>It is proposed to retain the "ZO 2 New Residential Neighbourhoods" zoning on this site. Whilst this site has some services, additional services are required to allow for immediate development. The approach to the zoning of this site will allow for appropriately scaled residential development to take place.</p> <p>Recommendation: No change.</p>
<p>Proposed rezoning of residential lands at St Ann's Road, Monacnapa Blarney from "ZO 2 New Residential Neighbourhoods" to "ZO 1 Sustainable Residential Neighbourhoods".</p>	207	11	<p>It is proposed to retain the "ZO 2 Sustainable Residential Neighbourhoods" zoning on this site. Whilst it has some services, additional services are required to allow for immediate development. The approach to zoning of this site will allow for appropriately scaled residential development to take place.</p> <p>Recommendation:</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			No change.
Proposed rezoning of lands at Knockacorbally, Blarney from "ZO 21 City Hinterland" to "ZO 02 New Residential Neighbourhoods".	230	11	<p>These lands are located outside the development boundary of Blarney. Cork City Council considers that there is sufficient zoned land within the development boundary of Blarney to meet the residential needs of its projected population during the lifetime of this plan</p> <p>Recommendation:</p> <p>No change.</p>
Supports proposed "ZO 10 Light Industry and Related Uses" applied to the Blarney Business Park and seeks to modify the boundary for Blarney to include the proposed Blarney Business Park extension.	234	11	<p>This refers to Strategic Employment Site 1 identified in Objective 7.10 of the Draft Plan. It is proposed to retain this zoning with updated text requiring access to be via the existing Blarney Business Park and agreed with the TII, subject to finalisation of the M20 route corridor design.</p> <p>Recommendation:</p> <p>(i) Retain Strategic Employment Site 1 (lands adjoining Blarney Business Park) with updated text requiring access to be via the existing Blarney Business Park and agreed with the TII, subject to finalisation of the M20 route corridor design.</p>
Proposed rezoning of Blarney GAA Club Grounds from "ZO 17 Sports Grounds and Facilities" to "ZO 5 Mixed Use Development".	253	11	<p>It is considered that the recommended zoning change is acceptable. Future redevelopment of this site will subject to normal planning considerations where appropriate including a Retail impact assessment and a Site Specific Flood Risk Assessment and a design statement.</p> <p>It is recommended to include this site as a Neighbourhood Development Site in Chapter 10.</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			<p>Recommendation:</p> <ul style="list-style-type: none"> (i) Change zoning of the site specified from "ZO 17 Sports Grounds and Facilities" to "ZO 5 Mixed Use Development". (ii) Include this site as a "Neighbourhood Development Site" in Chapter 10. (iii) Future redevelopment of this site will subject to normal planning considerations where appropriate including a Retail impact assessment and a Site Specific Flood Risk Assessment and a design statement. (iv) In addition a suitable site for relocation with suitable pedestrian and cycling access shall be identified and agreed with Cork City Council prior to any development proposals being considered for this site.
<p>Proposed rezoning of lands at Knockasuff, Waterloo, Blarney from "ZO 21 City Hinterland" to "ZO 2 New Residential Neighbourhoods", for the purposes of housing delivery, supporting compact growth and a city of neighbourhoods and integration with CMATS objectives.</p>	263	11	<p>These lands are located outside the development boundary of Blarney. Cork City Council considers that there is sufficient zoned land within the development boundary of Blarney to meet the residential needs of its projected population during the lifetime of this plan</p> <p>Recommendation:</p> <p>No change.</p>
<p>Proposed rezoning of lands at Ardamadane, Stoneview, Blarney from "ZO 3 Tier 3 Residential Neighbourhoods" to "ZO 2 New Residential Neighbourhoods".</p>	268	11	<p>The National Planning Framework (NPF) sets out a two-tier approach to land zoning. National Policy Objective 72a requires planning authorities to apply a standardised tiered approach to differentiate between (i) zoned land that is serviced (Tier 1) and (ii) zoned land that is serviceable within the life of the Plan (Tier 2). The</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			<p>Draft Plan also proposed a Tier 3. The Core Strategy provides details of the zoning tiers.</p> <p>The subject lands are constrained by lack of infrastructure, including water services and transport linkages, and cannot be considered for Tier 2 "ZO 2 New Residential Neighbourhoods" zoning at this time.</p> <p>Recommendation:</p> <p>No change</p>
<p>Proposed rezoning of lands of 18.5 ha at St Ann's Road, Monacnapa, Blarney from "ZO 21 City Hinterland" to "ZO 2 New Residential Neighbourhoods".</p>	290	11	<p>This proposal would result in the rezoning of lands outside of the development boundary of Blarney, would encourage sprawl and erode the strategic gap between Blarney and Tower. Cork City Council considers that there is sufficient zoned land within the development boundary of Blarney to meet the residential needs of its projected population during the lifetime of this Plan.</p> <p>Recommendation:</p> <p>No change.</p>
<p>Proposed rezoning of lands adjoining the village square in Blarney from "ZO 2 New Residential Neighbourhoods" to "ZO 1 Sustainable Residential Neighbourhoods". Remove proposed Architectural Conservation Area (ACA) designation from the surface car park and rezone from "ZO 07 Urban Town Centre" to "ZO 15 Public Infrastructure and Utilities".</p>	321	11	<p>The National Planning Framework (NPF) sets out a two-tier approach to land zoning. National Policy Objective 72a requires planning authorities to apply a standardised tiered approach to differentiate between (i) zoned land that is serviced (Tier 1) and (ii) zoned land that is serviceable within the life of the Plan (Tier 2). The Draft Plan also proposed a Tier 3. The Core Strategy provides details of the zoning tiers.</p> <p>The lands described in the submission as being "ZO 2 New Residential Neighbourhoods" are in fact zoned "ZO 4 Long Term Strategic Regeneration" in the Draft Plan. These lands are not fully</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			<p>serviced and cannot be considered Tier 1 "ZO 1 Sustainable Residential Neighbourhoods" zoning at this time.</p> <p>It is considered that the surface car park is appropriately zoned as "ZO 07 Urban Town Centre".</p> <p>Recommendation:</p> <p>No change.</p>
<p>Proposed rezoning of lands in west Blarney from "ZO 4 Long-term Strategic Regeneration" to "ZO 07 Urban Town Centre" and opposes proposed extension of Architectural Conservation Area (ACA) designation.</p>	329	11	<p>The subject site is part of a larger overall regeneration site proposed in the Draft plan and was previously identified in successive Cork County Council Planning documents and has been identified for a sensitive approach where any future development will need to protect and enhance the existing character of the area and views of the Castle.</p> <p>Recommendation:</p> <p>No change.</p>
<p>Submission from Blarney Castle Estate proposing:</p> <p>(i) Rezone lands from "ZO 02 New Residential Neighbourhoods" to "ZO 21 City Hinterland" (1) west of former Blarney Hotel Site and (2) at Monacnapa.</p> <p>(ii) "ZO 21 City Hinterland Zoning" and "Objective 10.65 Blarney Hinterland" to provide for the protection of mature / historic woodland and root zones.</p> <p>(iii) High density should be prioritised to the north and east of the historic core where its impact can be managed.</p>	343	11	<p>Land and sites already zoned for residential purposes provide a baseline or starting point to meet projected population and housing targets.</p> <p>The lands referenced in this submission have been identified in this plan as part of the development of the Core Strategy as capable of facilitating housing during the lifetime of this Plan.</p> <p>The desirable density and heights for Blarney are set out in Chapter 11 of the Draft Plan, with higher densities proposed in the North Eastern quadrant of the town in areas such as Stoneview and Ringwood, thus protecting the historic core of the town.</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
<p>(iv) Remove the expansion area to the north of the existing Apple centre in Hollyhill to avoid further encroachment on long-distance views from Blarney Castle.</p> <p>(v) Reduce size of Tier 3 lands on the eastern approach to Blarney's historic core to provide a 15m buffer zone, controlling development in a manner similar to an Architectural Conservation Area (ACA).</p>			<p>It is not considered that Tier 3 lands on the eastern approach to Blarney or the Strategic Employment zone at Holyhill will have an impact on the ACA.</p> <p>Recommendation: No change.</p>
<p>(i) Blarney: Concerns regarding proposals to expand the Architectural Conservation Area (ACA) designation at the former Blarney Park Hotel site. This site should accommodate a large food store which is needed in the town.</p> <p>(ii) Blarney: Support for the lands at the back of Sunberry Drive and Heights to be rezoned from "ZO 2 New Residential Neighbourhoods" to "ZO 21 City Hinterland".</p> <p>(iii) Tower: Concerns over the absence of any significant zoning to assist in the improvement of local roads infrastructure in Tower.</p>	396	18	<p>Land and sites already zoned for residential purposes provide a baseline or starting point to meet projected population and housing targets.</p> <p>The lands referenced in this submission have been identified in this plan as part of the development of the Core Strategy as capable of facilitating housing during the lifetime of this Plan.</p> <p>Road improvements are an operational matter and not for consideration in the preparation of this Plan.</p> <p>Potential off road connections between Blarney and Tower have been identified in this plan and the Cork Cycle Plan as part of CMATS. In addition, significant bus service improvements with connections to both the City Centre, Strategic Employment Areas at Holyhill and Ballincollig have been identified as part of Bus connects.</p> <p>Recommendation: No change.</p>
Request zoning to remain as residential as proposed at Coolflugh, Cloghroe, Tower. Rezoning to permit retail will have a negative impact on nearby SuperValu supermarket.	420	18	<p>See response to submission 88.</p> <p>Recommendation:</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
<p>Seeks rezoning of lands to "ZO 02 New Residential Neighbourhoods" or "ZO 03 Tier 3 Residential Neighbourhoods" at Blarney / Stoneview (no map provided).</p>	430	11	<p>No change.</p> <p>The National Planning Framework (NPF) sets out a two-tier approach to land zoning. National Policy Objective 72a requires planning authorities to apply a standardised tiered approach to differentiate between (i) zoned land that is serviced (Tier 1) and (ii) zoned land that is serviceable within the life of the Plan (Tier 2). The Draft Plan also proposed a Tier 3. The Core Strategy provides details of the zoning tiers.</p> <p>The subject lands are constrained by lack of infrastructure including water services and transport linkages, and cannot be considered for Tier 2 "ZO 2 New Residential Neighbourhoods" zoning at this time.</p> <p>Recommendation:</p> <p>No change</p>
<p>Proposes a masterplan for lands at Stoneview and Ringwood in Blarney including proposed zoning changes, from (variously) "ZO 2 New Residential Neighbourhoods", "ZO 3 Tier 3 Residential Neighbourhoods" and "ZO 16 Public Open Space" to "ZO 2 New Residential Neighbourhoods", "ZO 5 Mixed Use Development", ZO 7 Urban Town Centre" and "ZO 16 Public Open Space".</p>	449	11	<p>(i) Railway Station and Commuter Rail</p> <p>The location for the proposed railway station at Stoneview has not yet been decided. Cork City Council are working in tandem with Irish Rail and the NTA to deliver a railway station in Stoneview. The advantages of significant residential development adjacent to mass transit is acknowledged.</p> <p>(ii) N/M20</p> <p>The route selection for the N/M20 is ongoing and the impacts of any proposed route on the Stoneview / Blarney Area will be assessed in collaboration with TII and Limerick City and County Council who are the lead authorities on the delivery of this project. The necessity for a new or upgraded interchange for Blarney will be decided as part of the final route selection process but Cork City Council consider it premature to assume</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive’s Response & Recommendation
			<p>that enhanced access to Blarney or indeed Stoneview will not be required.</p> <p>(iii) Irish Water</p> <p>Irish Water have indicated that there is a water services infrastructure deficit in relation to the Ringwood and Stoneview area which may prohibit the development of these lands in the short to medium term.</p> <p>(iv) Alignment with National and Regional Guidance</p> <p>The Draft Plan including the relevant sections in relation to Blarney are fully compliant with National and Regional Guidance. The Plan does not state that Tower and Kerry Pike are on the rail network and the ambition enhanced linkages between these 3 settlements is based on improved bus services, walking/cycling and off road infrastructure.</p> <p>(v) Population, housing and zoning allocations</p> <p>The allocations as afforded to Blarney in Draft Plan to be appropriate considering the infrastructural availability at present and its unique identity and heritage asset. Blarney is recognised as a standalone town for census purposes and within the National Planning Framework and Cork City Council will be guided by the requirements of NPO 3c which requires the delivery of at least 30% of all new homes that are targeted in settlements other than the five Cities and their suburbs, within their existing built-up footprints.</p> <p>Taking into account recommendations set out elsewhere in this Report, in relation to the application of “ZO 3 Tier 3 Residential Neighbourhoods” (see OPR Submission 426, Recommendation 5), it</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive’s Response & Recommendation
			<p>is proposed to omit the “ZO 3” zoning objective and designate all “ZO 3” lands as “Longer Term Strategic Development Lands”.</p> <p>It is envisaged that the lands currently zoned “ZO 2 New Residential Neighbourhoods” in Stoneview and the site in Ringwood, Blarney adjoining the N20 to the south will be rezoned to “ZO 3” and consequently redesignated as “Longer Term Strategic Development Lands”. The remaining “ZO 2” lands in Ringwood align with the principle of compact growth taking into account their location and context within the town.</p> <p>Objective 10.63 of the Draft Plan sets out that a framework plan will be carried out for Stoneview during the lifetime of the Development Plan.</p> <p>Recommendation:</p> <p>Change the zoning of the lands currently zoned “ZO 2 New Residential Neighbourhoods” in Stoneview and the site in Ringwood, Blarney adjoining the N20 to the south to “ZO 3” and redesignate to “Longer Term Strategic Development Lands” (see OPR submission 426 Recommendation 5).</p>

Section 4
Glanmire

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
Proposed rezoning of lands at Knocknahorgan, Glanmire from "ZO 21 City Hinterland" to residential, to include lands within the development boundary of Glanmire.	16	13, 19	<p>This site is located outside the 2017 Cobh Municipal District Local Area Plan boundary for Glanmire. While there was a planning permission on this site for 2 houses, there is no justification at this time to zone this land for residential use or include it within the Glanmire development boundary. While the site is not located within a flood zone, there is a stream on site that flows into the Glashaboy River.</p> <p>Recommendation: No change</p>
Proposed rezoning of lands at Sallybrook, Glanmire from "ZO 18 Landscape Preservation Zone" to "ZO 02 New Residential Neighbourhoods".	47, 246	13, 19	<p>These lands are zoned 'Open Space, Sports, Recreation and Amenity' in the 2017 Cobh Municipal District Local Area Plan with the following objective (GM-O-01) "Open Space. This prominent slope makes a significant contribution to the setting of Glanmire. There is a presumption against development on these lands because of the importance of the hillside to the setting of the area." These lands are proposed to be zoned "ZO 18 Landscape Preservation Zone" in the Draft Plan.</p> <p>This is an elevated site with landscape value to create habitats for biodiversity and to create ecological corridors for the movement of species, as well as contributing to the setting of Glanmire. There is no justification for changing this zoning at this time.</p> <p>Recommendation: No change.</p>
Submission acknowledges the inclusion of part of lands at Killydonoghue, Glanmire in Strategic Employment Site 4.	52	13	This submission supports the zoning of their lands as part of Strategic Employment Site 4.

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			<p>As set out elsewhere in this Report (see NTA submission 348 and TII submission 62) it is proposed to modify Strategic Employment Site 4 (Glanmire) into 2 parcels of land in order to facilitate the proposed Northern Relief Route and to facilitate enhanced access to public transport (bus terminus in walkable catchment). This strategic land bank is proposed to be sub-divided into 2 parcels as follows:</p> <ul style="list-style-type: none"> • Site 4a to provide for light industrial uses adjoining the existing industrial estate. • Site 4b to provide for logistics uses. <p>Recommendation:</p> <p>Modify Strategic Employment Site 4 (Glanmire) into 2 parcels of land (to provide for light industrial uses and logistics uses, respectively) in order to facilitate the proposed Northern Relief Route and to facilitate enhanced access to public transport.</p>
<p>Submission states that Strategic Employment Site 4: Lands at Glanmire (M8) – proposed zoning would not be in accordance with requirements of the National Planning Framework, RSES and CMATS to maintain and protect the national road network.</p>	62	13	<p>See submission 52 above.</p>
<p>Proposed rezoning of land of 11.5 ha along the Barnavara Hill Road, Glanmire from “ZO 16 Public Open Space” and “ZO 21 City Hinterland” to Residential.</p>	125	13, 19	<p>These lands are located outside the Glanmire development boundary and are currently zoned “ZO 16 Public Open Space” and form part of the proposed future lands for the North East Regional Park, which is a key regional objective as well as a long term City Development Plan objective for the North East of Cork City. This site is not considered to be suitable for residential development at this time.</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			<p>Recommendation:</p> <p>No change.</p>
<p>Proposed rezoning of land at Barnavara Hill, Glanmire from "ZO 16 Public Open Space" to Residential.</p>	<p>132</p>	<p>13, 19</p>	<p>These lands are located outside the Glanmire development boundary and are currently zoned "ZO 16 Public Open Space" and form part of the proposed future lands for the North East Regional Park, which is a key regional objective as well as a long term City Development Plan objective for the North East of Cork City. This site is not considered to be suitable for residential development at this time.</p> <p>Recommendation:</p> <p>No change.</p>
<p>Proposed rezoning of lands at John Barleycorn Site, Glanmire, from "ZO 16 Public Open Space" to "ZO 7 Urban Town Centre".</p>	<p>228</p>	<p>13, 19</p>	<p>This site is currently zoned 'Town Centre / Neighbourhood Centre' in the 2017 Cobh Municipal District Local Area Plan. It is proposed to be zoned "ZO 16 Public Open Space" in the Draft Plan. While the site adjoins public open space lands that should remain so, the subject site itself is a brownfield site, and its proposed regeneration would accommodate inter alia community services. The floodplain adjoins site to the southwest and a detailed flood risk assessment would form part of any subsequent planning application. The site includes a potential walkway / cycleway to the southern part of the site. There is no objection to reinstating the town centre zoning to allow for appropriate town centre uses.</p> <p>Recommendation:</p> <p>Change zoning of subject lands from "ZO 16 Public Open Space" to "ZO 7 Urban Town Centre".</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
<p>Proposed rezoning of lands at Vienna Woods Hotel, Glanmire from "ZO 18 Landscape Preservation Zone" to "ZO 01 Sustainable Residential Neighbourhoods".</p>	229	19	<p>This site includes the Vienna Woods Hotel and mixed woodland and is located due west of the Glashaboy River along the main public road into Glanmire from the south. This site is elevated, prominent and sensitive, and has landscape and biodiversity value. The current "ZO 18 Landscape Preservation Zone" zoning does not exclude consideration of appropriate expansion of the existing hotel business.</p> <p>Recommendation: No change.</p>
<p>Submission from Glanmire Area Community Association proposing a number of rezonings:</p> <ul style="list-style-type: none"> (i) Retain "ZO 16 Public Open Space" zoning (near Glanmire GAA Football Club) and include scenic walkway. (ii) "The Circus Field" and MUGA area should be changed to amenity designation. (iii) Retain "ZO 16 Public Open Space" zoning and include amenity designation. Riverstown soccer pitches are already in situ and this would regularise activities there. (iv) Acknowledge walkway / cycle way and Landscape Preservation Zone (along Butlerstown River) as a great addition to pedestrian infrastructure. (v) Welcome proposed large municipal park at proposed NE City Park location. 	254	13, 19	<p>The "ZO 16 Public Open Space" zonings are proposed to be retained. Support for the proposed North Eastern regional park is acknowledged.</p> <p>Recommendation: No change.</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
Proposed rezoning of lands at Upper Glanmire from "ZO 21 City Hinterland" to Residential.	255	13	<p>The site adjoins the hinterland settlement of Upper Glanmire in Draft Plan. There are limited services and facilities in Upper Glanmire. There is no justification to zone these lands at this time.</p> <p>However, the site is within the settlement boundary of the current 2017 Cobh Municipal District Local Area Plan and the western half of this site is subject to a current planning application.</p> <p>The approach set out in the Draft Plan is for managed development of hinterland settlements, however while this rezoning is not recommended at this time this recommendation will be reviewed following the outcome of the decision on the planning application.</p> <p>Recommendation: No change.</p>
Proposed rezoning of lands of 3.8 ha at Sallybrook, Glanmire from "ZO 10 Light Industry and Related Uses" to "ZO 4 Long-term Strategic Regeneration".	299	13, 19	<p>These lands have a "ZO 10 Light Industry and Related Uses" zoning. The lands have established light industrial uses and forms part of the Sallybrook Industrial Estate which extends southwards. The Glashaboy River adjoins the western and northern boundaries of the site and parts of the site are within the floodplain. The existing zoning objective is considered to reflect an appropriate range of uses for these lands.</p> <p>Recommendation: No change.</p>
This submission requests amendments to the text of the 'Neighbourhood Development Site 5 Dunkettle' in Chapter 10 of the Draft Plan to omit requirement for a school, road bridge access and reference to '1,360 homes'.	307	19	<p>Upon reassessment of this matter, there is no longer a requirement for a road bridge to access the site, as this site can be serviced through the road infrastructure improvements associated with the Balinglanna Strategic Housing Development at Dunkettle.</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			<p>The Department of Education and Skills have confirmed that there is a need for a Primary School in south Glanmire, potentially within this site. Consideration will be given to including an appropriately zoned Education site on these lands once this matter has been clarified.</p> <p>It is also considered that, due to the scale and extent of this site, it should be removed as a "Neighbourhood Development Site" from Chapter 10. Development on this site is better addressed through a future South Glanmire Framework Plan Objective. Renumber the remaining Neighbourhood Development Sites accordingly.</p> <p>Recommendation:</p> <p>(i) Remove the "Neighbourhood Development Site (No. 5)" designation from Chapter 10 in relation to this site, along with reference to requirement for road bridge and an indicative housing figure (and renumber the remaining Neighbourhood Development Sites accordingly).</p> <p>(ii) Include the following objective within Chapter 10 Glanmire Urban Town:</p> <p style="text-align: center;">Objective 10.7X South Glanmire Framework Plan</p> <p style="text-align: center;">Cork City Council will work with relevant stakeholders to produce a Framework Plan to support the sustainable growth of Glanmire and provide a coherent and coordinated land use plan for south Glanmire and its immediate environs.</p>
<p>Welcomes the inclusion of majority of lands at Sallybrook, Glanmire as "ZO 2 New Residential Neighbourhoods". Requests rezoning of remainder of lands from "ZO 3 Tier 3</p>	310	13, 19	<p>The land is situated to the northwest of Glanmire and includes two zonings of "ZO 3 Tier 3 Residential Neighbourhoods" and "ZO 16 Public Open Space". This site is currently zoned 'Residential' in the</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
<p>Residential Neighbourhoods" to "ZO 2 New Residential Neighbourhoods".</p>			<p>2017 Cobh Municipal District Local Area Plan, with an objective for 'medium B' residential development of individual serviced sites. Existing woodland on the eastern portion of the site must be protected.</p> <p>The eastern part of the site includes mixed woodland and is safeguarded through the proposed Public Open Space zoning. There is no request to change the Public Open Space zoning.</p> <p>The "ZO 3 Tier 3 Residential Neighbourhoods" zoning covers an area of approximately 14.5 Ha. In terms of bringing forward the site for residential development during the Plan period, the submission highlights that the developer is currently developing adjoining land due south and this site could be delivered over the short term subject to land zoning (and planning permission). The lands referred to due south are also currently zoned 'Residential' in the 2017 Cobh Municipal District Local Area Plan with an objective for 'medium B' residential development</p> <p>This is considered to be reasonable taking into account the existing residential zoning on these lands and the opportunity to create a coherent neighbourhood with the lands being developed to the south. It is also considered reasonable to zone the lands due south to Tier 1 "ZO 1 Sustainable Residential Neighbourhoods" to reflect their current status.</p> <p>Recommendation:</p> <p>(i) Change zoning of the lands from "ZO 3 Tier 3 Residential Neighbourhoods" (GM-R-05 in the Cobh MD LAP 2017) to "ZO 2 New Residential Neighbourhoods".</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			(ii) Change zoning of the lands from "ZO 2 New Residential Neighbourhoods" (GM-R-01 in the Cobh MD LAP 2017) to "ZO 1 Sustainable Residential Neighbourhoods".
Proposed rezoning of lands at Upper Glanmire from "ZO 21 City Hinterland" to Residential.	312	13	<p>The site adjoins the hinterland settlement of Upper Glanmire in Draft Plan. The approach set out in the Draft Plan is for managed development of hinterland settlements. There are limited services and facilities in Upper Glanmire. There is no justification to zone these lands at this time.</p> <p>Recommendation: No change.</p>
Proposed rezoning of lands at Glansillagh Mill, Sallybrook, Glanmire from "ZO 16 Public Open Space" to "ZO 1 Sustainable Residential Neighbourhoods" or "ZO 5 Mixed Use Development".	318	13, 19	<p>The site includes Protected Structure Glansillagh Mills, the Glashaboy River, former mill pond and mixed riparian woodland. The majority of the site forms the floodplain. It is not recommended to change the zoning from Public Open Space. There is a need for such spaces to create habitats for biodiversity and to create ecological corridors for the movement of species. These areas are particularly valuable as are in close proximity to a river.</p> <p>Recommendation: No change.</p>
Proposed rezoning of lands at Upper Glanmire / Whites Cross from "ZO 21 City Hinterland" to Residential.	344	13	<p>The site adjoins the hinterland settlement of Upper Glanmire in Draft Plan. The approach set out in the Draft Plan is for managed development of hinterland settlements. There are limited services and facilities in Upper Glanmire. There is no justification to zone these lands at this time.</p> <p>Recommendation: No change.</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
Reinstate residential zoning for lands at Upper Glanmire from proposed "ZO 21 City Hinterland" zoning and include lands in settlement boundary.	352	13	<p>The site adjoins the hinterland settlement of Upper Glanmire in Draft Plan. There are limited services and facilities in Upper Glanmire. The approach set out in the Draft Plan is for managed development of hinterland settlements. However, the site is within the settlement boundary of the current 2017 Cobh Municipal District Local Area Plan and the western half of this site is subject to a current planning application. This site is close to the centre of the settlement and is largely brownfield. There is merit to reinstating this site into the zoned boundary of Upper Glanmire.</p> <p>Recommendation: Change zoning of site from "ZO 21 City Hinterland" to "ZO 1 Sustainable Residential Neighbourhoods".</p>
Objects to rezoning of lands adjoining Crestfield Downs in Hazelwood Glanmire. The infrastructure in the area can't handle the existing housing in the locality, and the stone wall at the end of Crestfield downs has nesting birds and the ditch adjoining has hedgehogs.	403	13, 19	<p>See submissions 47, 46.</p> <p>Recommendation: No change.</p>
Proposed rezoning of lands at Lotamore Farm, Glanmire from "ZO 16 Public Open Space" and "ZO 21 City Hinterland" to Residential.	448	13	<p>This is a large site that covers an area of approximately 70 Ha and includes land zoned "ZO 16 Public Open Space" and "ZO 21 City Hinterland". These lands form part of the proposed future North East regional park (to serve Mayfield, Ballyvolane and Glanmire, and wider areas) which is a key regional objective as well as a long term City Development Plan objective for the North East of Cork City. This site is not considered to be suitable for residential development at this time.</p> <p>Recommendation: No change.</p>

Section 5
Cork Airport

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
<p>Request that lands adjoining Cork Airport be zoned as General Airport Related Uses including cargo distribution, commercial and technology (GAR). The proposed land zoning would help facilitate with the future growth of the airport.</p>	142	15	<p>Objective 10.51 of the Draft Plan sets out that during the lifetime of the Development Plan, Cork City Council in co-operation with Dublin Airport Authority (DAA) and in consultation with other relevant stakeholders including TII, NTA and Cork County Council will, prepare a framework plan to allow for the co-ordinated and sustainable growth of the Airport to underpin its function as an economic driver for the Southern Region.</p> <p>This relevant area for a new framework plan which will be prepared and adopted during the lifetime of this Plan is delineated on the Airport zoning map. This framework plan will allow for a coherent and coordinated land use plan for the Airport and its immediate environs, co-ordinated and sustainable growth of the Airport.</p> <p>The subject lands are located within the area delineated for the Airport Framework Plan and the appropriate use for these lands will be identified during the preparation of the Framework Plan.</p> <p>Recommendation:</p> <p>No change.</p>
<p>A number of submissions request amended policies for lands at Farmer's Cross and Lenaghmore as they relate to Cork Airport and acknowledgement of over 60 residential dwellings in the immediate area through the delineation of an appropriate development boundary around the settlement.</p> <p>It is further submitted that the Draft City Development Plan has ignored the residential properties in this area. Some submissions highlight that whilst identified on Map 15 of the Draft Plan, there does not appear to be any</p>	173, 182, 200, 214, 239, 294, 438	15	<p>The safeguarding area for the airport does not ignore the residential dwellings in the immediate area of the airport. Whilst one-off housing is generally not permitted, this is a reflection of the impact airport operations can have on the amenities residing close to an airport. The Draft Plan does not place any restrictions on existing dwellings within this zone and Cork City Council does not propose any restrictions on these properties. It is not proposed to delineate a settlement boundary around Farmers Cross.</p> <p>References to "ZO 23" and "ZO 24" were included in error and will be amended.</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
<p>written objective for ZO 23 which is stated to be an "Airport Development Safeguard & Framework Area" and that there is no objective for ZO-24. The Submissions further elaborate that landowners and residents can only speculate as to this proposed zoning of their properties and the implications this may have for their value and protection.</p>			<p>Recommendation:</p> <p>Omit references to "ZO 23" and "ZO 24" on the Development Plan maps.</p>
<p>Cork Airport welcomes and supports the general provisions of the Draft Cork City Development Plan insofar as it relates to operations and development of the airport. A number of zoning revisions are proposed:</p> <p>(i) Additional lands zoned "ZO 22 Cork Airport Infrastructure" from "ZO 21 City Hinterland" to the northwest of the airport and revisions to "ZO 24" Runway Extension boundary.</p> <p>(ii) Proposed rezoning of lands zoned "ZO 21 City Hinterland" to "ZO 22 Cork Airport Infrastructure" to the east of the N27 roundabout.</p> <p>(iii) Proposed rezoning of lands zoned "ZO 11 Business and Technology" to "ZO 21 City Hinterland" to south of airport. Alternatively, rezone to "ZO 10 Light Industry and Related Uses" with restrictions.</p> <p>The submission also refers to:</p> <p>(iv) Safety and safeguarding issues</p> <p>(v) Proposed Framework Plan</p> <p>(vi) Parking Policy</p>	386	15	<p>(i) The request to extend the area zoned "ZO 22 Cork Airport Infrastructure" to the northwest of the airport from "ZO 21 City Hinterland" and extension the runway extension boundary to further facilitate a runway extension is considered reasonable.</p> <p>(ii) The request to rezone lands east of the N27 / Airport Roundabout as from "ZO 21 City Hinterland" to "ZO 22 Cork Airport Infrastructure" ZO-22 to accommodate a filling station is not recommended, as it is considered that a filling station can be considered under the "ZO 21 City Hinterland" zoning objective subject to normal planning considerations.</p> <p>(iii) The request to rezone lands zoned "ZO 11 Business and Technology" is considered reasonable, however it is proposed to rezone these lands to "ZO 10 Light Industry and Related Uses" with additional supporting text to ensure that development on these lands is compatible with airport activities.</p> <p>(iv) The submission asserts that the policy regarding the restriction on one-off housing in the safeguard zone is not stringent enough and requests that:</p> <ul style="list-style-type: none"> • no new one-off housing be permitted, or

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
<p>(vii) Refinement of policy / objective relating to additional Airport Business Park</p> <p>(viii) Refinement of Zoning Objective "ZO 22 Cork Airport Infrastructure" and associated objectives</p> <p>(ix) Public transport connections</p> <p>(x) Consultation with Cork Airport in respect of proposed Southern Distributor Link Road</p>			<ul style="list-style-type: none"> only people engaged in full time farming be permitted to construct one off dwellings. <p>Cork City Council considers the policy as set out in the Draft Plan to be reasonable and that it sufficiently addresses the issue of one-off housing in the environs of the Airport. The submission further requests that in relation to inner and outer public safety zones that Cork airport be consulted as a statutory consultee. Cork City Council recognises Cork Airport as a statutory consultee.</p> <p>The submission also seeks new wording in relation Obstacle Limitation Surfaces (OLS) area and a new map with more clarity is requested.</p> <p>The new wording sought is as follows:</p> <p>"The planning authority supports the safe and effective operation of Cork Airport, and shall have regard to the Obstacle Limitation Surfaces in determining any development proposals in terms of the safety of aircraft and the safe and efficient navigation thereof. The planning authority shall take account of the advice of the Irish Aviation Authority and Cork Airport with regard to the effects of any development proposal on aircraft safety."</p> <p>It is considered that the information currently presented on a single map in Figure 10.32 of the Draft Plan be provided on two maps:</p> <ul style="list-style-type: none"> one map containing details of: approach surfaces; take off surface; inner horizontal; conical surface; and outer horizontal.

Specific Zoning Request	Sub. No.	Map No.	Chief Executive’s Response & Recommendation
			<ul style="list-style-type: none"> • a second map containing details of: public safety zones; and noise zones. <p>This will be provided subject to Cork Airport furnishing Cork City Council with the relevant data.</p> <p>(v) The submission seeks text to state the Framework Plan will be flexible to the needs of Cork Airport. This matter will be considered during the preparation of the Framework Plan.</p> <p>(vi) The submission seeks additional text requesting,</p> <p style="padding-left: 40px;">“Additional parking requirements for the medium term shall be set out and provided for in the proposed framework Plan.”</p> <p>Cork City Council considers the current text to be sufficient but the parking requirements for the Airport will be determined during the preparation of the Airport Framework Plan.</p> <p>(vii) The submission considered that the policy in relation to the Airport Business Park is currently overly restrictive and seeks refinement of text in relation to the Airport Business Park as follows:</p> <p style="padding-left: 40px;">“Allow for Office based industry or tourism related projects requiring which would benefit from an Airport location, internationally traded services, corporate offices and uses that are complimentary complementary to those in the existing Airport business park. All such proposals shall be accompanied by Traffic and Mobility management plans.”</p> <p>Cork City Council does not consider the current wording restrictive and that it is reflective of proper planning and sustainable development in establishing a limit to the types of</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive’s Response & Recommendation
			<p>activity permitted which may be more suited to other areas of the City.</p> <p>(viii) The submission requests a refinement of the “ZO 22 Cork Airport Infrastructure” land use zoning objective so that the list of permitted uses is more general than specific, with the re-use of the former terminal also being highlighted as impractical. The list of uses under this zoning set out in the Draft Plan is not intended to be exhaustive and Cork City Council are open to consideration of other activities not specifically detailed. The reference to re-use of the former terminal will be removed.</p> <p>(ix) The submission seeks modifications to Chapter 4, Figures 3 and 4 as they relate proposals in the BusConnects public consultation document. Frequencies of routes, new routes and consolidation of routes is being considered as part of the Cork BusConnects Plan which is currently on public consultation. This Development Plan will be amended to reflect the recommendations of the BusConnects plan as they arise.</p> <p>(x) The submission requests that, given the timing of the design development for the road and the timing of the next stage of the Development Plan preparation, Cork City Council consult directly with Cork Airport in relation to the Southern Distributor Link Road proposals before any detail on same is included in the next stage of the Development Plan. Cork City Council will consult directly in relation to the same.</p> <p>Recommendation:</p> <p>(i) Change zoning of specified zoned to the northwest of the airport from “ZO 21 City Hinterland” to “ZO 22 Cork Airport Infrastructure”.</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive’s Response & Recommendation
			<ul style="list-style-type: none"> (ii) No change. (iii) Change zoning of specified lands from “ZO 11 Business and Technology” to “ZO 10 Light Industry and Related Uses” with additional text ensuring that development on these lands is compatible with airport activities. (iv) Safety and Safeguarding issues: <ul style="list-style-type: none"> a. No change to one-off housing policy. b. No change to statutory consultee. c. Amend wording in relation to the OLS. d. Provide new map in Chapter 10. Airport information will be presented on 2 maps subject to relevant data being supplied to Cork City Council. (v) No change. (vi) No change. (vii) No change. (viii) No change to “ZO 22 Cork Airport Infrastructure” land use zoning objective, but remove references to re-use of former terminal. (ix) See Transport and Mobility submission responses in Part 3 of this Report. (x) No change.

Section 6
North Eastern Suburbs & Hinterland

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
Proposed rezoning of land at Griffith College from "ZO 18 Landscape Preservation Zone" to "ZO 13 Education"	38	1	<p>This site is part of a larger landholding located on the corner of Wellington Road and Military Road. The southern half of the site has a "ZO 13 Education" zoning objective and the northern half of the site is zoned "ZO 18 Landscape Preservation Zone". The site previously had a mix of trees, but now few trees remain. The site also contains built heritage elements, including Griffith College (former hospital and convent) which is a Protected Structure, and a freestanding shaft built c.1850 as a ventilation shaft for subterranean railway tunnel. This site is still considered to have landscape preservation value and there is an opportunity to replant trees on site. Objective 6.10 of the Draft Plan commits to undertake a new city-wide City Landscape Strategy during the lifetime of the Development Plan to ensure that the management of development will have regard for the value of the landscape, its character, distinctiveness and sensitivity.</p> <p>Recommendation: No change.</p>
Proposed rezoning of land at Hyde Park House from "ZO 18 Landscape Preservation Zone" to "ZO 1 Sustainable Residential Neighbourhoods".	48	5	<p>Hyde Park house, gate lodge and gardens are predominantly zoned "ZO 18 Landscape Preservation Zones" with a small section in the northwest zoned as "ZO 1 Sustainable Residential Neighbourhoods" which overlaps an Area of High Landscape Value designation.</p> <p>The proposal is to reduce the area zoned "ZO 18 Landscape Preservation Zones" on and around the Hyde Park house. This would result in the development of what is a sensitive site and therefore conflict with the City's Landscape Strategy for the area.</p> <p>Objective 6.10 of the Draft Plan commits to undertake a new city-wide City Landscape Strategy during the lifetime of the Development Plan to ensure that the management of development</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			<p>will have regard for the value of the landscape, its character, distinctiveness and sensitivity.</p> <p>Recommendation:</p> <p>No change.</p>
<p>Proposed rezoning of land of 0.5 ha at Ballincrossig, Rathcooney from "ZO 21 City Hinterland" to "ZO 2 New Residential Neighbourhoods" and "ZO 3 Tier 3 Residential Neighbourhoods".</p>	53		<p>These lands are located on Rathcooney Road between Ballyvolane and Glanmire in the City Hinterland. A significant amount of land has already been identified for future development at this location. The proposed "ZO 2 New Residential Neighbourhoods" or "ZO 3 Tier 3 Residential Neighbourhoods" zoning on these lands is not consistent with the Compact Liveable Growth strategy set out in the Draft Plan. The zoning of this site at this time could promote lower-density development with associated negative impacts on climate change, green and blue infrastructure management, the need for new physical and social infrastructure, and the successful delivery of a compact, vibrant city of neighbourhoods.</p> <p>Recommendation:</p> <p>No change.</p>
<p>Proposed rezoning of land at Poulacurry from "ZO 16 Public Open Space" to "ZO 02 New Residential Neighbourhoods".</p>	63	13	<p>The land is a mix of agricultural land and mixed woodland. The remaining trees form part of a wider green corridor which is a biodiversity asset to Glanmire and the City as a whole. This asset is increased by the proximity of the Butlerstown River. The associated River floodplain is due east of the site. There is a band of woodland along the southern boundary with Woodbrook residential estate further south.</p> <p>There is no justification for the loss of this area as a zoned public open space, taking into account its amenity and biodiversity value.</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			<p>Recommendation:</p> <p>No change.</p>
<p>Proposed rezoning of land at Whites Cross from "ZO 10 Light Industry and Related Uses" to "ZO 02 New Residential Neighbourhoods".</p>	96	12, 13, 19	<p>This submission seeks the subject lands to be zoned for residential use instead of the light industry and related uses proposed in the Draft Plan, given the proximity to existing residential properties. The Draft Plan proposes a number of new strategic employment lands to further the principles of a city of neighbourhoods and the 15-minute city, to ensure that new residential and employment uses are integrated.</p> <p>Issues relating to residential amenity are addressed at planning application stage, and the Draft Plan sets out a suite of objectives in this regard.</p> <p>Recommendation:</p> <p>No change.</p>
<p>Change in zoning of lands at Whites Cross from agricultural to light industry welcomed, but lands would be of more benefit with residential zoning. Request rezoning from the proposed newly zoned Light Industry to Residential instead.</p>	102	12, 13, 19	<p>This submission seeks land to be zoned for residential uses instead of light industry and related Uses proposed in the Draft Plan, given the proximity to existing residential properties. The Draft Plan proposes a number of new strategic employment lands to further the principles of a city of neighbourhoods and the 15-minute city, to ensure that new residential and employment uses are integrated.</p> <p>Issues relating to residential amenity are addressed at planning application stage, and the Draft Plan sets out a suite of objectives in this regard.</p> <p>Recommendation:</p> <p>No change.</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
<p>Submission proposes realignment of zoning boundaries at large site at Ballyvolane, including creation of a neighbourhood centre and relocation of school and employment lands, as well as changes to residential and public open space zones.</p>	108	4, 5, 12, 13, 19	<p>This large sloping site includes permission for a Strategic Housing Development (for 750 homes) and forms part of the wider Ballyvolane urban expansion area.</p> <p>The submission proposes a general realignment of existing zoning boundaries as follows:</p> <ul style="list-style-type: none"> • Reduce lands zoned for Education (-1Ha with caveat that the same amount of land could be accommodated if required without any loss), • Residential (-1.1Ha) • Public Open Space (-2Ha) • Light Industry and Related Uses (-0.22Ha) • Relocate the Primary Care Centre to the western side of Ballyhooley Road and to introduce a new Neighbourhood Centre (+2.6Ha). <p>The proposed changes include relocation of Primary and Secondary School further southwards and closer to proposed North Distributor Road (NDR) and exclude the two full size pitches.</p> <p>In principle, the relocation of the school has merit, in terms of easier access to sustainable and active travel with proposed pedestrian, cycle and bus lanes in both directions on the Northern Distributor Road.</p> <p>Given the close proximity to Ballyvolane District Centre for any new additional retail during the Plan period, there is no additional requirement for a new Neighbourhood / Local Centre in this area.</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			<p>In terms of additional community needs, there is an adjoining area of land zoned for "ZO 14 Institutions and Community" in which such uses including a community centre could be located.</p> <p>A critical element to this rezoning / zoning realignment proposal is the route of the Northern Distributor Road (NDR). Cork City Council is working with the NTA to finalise the route of this road. Cork City Council is also liaising with the Department of Education on the proposals to relocate the school site, and the Department are currently assessing the feasibility of these proposals. Cork City Council will also liaise with the HSE in relation to the need and location for a primary car centre.</p> <p>Recommendation:</p> <p>While there are merits to these proposals, it is recommended that specific realigned zonings will be presented at Material Amendment stage (Stage 10 of the 13-stage plan-making process) once the NDR route has been established and the Department of Education has assessed the viability of the proposals to relocate the school. Any necessary amendments to Objective 10.73 Ballyvolane Framework Plan will also be presented at this stage.</p>
<p>Submission from the HSE seeking the proposed rezoning of the St Stephen's Hospital campus from "ZO 21 City Hinterland" to "ZO 14 Institutions and Community", in recognition of its long established use and the provide support for its future expansion.</p>	114	13	<p>This is agreed and supported.</p> <p>However, the northern-most field proposed to be rezoned is recommended to be omitted as it falls within the area for consideration for the route of the Northern Ring Road.</p> <p>It is also proposed to designate an area of deciduous woodland ZO 18 Landscape Preservation Zone.</p> <p>It is also proposed to include an Objective for a Site Framework Plan for the campus, to ensure that its future development is plan-led.</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			<p>Recommendation:</p> <ul style="list-style-type: none"> (i) Change zoning of St Stephen's Hospital campus from "ZO 21 City Hinterland" to "ZO 14 Institutions and Community", apart from the northern-most field proposed to be rezoned as it falls within the area for consideration for the route of the Northern Ring Road. (ii) Rezone roughly triangular area of deciduous woodland as "ZO 18 Landscape Preservation Zone". (iii) Include new Objective for a site framework plan for the hospital campus.
Proposed rezoning of lands just south of Whites Cross from "ZO 10 Light Industry and Related Uses" to "ZO 02 New Residential Neighbourhoods".	124	12, 13, 19	<p>This submission seeks land to be zoned for residential uses instead of light industry and related Uses proposed in the Draft Plan. The Draft Plan proposes a number of new strategic employment lands to further the principles of a city of neighbourhoods and the 15-minute city, to ensure that new residential and employment uses are integrated.</p> <p>Recommendation:</p> <p>No change.</p>
Proposed rezoning of lands at former Clifton Convalescent Home, Montenotte from "ZO 18 Landscape Preservation Zone (NE8)" to Residential.	131, 136	5	<p>Clifton Convalescent Home is predominantly zoned "ZO 18 Landscape Preservation Zone (NE 8)", with two small sections in the northern half of the site zoned as "ZO 1 Sustainable Residential Neighbourhoods" with one of these to the northeast overlapping an Area of High Landscape Value designation.</p> <p>There are the remnants of a designed landscape (gate entrance, gate lodge, mature trees) surrounding the early 19th century building that is now Clifton Convalescent Home. The rationale behind the Landscape Preservation Zone is to protect the character</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			<p>of this area which was typified by large 18th and 19th century houses with associated designed landscapes. The proposed rezoning to allow 50% development would result in the development of what is a sensitive site and would be too intensive and would go against the original intention of the Landscape Preservation Zone.</p> <p>Objective 6.10 of the Draft Plan commits to undertake a new city-wide City Landscape Strategy during the lifetime of the Development Plan to ensure that the management of development will have regard for the value of the landscape, its character, distinctiveness and sensitivity.</p> <p>Recommendation: No change.</p>
Proposed rezoning of lands in Banduff from residential to open space to provide for a children's playground.	141	5	<p>The subject site in Banduff has been zoned for residential use for some time, including currently in the 2017 Cobh Municipal District Local Area Plan. A Strategic Housing Development was refused within the last few years on this site by An Bord Pleanála for reasons relating to prematurity pending the finalisation of the route of the Northern Distributor Road, and notably not on the principal of residential uses on this site. Given the scale of development there will be areas within the site set aside for public open space. There is a significant amount of land zoned for Public Open Space uses adjoining the site which will cater for existing and proposed residents. In addition, a strip of land on this site adjoining the riverbank is proposed to be zoned "ZO 16 Public Open Space" in the Draft Plan.</p> <p>Recommendation: No change.</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
Maintain the present zoning (landscape preservation) and Neighbourhood Park plan at Ennismore, Montenotte.	145	3, 5, 6, 19	<p>This site is currently zoned "ZO 18 Landscape Preservation Zone (NE 13)", and this is proposed to continue in the Draft Plan. It is not proposed to have a neighbourhood park on site, but there are pockets of Public Open Space within the wider neighbourhood. Long term, there is a regional park proposed in the North East area of Cork City between Mayfield-Ballyvolane and Glanmire.</p> <p>Recommendation: No change.</p>
1.47 ha of lands at Ballyvolane should not be rezoned from District Centre / Retail to "ZO 16 Public Open Space" and requests that 0.49 Ha of this land is included within the "ZO 1 Sustainable Residential Neighbourhoods" zoning. The submission also notes that there is an over provision of public open space zoned for the northside of the city.	152	4, 5, 19	<p>The site contains mixed woodland, floodplain of the River Bride and was zoned in the 2017 Cobh Municipal District Local Area Plan for Town Centre uses. An assessment of these lands during the preparation of the Draft Plan concluded that the lands are more appropriately zoned "ZO 16 Public Open Space" for reasons stated above.</p> <p>Recommendation: No change.</p>
Proposed rezoning of lands at Kilcully from "ZO 16 Public Open Space" to "ZO 01 Sustainable Residential Neighbourhoods".	202	12, 13	<p>These lands are located between Rosemount cul-de-sac and the River Bride Valley. The southern half of the site is zoned "ZO 16 Public Open Space" and the northern half "ZO 1 Sustainable Residential Neighbourhoods". The site falls within the River Bride Valley, a green and blue infrastructure asset, and is used for horses grazing. There is a high voltage power line and tower within the northern half of the site along the western boundary. Such electricity infrastructure will have a maintenance wayleave on both sides of the corridor. Land adjoining southern boundary of site forms the River Bride floodplain. There is no justification to rezone these lands for residential use.</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			<p>Recommendation:</p> <p>No change</p>
<p>Requested amendment to include additional lands of 0.5 ha as part of the Ballyvolane District Centre Zoning.</p>	<p>206</p>	<p>4</p>	<p>This submission effectively concerns two portions of land:</p> <ul style="list-style-type: none"> • A small triangle of land along Ballyhooly Road zoned "ZO 1 Sustainable Residential Neighbourhoods" • A rectangular portion of land to the south of zoned "ZO 16 Public Open Space" <p>The submission seeks to zone both portions "ZO 8 District Centres".</p> <p>There is no objection to the proposed change of zoning of the small triangular area. However, the rectangular area to the south zoned "ZO 16 Public Open Space" was changed in the Draft Plan from the existing Town Centre zoning in the 2017 Cobh Municipal District Local Area Plan following a reassessment during the preparation of the Draft Plan. this site was rezoned to safeguard the Glen River Valley and protect the biodiversity value of the site and wider area.</p> <p>Recommendation:</p> <p>(i) (Triangular portion) Change zoning of triangular portion of land along Ballyhooly Road from "ZO 1 Sustainable Residential Neighbourhoods" to "ZO 8 District Centres".</p> <p>(ii) (Rectangular portion) No change.</p>
<p>Rezone land from 'agricultural' ("ZO 21 City Hinterland") to residential at Kilcully.</p>	<p>218</p>	<p>12, 13</p>	<p>This site has a rural location north of the River Bride. Rezoning these lands for residential development would further erode the hinterland area that surrounds the built up part of the City, contrary to the principle of compact growth.</p> <p>Recommendation:</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			No change.
Proposed rezoning of lands at Garraneboy, Whites Cross from "ZO 10 Light Industry and Related Uses" to "ZO 02 New Residential Neighbourhoods".	224	12, 13, 19	This submission seeks land to be zoned for residential uses instead of light industry and related Uses proposed in the Draft Plan. The Draft Plan proposes a number of new strategic employment lands to further the principles of a city of neighbourhoods and the 15-minute city, to ensure that new residential and employment uses are integrated. Recommendation: No change.
Proposed rezoning of lands from "ZO 21 City Hinterland" to residential at Kilcully.	231	12, 13	Rezoning these lands for residential development would further erode the hinterland area that surrounds the built up part of the City, contrary to the principle of compact growth. Recommendation: No change.
Proposed rezoning of lands at Rathcooney, Cork from "ZO 21 City Hinterland" to "ZO 02 New Residential Neighbourhoods".	237	13	This site is located due northeast of the Ballyvolane urban expansion area. The site is within a rural location. Rezoning these lands for residential development would further erode the hinterland area that surrounds the built up part of the City, contrary to the principle of compact growth. Recommendation: No change.
Proposed rezoning of lands at Dublin Hill from "ZO 10 Light Industry and Related Uses" to "ZO 1 Sustainable Residential Neighbourhoods".	265	4, 12, 13	The site is zoned for Light Industry and Related Uses and is situated between Flex manufacturing and Upper Dublin Hill. It is a brownfield site accommodating a mix of transport businesses. The site is close to the proposed future rail station at Kilbarry / Blackpool and

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			<p>BusConnects routes. The land due north is proposed as "ZO 1 Sustainable Residential Neighbourhoods". It is considered that this site is well suited for change to residential use, considering the mix of uses in the area and future public transport accessibility.</p> <p>Recommendation:</p> <p>Change zoning of specified lands from "ZO 10 Light Industry and Related Uses" to "ZO 1 Sustainable Residential Neighbourhoods".</p>
<p>Proposed rezoning of northern part of lands at Ennismore, Montenotte from "ZO 18 Landscape Preservation Zone" to "ZO 1 Sustainable Residential Neighbourhoods".</p>	271	5, 6, 9	<p>This site is currently zoned "ZO 18 Landscape Preservation Zone (NE 13)", and this is proposed to continue in the Draft Plan. The proposal is to reduce the area of the Landscape Preservation Zone northeast of the house to residential use. This would result in the development of what is a sensitive site and therefore conflict with the City's Landscape Strategy for the area. Objective 6.10 of the Draft Plan commits to undertake a new city-wide City Landscape Strategy during the lifetime of the Development Plan to ensure that the management of development will have regard for the value of the landscape, its character, distinctiveness and sensitivity.</p> <p>Recommendation:</p> <p>No change.</p>
<p>Proposed rezoning of a site near Whites Cross from "ZO 21 City Hinterland" to "ZO 1 Sustainable Residential Neighbourhoods" to develop a single house on family lands.</p>	277	12, 13	<p>This is a small site adjoining the edge of the "ZO 1 Sustainable Residential Neighbourhoods" zoning on the urban / rural interface. It is effectively a 'large front garden' and constitutes part of the existing built up area. Development on the subject site would be modest infill development (one or two dwellings). There is no objection to this proposal.</p> <p>Recommendation:</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			Change zoning of site from "ZO 21 City Hinterland" to "ZO 1 Sustainable Residential Neighbourhoods".
The submission requests that the proposed "ZO 02 New Residential Neighbourhoods" zoning that currently applies to lands between the R615 and Rathcooney Road, Banduff, remains in place and is unchanged.	280	5, 19	These lands are zoned "ZO 02 New Residential Neighbourhoods" in the Draft Plan and it is proposed to retain this zoning. Recommendation: No change.
Land ownership clarification in relation to lands in Ballyvolane.	286	19	This submission provides clarification of land ownership as submission 97 incorrectly identified lands within the submitter's ownership. Submission 97 has been withdrawn. The site is located between Ballinecollie Road and Ballyhooly New Road and is zoned "ZO 1 Sustainable Residential Neighbourhoods". Recommendation: No change.
Proposed rezoning of lands at Burke's Hill, Tivoli from "ZO 21 City Hinterland" to "ZO 1 Sustainable Residential Neighbourhoods" or "ZO 2 New Residential Neighbourhoods".	287	5, 6, 9	These lands are zoned "ZO 21 City Hinterland" with the southern section also forming an Area of High Landscape Value. There is a small portion of the site to the west zoned "ZO 18 Landscape Preservation Zone". The southern part of the site is currently zoned "ZO 4 Residential, Local Services and Institutions" in the current 2015 Cork City Development Plan. The site is also located in an area identified as "Prominent and Strategic Metropolitan Greenbelt" in Figure 6.5 of the Draft Plan. This is an elevated, greenfield site defining the urban / rural interface of the southern environs of the City, and has landscape preservation value in terms of the Lota Ridge. Objective 6.10 of the Draft Plan commits to undertake a new city-wide City Landscape Strategy during the lifetime of the

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			<p>Development Plan to ensure that the management of development will have regard for the value of the landscape, its character, distinctiveness and sensitivity.</p> <p>Recommendation: No change.</p>
<p>Proposed rezoning of lands between Lower Glanmire Road and Middle Glanmire from "ZO 16 Public Open Space" to "ZO 1 Sustainable Residential Neighbourhoods".</p>	314	5	<p>These lands are located between Woodland Park, Woodlands and Falcon Hill and is mostly scrub land with some trees. The site is a designated Area of High Landscape Value (Montenotte / Tivoli Ridge) and is predominantly zoned "ZO 1 Sustainable Residential Neighbourhoods" in the Draft Plan with a relatively small section zoned "ZO 16 Public Open Space" in the Draft Plan with a corresponding zoning in the current 2015 Cork City Development Plan.</p> <p>It is considered that there is no sufficient justification to omit this area of zoned public open space, and that it should remain so zoned to provide for an area of open space to serve any future development on the surrounding lands.</p> <p>Recommendation: No change.</p>
<p>Request to rezone lands at Kilbarry to from "ZO 10 Light Industry and Related Uses" and "ZO 16 Public Open Space" to "ZO 1 Sustainable Residential Neighbourhoods".</p>	333	4, 12, 13	<p>This land is agricultural / scrub land with vegetation and trees along northwest boundary within River Bride valley. There is high voltage infrastructure adjoining the north-eastern side of the site. The southern part of the site is subject to finalisation of Northern Distributor Road. The Draft Plan zonings reflect those within the 2017 Cobh Municipal District Local Area Plan and include "ZO 1 Sustainable Residential Neighbourhoods", "ZO 16 Public Open</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			<p>Space" and small sections of "ZO 17 Sports Ground and Facilities" and "ZO 10 Light Industry and Related Uses".</p> <p>The request is to regularise zonings to align with land ownership. The changes of small sections of "ZO 16 Public Open Space" (narrow strip), "ZO 10 Light Industry and Related Uses" and "ZO 17 Sports Ground and Facilities" to "ZO 1 Sustainable Residential Neighbourhoods" are modest and are considered to have no real detrimental impact in terms of delivering functional open space, sports facilities, employment uses or residential amenity.</p> <p>Recommendation:</p> <ul style="list-style-type: none"> (i) Change zoning of specified lands from "ZO 10 Light Industry and Related Uses" to "ZO 1 Sustainable Residential Neighbourhoods". (ii) Change zoning of specified lands from "ZO 16 Public Open Space" to "ZO 1 Sustainable Residential Neighbourhoods". (iii) Change zoning of specified lands from "ZO 17 Sports Ground and Facilities" to "ZO 1 Sustainable Residential Neighbourhoods".
<p>Request to exclude lands west of the Ballyhooly Road at Ballincrokig, Ballyvolane, with an area 17.5ha, as part of any future Ballyvolane Framework Plan that may be prepared as an objective of the new Cork City Development Plan, and this these lands retain their proposed residential zoning.</p>	334	12	<p>This site includes planning permissions for 170 homes and associated development. the submission outlines that the full potential of the site is around double this supply.</p> <p>It is not recommended to state that these lands will be omitted from the framework plan referenced in Objective 10.73. However, framework plans will take into account existing and permitted developments within the framework plan area.</p> <p>It is however recommended to provide additional text in the Draft Plan outlining that development will not automatically be ruled out</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			<p>in an area identified for a framework plan prior to such a plan being prepared.</p> <p>Recommendation:</p> <p>Include additional text in Chapter 1 Introduction under "Local Planning" as follows:</p> <p>1.13 Apart from the Cork County Council Municipal District Local Area Plans 2017 that relate to the Cork City Council Area and will eventually be replaced by this City Development Plan, only one Local Area Plan is currently active, the North Blackpool Local Area Plan 2011 which has been extended until September 2021.</p> <p>1.14 Where appropriate, the City Development Plan objectives may be developed in more detail at a local level. This may be through local area plans, framework plans or development briefs. These will be prepared as the need arises and resources allow.</p> <p>(new) 1.15 Where framework plans are indicated for an area, this does not imply that no development proposals will be considered prior to the framework plan being prepared. However, the scale, mix and form of any such development and its associated infrastructure will need to be designed to successfully integrate with the existing and emerging local neighbourhood and wider city area.</p>
Proposed rezoning of service station on the Lower Glanmire Road from "ZO 1 Sustainable Residential	340	12	The "ZO 1 Sustainable Residential Neighbourhoods" land use designation allows a range of uses, "such uses include but are not limited to: small-scale local services including local convenience

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
Neighbourhoods" to "ZO 9 Neighbourhood and Local Centres".			<p>shops; community facilities; cultural facilities; hotels and hostels; live-work units; service stations (petrol filling stations); local medical services; third level education institutes; community based enterprise or social enterprises, health facilities including hospitals".</p> <p>As this zoning specifically facilitates petrol filling stations, it is considered that it is sufficiently flexible to facilitate the future development of the service station.</p> <p>Recommendation: No change.</p>
Proposed rezoning of lands fronting Ballyhooly Road from "ZO 21 City Hinterland" to "ZO 14 Institutions and Community".	341	19	<p>These lands are zoned "ZO 21 City Hinterland" in the Draft Plan. The site is also located in an area identified as "Prominent and Strategic Metropolitan Greenbelt" in Figure 6.5 of the Draft Plan. These lands are located in the rural area between Ballyvolane / Mayfield and Glanmire. There is no sufficient justification to encroach into this rural area – placemaking is an important cornerstone of the Draft Plan, and it is considered important to ensure that Glanmire and Ballyvolane / Mayfield retain their respective characters, which this proposal could erode by serving to merge these two areas.</p> <p>Recommendation: No change.</p>
Water Attenuation Tank site and access at the Entrance to Ard na Laoi should be zoned as "ZO 15 Public Infrastructure and Facilities".	378	5	<p>These lands are currently zoned "ZO 3 Inner City Residential Neighbourhoods" in the current 2015 Cork City Development Plan and is proposed to be zoned "ZO 1 Sustainable Residential Neighbourhoods".</p> <p>Draft Plan zoning objective "ZO 15 Public Infrastructure and Utilities" is to provide for major or significant public infrastructure and utilities. It is not feasible or viable to safeguard every piece of</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			<p>water infrastructure, especially small scale. Consequently, infrastructure such as that referred to in this submission can be catered for in every land use zoning objective. This matter can be effectively addressed through the relevant planning application process.</p> <p>Recommendation: No change</p>
Proposed rezoning of land at Whites Cross from "ZO 10 Light Industry and Related Uses" to Residential.	406	4, 12, 13, 19	<p>This submission seeks land to be zoned for residential uses instead of light industry and related Uses proposed in the Draft Plan. The Draft Plan proposes a number of new strategic employment lands to further the principles of a city of neighbourhoods and the 15-minute city, to ensure that new residential and employment uses are integrated.</p> <p>Recommendation: No change.</p>
Proposed rezoning of land at Whites Cross from "ZO 10 Light Industry and Related Uses" to Residential.	429	4, 12, 13, 19	<p>This submission seeks land to be zoned for residential uses instead of light industry and related Uses proposed in the Draft Plan. The Draft Plan proposes a number of new strategic employment lands to further the principles of a city of neighbourhoods and the 15-minute city, to ensure that new residential and employment uses are integrated.</p> <p>Recommendation: No change.</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
Proposed rezoning of land at Lisnahorna, Whites Cross from "ZO 21 City Hinterland" to "ZO 2 New Residential Neighbourhoods".	444	12, 13, 19	<p>These lands were previously identified as Strategic Land Reserve (SLR) 9. While much of this land is zoned "ZO 21 City Hinterland" in the Draft Plan, some is zoned "ZO 10 Light Industry and Related Uses". The Draft Plan proposes a number of new strategic employment lands to further the principles of a city of neighbourhoods and the 15-minute city, to ensure that new residential and employment uses are integrated. However, as for the wider lands identified in the submission, there are major water services infrastructural requirements as well major local road and junction improvements required to serve these lands. These lands are not well placed to deliver housing in the short / medium term.</p> <p>Recommendation:</p> <p>No change.</p>

Section 7
North Western Suburbs & Hinterland

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
Submission seeks lands at Upper Fairhill at Blackstone Bridge to allow for residential development.	26	4, 10	<p>These lands are currently proposed as "ZO 1 Sustainable Residential Neighbourhoods", which allows for residential development.</p> <p>Recommendation:</p> <p>No change.</p>
Requests Extension of the Light Industry and Related Uses Zoning at Clogheen, Cork. Welcomes the inclusion of lands as part of the identified strategic employment locations, however part of the lands identified in the Cork Strategic Employment Locations Study 2021 is proposed as City Hinterland in the Draft Plan. This submission seeks that the entire land holding be zoned.	56	12	<p>A significant amount of land to the west of the existing employment site has been zoned in the Draft Plan as "ZO 10 Light Industry & Related Uses" to provide for the expansion of the Clogheen Industrial Estate. The land requested to be zoned for this added expansion is considered to be a further erosion of hinterland and is not considered to be sustainable or in line with the principle of compact growth. Further, lands in this area may be required for future roads infrastructure.</p> <p>Recommendation:</p> <p>No change.</p>
Incorrect zoning of private lands in Kerry Pike to public open space. Lands are not open to the public or currently used as public open space.	60	17	<p>It is considered that the requested zoning change is acceptable and would more accurately reflect the existing land uses in place.</p> <p>Recommendation:</p> <p>Change zoning of specified area from "ZO 16 Public Open Space" to "ZO 17 Sports Grounds and Facilities".</p>
Supports zoning of lands in Killeens as "ZO 01 Sustainable Residential Neighbourhoods" and seeks lands to be included in Killeens development boundary.	80	10	<p>This site is located adjacent to the existing development boundary of Killeens and comprises a brownfield site. It is proposed in the Draft Plan to be zoned "ZO 01 Sustainable Residential Neighbourhoods".</p> <p>Recommendation:</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			No change.
Proposed rezoning of lands in Hollyhill from "ZO 16 Public Open Space" to "ZO 03 Tier 3 Residential Neighbourhoods". It is considered that the lands are entirely suitable for future development which is addressed further in this submission.	112	9	<p>These lands are part of the proposed future lands for the North West Regional Park, which is a key regional objective as well as a long term City Development Plan objective for the North West of Cork City.</p> <p>Recommendation: No change.</p>
Submission from the HSE seeking the amendment of the zoning boundary at St Mary's Health Care Campus Hospital, Gurrabraher, between the "ZO 01 Sustainable Residential Neighbourhood" and "ZO 18 Landscape Preservation Zone" zonings, to align with the existing tree line.	114	9	<p>The site-specific zoning objective for "ZO 18 Landscape Preservation Zone (NW 8)" seeks to 'increase tree coverage on the lower slopes of the hospital site and to protect and enhance the existing tree coverage at the boundary of the site' and to 'explore the potential for a publicly accessible vantage point'. This site is quite prominent and elevated, with a specific stated objective to increase tree coverage on the lower slopes of the site. It is not recommended to reduce the "ZO 18 Landscape Preservation Zone" zoning.</p> <p>It is however proposed to zone the "ZO 01 Sustainable Residential Neighbourhood" portion of the site to "ZO 14 Institutions and Community" as it is a major health facility and this would be the most appropriate land use zoning objective.</p> <p>Recommendation: Change zoning of St Mary's Health Care Hospital campus from "ZO 01 Sustainable Residential Neighbourhood" to "ZO 14 Institutions and Community".</p>
Submission from the HSE seeking the proposed rezoning of the Carrig Mor Centre in Shanakiel from "ZO 1 Sustainable Residential Neighbourhood" and "ZO 17	114	9	<p>This is agreed and supported. However, it is recommended to only change the zoning of the area currently proposed to be zoned as "ZO 1 Sustainable Residential Neighbourhood".</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
Sports Grounds and Facilities" to "ZO 14 Institutions and Community", to reflect its existing use and the provide support for its future expansion.			Recommendation: Change zoning of Carrig Mor Centre from "ZO 1 Sustainable Residential Neighbourhood" to "ZO 14 Institutions and Community".
Submission from the HSE seeking the proposed rezoning of the former Blarney Hotel from "ZO 21 City Hinterland" to "ZO 14 Institutions and Community", in recognition of its future use as a nursing home facility.	114	18	This is agreed and supported. Recommendation: Change zoning of the former Blarney Hotel from "ZO 21 City Hinterland" to "ZO 14 Institutions and Community".
Proposed rezoning of lands in Kerry Pike from "ZO 21 City Hinterland" to Tier 2 "ZO 02: New Residential Neighbourhood" as lands are suitable for development.	123	17	This site is located adjacent to the existing development boundary of Kerry Pike. Rezoning these lands for residential development would further erode the hinterland area that surrounds the built up part of the City, contrary to the principle of compact growth. Kerry Pike has a limited capacity for additional development given the shortfall in infrastructural servicing for the settlement. Recommendation: No change.
Request that lands at Lee Road be rezoned from "ZO 21 City Hinterland" to Residential on the northern part of the site and to Landscape Protection Zone on the southern part of the site.	134	9	The site is located adjacent to existing development boundary in this part of the City and its rezoning for residential development would further erode the hinterland area that surrounds the built up part of the city. Recommendation: No change.
Proposed rezoning of lands in Hollyhill from "ZO 21 City Hinterland" to "ZO 01 Sustainable Residential	210	9	The site is located adjacent to existing development boundary in this part of the City and its rezoning for residential and institution

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
Neighbourhoods" and "ZO 14 Institution and Community uses".			<p>development would further erode the hinterland area that surrounds the built up part of the city. These lands are part of the proposed future lands for the North West Regional Park, which is a key regional objective as well as a long term City Development Plan objective for the North West of Cork City.</p> <p>Recommendation: No change.</p>
Proposed rezoning of lands of 0.75 hectares at Commons Road from "ZO 18 Landscape Preservation Zone (NW13)" to "ZO 02 New Residential Neighbourhoods"	212	04, 10	<p>The site is zoned as ZO 18 Landscape Preservation Zones in the Draft Plan. The proposed rezoning for residential development would result in the development of what is a prominent, elevated and sensitive site.</p> <p>The site also acts as a natural buffer to the built up part of the city and the City Hinterland. The development of this area for residential development is not recommended.</p> <p>Recommendation: No change.</p>
Submissions seeks change to specific "ZO 18 Landscape Preservation Zone (NW1)" to include text in zoning objective to allow for 'sensitive infill residential development', at Shanakiel.	216	9	<p>The site is zoned as ZO 18 Landscape Preservation Zones in the Draft Plan. The proposed rezoning for residential development would result in the development of what is a prominent, elevated and sensitive site.</p> <p>The site also acts as a natural buffer to the built up part of the city and the City Hinterland. The development of this area for residential development is not recommended.</p> <p>Recommendation: No change.</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
Proposed rezoning of lands between Fairfield Road and the N20 National Road, in Blackpool from "ZO 18 Landscape Preservation Zone" to residential.	217	4	<p>The site is zoned as ZO 18 Landscape Preservation Zones in the Draft Plan. The proposed rezoning for residential development would result in the development of what is a prominent, elevated and sensitive site.</p> <p>The site also acts as a natural buffer to the built up part of the city and the City Hinterland. The development of this area for residential development is not recommended.</p> <p>Recommendation: No change.</p>
Supports proposed "ZO 11 Business & Technology" zoning to be applied to Gateway Business Park, New Mallow Road, Blackpool.	235	4	<p>The support expressed in this submission for this zoning is noted. The proposed zoning reflects the land use on site.</p> <p>Recommendation: No change.</p>
Proposed rezoning of lands on phased basis at Inisfree, Killeens from "ZO 21 City Hinterland" to "ZO-1 Sustainable Residential Neighbourhoods", "ZO-2 New Residential Neighbourhoods" and "ZO -3 Tier 3 Residential Neighbourhoods".	248	10	<p>This site is located adjacent to the existing development boundary of Killeens. Rezoning these lands for residential development would further erode the hinterland area that surrounds the built up part of the City, contrary to the principle of compact growth. Killeens has a limited capacity for additional development given the shortfall in infrastructural servicing for the settlement.</p> <p>Recommendation: No change.</p>
Proposed rezoning of lands from "ZO 21 City Hinterland" to residential at Killeens. Killeens has increased development potential and more lands should be rezoned.	250	10	<p>This site is located adjacent to the existing development boundary of Killeens. Rezoning these lands for residential development would further erode the hinterland area that surrounds the built up part of the City, contrary to the principle of compact growth. Killeens has a</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			<p>limited capacity for additional development given the shortfall in infrastructural servicing for the settlement.</p> <p>Recommendation:</p> <p>No change.</p>
<p>The submission seeks to identify c.18.34ha (c. 45.33 acres) of lands at Rathpeacon, Cork as a new Strategic Employment Location for the north of the City, and to rezone these lands from "ZO 21 City Hinterland" to "ZO 10 Light Industry and Related Uses", to facilitate the development of a new sustainable Business Park.</p>	275	4, 12	<p>The overall scale and nature of this proposed zoning change is significant and would require evidence based support in the form of economic and environmental studies to underpin it. The Draft Plan sets out an economic strategy. The proposed rezoning would constitute a significant erosion of the City Hinterland area, would promote urban sprawl into the surrounding rural area and set an undesirable precedent, impacting on infrastructure in the area. The proposed rezoning would not align with the principle of compact growth that underpins the Draft Plan.</p> <p>Recommendation:</p> <p>No change.</p>
<p>Submission requires that landholding in Coghleen / Kerry Pike is rezoned from "ZO 16 Public Open Space" to "ZO 17 Sports Grounds and Facilities". The area that is zoned "ZO 16 Public Open Space" covers a playing pitch, tennis courts and associated areas. "ZO 17 Sports Grounds and Facilities" is a more appropriate zoning that reflects what is in place.</p>	282	17	<p>It is considered that the recommended zoning change is acceptable and would reflect existing land uses.</p> <p>Recommendation:</p> <p>Change zoning of area specified from "ZO 16 Public Open Space" to "ZO 17 Sports Grounds and Facilities".</p>
<p>Proposed rezoning of 5.8 ha of lands at Fairhill from "ZO 16 Public Open Space" to "ZO 01 Sustainable Residential Neighbourhoods", to facilitate and support the availability</p>	316	4, 10	<p>These lands are part of the proposed future lands for the North West Regional Park, which is a key regional objective as well as a long term City Development Plan objective for the North West of Cork City.</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
of an enhanced mix of housing type and tenure in the North-west City			Recommendation: No change.
The proposed rezoning of lands to the north of the Apple Campus in Hollyhill allowing for further expansion of the established employment lands in the northwest of the city is welcomed. However, these lands (existing and proposed) should be rezoned from "ZO 10 Light Industry and Related Uses" to "ZO 11 Business and Technology" as this objective will better foster continued growth at Hollyhill.	337	9	The Draft Plan's employment and economic strategy informs the scale and location of strategically important lands at different locations throughout the city. It is considered that the proposed rezoning would accurately reflect the existing, evolving use of the Apple campus and provide for expansion of the campus and / or complementary related industries. Recommendation: Change zoning of Apple Campus and lands to the north from "ZO 10 Light Industry and Related Uses" to "ZO 11 Business and Technology".
Proposed rezoning of lands at the Commons Ridge from "ZO 18 Landscape Preservation Zones" to "ZO 2 New Residential Neighbourhoods".	349	4	This site is currently zoned "ZO 18 Landscape Preservation Zone", and this is proposed to continue in the Draft Plan. This is an elevated, prominent and sensitive site and the proposed rezoning would conflict with the City's landscape strategy. Recommendation: No change.
Proposed rezoning of part of lands in Blackpool from "ZO 18 Landscape Preservation Zone (NE3)" to "ZO 01 Sustainable Residential Neighbourhoods".	353	4	Site is zoned as ZO 18 Landscape Preservation Zones to protect the existing natural features and the River Bride that are in place. The NE 3 site specific objective seeks 'to re-establish the river as a key element of the valley floor by providing a linear park with publicly accessible riverside walk with new tree coverage and linked spaces'. The partial removal of this zoning for a portion of the site to be zoned for residential development would result in the further erosion of natural open space areas in this part of the city.

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			<p>Recommendation:</p> <p>No change.</p>
Proposed rezoning of lands from Zoning of Lands at Clogheen from "ZO 10 Light Industry and Related Uses" and "ZO 21 City Hinterland" to "ZO 01 Sustainable Residential Neighbourhoods" and "ZO 02 New Residential Neighbourhoods", to protect and maintain the existing residential amenity.	369	9	<p>This site is located adjacent to the existing development boundary in this part of the City. Rezoning these lands for residential development would further erode the hinterland area that surrounds the built up part of the City, contrary to the principle of compact growth. This areas is also within the potential route corridor of the Northern Distributor Road.</p> <p>Recommendation:</p> <p>No change.</p>
Proposed rezoning of lands from "ZO 16 Public Open Space" to "ZO 02 New Residential Neighbourhoods" in respect of c.15 ha of lands at Hollyhill.	382	9	<p>These lands are part of the proposed future lands for the North West Regional Park, which is a key regional objective as well as a long term City Development Plan objective for the North West of Cork City. Notwithstanding the above, the overall scale and nature of this proposed rezoning is significant and of a scale that would distort the settlement strategy set out in the Draft Plan.</p> <p>Recommendation:</p> <p>No change.</p>
Proposed rezoning of lands at service station on Commons Road, Blackpool from "ZO 01 Sustainable Residential Neighbourhoods" to "ZO 09 Neighbourhood and Local Centres". Proposed zoning objective poses a risk to the operation of the service station and could damages its future development prospects.	391	4	<p>The "ZO 1 Sustainable Residential Neighbourhoods" land use designation allows a range of uses, "such uses include but are not limited to: small-scale local services including local convenience shops; community facilities; cultural facilities; hotels and hostels; live-work units; service stations (petrol filling stations); local medical services; third level education institutes; community based enterprise or social enterprises, health facilities including hospitals".</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			<p>As this zoning specifically facilitates petrol filling stations, it is considered that it is sufficiently flexible to facilitate the future development of the service station.</p> <p>Recommendation: No change.</p>
<p>Proposed rezoning of lands north of the N20 in Blackpool from "ZO 10 Light Industry and Related Uses" to Residential.</p>	397	4	<p>The zoning change would reduce the amount of land set aside for light industry and related uses and this would have an impact on the employment strategy that informed the Draft Plan land use strategy for the city.</p> <p>Recommendation: No change.</p>
<p>Proposed rezoning of lands at service station on Commons Road, Blackpool from "ZO 01 Sustainable Residential Neighbourhoods" to "ZO 09 Neighbourhood and Local Centres". Proposed zoning objective poses a risk to the operation of the service station and could damages its future development prospects.</p>	404	4	<p>The "ZO 1 Sustainable Residential Neighbourhoods" land use designation allows a range of uses, "such uses include but are not limited to: small-scale local services including local convenience shops; community facilities; cultural facilities; hotels and hostels; live-work units; service stations (petrol filling stations); local medical services; third level education institutes; community based enterprise or social enterprises, health facilities including hospitals".</p> <p>As this zoning specifically facilitates petrol filling stations, it is considered that it is sufficiently flexible to facilitate the future development of the service station.</p> <p>Recommendation: No change.</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
School sites including buildings and green areas should be zoned "ZO 13 Education". All future school sites should be zoned and mapped. This includes the school site on Old Whitechurch Road should be zoned Education.	410	4	<p>This area of land is to be developed for a large scale mixed used development including a school. The proposed rezoning of the school lands for Education use is considered to be appropriate.</p> <p>Recommendation:</p> <p>Change zoning of lands for the future school at Old Whitechurch Road from "ZO 2 New Residential Neighbourhoods" to "ZO 13 Education".</p>
Proposed rezoning of lands at Clogheen Cross from "ZO 10 Light Industry & Related Uses" to residential. It is not appropriate to zone these lands light industry, they should be zoned residential to support the expansion of the settlement.	416	9	<p>This site is located adjacent to the existing development boundary in this part of the City. Rezoning these lands for residential development would further erode the hinterland area that surrounds the built up part of the City, contrary to the principle of compact growth. This areas is also within the potential route corridor of the Northern Distributor Road.</p> <p>Recommendation:</p> <p>No change.</p>
This submission puts forward a masterplan for lands at Kilcully / Killumney for residential and mixed use development noting the proximity to the north distributor road.	428	12	<p>The proposal sets out a large scale residential development proposal for lands that are zoned as City Hinterland. These lands were previously identified as Strategic Land Reserve (SLR) 8. There are major water services infrastructural requirements as well major local road improvements required to serve these lands. These lands are not well placed to deliver housing in the short / medium term. Rezoning these lands for residential development would further erode the hinterland area that surrounds the built up part of the City, would promote urban sprawl into rural areas and set an undesirable precedent, contrary to the principle of compact growth.</p> <p>Recommendation:</p> <p>No change.</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
<p>Various observations and recommendations in relation to lands zoned for Traveller accommodation:</p> <p>(i) Ellis Yard should be zoned specifically for Traveller accommodation, and all of Ellis Yard should be zoned for Traveller accommodation and specific needs, including to provide for livestock, stabling and paddocks.</p> <p>(ii) Additional lands required to be zoned for Traveller accommodation at Spring Lane.</p> <p>(iii) Lands required to be zoned for Traveller accommodation at the Nash's Boreen site.</p> <p>(iv) Additional lands required to be zoned for Traveller accommodation at Meelagh, Mahon.</p> <p>(v) Lands required to be rezoned for Traveller accommodation in close proximity to the Carrigrohane Straight Road Halting Site.</p> <p>(vi) Lands around St Anthony's Park should be zoned for Traveller accommodation and not light industry.</p> <p>(vii) Two sites close to the city – one on the north side and one on the south side – are required to be zoned for Traveller Nomadism purposes.</p>	436	9, 10	<p>(ix) Agreed, Ellis's Yard will be identified for Traveller accommodation.</p> <p>(x) Spring Lane is an existing Traveller Community Site.</p> <p>(xi) Agreed that the site located at Nash's Boreen should be designated for Traveller accommodation residential use.</p> <p>(xii) Meelagh Park is already zoned for this purpose. Mapped symbol to be included.</p> <p>(xiii) Carrigrohane Road site to be identified in the southwest of the City / Hinterland.</p> <p>(xiv) Land to the south of Saint Anthony's Park to be identified for expansion of community and zoned for that purpose.</p> <p>(xv) During the plan period the potential for transient halting sites in the city will be considered.</p> <p>(xvi) A symbol will be applied to indicate existing and proposed Traveller Accommodation sites.</p> <p>Recommendation:</p> <p>(x) Ellis Yard in its entirety to benefit from "ZO 1 Sustainable Residential Neighbourhoods" zoning objective. A mapped symbol to be placed over Ellis's Yard.</p> <p>(xi) Spring Lane Halting Site to benefit from a mapped symbol to indicate that it is a home for Traveller Accommodation.</p> <p>(xii) Nash's Boreen lands to benefit from "ZO1 Sustainable Residential Neighbourhoods" zoning. A mapped symbol to be centred over the Eastern land parcel. Existing Sportsgrounds subject to 30 year lease to benefit from "ZO 17 Sports Grounds and Facilities" zoning.</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			<p>(xiii) A mapped symbol to be placed over Meelagh Park site as a whole.</p> <p>(xiv) New written objective to provide a Parks depot zoned as "ZO 15 Public Infrastructure and Utilities" in the north west of City.</p> <p>(xv) Land parcel to the south of Saint Anthony's Park, Hollyhill to be zoned "ZO 1 Sustainable Residential Neighbourhoods". A mapped symbol to be placed over the site and the existing Traveller Community Site.</p> <p>(xvi) Written objective to develop a "Horse Project" to provide pasture, stabling and buildings to meet the needs of Saint Anthony's Park (see response to submissions no 421).</p> <p>(xvii) Introduce a "Traveller Community Sites" mapped symbol to be used to indicate existing and proposed Traveller Community sites;</p> <p>(xviii) Update Table 3.6: New and Extended Traveller Accommodation Sites as required.</p>
<p>Proposed rezoning of lands at the rear of Bakerstreet Bar, 5 Bakers Road, Gurranabraher, from "ZO 09 Neighbourhood and Local Centres" to residential.</p>	439	9	<p>This proposal involved a small portion of land to the rear of a property on Baker's Road. The proposed zoning "ZO 09 Neighbourhood and Local Centres" includes provision for residential uses. This site is part of a larger local area zoned "ZO 09 Neighbourhood and Local Centres", and this zoning would not inhibit the development of appropriate residential uses at this site. Given the fact that the zoning already allows for residential use there is no requirement to change the zoning for this site.</p> <p>Recommendation:</p> <p>No change.</p>

Section 8
South Western Suburbs & Hinterland

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
<p>Submission states that areas around Fernwood Crescent and Lehenaghmore be reclassified as important biodiversity habitats. Area is currently zoned in the Draft Plan as "ZO 02 New Residential Neighbourhoods".</p>	28	15	<p>These lands comprise two distinct parcels,</p> <ul style="list-style-type: none"> • "parcel 1" to the west of Fernwood Crescent, and • "parcel 2" to the north of Ashbrook Heights. <p>It is agreed that "parcel 1" has amenity value for the nearby residential properties and potential biodiversity value considering its proximity to the nearby stream. It is recommended to change the zoning of this parcel to "ZO 16 Public Open Space".</p> <p>"Parcel 2" has potential to be a school site. It is recommended to change the zoning of this parcel to "ZO 13 Education". Any local biodiversity issues can be mitigated at planning consent application stage.</p> <p>Recommendation:</p> <p>(i) Change the zoning of "parcel 1" to the west of Fernwood Crescent from "ZO 1 Sustainable Residential Neighbourhoods" to "ZO 16 Public Open Space".</p> <p>(ii) Change the zoning of "parcel 2" to the north of Ashbrook Heights from "ZO 1 Sustainable Residential Neighbourhoods" to "ZO 13 Education".</p>
<p>Proposed rezoning of land off Model Farm Road between Ballincollig and the western city suburbs from "ZO 21 City Hinterland" to "ZO 03 Tier 3 Residential Neighbourhoods".</p>	83	16	<p>This site is located in an area identified as "Prominent and Strategic Metropolitan Greenbelt" in Figure 6.5 of the Plan. A significant amount of land has already been identified for future development at this location. The proposed ZO 2 New Residential Neighbourhoods zoning on these lands is not consistent with the Compact Liveable Growth strategy set out in the Draft Plan. The zoning of this site at this time could promote lower-density development with associated negative impacts on climate change, green and blue infrastructure management, the need for new</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			<p>physical and social infrastructure, and the successful delivery of a compact, vibrant city of neighbourhoods.</p> <p>Recommendation:</p> <p>No change.</p>
<p>Rezone lands at Sandbrook, Doughcloyne, Wilton from "ZO 17 Sports Grounds and Facilities" to "ZO 1 Sustainable Residential Neighbourhoods".</p>	93	8	<p>The site is currently zoned for residential use "Medium A density" in the 2017 Municipal District Local Area Plan. Considering the location of this piece of land it is considered that it is not suitable for sports ground use. It is recommended to change the zoning of this site to "ZO 1 Sustainable Residential Neighbourhoods".</p> <p>Recommendation:</p> <p>Change the zoning of this site from "ZO 17 Sports Grounds and Facilities" to "ZO 1 Sustainable Residential Neighbourhoods".</p>
<p>Fully supports proposed "ZO 02 New Residential Neighbourhoods" zoning for lands at Ardarostig and seeks that it be adopted as part of the final City Development Plan.</p>	101	8	<p>This submission supporting the proposed "ZO 2 New Residential Neighbourhoods" zoning is acknowledged.</p> <p>The zoning on this site was raised by the OPR and was reassessed. It is recommended to change the zoning of these lands from "ZO 2 New Residential Neighbourhoods" to "ZO 21 City Hinterland".</p> <p>See submission 426 under Part 2, Section 1 for full response.</p> <p>Recommendation:</p> <p>Change zoning of these lands from "ZO 2 New Residential Neighbourhoods" to "ZO 21 City Hinterland".</p>
<p>Request to provide a broader narrative in the 'Potential Land Use' description for the former Vita Cortex site in the context of Section 10.95 and "Neighbourhood</p>	116	8	<p>There is sufficient flexibility in the wording of the "ZO 9 Neighbourhood and Local Centres" zoning objective to accommodate a variety of uses. This site is also included as "Neighbourhood Development Site 6" in Chapter 10 of the Draft</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
Development Site No. 6" of the Draft City Development Plan.			<p>Plan which identifies this site for a mix of uses including residential and convenience retail.</p> <p>Recommendation:</p> <p>No change.</p>
Proposed rezoning of land at Ballycurreen, Kinsale Road, South City Environs from "ZO 21 City Hinterland" to "ZO 02 New Residential Neighbourhoods" and "ZO 11 Business and Technology".	120	15	<p>This site is located in an area identified as "Prominent and Strategic Metropolitan Greenbelt" in Figure 6.5 of the Plan. This is an elevated, greenfield site defining the urban / rural interface of the southern environs of the City. A significant amount of land has already been identified for future development at this location. The proposed ZO 2 New Residential Neighbourhoods zoning on these lands is not consistent with the Compact Liveable Growth strategy set out in the Draft Plan. The zoning of this site at this time could promote lower-density development with associated negative impacts on climate change, green and blue infrastructure management, the need for new physical and social infrastructure, and the successful delivery of a compact, vibrant city of neighbourhoods.</p> <p>Recommendation:</p> <p>No change.</p>
Proposed zoning of lands at White Oaks Estate for "ZO 16 Public Open Space" should be changed to "ZO 1 Sustainable Residential Neighbourhoods" as they are in private ownership and are not open to the public.	137	8	<p>These lands are currently zoned Public Open Space in the 2017 Municipal District Local Area Plan with an objective for 'open space for public recreation including the provision of playing pitches'. These lands form a coherent strip of open space along with adjoining lands on the southern side of the N40. The proposed rezoning is not supported.</p> <p>Recommendation:</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			No change.
Proposed rezoning of land adjoining Marymount Campus from "ZO 21 City Hinterland" to "ZO 14 Institutions and Community".	162	16	<p>This submission relates to lands located to the west of the Marymount Campus. While it is recommended under submission 244 to change the zoning of the Marymount facility itself as "ZO 14 Institutions and Community", it is considered that there is no sufficient justification for zoning these lands from "ZO 21 City Hinterland" at this time. This is a sizeable landholding and the proposed rezoning will further erode city hinterland in this area.</p> <p>Recommendation: No change.</p>
Proposed rezoning of land at Leghenaghmore from "ZO 16 Public Open Space" and "ZO 21 City Hinterland" to "ZO 1 Sustainable Residential Neighbourhoods" or "ZO 2 New Residential Neighbourhoods".	209	15	<p>This is a relatively elevated site currently zoned mostly for Public Open Space in the 2017 Municipal District Local Area Plan with an objective for open space for public recreation including provision of playing pitches. The adjoins Lehenaghmore Park to the south, which is also included in this specific zoning objective. The smaller portion of the site, a 'dogleg' at the south eastern corner, is currently zoned Metropolitan Greenbelt. Directly adjoining the site to the north is The Gates housing estate.</p> <p>Most of the lands are currently proposed to be zoned as "ZO 16 Public Open Space", with the "dogleg" described above proposed as "ZO 21 City Hinterland". The site is located outside the airport safety zones. The site has little biodiversity value apart from the hedgerow / treeline.</p> <p>The site is peripheral at the edge of the city. While buses do run along Togher Road and Matthew Hill, there is limited public transport connectivity or footpaths to the site itself. The Public Open Space zoning of the site acts as a natural buffer between the</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			<p>Airport Development Safeguard and Framework Area and the built-up edge of the City.</p> <p>However, taking into account the nature of the adjoining residential neighbourhoods, the proposed "ZO 2 New Residential Neighbourhoods" zoning on adjoining lands to the northwest, the availability of public transport in the area, and the fact that Lehenaghmore Park with its pitches and facilities will still act as a buffer, it is considered that there is some merit in zoning these lands for residential development. This site is a natural extension of the built-up footprint of the City, and Lehenaghmore Park would form the new urban / rural interface.</p> <p>It is however recommended to only consider rezoning that portion of the site currently proposed as "ZO 16 Public Open Space". This would form a more coherent site and urban / rural boundary. This portion of the site is c 5.5 ha and, using the Compact Liveable Growth site yield criteria set out in paragraph 2.52 of the Draft Plan, would potentially yield around 115 dwellings, on the assumption of a Tier 2 designation considering the servicing status of these lands.</p> <p>It is not proposed to change the zoning of that part of the site currently proposed as "ZO 21 City Hinterland" – it is considered this should remain as city hinterland, to allow for possible expansion of the playing pitches or other amenity use.</p> <p>Recommendation:</p> <ul style="list-style-type: none"> (i) Change the zoning of that portion of the site currently proposed as "ZO 16 Public Open Space" to "ZO 2 New Residential Neighbourhoods". (ii) No change for that part of the site currently proposed as "ZO 21 City Hinterland".

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
Proposed rezoning of land at Marymount Campus from "ZO 21 City Hinterland" to "ZO 14 Institutions and Community" to reflect the existing use of the site and protect future use.	244	15	<p>The proposal zone the Marymount facility as "ZO 14 Institutions and Community" is considered to be reasonable, as this would reflect the existing established use of the site and protect its future use.</p> <p>Recommendation:</p> <p>Change zoning of Marymount facility from "ZO 21 City Hinterland" to "ZO 14 Institutions and Community".</p>
Proposed rezoning of land adjacent to Lidl site at Elm/Hazel Road, Togher from "ZO 16 Public Open Space" to "ZO 09 Neighbourhood and Local Centres".	249	8	<p>There is not normally a preference to rezone lands zoned for Public Open Space. These lands contribute to the open space provision for the area, and there is a level difference between the public open space lands and the adjoining supermarket site.</p> <p>Recommendation:</p> <p>No change.</p>
Proposed rezoning of land at Vicars Road from "ZO 10 Light Industry and Related Uses" to "ZO 5 Mixed Use Development" to accommodate for the development of locally built hubs and day centres for COPE.	251	7, 8	<p>It is considered that it is reasonable to change the zoning of this site to greater reflect its established use and also its potential as a centre for neighbourhood services. The surrounding area is mixed use in nature. However, while the submission seeks a rezoning to "ZO 5 Mixed Use Development", it is considered that a rezoning to "ZO 9 Neighbourhood and Local Centres" would be more appropriate. This would facilitate appropriate uses on this site as well as the retention and continuation of the existing residential facility.</p> <p>Recommendation:</p> <p>Change the zoning of the specified site from "ZO 10 Light Industry and Related Uses" to "ZO 9 Neighbourhood and Local Centres"</p>
Proposed rezoning of land at Ardarostig, Bishopstown for lands of 44.2 ha from "ZO 21 City Hinterland" and "ZO 1	256	8, 15, 16	<p>This site is located in an area identified as "Prominent and Strategic Metropolitan Greenbelt" in Figure 6.5 of the Plan. These lands were</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
Sustainable Residential Neighbourhoods" to "ZO 2 New Residential Neighbourhoods".			<p>previously identified as Strategic Land Reserve (SLR) 6. There are major water services infrastructural requirements as well major local road and junction improvements required to serve these lands. These lands are not well placed to deliver housing in the short / medium term. The proposed ZO 2 New Residential Neighbourhoods zoning on these lands is not consistent with the Compact Liveable Growth strategy set out in the Draft Plan. The zoning of this site at this time could promote lower-density development with associated negative impacts on climate change, green and blue infrastructure management, the need for new physical and social infrastructure, and the successful delivery of a compact, vibrant city of neighbourhoods.</p> <p>Recommendation: No change.</p>
Proposed rezoning of land at Ardarostig, Bishopstown from "ZO 21 City Hinterland" to "ZO 2 New Residential Neighbourhoods".	257	15	<p>This site is located in an area identified as "Prominent and Strategic Metropolitan Greenbelt" in Figure 6.5 of the Plan. These lands were previously identified as Strategic Land Reserve (SLR) 6. There are major water services infrastructural requirements as well major local road and junction improvements required to serve these lands. These lands are not well placed to deliver housing in the short / medium term. The proposed ZO 2 New Residential Neighbourhoods zoning on these lands is not consistent with the Compact Liveable Growth strategy set out in the Draft Plan. The zoning of this site at this time could promote lower-density development with associated negative impacts on climate change, green and blue infrastructure management, the need for new physical and social infrastructure, and the successful delivery of a compact, vibrant city of neighbourhoods.</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			<p>Recommendation: No change.</p>
<p>Proposed rezoning of land at Spur Hill, Doughcloyne, Togher from "ZO 21 City Hinterland" to "ZO 3 Tier 3 Residential Neighbourhoods" – the northern portion of the landholding should continue to be zoned residential "ZO 2 New Residential Neighbourhoods".</p>	262	15	<p>The northern portion of these lands are zoned "ZO 2 New Residential Neighbourhoods". The vast majority of this site is zoned "ZO 21 City Hinterland" and located in an area identified as "Prominent and Strategic Metropolitan Greenbelt" in Figure 6.5 of the Plan. This is an elevated, greenfield site defining the urban / rural interface of the southern environs of the City. This is a significant site, and a significant amount of land has already been identified for future development at this location. The Core Strategy sets out how much land is currently designated as Tier 3 and it is considered that there is currently no justification to change the zoning of this site to ZO 3 Tier 3 (or its successor designation).</p> <p>Recommendation: No change.</p>
<p>Proposed rezoning of land at Carrigrohane Road from "ZO 1 Sustainable Residential Neighbourhoods" to "ZO 9 Neighbourhood and Local Centres".</p>	266	8	<p>It is not considered that there is sufficient justification for a new neighbourhood and local centre in this location.</p> <p>This site is remote from an immediate residential hinterland and therefore neighbourhood and local centre development on this site will be largely car borne. The proposed zoning objective of "ZO 1 Sustainable Residential Neighbourhoods" is flexible and facilitates a range of local services uses. Convenience retail uses should be directed to appropriately located and zoned centres.</p> <p>Recommendation: No change.</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
Proposed rezoning of land at Ballinveiltig, Curraheen, Bishopstown from "ZO 21 City Hinterland" to "ZO 2 New Residential Neighbourhoods".	269	16	<p>This site is located in an area identified as "Prominent and Strategic Metropolitan Greenbelt" in Figure 6.5 of the Plan. This site is remote from the built-up footprint of the City and the proposed ZO 2 New Residential Neighbourhoods zoning on these lands is not consistent with the Compact Liveable Growth strategy set out in the Draft Plan. The zoning of this site at this time could promote lower-density development with associated negative impacts on climate change, green and blue infrastructure management, the need for new physical and social infrastructure, and the successful delivery of a compact, vibrant city of neighbourhoods.</p> <p>Recommendation: No change.</p>
Future development of the Cork Showgrounds, Curraheen requires the alteration of the hinterland zoning objective for the site, to allow for long-established commercial or institutional uses.	281	16	<p>This site is located in an area identified as "Prominent and Strategic Metropolitan Greenbelt" in Figure 6.5 of the Plan. This site is remote from the built-up footprint of the City. It is considered that the proposed "ZO 21 City Hinterland" zoning is appropriate to accommodate the staging of agricultural events.</p> <p>Recommendation: No change.</p>
Proposed rezoning of land at Scotch Farm, O'Shea's Lane, Model Farm Road, Carrigrohane, Bishopstown from "ZO 21 City Hinterland" to "ZO 3 Tier 3 Residential Neighbourhoods".	283	16	<p>These lands are located adjacent to the Cork Science and Innovation Park lands. These lands are located between Ballincollig and the western edge of Cork City's western suburbs, in an area indicated in Fig. 2.8 Cork City 2040 Concept Plan of the Draft Plan as a long-term growth area. In time these lands will contribute to the compact growth of the city but not in the lifetime of the next Plan. The Core Strategy sets out how much land is currently designated as Tier 3</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			<p>and it is considered that there is currently no justification to change the zoning of this site to ZO 3 Tier 3 (or its successor designation).</p> <p>Recommendation:</p> <p>No change.</p>
<p>Proposed rezoning of land at Garranedarragh, Bishopstown from "ZO 21 City Hinterland" to "ZO 2 New Residential Neighbourhoods".</p>	295	15	<p>This site is located in an area identified as "Prominent and Strategic Metropolitan Greenbelt" in Figure 6.5 of the Plan. This is an elevated greenfield site defining the urban rural interface of the southern environs and the Metropolitan greenbelt. These lands are located within the south environs of the City where the road network suffers from heavy peak hour congestion which overflows onto the N40, a National Primary Route which provides strategic connectivity between the N22, N71, N27 and N28. These lands were previously identified as Strategic Land Reserve (SLR) 6. There are major water services infrastructural requirements as well major local road and junction improvements required to serve these lands. These lands are not well placed to deliver housing in the short / medium term. The proposed ZO 2 New Residential Neighbourhoods zoning on these lands is not consistent with the Compact Liveable Growth strategy set out in the Draft Plan. The zoning of this site at this time could promote lower-density development with associated negative impacts on climate change, green and blue infrastructure management, the need for new physical and social infrastructure, and the successful delivery of a compact, vibrant city of neighbourhoods.</p> <p>Recommendation:</p> <p>No change.</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
<p>This submission supports the proposed "ZO 3 Tier 3 Residential Neighbourhoods" zoning on lands at Curraheen, Bishopstown and commits to the development of these lands for residential development.</p>	308	16	<p>This submission supporting the proposed "ZO 3 Tier 3 Residential Neighbourhoods" zoning is acknowledged.</p> <p>However, the OPR raised concerns regarding Tier 3 and it is recommended to omit the ZO 3 zoning and redesignate Tier 3 lands identified in the Draft Plan as longer-term strategic development lands without the caveat that these lands can be developed within the Plan period subject to certain criteria being met.</p> <p>See submission 426 under Part 2, Section 1 for full response.</p> <p>Recommendation:</p> <p>(ix) Omit "ZO 3 Tier 3 Residential Neighbourhoods" land use zoning objective, including paragraphs ZO 3.1 to ZO 3.4.</p> <p>(x) Designate lands zoned "ZO 3 Tier 3 Residential Neighbourhoods" in the Draft Plan as "Longer Term Strategic Development Lands".</p>
<p>Proposed rezoning of the Melbourne Business Park from "ZO 10 Light Industry and Related Uses" to "ZO 09 Neighbourhood and Local Centres".</p>	328	8	<p>It is considered that the location of the site at the western end of Model Farm Road is an appropriate location for a Neighbourhood and Local Centre. Previous Cork City Development Plans have identified this location as suitable for a local centre.</p> <p>Recommendation:</p> <p>Change zoning of site from "ZO 10 Light Industry and Related Uses" to "ZO 09 Neighbourhood and Local Centres".</p>
<p>Retain and extend the "ZO 2 New Residential Neighbourhood" zoning to take in all specified lands at Garranedarragh, Bishopstown including the access onto the N72.</p>	356	8	<p>The vast majority of the lands identified are proposed to be zoned as "ZO 2 New Residential Neighbourhood" in the Draft Plan. It is not considered that additional lands need to be zoned in this location.</p> <p>Recommendation:</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			No change.
<p>The CETB requests an amendment of Map 08 to extend the adjoining zoning objective "ZO 01 Sustainable Residential Neighbourhoods" to include the area of the subject site currently zoned "ZO 17 Sports Grounds and Facilities". The CETB requests that the area at the southern end of the site remains as "ZO 18 Landscape Preservation Zones".</p>	357	8	<p>There is generally a presumption against zoning lands from sports ground use to other purposes. This site is sizeable and well maintained, however it appears that it hasn't been used in some time and there are currently no goalposts or lines on the site. In view of this, and considering the location of the site and its potential to contribute to compact growth, and considering the proximity of the site to other green spaces and sports facilities at the Lee Fields, Mardyke, Fitzgerald Park, etc, it is considered that this proposal can be supported.</p> <p>Recommendation:</p> <p>Change zoning of "ZO 17 Sports Grounds and Facilities" lands to "ZO 01 Sustainable Residential Neighbourhoods".</p>
<p>Proposed rezoning of land at Model Farm Road from "ZO 21 City Hinterland" to "ZO 2 New Residential Neighbourhoods".</p>	363	8	<p>This site is located in an area identified as "Prominent and Strategic Metropolitan Greenbelt" in Figure 6.5 of the Plan. This is a greenfield site defining the urban / rural interface in this part of the City. The proposed ZO 2 New Residential Neighbourhoods zoning on these lands is not consistent with the Compact Liveable Growth strategy set out in the Draft Plan. The zoning of this site at this time could promote lower-density development with associated negative impacts on climate change, green and blue infrastructure management, the need for new physical and social infrastructure, and the successful delivery of a compact, vibrant city of neighbourhoods.</p> <p>Recommendation:</p> <p>No change.</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
Submission from LDA. Zoning of site in Wilton is welcome.	379	8	This submission supporting the proposed zoning is acknowledged. Recommendation: No change.
Department of Education. School sites including buildings and green areas should be zoned for Education. All future school sites should be zoned and mapped. New school zoning should be provided on a suitable site for a new primary school in the Pouladuff / Lehenaghmore area.	410	8	The Chief Executive is satisfied that existing school sites (including buildings, play area and any green areas and land buffers) be zoned and mapped for educational use to assist in future planning and delivery of educational requirements. A new Education zoning is proposed in Lehenaghmore, see submission 28. Recommendation: See submission 28.
Proposed rezoning of land at Ardrostig from "ZO 10 Light Industry and Related Uses" to "ZO 11 Business and Technology".	411	8	It is considered that the "ZO 10 Light Industry and Related Uses" zoning reflects more accurately the existing land uses in this area. Recommendation: No change.
Proposed rezoning of land at Church Hill, Carrigrohane from "ZO 21 City Hinterland" to "ZO 2 New Residential Neighbourhoods" and "ZO 14 'Institutions' and Community".	441	16	This site is located in an area identified as "Prominent and Strategic Metropolitan Greenbelt" in Figure 6.5 of the Plan. This is a greenfield site between Ballincollig and the western City suburbs. There is no justification to zone these lands at this time, as zoning these lands is not consistent with the Compact Liveable Growth strategy set out in the Draft Plan. The zoning of this site at this time could promote lower-density development with associated negative impacts on climate change, green and blue infrastructure management, the need for new physical and social infrastructure, and the successful delivery of a compact, vibrant city of neighbourhoods. Recommendation: No change.

Section 9
South Eastern Suburbs & Hinterland

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
The Douglas District Centre is incorrectly zoned as "ZO 7 Urban Town Centre" and should be "ZO 8 District Centres".	25	6, 7, 14	<p>Agreed. Paragraph 7.85 'District Centres and Large Urban Town Centres' of the Draft Plan specifies Douglas as a 'district centre'.</p> <p>Recommendation:</p> <p>Change zoning of Douglas District Centre from "ZO 7 Urban Town Centre" to "ZO 8 District Centres", to reflect its status in retail hierarchy.</p>
Submission requires that the zoning map be updated to reflect the planning permissions that we were granted for residential development on lands in Moneygurney.	29	14	<p>This is considered to be a reasonable request with respect to a modest portion of land and is deemed acceptable.</p> <p>Recommendation:</p> <p>Change zoning of sites identified from "ZO 21 City Hinterland" to "ZO 1 Sustainable Residential Neighbourhoods".</p>
Proposed rezoning of land at Hop Island from "ZO 21 City Hinterland" to "ZO 1 Sustainable Residential Neighbourhoods".	54	14	<p>Hop Island is zoned "ZO 21 City Hinterland". Parts of the island including access to the mainland are subject flooding. The site adjoins a number of ecological designations including Cork Harbour SPA – a protected European Site – and Douglas River Estuary pNHA. While some development can be considered (subject to normal planning considerations) under the "ZO 21 City Hinterland" zoning objective, changing the zoning to "ZO 1 Sustainable Residential Neighbourhoods" to facilitate residential development in principle is not appropriate at this vulnerable island location given its incompatibility with the flood risk Guidelines and potential impacts on designated sites.</p> <p>Recommendation:</p> <p>No change.</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
Zoning error, Proposed rezoning of land from "ZO 21 City Hinterland" to "ZO 1 Sustainable Residential Neighbourhoods" on lands at Castletreasure, Douglas on which were granted outline permission for a single dwelling.	71	14	This is considered to be a reasonable request with respect to a modest portion of land and is deemed acceptable. Recommendation: Change zoning of site identified from "ZO 21 City Hinterland" to "ZO 1 Sustainable Residential Neighbourhoods".
Zoning error, Proposed rezoning of land from "ZO 21 City Hinterland" to "ZO 1 Sustainable Residential Neighbourhoods" on lands at Castletreasure, Douglas on which were granted outline permission for a single dwelling.	72	14	This is considered to be a reasonable request with respect to a modest portion of land and is deemed acceptable. Recommendation: Change zoning of site identified from "ZO 21 City Hinterland" to "ZO 1 Sustainable Residential Neighbourhoods".
Proposed rezoning of land at Maryborough Hill, Moneygourney from "ZO 21 City Hinterland" to Strategic Land Reserve to allow for the construction of housing.	143	14	The site located in an area identified as "Prominent and Strategic Metropolitan Greenbelt" in Figure 6.5 of the Draft Plan. This is a significant site which is not contiguous to the built footprint of the urban envelope. The rezoning of these lands is considered inappropriate. Recommendation: No change.
Proposed rezoning of overflow car park at Mahon Point Shopping Centre from "ZO 5 Mixed Use Development" to "ZO 8 District Centres"	219	6	Mahon Point is currently defined as a Level 2 District Centre under the retail hierarchy. Objective 10.85 of the Draft Plan seeks "to support the development of Mahon as an area for growth consolidation and enhancement by providing a mix of new neighbourhood uses". Paragraph 7.85 states, "it should be noted that the primary function of these centres should be mixed-use in nature, with a range of retail services, community and social

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			<p>facilities to meet the day-to-day needs of the local population and should not be dominated by one particular type of use".</p> <p>Given the primary retail function of Mahon Point Shopping Centre, it is considered this site's current zoning of "ZO 5 Mixed Use Development" is consistent with the overarching retail policy approach in the City Plan.</p> <p>Recommendation:</p> <p>No change.</p>
<p>This submission relates to lands at Bessborough Estate and concerns land use zoning and the SE 4 Landscape Preservation Zone designation, specifically seek changes to the wording of SE 4 to allow for the lands to the south of Bessborough House as a memorial and neighbourhood park and to allow development to the north and northwest of Bessborough House.</p>	221	6	<p>Development on the areas to the northwest of the site would have a material and detrimental impact on the parkland setting of the estate. The proposed land use zoning objective SE 4 is considered to be appropriate for this site. This proposed amendment to the Draft Plan is not supported.</p> <p>Recommendation:</p> <p>No change.</p>
<p>The Douglas District Centre is incorrectly zoned as "ZO 7 Urban Town Centre" and should be "ZO 8 District Centres".</p>	222	6, 7, 14	<p>Agreed. Paragraph 7.85 'District Centres and Large Urban Town Centres' of the Draft Plan specifies Douglas as a 'district centre'.</p> <p>Recommendation:</p> <p>Change zoning of Douglas District Centre from "ZO 7 Urban Town Centre" to "ZO 8 District Centres", to reflect its status in retail hierarchy.</p>
<p>Submission seeks the inclusion of convenience retail use within the "ZO 5 Mixed Use Development" zoning objective – with particular reference to lands proposed to</p>	227	6	<p>Retail policy is currently set out in Chapter 7 of the Draft Plan. The inclusion of retail within the "ZO 5 Mixed Use Development" zoning objective is not deemed appropriate as it has the potential to dilute the primacy of the City's retail hierarchy including District Centres</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
be zoned "ZO 5 Mixed Use Development" on the R852 in Loughmahon, Mahon.			and large and small urban centres. It also has the potential to undermine policies to deliver mixed-use and vibrant centres. Recommendation: No change.
Proposed rezoning of lands at Castletreasure, South City Environs from "ZO 21 City Hinterland" to "ZO 03 Tier 3 Residential Neighbourhoods".	232	14	The site located in an area identified as "Prominent and Strategic Metropolitan Greenbelt" in Figure 6.5 of the Draft Plan. This is an elevated, greenfield site defining the urban / rural interface of the southern environs of the City. A significant amount of land has already been identified for future development at this location. Recommendation: No change.
Proposed rezoning of land at Maryborough, Douglas from "ZO 1 Sustainable Residential Neighbourhoods" and "ZO 21 City Hinterland" to "ZO 2 New Residential Neighbourhoods".	240		The site located in an area identified as "Prominent and Strategic Metropolitan Greenbelt" in Figure 6.5 of the Draft Plan. This is an elevated, greenfield site defining the urban / rural interface of the southern environs of the City. The development of these lands would result in the erosion of an elevated section of hinterland that provides an important green backdrop to the City. The rezoning of this land at this location would set an undesirable precedent. Recommendation: No change.
The submission seeks to preserve the envelope around the Folly in the former Bessborough Estate grounds as a recreational space for all in memory of all the women and children who were incarcerated and who died at the	259	6	The lands in immediate proximity to the Folly are proposed to be zoned "ZO 18 Landscape Preservation Zone" in the Draft Plan. Lands to the north and east of the access road are zoned for residential use. See also submissions 221 and 274.

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
institution, and at the right time to create a fitting memorial and garden space.			<p>Recommendation:</p> <p>No change.</p>
Submission from the Department of Education for a proposed rezoning of lands adjoining the Douglas Garda Station from "ZO 16 Public Open Space" to "ZO 13 Education" in order to facilitate the delivery of a new school.	264	14	<p>This request is supported.</p> <p>Recommendation:</p> <p>(i) Change the zoning of lands concerned, adjoining the Douglas Garda Station, from "ZO 16 Public Open Space" to "ZO 13 Education".</p> <p>(ii) Include a new site-specific Development Objective as follows:</p> <p><u>Lands to facilitate the development of a post primary school. Access and connectivity to be maximised for pedestrians and cyclists with existing and future residential areas. The remaining 50% of the site shall provide for publicly accessible, passive open space. A landscaping audit shall be undertaken to inform the retention of mature trees, hedgerows and species of biodiversity value in any proposed development layout.</u></p>
This submission relates to the rezoning of Lands at Bessborough Estate, Ballinure. The site is proposed to be zoned as "ZO 18 Landscape Preservation Zone", the submission states that the subject site would be more appropriately zoned in its entirety as an extension of the adjacent "ZO 01 Sustainable Residential Neighbourhoods" rather than being subdivided with portions of "Landscape Preservation Zones" as proposed in the Draft Plan.	274	6	<p>This submission essentially relates to two portions of land.</p> <p>The first portion of land is to the north of the Folly and is currently zoned 'Residential, Local Services and Institutional Uses' in the 2015 Cork City Development Plan with an overlay designation of Areas of High Landscape Value. In the Draft Plan, the subject portion of land is proposed to be zoned "ZO 18 Landscape Preservation Zone (SE 4)", with an overlay designation of Areas of High Landscape Value. The remaining lands to the southeast, south, west and northwest are currently zoned 'Landscape Preservation Zone (SE 4)'.</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			<p>The issues raised in this submission are noted, including reference to recent An Bord Pleanála planning decisions and an oral hearing. The subject site has an existing Area of High Landscape Value designation, notwithstanding the current zoning. It is considered that a Landscape Preservation Zone is the appropriate zoning on these lands, considering the association between these lands and Bessborough Estate and the Folly, which currently avail of a Landscape Preservation Zone zoning objective. The proposed zoning is considered to reflect this association.</p> <p>The second portion of land is to the east of the Folly. This portion of land is zoned 'Landscape Preservation Zone (SE 4)' in the 2015 Cork City Development Plan, a zoning proposed to be retained in the Draft Plan. The submission proposes the rezoning of this portion of land to "ZO 01 Sustainable Residential Neighbourhoods". with an overlay designation of Areas of High Landscape Value. The proposed zoning on this site of "ZO 18 Landscape Preservation Zone" is considered to be appropriate.</p> <p>Recommendation: No change.</p>
Proposed rezoning of land at Mount Prospect, Maryborough Hill, Douglas from "ZO 21 City Hinterland" to "ZO 2 New Residential Neighbourhoods" and "ZO 3 Tier 3 Residential Neighbourhoods".	276	14	<p>The site located in an area identified as "Prominent and Strategic Metropolitan Greenbelt" in Figure 6.5 of the Draft Plan. This is an elevated, greenfield site defining the urban / rural interface of the southern environs of the City. The proposed rezoning change would result in the erosion of an elevated section of hinterland that provides an important green backdrop to the City. The rezoning of this land at this location would set an undesirable precedent.</p> <p>Recommendation:</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			No change.
Submission proposes an amendment to the "ZO 18 Landscape Preservation Zones (SE6)" objective to allow for limited appropriate development at Jacob's Island / Ballinure Road / Douglas Estuary.	278	6	<p>This area includes a number of landscape assets including ecological areas of importance and visually important land, and it and adjoins the Douglas Estuary, a protected European Special Protection Area (SPA). A significant part of the area is subject to flooding (Flood Zone A). Development on these lands is therefore not considered appropriate.</p> <p>Recommendation:</p> <p>No change.</p>
Proposed rezoning of land at Rochestown Road from "ZO 21 City Hinterland" to "ZO 1 Sustainable Residential Neighbourhoods".	297	14	<p>The site located in an area identified as "Prominent and Strategic Metropolitan Greenbelt" in Figure 6.5 of the Draft Plan. This is an elevated, wooded greenfield site outside the built envelope of Rochestown, overlooking Hop Island. The proposed rezoning request is considered inappropriate in this context.</p> <p>Recommendation:</p> <p>No change.</p>
Proposed rezoning of lands east of the L6477 road at Moneygurney, Douglas from "ZO 21 City Hinterland" to "ZO 2 New Residential Neighbourhoods".	313	14	<p>The site located in an area identified as "Prominent and Strategic Metropolitan Greenbelt" in Figure 6.5 of the Draft Plan. The lands are also backland in nature to historic low density ribbon development and are not contiguous to the built footprint of the urban envelope. The rezoning of these lands is considered inappropriate.</p> <p>Recommendation:</p> <p>No change.</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
Proposed rezoning of the concourse area around Páirc Uí Chaoimh including the stadium's ancillary car parking from "ZO 16 Public Open Space" to "ZO 17 Sports Grounds and Facilities", to reflect the governing planning permission regulating the use of the lands.	322	1, 6	<p>The inclusion of the concourse and car parking areas associated with Páirc Uí Chaoimh specified in the submission as "ZO 17 Sports Grounds and Facilities" is not recommended, as some of these lands are in public ownership and comprise part of the permeable strip that runs through the Marina Park.</p> <p>Recommendation: No change.</p>
Proposed rezoning of a service station lands in Frankfield from "ZO 1 Sustainable Residential Neighbourhoods" to "ZO 09 Neighbourhood and Local Centres".	323	14	<p>The "ZO 1 Sustainable Residential Neighbourhoods" land use designation allows a range of uses, "such uses include but are not limited to: small-scale local services including local convenience shops; community facilities; cultural facilities; hotels and hostels; live-work units; service stations (petrol filling stations); local medical services; third level education institutes; community based enterprise or social enterprises, health facilities including hospitals".</p> <p>As this zoning specifically facilitates petrol filling stations, it is considered that it is sufficiently flexible to facilitate the future development of the service station.</p> <p>Recommendation: No change.</p>
Proposed rezoning of lands to the east of Douglas Court Shopping Centre from "ZO 16 Public Open Space" to "ZO 7 Urban Town Centre" to reinstate the former / existing zoning.	326	6	<p>The site is proposed to be zoned "ZO 16 Public Open Space" to reflect an area of semi-natural land cover which contributes to the local habitat and biodiversity network of the area and is close to a number of designated sites.</p> <p>The lands are greenfield and the development of town or district centre uses here could present potentially significant adverse effects on various environmental components including:</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			<ul style="list-style-type: none"> • effects on the adjacent Cork Harbour SPA as a result of loss of grasslands where birds feed and increases in amenity usage, • effects on other ecology and ecological connectivity, including the Douglas River Estuary pNHA, • loss of an extent of soil function arising from the replacement of semi-natural land covers with artificial surfaces, and • adverse visual effects in an area of high landscape value. <p>There are sufficient lands available in Douglas for district centre uses, including brownfield sites where the future retail and mixed-use needs can be met. It is therefore considered that the proposed rezoning of this parcel of land is not justified and would lead to unnecessary and potentially significant adverse effects on the local environment and would be contrary to the objectives to maximise sustainable compact growth and sustainable mobility.</p> <p>Recommendation: No change.</p>
The zoning of Douglas Woollen Mills to be changed from "ZO 7 Urban Town Centre" to "ZO 8 District Centres".	342	7	<p>Agreed. Paragraph 7.85 'District Centres and Large Urban Town Centres' of the Draft Plan specifies Douglas as a 'district centre'.</p> <p>Recommendation: Change zoning of Douglas District Centre from "ZO 7 Urban Town Centre" to "ZO 8 District Centres", to reflect its status in retail hierarchy.</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
Submission supports the proposed zoning of the Castletreasure Expansion Area as "ZO 2 New Residential Neighbourhoods" and considers that concerns raised in the TII submission have been fully addressed in the design and assessment of the M28 Motorway Scheme.	351	14	The support expressed in this submission for the zoning of lands in the Castletreasure Expansion Area is noted.
Proposed rezoning of lands at Garyduff, Rochestown previously identified as "SLR 12" from "ZO 21 City Hinterland" to "ZO 3 Tier 3 Residential Neighbourhoods".	370	14	<p>There are significant constraints to development these lands. Major water services infrastructure is required to service these lands, including the provision of a new reservoir. Significant local road and junction improvements are also required. These issues render the inclusion of these lands to facilitate housing delivery over the lifetime of the Plan as premature.</p> <p>Recommendation: No change.</p>
Proposed rezoning of business premises on the South Douglas Road from "ZO 1 Sustainable Residential Neighbourhoods" to "ZO 09 Neighbourhood and Local Centres".	385	14	<p>The "ZO 1 Sustainable Residential Neighbourhoods" land use designation allows a range of uses, "such uses include but are not limited to: small-scale local services including local convenience shops; community facilities; cultural facilities; hotels and hostels; live-work units; service stations (petrol filling stations); local medical services; third level education institutes; community based enterprise or social enterprises, health facilities including hospitals".</p> <p>As this zoning specifically facilitates local services, it is considered that it is sufficiently flexible to reflect the diverse spectrum of local facilities identified.</p> <p>Recommendation: No change.</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
<p>School sites including buildings and green areas should be zoned for Education. All future school sites should be zoned and mapped. This includes the Douglas Rochestown Educate Together National School. New school likely to be required in South-East suburbs (near Castletreasure).</p>	410	14	<p>Existing school sites (including buildings, play area and any green areas and land buffers) will be zoned and mapped for educational use to assist in future planning and delivery of educational requirements.</p> <p>The inclusion of an Education Objective to provide additional educational facilities at primary school level and possible expansion of facilities at post-primary level to facilitate growth at Castletreasure is supported.</p> <p>Proposals to change the zoning of lands currently under construction to facilitate Douglas Rochestown Educate Together National School is in a permanent capacity is deemed acceptable.</p> <p>The inclusion of a new Objective and associated map update to reflect plans to deliver a post primary school at Ardarrig, Douglas is supported.</p> <p>Recommendation:</p> <p>(i) Include new Objective regarding future education needs at Castletreasure as follows:</p> <p style="padding-left: 40px;">Cork City Council will work with the Department of Education and landowners to identify and deliver new school sites for Douglas (Castletreasure) over the lifetime of the Plan.</p> <p>(ii) Change zoning from "ZO 2 New Residential Neighbourhoods" to "ZO 13 Education" to reflect new education facility at Douglas Rochestown Educate Together National School from ZO 02 New Res Neighbourhoods in the draft plan to ZO 13 Education.</p> <p>(iii) Include new Objective for Ardarrig, Douglas as follows:</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			<p><u>Lands to facilitate the development of a post primary school. Access and connectivity to be maximised for pedestrians and cyclists with existing and future residential areas. The remaining 50% of the site shall provide for publicly accessible, passive open space. A landscaping audit shall be undertaken to inform the retention of mature trees, hedgerows and species of biodiversity value in any proposed development layout.</u></p> <p>(iv) Existing Education facilities to be zoned "ZO 13 Education".</p>
<p>Proposed rezoning of land at Glenanaar, Boreenmanna Road from "ZO 16 Public Open Space" to "ZO 2 New Residential Neighbourhoods".</p>	<p>442</p>	<p>6</p>	<p>The site is zoned "ZO 16 Public Open Space". Chapter 6 sets out objectives relating to public open space including "to protect, retain, improve and provide for areas of public open space for recreation and amenity purposes. There will be a presumption against development of land zoned Public Open Space for alternative purposes".</p> <p>It is clearly stated that this includes public open space within housing estates as per Objective 6.18 (b), which sets out a presumption against development on all open space in residential estates in the city, including any green area / public amenity area that formed part of an executed planning permission for development and was identified for the purposes of recreation / amenity open space, and also including land which has been habitually used as public open space. Such lands shall be protected for recreation, open space and amenity purposes.</p> <p>The site performs an informal, ancillary public open space function within this established residential area. the proposed rezoning is not considered appropriate.</p> <p>Recommendation:</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
			No change.
Proposed rezoning of land of 4.93 ha at Inchisarsfield, Douglas from "ZO 16 Public Open Space" to "ZO 2 New Residential Neighbourhoods".	443	14	<p>This site forms part of a larger Public Open Space designation between Douglas Village, the South Link Road and established residential areas at Frankfield. The provision of further sports facilities would be supported at this location under the current zoning. The rezoning of this site as "ZO 2 New Residential Neighbourhoods" is not supported, given the isolated nature of the lands, poor access through Sports Grounds and proximity to the South Link Road.</p> <p>Recommendation:</p> <p>No change.</p>

Section 10
Statutory Body Zoning Requests

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
<p>Statutory body submission zoning requests. Recommendations only listed here, see following submissions under Part 2, Section 1 for full responses.</p> <ul style="list-style-type: none"> • OPR submission 426 • SRA submission 400 • NTA submission 348 • TII submission 62 			
Change "ZO 2 New Residential Neighbourhoods" zoning of site at Carrigrohane to the east of Ballincollig to "ZO 21 City Hinterland".	426	16	<p>Recommendation:</p> <p>(i) Change zoning of the lands in this location situated within the Ballincollig settlement boundary from "ZO 2 New Residential Neighbourhoods" to "ZO 14 Institutions and Community".</p> <p>(ii) Change zoning of the lands in this location situated outside the Ballincollig settlement boundary from "ZO 2 New Residential Neighbourhoods" to "ZO 21 City Hinterland".</p>
Change "ZO 3 Tier 3 Residential Neighbourhoods" zoning on site at Carrigrohane to the east of Ballincollig to "ZO 21 City Hinterland".	426	16	<p>Recommendation</p> <p>Omit "ZO 3 Tier 3 Residential Neighbourhoods" from these lands, and designate these lands as "Longer Term Strategic Development Lands".</p>
Change "ZO 2 New Residential Neighbourhoods" zoning on site at Ardarostig, south of the N40 and Waterfall Road to "ZO 21 City Hinterland".	426	16	<p>Recommendation:</p> <p>No change.</p>
Change "ZO 2 New Res Neighbourhood" zoning of site at Ardarostig, to the west of and accessed from the N71 via Ardrostig Lane to "ZO 21 City Hinterland".	426	16	<p>Recommendation:</p> <p>Change zoning of these lands from "ZO 2 New Residential Neighbourhoods" to "ZO 21 City Hinterland".</p>

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
Change "ZO 1 Sustainable Residential Neighbourhood" zoning of site at Ardarostig to the south of the N40 to "ZO 21 City Hinterland".	426	16	Recommendation: Change zoning of these lands from "ZO 1 Sustainable Residential Neighbourhood" to "ZO 2 New Residential Neighbourhoods".
Change "ZO 1 Sustainable Residential Neighbourhood" zoning of site at Ardarostig to the south of the N40.	426	14	Recommendation: No change.
Strategic Employment Site 4 (Glanmire)	426, 400, 348, 62	13	Recommendation: Modify Strategic Employment Site 4 (Glanmire) into 2 parcels of land in order to facilitate the proposed Cork Northern Transport Project and set out the future placemaking parameters for this light industrial landbank.
Strategic Employment No. 5 (South Link Road)	426, 400, 62	7	Recommendation: Change zoning from "ZO 5 Mixed Use Development" to "ZO 4 Long-term Strategic Regeneration".

Section 11
Miscellaneous

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
Submission by the OPW states that it is difficult to assess the zonings / sites at flood risk or if the sequential approach has been applied without the land use zoning maps overlaid with the flood zone maps.	140	All	See OPW submission 140 in Part 3 Appendices
Typographical errors in Chapter 12.	252	n/a	Recommendation: Correct typographical errors with respect to "ZO 6 Sustainable Residential Neighbourhoods <u>City Centre</u> " (page 533 of Draft Plan).
<p>Development plan should provide flexibility under the land use zonings to allow for An Post's facilities and operational requirements.</p> <p>Development plan should include provisions for both An Post Retail (retail) and An Post Mails & Parcels (distribution / logistics) as 'Permissible in Principle' or 'Open for Consideration' land uses across all zoning objectives.</p> <p>Development plan should include a specific land use classification for postal facilities in the new City Development Plan as: <i>"Postal Facilities: A building which facilitates mail services that can include the processing, sortation and distribution of mail. (Note: This use can be assessed on a case by case basis appropriate to site context and all other relevant policies, objectives and standards set out in this Plan.)"</i></p>	407	n/a	<p>It is considered that the land use zoning objectives in the Draft Plan are sufficient to accommodate An Post's requests.</p> <p>Under planning law a post office comes within the definition of a 'shop'. Several land use zoning objectives facilitate shops, sometimes under the term 'local services'. All of the residential and urban centre zonings, which collectively cover a large portion of the city, facilitate local services in principle, and a post office would be considered to be a local service.</p> <p>Similarly, dependent on scale and impacts, a postal distribution facility could be accommodated within a range of proposed land use zoning objectives.</p> <p>Recommendation: No change.</p>
<p>Executive recommendation</p> <p>Munster Institute of Technology lands</p>	Executive	16	Recommendation: Change zoning from "ZO 1 Sustainable Residential Neighbourhoods" to "ZO 14 Institutions and Community".

Specific Zoning Request	Sub. No.	Map No.	Chief Executive's Response & Recommendation
Change zoning from "ZO 1 Sustainable Residential Neighbourhoods" to "ZO 14 Institutions and Community" to reflect existing and future uses.			

Appendices

Appendix 1

List of Submissions received (in numerical order)

Appendix 1 List of Submissions received

Sub. No.	Name / Organisation
1	Elizabeth Brint
2	Social Enterprise throughout Cork City
3	William Loftus
4	Pat Flynn
5	Elizabeth Bond
6	Eoghan McCarthy
7	William Loftus
8	William Loftus
9	Inland Fisheries Ireland
10	William Loftus
11	Dylan Collins
12	Irish Bee Conservation Project
13	Robert Farrell
14	Robert Farrell
15	William Loftus
16	Jerry O'Connor
17	Damien Geraghty
18	William Loftus
19	Damien Geraghty
20	Kevin Long

Sub. No.	Name / Organisation
21	Kevin Long
22	Kevin Long
23	Kevin Long
24	Department of Agriculture, Food and the Marine
25	Dylan Collins
26	Donal Cox
27	Kevin Long
28	Seán Lynch
29	Karl Shane Diskin
30	Colin Donohue
31	William Loftus
32	Rebecca Lynch
33	Gerard O'Brien
34	<i>Withdrawn</i>
35	Ryan Mac Sweeney
36	Bill Mullins
37	<i>Withdrawn</i>
38	Patluke Limited trading as Griffith College
39	Wind Mobility
40	Julie Forrester

Appendix 1 List of Submissions received

Sub. No.	Name / Organisation
41	William J. O'Keeffe
42	Peter Morgan
43	Anne Cahill
44	Judy Kravis
45	Cllr Mick Finn
46	Louise Jordan
47	DCN Developments Ltd
48	Jerry Carey
49	BirdWatch Ireland Cork Branch
50	Patrick Leahy
51	Lucia O'Donovan
52	Val Cashman
53	Dáithí MacCarthaigh
54	John Buckley & Liam Driscoll
55	Liz Layton
56	Micheal O'Regan
57	Emma Jones
58	EPA
59	Patrick Murray
60	Denis Mc Sweeney

Sub. No.	Name / Organisation
61	Gary Gill
62	TII
63	Mairead Harty
64	Annette Evans
65	Meitheal Mara
66	Kevin Morrissey
67	Claudia Dallek
68	Magazine Road and Surrounding Areas Residents Association
69	Jack O'Keeffe
70	Limerick City and County Council
71	Eva Brennan
72	Carmel Brennan
73	Kjeld van den Heuvel
74	Fairfill/Fairfield Community Association
75	Sinead McSweeney
76	Ann Dalton
77	Eccowell Cork
78	John Drew
79	Naomhóga Chorcaí
80	Kieran Twohig

Appendix 1 List of Submissions received

Sub. No.	Name / Organisation
81	Michael Murphy
82	Fionn McGinley
83	Corkery Family
84	Michael Murphy
85	Charlotte Bishop
86	Eugene O'Callaghan
87	Eimear O' Connell
88	Cloghroe Development Ltd
89	Colette Finn
90	JMCM Properties Limited and James McMahon Limited
91	Patrick O'Leary
92	Geological Survey Ireland
93	Minkbury Investments Limited
94	Martin Ryan
95	Blackrock Rowing Club
96	Sinead Proos
97	<i>Withdrawn</i>
98	Eoin McElroy
99	National Council for the Blind of Ireland
100	Cork Nature Network

Sub. No.	Name / Organisation
101	Anna Maher
102	Peter Twomey
103	Iarnród Éireann
104	Cork City Partnership
105	Alice Riordan
106	Ballyvolane/Dublin Hill Community Association
107	Cloghroe National School
108	Longview Estates Ltd
109	Watergrasshill Athletics Club Lee to Sea Greenway
110	CIF
111	Fintan Riordan
112	James O'Mahony
113	The Cork Dragons
114	HSE
115	Cork Green Party
116	Fronville Limited
117	Cork City Missing Persons search and recovery
118	Alice Cross
119	Fionn Laoi Residents Association
120	The O'Sullivan Family

Appendix 1 List of Submissions received

Sub. No.	Name / Organisation
121	David Barry
122	Horgan Family Partnership
123	Niall Twomey
124	Aidan Linehan
125	QDMAdmin
126	Anita Martin
127	John Reynolds
128	Save Cork City Community Association CLG
129	Helen Guinan
130	James McFadden
131	Grangefield Developments Ltd
132	Tim Murphy
133	Templeford Ltd.
134	Brian McCarthy Family and the Creedon Group Ltd.
135	Templeford Ltd.
136	Grangefield Developments Ltd
137	John Riordan
138	Angela Brady
139	Geraldine Maher
140	Office of Public Works

Sub. No.	Name / Organisation
141	Ted Tynan
142	Donal O'Donovan
143	Ross O'Donovan
144	Senandale Residents
145	Richard Morrison
146	Richard Morrison
147	Paul Coburn
148	Kevin Long
149	Karl Grabe
150	<i>Withdrawn</i>
151	Adam D'Arcy
152	Ballyvolane Development Company Limited
153	Bryan Kelleher
154	Brian Bird
155	Philip O'Kane
156	Tobi Grab
157	Trevor Mahoney
158	Conor O'Toole
159	Ryan Mac Sweeney
160	Sunberry Residents Group

Appendix 1 List of Submissions received

Sub. No.	Name / Organisation
161	Shane Calnan
162	Curraheen European Healthcare Ltd.
163	Gerard O'Brien
164	Blackpool Co-operative Services Ltd.
165	John O'Riordan
166	Mairead Harrington
167	Pauric O'Connor
168	Sample-Studios
169	John Hegarty
170	Mark Falvey
171	Julie Forrester
172	Michael Prentice
173	Gearoid McCarthy
174	Michael Prentice
175	Cork Climate Action
176	St Fin Barre's Quarter Development Group
177	Tom Hennessy
178	Cork Community Media Hub
179	Lea2Sea Greenway Organising Committee
180	Brian Russell

Sub. No.	Name / Organisation
181	Cork CS/BW
182	Ken O'Donovan
183	Cork CS/BW
184	Cork CS/BW
185	Cork CS/BW
186	Cork CS/BW
187	Cork CS/BW
188	Cork CS/BW
189	Michael Carroll
190	Cork CS/BW
191	Aisling O'Neill
192	Clare Hatcher
193	Cork CS/BW
194	Robert O'Mahony
195	Munster Technological University
196	Frank Daly
197	Sam McCormack
198	Green Spaces for Health
199	Libor Kampas
200	Alan Duggan

Appendix 1 List of Submissions received

Sub. No.	Name / Organisation
201	Sailing Into Wellness
202	Rosemount Estate Amenity Co. ltd
203	Freedom of the City
204	Disability Federation of Ireland
205	EPA
206	Cherry Lane Developments Ltd.
207	Lidl Ireland GmbH
208	Cork Veg Out
209	OBR Developments Ltd
210	BMOR Development Limited
211	Shane Fenton
212	Walsh Group and Cadogan's Strand Ltd
213	Don O'Neill
214	Tracey O'Donovan
215	Lidl Ireland GmbH
216	Irish Immigration Fund Ltd.
217	Green Label Properties
218	Ruth Mulcahy
219	DIE Ireland ICAV
220	Marina Windows

Sub. No.	Name / Organisation
221	Estuary View Enterprises 2020 Limited
222	Lidl Ireland GmbH
223	The Rainbow Club
224	Billy Twomey and Colman Hennessy
225	Tara de Montfort
226	Arts for all
227	Lidl Ireland GmbH
228	Clyda Eco Homes Ltd
229	Pallas Taverns Ltd.
230	St. John Cremin
231	Edmond Linehan
232	Tadhg Cashman
233	Tesco Ireland Ltd
234	JCD Group
235	Progressive Commercial Construction Ltd
236	Cork Community Media Hub
237	O'Mahony Developments Ltd
238	Karl Grabe
239	Kevin Duggan
240	Michael Cotter

Appendix 1 List of Submissions received

Sub. No.	Name / Organisation
241	Karl Grabe
242	Lidl Ireland GmbH
243	Cork Child Friendly Cities Working Group
244	Marymount University Hospital and Hospice
245	Talia Huffe
246	DCN Developments Ltd
247	Kevin MacMahon
248	Niall Murph
249	Lidl Ireland GmbH
250	Paul Twohig
251	Cope Foundation
252	Tower Development Properties Ltd
253	Blarney GAA
254	Glanmire Area Community Association
255	Stanta Development Ltd
256	Walsh Group
257	Tony O' Keffe, Grace O'Keffe, Regina Daly Creedon, Dominic Creedon and Babbinswood Ltd
258	Mona El Kafsi
259	Cork Commuter Coalition
260	Irish Green Building Council

Sub. No.	Name / Organisation
261	Lidl Ireland GmbH
262	Society of African Missions Trustees (SMA)
263	JAW Asset Holding
264	Dept of Education
265	John, William and Hilary Loftus
266	Lidl Ireland GmbH
267	St Josephs and Mayfield East Community Associations
268	David O'Callaghan,
269	Tony Looney and Edward Carey
270	Michael Brady of Brady Group
271	St. Dominic's Retreat Centre
272	Jessie Castle
273	Watfore Limited
274	MWB Two Ltd.
275	JCD Group
276	Damien O'Leary
277	John Roche & Dave Roche
278	McCarthy Developments (Cork) Limited
279	JCD Group
280	BCE Consultant Engineers Cork

Appendix 1 List of Submissions received

Sub. No.	Name / Organisation
281	Munster Agricultural Society (MAS)
282	Clogheen / Kerry Pike Community Association
283	Timoth O'Shea
284	Cork Healthy Cities
285	Cork Boat Club
286	Longview Estates Ltd
287	The Donovan Family
288	Fáilte Ireland National Tourism Development Authority
289	Tom Campbell
290	The O'Reilly Family C/O Marius O'Reilly
291	Paul Healy
292	Joe Noonan
293	Murnane O'Shea Limited
294	Susan Duggan
295	Kathleen O'Mahony
296	Jennifer Kenefick
297	Liam Davis
298	AM O'Sullivan Limited Ringaskiddy Life Sciences Companies Group
299	Peter Casey
300	Murnane & O'Shea Limited

Sub. No.	Name / Organisation
301	Tom Hennessy
302	Aoife Long
303	Comer Group Limited
304	The Planning Partnership
305	Comer Group Limited
306	Graffiti Theatre Company, Blackpool
307	O'Flynn Construction
308	O'Flynn Construction
309	Chris Moody
310	Altomount SP
311	Meitheal Mara
312	Altomount S.P. Limited
313	Des Morris, Philomena Horgan and Noreen Duggan, and Patrick and Diane Diskin
314	Michael Corbett
315	Electricity Supply Board
316	FCDC Construction Ltd
317	University College Cork
318	Craig Bowles
319	Southern Milling Ltd.
320	Hugh Lorigan

Appendix 1 List of Submissions received

Sub. No.	Name / Organisation
321	Irish Conference and Leisure Holdings Limited
322	Páirc Uí Chaoimh CTR
323	Circle K Ireland Energy Group Limited
324	Louise Cotter
325	Cork Local Sports Partnership
326	O'Flynn Construction Ltd
327	Justin Doran
328	Melbourne Management Company Ltd. (MMC)
329	JAW Asset Holdings Ltd
330	Mary Doran
331	Child Friendly Cities, Cork
332	Ballincollig Community Forum
333	Cork County GAA Board
334	Naomi DowdsO'Leary & O'Sullivan Developments
335	Cork Age Friendly City
336	Port of Cork
337	Apple Operations Europe Ltd.
338	Jude Sherry, Anois
339	Cathal Kerrigan
340	Circle K Ireland Energy Group Limited

Sub. No.	Name / Organisation
341	Murnane & O'Shea Ltd
342	St. Patricks Woollen Mills Ltd
343	Blarney Castle Estate
344	Mortimer Kelleher
345	Murnane & O'Shea Ltd
346	Michael O'Sullivan
347	Frank O'Connor
348	National Transport Authority
349	Green Label Properties
350	Kitty Sedgwick
351	Murnane O'Shea Limited
352	Colm Kelleher
353	Speardale Limited
354	TIER Mobility
355	McCarthy Developments (Cork) Ltd.
356	O'Mahony Developments Ltd
357	Cork Education and Training Board
358	Andrew Smith
359	Tim O'Connor
360	Irish Water

Appendix 1 List of Submissions received

Sub. No.	Name / Organisation
361	Arts Council
362	Cork Chamber
363	Montip Horizon Limited
364	Freefoam Plastics Limited
365	Cork Education and Training Board
366	Michael OSullivan
367	Circle K Ireland Energy Group Limited
368	Aindrias Moynihan TD
369	Stephen Brennan
370	Clare Hennessy Kay Hanley
371	Cork Equal and Sustainable Communities Alliance (CESCA)
372	Sandra O'Meara
373	Circle K Ireland Energy Group Limited
374	UCC and MUH
375	Southern Region Waste Management Plan Office (SRWMPO)
376	Ibec
377	Mary Venables
378	Ard Na Laoi Committee for Sustainability
379	Land Development Agency
380	O'Callaghan Properties

Sub. No.	Name / Organisation
381	Cork Education and Training Board
382	Adrian Conlon
383	Coral O'Sullivan
384	Sperdale Development Limited
385	Kevin O'Leary Group
386	Cork Airport
387	Labour Party Cork Peter Horgan
388	Thomas Gould TD Cllrs Mick Nugent and Kenneth Collins, and Area Rep Mandy O'Leary-Hegarty
389	John Morehead
390	Kevin Burke
391	Circle K Ireland Energy Group Limited
392	Sinead Keohane
393	HSE Community Work Department
394	Darren McAdam-O'Connell McAdam-O'Connell
395	Development Applications Unit
396	Solidarity - The Left Alternative
397	Kevin O'Leary Group
398	Mike O'Floinn
399	UCC Environmental Society
400	Southern Regional Assembly

Appendix 1 List of Submissions received

Sub. No.	Name / Organisation
401	Cork Commuter Coalition
402	Transport and Mobility Forum
403	John Collins
404	Circle K Ireland Energy Group Limited
405	Cork Business Association
406	Willie-John Twomey
407	An Post
408	Kevin Lynch
409	Rosalie C
410	Department of Education
411	Ardrostig Development Ltd.
412	UCC's Student Union
413	Maureen Lancaster
414	Darren McAdam-O'Connell
415	Irish Traveller Movement
416	Stephen Brennan
417	Patrick Cronin
418	An Taisce Corcaigh
419	Eirgrid plc
420	Ger O'Mahoney

Sub. No.	Name / Organisation
421	Mick Nugent
422	Martha Halbert
423	Shane Clarke, Nano Nagle
424	Kevin & Stella Sheehan
425	Department of Further and Higher Education, Research, Innovation and Science
426	Office of the Planning Regulator
427	Eliz Donovan
428	Tomás Mulcahy
429	Críona Twomey
430	Rosie Vickery
431	Matthew Williamson
432	Ciaran Dineen
433	Cork Environmental Forum
434	Children and Young People's Service Committee Cork
435	Thorsten Ohlow
436	Traveller Visibility Group (Cork)
437	Northside Youth Forum
438	Gearoid McCarthy
439	Rodney Pidgeon
440	Michael Murphy

Appendix 1 List of Submissions received

Sub. No.	Name / Organisation
441	Tulsan Ltd
442	Helen Finucane
443	Dooneen Property Developments Ltd
444	Mr. Pat Smith
445	Jack Nichol
446	Blarney Woolen Mills
447	Douglas Street Business Associatiion
448	Ruden Homes
449	Elkstone & the Forrest Family

Appendix 2

List of Persons and Bodies consulted (alphabetical order)

Appendix 2 List of Persons and Bodies consulted

Prescribed Bodies Notified
Alice Byrne Kelly, Clerical Officer, Corporate & Planning, Southern Regional Assembly
Alison Harvey, The Heritage Council
An Bord Pleanála
An Chomhairle Ealaíon, Commissioners of Public Works
An Chomhairle Ealaíon, The Arts Council
An Taisce Corcaigh
Claire McGovern, Property Executive, South West Strategic Property Division, IDA Ireland
Climate Change Section, Dept of Agriculture, Food & the Marine
Cork County Council
Department of Health
Development Applications Unit, Dept. of Housing, Planning & Local Government
Dublin Airport Authority,
Eirgrid
Electric Ireland
Enterprise Ireland
Environmental Protection Agency
Fáilte Ireland
Health & Safety Authority
Health & Safety Authority
Heritage Ireland, Development Application Section
HSE Southern Region

Appendix 2 List of Persons and Bodies consulted

Prescribed Bodies Notified
IDA Ireland
Inland Fisheries Ireland
Irish Water
James Brennan, Strategic Distribution Planning Manager, ESB Networks
Jana Goold, Regional Forward Planning Specialist, Cork Area, Irish Water
Kevin Cullinane, Head of Communications, Cork Airport
Local Community Development Committee
Margaret Killeen, Planning Section, Dept of Housing, Planning & Local Government
Maria Graham, Assistant Secretary, Water & Planning Division, Dept of Housing, Planning, Community & Local Government
Minister for Agriculture, Food & the Marine
Minister for Business, Enterprise & Innovation
Minister for Communications, Climate Action & Environment
Minister for Culture, Heritage & the Gaeltacht
Minister for Defence
Minister for Education & Skills, Dept. of Education & Skills
Minister for Housing, Planning & Local Government
Minister for Justice & Equality
Minister of Transport, Tourism & Sport, Dept. of Transport
National Parks & Wildlife Service
National Transport Authority
Niall Cussen, Office of the Planning Regulator

Appendix 2 List of Persons and Bodies consulted

Prescribed Bodies Notified
Office of Public Works
Planning & Building Unit, Dept. of Education & Skills
South Western Regional Fisheries Board
Southern Regional Assembly
Tadhg O'Mahony, SEA Section, Office of Environmental Assessment, EPA, Iniscarra
Tim Lucey, Chief Executive, Cork County Council
Transport Infrastructure Ireland

Service Providers Notified
An Post
Gas Networks Ireland
Bus Éireann Cork
Cork Education & Training Board
Cork City Childcare Company
Cork University Hospital
Dept of Employment Affairs & Social Protection
An Garda Síochána
Íarnród Éireann
Marymount Hospice

Appendix 2 List of Persons and Bodies consulted

Service Providers Notified
Mercy Hospital
Munster Technological University
NAMA
Port of Cork
Solas
South Infirmary Hospital
St Finbarr's Hospital
Sustainable Energy Authority of Ireland
University College Cork

Stakeholders Notified
Carol Doyle, PPN Support Worker
Citizens Information Board
Community Art Link
Construction Industry Federation
Cork Business Association
Cork Chamber of Commerce
Cork Civic Trust
Cork County Cycling Club

Appendix 2 List of Persons and Bodies consulted

Stakeholders Notified
Cork Cycling Campaign
Cork Drug Task Force
Cork Electronics Industry Association
Cork Environmental forum
Darren McAdam O 'Connell, Acting PPN Coordinator (until April 18)
Family Mediation Service
Fóroige
Healthy Cities Co-ordinator
Immigrant Council of Ireland
Legal Aid Board
MTU Students Union
National Sculpture Factory
National Youth Council of Ireland
Ruth Lynch SSO
The Irish Refugee Council
UCC Students Union

Appendix 3

Acronyms

Appendix 3 Acronyms

Acronyms	
AA	Appropriate Assessment
ABTA	Area Based Transport Assessment
ACA	Architectural Conservation Area
BRT	Bus Rapid Transit
CARO	Climate Action Regional Office
CCAP	Climate Change Action Plan
CCC	Cork City Council
CCNP	Cork Cycle Network Plan
(Draft) CDP	(Draft) City Development Plan
CMATS	Cork Metropolitan Area Transport Study
DHLGH	Department of Housing, Local Government and Heritage
DLUTS	Douglas Land Use and Transport Study
DMURS	Design Manual for Urban Roads and Streets
EPA	Environmental Protection Agency
ESB	Electricity Supply Board
EU	European Union
EV	Electric Vehicle
GBI	Green and Blue Infrastructure
HNDA	Housing Need and Demand Assessment
HSE	Health Service Executive
LAP	Local Area Plan

Appendix 3 Acronyms

Acronyms	
LCDC	Local Community Development Committees
LECP	Local Economic and Community Plan
LIHAF	Local Infrastructure Housing Activation Fund
LEO	Local Enterprise Office
MASP	Cork Metropolitan Area Strategic Plan
MTU	Munster Technological University
NDP	National Development Plan
NHA	Natural Heritage Area
NPF	National Planning Framework
NPO(s)	National Planning Objective(s)
NSO	National Strategic Outcome
NTA	National Transport Authority
OPR	Office of the Planning Regulator
OPW	Office of Public Works
PDA	Planning and Development Act, 2000 (as amended)
PPN	Public Participation Network
RMP	Record of Monuments and Places
RPO(s)	Regional Policy Objective(s)
RSES	Regional Spatial and Economic Strategy
RSO	Regional Strategic Outcome
RPS	Record of Protected Structures

Appendix 3 Acronyms

Acronyms	
SAC	Special Area of Conservation
SDG	United Nations Sustainable Development Goals
SEA	Strategic Environmental Assessment
SECAP	Sustainable Energy and Climate Action Plan
SFRA	Strategic Flood Risk Assessment
SHD	Strategic Housing Development
SLR	Strategic Land Reserve
SME	Small and Medium sized Enterprises
SPA	Special Protection Area
SPC	Strategic Policy Committee
SPPR	Specific Planning Policy Requirement
SRA	Southern Regional Assembly
SUDS	Sustainable Urban Drainage Solutions
TII	Transport Infrastructure Ireland
UCC	University College Cork
UEA	Urban Expansion Area
UN	United Nations
UNESCO	UN Educational, Scientific and Cultural Organization
URDF	Urban Regeneration and Development Fund

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Comhairle Cathrach Chorcaí
Cork City Council



We are Cork.