

CORK CITY DEVELOPMENT PLAN 2022 – 2028

Proposed Variation No. 3

NPF Implementation: Housing Growth Requirements, Rural Housing Policy & related updates

Chief Executive Report

Variation pursuant to Section 58 of the Planning and Development Act 2024 (as amended)

June 2026



Comhairle Cathrach Chorcaí
Cork City Council

A Ard Mhéara agus a Comhairleoirí

Set out hereunder is the Chief Executive’s Report under Section 58(11) of the Planning and Development Act, 2024 (as amended) in relation to the public consultation on Proposed Variation No. 3 (NPF Implementation: Housing Growth Requirements, Rural Housing Policy & related updates) to the Cork City Development Plan 2022 – 2028 (as varied).

The purpose of this report is to inform the Elected Members of Cork City Council of the outcome of the public consultation process, including:

- listing the persons who made submissions,
- providing a summary of the submissions and any recommendations made by the Minister, Office of the Planning Regulator, Southern Regional Assembly and National Transport Authority, and other state agencies and stakeholder bodies, such as Transport Infrastructure Ireland, the Office of Public Works, the Environmental Protection Agency, Uisce Éireann, Electricity Supply Board, and many others,
- setting out the Chief Executive’s response to the issues raised in the submissions, taking account of the proper planning and sustainable development of the area the statutory obligations of the planning authority and any relevant policies or objectives for the time being of the Government or of any Minister of the Government, and
- the Chief Executive’s recommendations as to how any recommendations made by the Minister and the Office of the Planning Regulator should be dealt with.

The report is submitted to Members for their consideration.

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1. Introduction

1.1 Overview

This Chief Executive’s Report forms part of the statutory process for varying the Development Plan. It summarises the issues arising from submissions received from members of the public, prescribed bodies, the Minister, the Office of the Planning Regulator, and other interested parties, and sets out the Chief Executive’s response and recommendations in relation to those issues.

Proposed Variation No. 3 to the Cork City Development Plan 2022–2028 (as varied) seeks to facilitate the accelerated delivery of housing by aligning population and housing supply targets with the *First Revision of the National Planning Framework* and the *NPF Implementation: Housing Growth Requirements Guidelines for Planning Authorities (2025)*. The Variation also updates rural housing policy to reflect the most recent Census data and includes minor amendments to ensure consistency with Ministerial Guidelines issued since the adoption of the Plan in 2022.

The Proposed Variation is underpinned by robust analysis. In accordance with the *Guidelines*, and using the established methodology applied in the preparation of the current City Development Plan and the section 15(2)¹ two-year progress report, Cork City Council undertook a settlement capacity audit to identify zoned, serviced and serviceable lands with residential development potential, together with the enabling infrastructure required to support the housing growth targets. In addition, strategically located un-zoned lands² capable of supporting sustainable, transport-oriented development were assessed.

As required by the *Guidelines*, a report from the Chief Executive detailing the development capacity of existing zoned lands and demonstrating how the objectives of the Guidelines will be achieved has been published on the Cork City Council website.

To further inform Proposed Variation No. 3, Cork City Council also undertook a non-statutory consultation process, inviting submissions on suitable lands for residential zoning that meet the requirements of the *Guidelines* and the objectives of the City Development Plan relating to compact growth, transport-oriented development, serviceability and deliverability. The Proposed Variation has therefore been informed by a comprehensive and multi-stage assessment process.

1.2 Content of Proposed Variation No. 3

The following documents were displayed as part of the public consultation:

Part A – Volume 1: Written Statement

- Proposed text amendments relating to mapping and miscellaneous matters:
 - Chapter 2 – Core Strategy
 - Chapter 3 – Delivering Homes and Communities
 - Chapter 10 – Key Growth Areas and Neighbourhood Development Sites
 - Chapter 11 – Placemaking and Managing Development
 - Chapter 12 – Land Use Zoning Objectives
 - Appendix 1 – Compliance with Ministerial Objectives

¹ Section 15(2) of the Planning and Development Act, 2000 (as amended)

² In this context ‘un-zoned’ lands means lands that are not zoned for residential use or a mix of residential and other uses in the City Development Plan.

- Proposed text amendments relating to the rural housing policy:
 - Chapter 3 – Delivering Homes and Communities
 - Chapter 6 – Green and Blue Infrastructure, Open Space and Biodiversity
 - Chapter 11 – Placemaking and Managing Development

Part B – Volume 2: Mapped Objectives

- Proposed land-use zoning amendments
- Proposed designation of “Long Term Strategic Development Lands” amendments

Environmental Reports

- Strategic Environmental Assessment (SEA) Environmental Report
- Screening for Appropriate Assessment (AA) Report
- Strategic Flood Risk Assessment (SFRA) Addendum Report

Supporting documents

- Proposed Variation No. 3 Summary Report
- Legend map (not a formal part of the proposed variation, provided for indicative purposes)

1.3 Public Consultation

Public consultation on Proposed Variation No. 3 took place from 15th April to 13th May 2026 inclusive (a period of 4 weeks) during which time the above-referenced documentation were disseminated to the public and written submissions were invited. Measures taken to engage with the public and other stakeholders on the Proposed Variation include:

- A detailed public notice was published in the Irish Examiner on 15th April 2026 advising of the Proposed Variation and where it could be accessed, and invited submissions within the above-mentioned period.
- All statutory consultees were notified, including the Minister for Housing, Local Government and Heritage, the Office of the Planning Regulator, An Coimisiún Pleanála, the Southern Regional Assembly, National Roads Authority, Transport Infrastructure Ireland, Cork County Council, the local community development committee, and all other prescribed authorities.
- The Lord Mayor and Elected Members of Cork City Council were notified of the Proposed Variation and invited to make submissions.
- Public information with copies of Proposed Variation No. 3 and the environmental reports were placed in the City Libraries as well as at the public planning counter in City Hall.
- The Proposed Variation was advertised on the Cork City Council Consultation Portal, Development Plan website, and social media platforms (Facebook, Instagram and LinkedIn) during the 4-week public consultation period.

1.4 Outcome of Public Consultation

A total of **484 submissions** were received during the consultation period. **Appendix 3** provides the List of Submissions received in numerical order including the name of the person or organization making the submission and its unique identification reference number.

All submissions are published on the Cork City Council consultation portal website at:

<https://consult.corkcity.ie/en/consultation/proposed-variation-no-3-npf-implementation-cork-city-development-plan-2022-2028>

1.5 Key Legislative Provisions

Under **section 58(11)** of the **Planning and Development Act, 2024 (as amended)**, the Chief Executive must prepare a report on any submissions received and submit the report to the Elected Members for their consideration. This is addressed in more detail under **1.6 Purpose of the Chief Executive’s Report** below.

In accordance with **section 58(12)** of the Act, the Elected Members shall consider the Proposed Variation and the report of the Chief Executive and shall complete their consideration within 6 weeks of receiving the report. Where, following the consideration of the proposed variation and the Chief Executive’s Report, it appears to the Elected Members that the proposed variation should be made, they may resolve to make the variation, with or without modifications. Should any modifications constitute a material alteration to the proposed variation, then the variation will be deemed not to have been made, and a second public consultation process is required. The planning authority is also required to determine whether a strategic environmental assessment (SEA) and / or an appropriate assessment (AA) is or is not required to be carried out in respect of the modification that constitutes a material alteration of the proposed variation.

Section 42(8) of the Act requires planning authorities, when varying a development plan:

to **ensure**:

- the proper planning and sustainable development of the area, and
- that the development plan is materially consistent with the National Planning Framework and National Marine Planning Framework, the regional spatial and economic strategy, and any relevant National Planning Policies and Measures,

to **take due account of**:

- any relevant National Planning Policy Guidance,
- matters relevant to the preparation and making of a development plan under this Act,
- any likely significant effects the implementation of the plan may have on the functional area of any adjoining planning authority,
- any relevant transport strategy of the National Transport Authority which relates to all or any part of the functional area of the planning authority, and
- the protection of water sources, and

to **have regard to**:

- the marine planning policy statement prepared and published under section 6 of the Maritime Area Planning Act, 2021.

In accordance with section 15(1) of the **Climate Action and Low Carbon Development Act, 2015 (as amended)** planning authorities have a legal obligation to consider climate objectives:

- 15. (1)** *A relevant body shall, in so far as practicable, perform its functions in a manner consistent with—*
- (a) the most recent approved climate action plan,*
 - (b) the most recent approved national long term climate action strategy,*
 - (c) the most recent approved national adaptation framework and approved sectoral adaptation plans,*
 - (d) the furtherance of the national climate objective, and*
 - (e) the objective of mitigating greenhouse gas emissions and adapting to the effects of climate change in the State.*

1.6 Purpose of the Chief Executive’s Report

The purpose of this report is to inform the Elected Members of Cork City Council of the outcome of the public consultation process, and is required under section 58(11) of the Planning and Development Act, 2024 (as amended) to set out the following:

- list the persons who made submissions,
- provide a summary of the submissions and any recommendations made by the Minister, Office of the Planning Regulator, regional assembly and National Transport Authority,
- set out the Chief Executive’s response to the issues raised in the submissions, taking account of the proper planning and sustainable development of the area the statutory obligations of the planning authority and any relevant policies or objectives for the time being of the Government or of any Minister of the Government,
- set out the Chief Executive’s recommendations as to how any recommendations made by the Minister and the Office of the Planning Regulator should be dealt with, and
- where required, include the assessment of the Chief Executive of the proposed variation for the purposes of strategic environmental assessment or appropriate assessment, taking into account the submissions received.

1.7 Interpretation

Where changes are proposed in this Report, they are represented as follows:

City Development Plan 2022-2028	Original City Development Plan text	<i>(plain black font)</i>
Proposed Variation No. 2	<u>Proposed new text</u>	<i>(blue underlined font)</i>
	Text proposed to be deleted	<i>(red strikethrough font)</i>
	<u>Original text being retained but relocated</u>	<i>(green underlined font)</i>
This Chief Executive’s Report	<u>Proposed text to be added</u>	<i>(purple bold underlined font)</i>
	Text proposed to be omitted	<i>(orange strikethrough font)</i>
	<u>Proposed omitted text to be kept</u>	<i>(teal bold underlined font)</i>

Where the **Chief Executive’s Recommendation** states, “No changes are proposed to the Proposed Variation”, this does not mean that the issues raised in the submission were not relevant or were not considered, it means that in the opinion of the Chief Executive, there is no requirement to amend the Proposed Variation on foot of the issues raised. The reasons for this opinion will be addressed under the Chief Executive’s Response in each case.

In Section 2 of this Report, references to ‘the Act’ refer to the Planning and Development Act, 2024 (as amended), unless otherwise specified.

2. Summary of Submissions and Chief Executive’s Response & Recommendations

2.1 Index of Responses

Each response, whether it’s with reference to an individual submission or a theme that is raised by multiple submissions, has a unique **Response Reference number** (“Response Ref.”) to aid in the navigation of this Report. In each case, the relevant submission(s) addressed under each Response is noted. The submission summaries in **Appendix 3** reference the relevant response(s) for each submission.

Response Reference	Submission Reference	Submission from, or theme / issues raised
1	472	Office of the Planning Regulator (OPR)
2	385	Southern Regional Assembly (SRA)
3	482	National Transport Authority (NTA)
Submissions made by Prescribed Bodies and other Stakeholder Bodies		
4	6	Maritime Area Regulatory Authority (MARA)
5	69	Environment Protection Agency (EPA)
6	235	Transport Infrastructure Ireland (TII)
7	244, 466	Office of Public Works (OPW)
8	258	Cork Chamber
9	261	Health and Safety Authority (HSA)
10	372	Uisce Éireann
11	388	Development Applications Unit (DHLGH)
12	394	Limerick City and County Council – N/M20 Project
13	417	Construction Industry Federation (CIF)
14	423	Land Development Agency (LDA)
15	432	Electricity Supply Board (ESB)
16	444	Cork Airport
17	476	Department of Education of Youth
Submissions relating to zoning and related text changes in Proposed Variation No. 3		
18	multiple	Moneygourney, Douglas (SE 2, SSO 1) (some of these submissions also refer to SE 3, Castletreasure Douglas, SE 4 Off Belmont Avenue, and SE 6, Moneygourney)
19	465	Moneygourney, Douglas (SE 6, SSO 3) (this submission is separate to those referred to above)
20	multiple	Lehenaghmore, off Toghher Road and east of Lehenaghmore Park (SW 1, SW 2, SSO 5)
21	250, 440	Sandbrook, Wilton (SW 3)

22	403	Spur Hill, Doughcloyne (SW 6)
23	387	Ballincollig (north of N22, west of Maglin Road) (SW 10, SSO 7, 10.220)
24	multiple	Sallybrook, Glanmire (NE 1, 10.286A)
25	248	Kilcully (off Kilcully Road) (NE 2)
26	391	Kilcully (off Rosemount Estate) (NE 3, SSO 10)
27	266, 464	Lotamore (NE 4, SSO 11, 10.331, Objective 10.91)
28	149, 152, 245, 398, 453	Ballyvolane (NE 6, 10.301A-D)
29	404, 468	Lauriston Hill, Rathcooney (NE 8, SSO 13)
30	multiple	Killeens (NW 1, SSO 14)
31	multiple	Kerry Pike (adjacent to ‘Millboro’) (NW 3, SSO 16)
32	380	Milestream, Shanakiel (NW 4)
33	370	Na Piarasigh GAA Club, Fairhill (NW 5)
34	450	Ringwood, Blarney (NW 6, SSO 17)
35	386	Rathpeacon, (NW 7, SSO 18)
36	441, 449	Maglin, Ballincollig (10.220, Figure 10.34, SW 11)
37	445	Maglin, Ballincollig (10.220, Figure 10.34)
38	377	Carrigrohane (LTS A)
39	419	Carrigrohane (LTS C)
Submissions relating to proposed zoning and related text changes that are not in Proposed Variation No. 3		
<i>(* denotes this site was the subject of a submission to the non-statutory public consultation carried out to inform Proposed Variation No. 3)</i>		
40	26	Hollyhill
41	51	Banduff *
42	216	Sarsfield's Court, Glanmire *
43	307	Bessborough
44	366	Grange *
45	375	Clogheen *
46	376	Old Fort Road, Ballincollig *
47	378	Clogheen *
48	382	Lee Bank, Lee Road *
49	389	Spur Hill *
50	397	Centre Park Road, Cork City *
51	399	Rathcooney Road, Ballyharoon, Glanmire

52	407	Cooney’s Lane, Upper Grange *
53	418	Lehenaghmore, Togher *
54	420	Old Blarney Road, Clogheen *
55	421	Commons Road *
56	426	Clogheen *
57	431	Curraheen, Ballinaspig More *
58	434	Rathpeacon, Killeens *
59	435	Lotamore
60	436	Upper Glanmire *
61	437	Mount Desert
62	438	Douglas, near Alden / Douglas GAA Club
63	442	Hyde House, Montenotte *
64	459	Garraneboy, White’s Cross *
65	460	Maglin, Ballincollig (10.220, Figure 10.34) *
66	470	Knocknacorbally, Blarney *
67	473	Ballinveiltig, Curraheen *
68	477	Lands at Knocknacullen, Cork
69	478	Mahony’s Avenue, Montenotte
Submissions relating to other text changes in Proposed Variation No. 3		
70	429	Classis, Ballincollig
71	428	Greenbelt
72	448	Lands south of Heathfield, Ballincollig
73	135, 234, 309	Quality of life issues, amenity, scout halls
74	402	Phasing and Provision of Social Infrastructure
75	452	Cork City Local Community Development Committee (LCDC)
76	106	Active travel and cycling infrastructure
77	400	Specialised accommodation
78	10	Rural housing policy

2.2 Environmental Statement

Taking into account the measures relating to environmental management and protection that are already integrated into the existing City Development Plan, as varied, and Proposed Variation No. 3, the Chief Executive’s Recommendations for amendments would not give rise to any likely significant effect on the environment or any European Site, and would be in compliance with the Flood Risk Management Guidelines. Therefore, neither SEA nor Stage 2 AA nor detailed SFRA would be required for alterations if these are agreed as such.

2.3 Submission from the Office of the Planning Regulator

This section of the Chief Executive’s Report outlines the assessment of Proposed Variation No. 3 by the Office of the Planning Regulator (OPR) in accordance with Section 63 of the Act. Under sections 58(9), 63 and 546 of the Act, the OPR has a statutory role in assessing the making of development plan variations to development plans, to ensure that an integrated overall strategy for the proper planning and sustainable development of the area is established in accordance with the requirements of the Act. In accordance with Section 58(11)(c)(ii)(II) of the Act, the recommendations and submissions made by the OPR are detailed in this section of the report. The Chief Executive’s Response in relation to the issues raised by the OPR and recommendations in relation to the Proposed Variation are also detailed below.

Response Ref. 1			
Submission No.	472	From	Office of the Planning Regulator (OPR)
Summary of Submission			
<p>The OPR welcomes the overall approach to the NPF Implementation: Housing Growth Requirements (2025) (Housing Growth Guidelines) and the inclusion of updated core strategy tables identifying 270 hectares of new residential lands in Cork City in addition to the approximately 450 hectares of residential land that remain zoned and undeveloped in the current Development Plan. The approach taken in this proposed Variation reflects a focus on an incremental strategy that prioritises lands available for development in the short term, supporting the timely and effective delivery of new homes. The forthcoming 10-year development plan will present a valuable opportunity to build on this momentum through a more strategic approach, identifying how the city can expand at scale in a plan-led manner, and in alignment with public investment in infrastructure, particularly key transport projects under the Cork Metropolitan Area Transport Strategy 2040.</p> <p>The OPR also supports the long-term housing strategy and the release of three key strategic sites, including the 93 hectares Ballyvolane lands, an important step in enabling future growth.</p> <p>The submission makes 4 Recommendations. The OPR requests planning authorities to implement or address any Recommendations to ensure consistency with the relevant policy and legislative provisions.</p> <p>Implementation of the Housing Growth Requirements</p> <p>The OPR request further detail in relation to the Core Strategy, city capacity audit and tiering.</p>			
<p>Recommendation 1 – Implementation of the Housing Growth Guidelines</p> <p><i>To ensure clarity within the core strategy, to support the coordinated and sustainable development of communities, and to the implementation of the housing growth requirements, and having considered the following:</i></p> <ul style="list-style-type: none"> • <i>the Development Plans, Guidelines for Planning Authorities (2022);</i> • <i>the NPF Implementation: Housing Growth Requirements (2025) (Housing Growth Guidelines), including Policy Objectives 1, 2 and 3 to incorporate the objectives of the Housing Growth Guidelines within development plans;</i> • <i>NPO 43 of the NPF to prioritise the provision of new homes at locations that can support sustainable development;</i> 			

- *NPO 45 of the NPF to increase residential density in settlements; and*
- *NPO 101, 102 and 103 of the NPF to consider the serviceability of the land zoned for development;*

the Planning Authority is recommended to;

- (i) revise and update new tables 2.3A and 2.4A as part of the variation to combine housing figures of the National Planning Framework First Revision (2025) uplift and the existing Cork City Development Plan 2022-2028 core strategy tables data for both Tier 1, Tier 2 and long term strategic residential lands proposed including up to date information for City Docks and Tivoli Docks;*
- (ii) provide a Settlement Capacity Audit (SCA) to include an examination of all new residential zonings, zoning objective ZO 1 Sustainable Residential Neighbourhoods, ZO 2 New Residential Neighbourhoods, ZO 3 and update residential zonings and prioritise all serviceable lands;*
- (iii) provide details of the quantum (ha), density and housing yield (units) of each new Residential Tier 1 or Tier 2 zonings; and*
- (iv) following the outcome of the SCA, clarify that the NE 6 Ballyvolane and NE 8 Lauriston Hill/ Rathcooney lands, currently zoned ZO 3 Long Term Strategic Regeneration lands, will released as part of the proposed Variation.*

Delivering Sustainable Communities and Compact Growth

The OPR strongly welcomes the inclusion of the Site-Specific Zoning Objectives to the proposed Variation as an approach to managing key site constraints and requirements in the interests of transparency and to ensure the variation is coherent and legible. The OPR strongly supports the vision and principle of new residential strategic expansions to north and west of Cork City, and welcomes the background information provided through this variation. Given the importance and scale of these and other areas, the OPR considers however that these main urban expansions would benefit from a more comprehensive spatial framework to ensure the delivery of high quality, sustainable residential communities, supported by the timely provision of infrastructure. The OPR references the strategic lands at Carrigrohane and the density requirements set out in the Guidelines for Planning Authorities (2024) (Compact Settlements Guidelines).

Recommendation 2 – Delivering Sustainable Communities and Compact Growth

In order to deliver compact growth and support the co-ordinated and sustainable development of communities, and having considered the following:

- *NPO 8 and 10 of the NPF and RPO 10 of the RSES to deliver compact growth;*
- *NPO 45 of the NPF to increase residential density in settlements;*
- *NPO 17 and 43 of the NPF for provide for balanced, proportionate and sustainable growth, regeneration and renewal, and the alignment of investment in infrastructure, employment and supporting amenities and services;*
- *the Climate Action and Low Carbon Development Act 2015, as amended, mandatory target to reduce greenhouse gas emissions by 51%, the Climate Action Plan 2025 and associated actions including the national Sustainable Mobility Policy (2022) targets to reduce vehicle kilometres travelled per year and the National Investment Framework for Transport in Ireland (2021);*

- *the Sustainable Residential Development and Compact Settlements, Guidelines for Planning Authorities (2024), (sections 4.2, 4.3); and*
- *the Planning Design Standards for Apartments, Guidelines for Planning Authorities (2025),*

the Office recommends that the Planning Authority:

- (i) provide a new Site-Specific Objective for the South Ballincollig area at section 10.220 which includes the preparation of a strategic planning framework with integrated route alignment for the South Ballincollig Sustainable Transport Corridor of proposed residential zoning objectives SW 9 Greenfields Road, SW 10 Ballincollig (north M22), SW 11 Maglin, SW 12 Maglin, South Ballincollig;*
- (ii) revise the City Suburbs Objective 10.77 Ballyvolane to include the preparation of a planning framework for NE 6 for Ballyvolane Lands, including lands at NE 4 Lotamore and NE 8 Lauriston Hill, setting out the wider context of these lands within the north west of Cork City, including the provision of open space and green infrastructure corridors to edge and internally, reflecting proposed public transport routes and active travel linkages and integration with existing walking and cycling networks, as well as provision of school site campus and social infrastructure;*
- (iii) provide Delivery and Implementation Plans both for the lands at NE 6 Ballyvolane, NE 4 Lotamore and NE 8 Lauriston Hill and lands at South Ballincollig, including SW 9, SW 10, SW11 and SW12 with indicative timelines with a commitment to carry out a detailed engagement process with key prescribed bodies and stakeholders including the National Transport Authority, Transport Infrastructure Ireland, Office of Public Works, Uisce Éireann and the Department of Education to develop an Infrastructure Capacity Assessment;*
- (iv) include a commitment for the preparation of a high-level strategic planning framework for Long term Strategic Development Lands at Carrigrohane which provides a more strategic and comprehensive approach including consideration of all lands surrounding the wider context of Sites A - D which and demonstrates how major Transport Oriented Development lands/public transport infrastructure and strategic open space provision will be integrated;*
- (v) review proposed residential zoning NE 5 Upper Glanmire and Site-Specific Objective 12 and include new specific site objective which addresses the need to provide high quality integrated transport infrastructure and demonstrates community benefit;*
- (vi) review proposed residential zoning NE 1 Sallybrook and include a new Site-Specific Objective which addresses the need to provide high quality integrated transport infrastructure; and*
- (vii) provide a table indicating updated density range requirements for Cork City for City Central, City fringe, Inner Urban Suburbs, Outer suburbs and Hinterlands as required by Sustainable Residential Development and Compact Settlements, Guidelines for Planning Authorities (2024).*

Integration of Transport and Land-Use Planning and the Strategic Road Network

The OPR notes that a number of proposed zoning objectives are located adjacent to major strategic national road infrastructure including the N40, N22 and N28 surrounding Cork City, and recommends that the planning authority take due account of the implications of providing development in close proximity to the strategic road network by providing appropriate Site-

Specific Objectives at zoning objectives SE 5, SW 3 and SW 10 in order to protect the physical integrity and operation of the N40 and N22.

The OPR has concerns that the proposed zoning objectives have the potential to undermine the progression of major future road infrastructure projects such as the proposed Cork City Northern Transport Project (NW 3 Kerry Pike) and the N/M20 Cork to Limerick Project Scheme, (NW 6 Ringwood, Blarney), the Office recommends the Planning Authority reviews and where necessary omits two sites from the variation NW 3 Kerry Pike and NW 6 Ringwood, Blarney to ensure future route protection. The OPR also references proposed new zonings in the Moneygourney, Castletreasure and Mount Oval and their proximity to the M28 Cork to Ringaskiddy Motorway Scheme, with concerns regarding the potential impact of additional traffic on the national road infrastructure and the need to support these additional zoning lands with active travel and public transport modal shift options.

The OPR also notes that the proposed major road and public transport projects in Cork City are referenced in the proposed variation but are not spatially mapped on a composite map or series of maps in the proposed variation.

Recommendation 3 – Integration of Transport and Land Use Planning

Having regard to the need to maintain the carrying capacity and safety of the strategic road network, and having considered the following;

- *NPO 107 of the NPF, (alignment of the National Planning Framework First Revision (2025) and the National Development Plan) NSO 1 (Compact Growth) and NSO 2 (Enhanced Regional Accessibility) of the NPF;*
- *RPO 140 of the RSES (international connectivity);*
- *RPO 151 and 154 of the RSES (integration of land use and transport planning);*
- *RPO 166 of the RSES (strategic inter regional multi modal connectivity to Metropolitan Areas and Economic Corridors);*
- *Cork Metropolitan Area Spatial Plan (MASP) Policy Objective 9 (strategic road network improvements); and*
- *sections 2.9 of Section 28 Spatial Planning and National Roads Guidelines for Planning Authorities (2012), in respect of the policy approach for access to national roads,*

the Office recommends that the Planning Authority;

- (i) review and where necessary omit proposed zoning objectives (i) NW 3 Kerry Pike, (ii) NW 6 Ringwood where compatibility with the delivery and implementation of the Cork City Northern Transport project and Cork N/M20 Cork to Limerick Project Scheme cannot be demonstrated;*
- (ii) provide new Site-Specific Objectives for (i) SE 5 Jacobs Island, (ii) SW 3 Sandbrook, Wilton, to protect the physical integrity and operation of the N40 and the provision of noise, air, dust and light mitigation measures for the protection of residential amenity;*
- (iii) include a Site-Specific Objective 7 for SW 10, Ballincollig (north of N22), to protect the physical integrity and operation of the N22 and the provision of noise, air, dust and light mitigation measures for the protection of residential amenity;*
- (iv) include a Site-Specific Objective for (i) SE 6 Moneygourney, Douglas, (ii) SE 3 Castletreasure, Douglas (iii) SE 2 Moneygourney, Douglas, to prepare an overall*

traffic and transportation framework for existing and emerging residential areas of Moneygurney/Castletreasure/Mount Oval; and

- (v) provide a clearly legible composite map/series of maps that clearly identify the existing and proposed road infrastructure network, the proposed Cork Northern Multi Modal Distributor Road, South Ballincollig Sustainable Transport Corridor, and proposed Luas Cork line and associated stops, Busconnects and all the existing and proposed active travel and public transport networks relative to the existing and proposed residential land use zonings for Cork City.*

The Planning Authority should engage with the National Transport Authority and Transport Infrastructure Ireland in relation to the above.

Flood Risk Management

The OPR makes reference to an area of flooding identified in the Strategic Flood Risk Assessment (SFRA) carried out for Proposed Variation No. 3 in proposed zoning site NE 6 and states that only river and coastal flooding must be identified, not groundwater flooding. The OPR requests that the planning authority sets out how increases in flood risk due to climate change can be managed proposed zoning sites SE 5 Jacob’s Island, Mahon and SW 7 Lands adjacent to Ballincollig.

The OPR notes that there are a number of benefiting lands or Drainage District channels in the vicinity of seven proposed zonings in this variation, there is a need for the planning authority to be ensure access requirements are preserved for the maintenance of these channels. Furthermore, such lands are prone to flooding and as such site-specific flood risk assessments may be required in these areas at development management stage.

The OPR notes that there are also a number of locations where new zonings are proposed which have unmapped watercourses adjacent or transversing through the lands. Stage 1 and 2 assessments are needed to investigate a potential source of flooding and consider if sufficient information is available to assess and classify the level of fluvial risk present, and potentially Stage 3 assessments. The OPR further recommends that the planning authority should take account of the opportunities for nature-based solutions to reduce runoff and provide other benefits to water quality and biodiversity.

Recommendation 4 - Flood Risk Management

Having regard to flood risk management, and having considered:

- NPO 78 of the NPF (avoid inappropriate development in areas at risk of flooding that do not pass the Plan making Justification Test (Justification Test));*
- RPO 116 of the RSES to consider future appropriate land-use policies in accordance with the requirements of the Planning System and Flood Risk Management Guidelines for Planning Authorities (2009) (Flood Guidelines); and*
- the Flood Risk Management Guidelines for Planning Authorities (2009) (Flood Guidelines);*

the Office recommends that the Planning Authority:

- (i) review flood risk at proposed zoning NE 6 Ballyvolane based on river and coastal flooding only and remove areas of risk which are based on groundwater flooding;*
- (ii) review mid range future scenario mapping for proposed zonings SE 5 Jacob’s Island, Mahon and SW 7 Ballincollig and set out how increases in flood risk due to climate change can be managed on the site;*

- (iii) review and carry out site specific flood risk assessments where necessary on the following sites adjoining Drainage District channels; (i) SW 3 Sandbrook, Wilton, (ii) SW 8 Flynn’s Road and Castle Road, Ballincollig, (iii) SW 9 Greenfields Road, Ballincollig, (iv) SW 10 north of N22, Ballincollig, (v) SW 11 Maglin, South Ballincollig (vi) SW 12 Maglin South Ballincollig, (vii) LTS D Scotch Lane, Carrigrohane;
 - (iv) carry out risk assessments to determine if stage 3 flood risk assessments are required on the following proposed residential zonings; (i) SE 3 Castletreasure, Douglas, (ii) SE 6 Moneygurney, (iii) SW 1 Leghenaghmore (iv) SW 3 Sandbrook, Wilton, (v) NE 7 Cuil Chluthair, Glanmire, (vi) NW 6 Ringwood, Blarney along either side of unmapped watercourses and which have no flood risk extents illustrated on the flood zoning mapping. If required, the planning authority should undertake stage 3 flood risk assessments and if necessary rezone lands for an appropriate use consistent with the Flood Guidelines;
 - (v) ensure the management of surface water run-off in the development of key sites is in accordance with Sustainable Urban Drainage Systems (SuDS) including nature-base solutions. These sites should be identified in the SFRA and necessary guidance provided on the applicability of different SuDs techniques.
 - (vi) points raised at (ii) to (v) should be included as Site-Specific Objectives to the relevant proposed zonings at section 10.10 as appropriate.
- The Planning Authority should consult with OPW in addressing this recommendation.*

Chief Executive’s Response

The OPR has a statutory role in assessing development plans, draft development plans and variations to development plans, to ensure consistency with legislative and policy requirements relating to planning. The OPR welcomes the overall approach taken in Proposed Variation No. 3 in relation to the NPF Implementation: Housing Growth Requirements Guidelines and strongly supports various measures including the Site-Specific Objectives and the principle of promoting strategic expansion areas in the north and west of Cork City. These comments are welcomed. The OPR identifies areas where further clarity and alignment with policy objectives are necessary, making **4 Recommendations**.

Recommendation 1 – Implementation of the Housing Growth Guidelines

Under (i), the OPR recommends that Cork City Council revises and updates new Tables 2.3A and 2.4A as part of the variation to combine the housing figures of the *National Planning Framework First Revision (2025) uplift* and the existing Cork City Development Plan 2022-2028 Core Strategy tables data for both Tier 1, Tier 2 and long term strategic development lands proposed including up to date information for City Docks and Tivoli Docks.

In the interests of clarity for the end-user (reader) of the City Development Plan, Proposed Variation No. 3 includes a new paragraph 2.53A (an update of existing paragraph 2.53) to specifically explain the additional housing growth requirements being proposed for both the remaining ‘original’ Plan period (to 2028) and the proposed 2-year extension period (2028-2030). New paragraph 2.53A includes details on the methodology used to apply these additional housing growth targets and associated new tables showing their allocated breakdown at sub-city level in line with the *Housing Growth Requirements Guidelines*.

It is not considered appropriate to include the additional growth for the proposed 2- year extension to the current Plan period within a composite Core Strategy for the existing plan period (2022-2028) until such time as this extension period has formally come into effect, as

this will require separate statutory process. For these reasons, it considered that the existing approach provides the clearest and most logical way of currently presenting this information, both during and following the Variation process.

Notwithstanding the above, and to respond to the recommendation made, it is considered appropriate to revise the new tables 2.3A and 2.4A iteratively and on competition of the Variation process.

Under (ii), the OPR recommends that Cork City Council provides a Settlement Capacity Audit (SCA) to include an examination of all new residential zonings (ZO 1, ZO 2 and ZO 3) and updates residential zonings and prioritises all serviceable lands.

The Government mandate under the *Housing Growth Requirements Guidelines* is clear. Local authorities were to update city and county development plans “as quickly as possible” according to the revised estimated annual figures provided in the Guidelines. The Guidelines require all local authorities to carry out a settlement capacity audit to identify zoned serviced and serviceable lands with residential development potential to cater for the housing growth requirement figures in all relevant settlements and to specify enabling infrastructure required.

Cork City Council’s Chief Executive’s Report required under the *NPF Implementation: Housing Growth Requirements Guidelines for Planning Authorities (2025)*, published in February 2026, set out the methodology undertaken to inform the City Development Plan (which is set out in detail in the *Cork City Capacity Study Summary Report (February 2022)* available on the Cork City Council website <https://www.corkcity.ie/en/proposed-cork-city-development-plan-2022-2028/draft-plan-documents/phase-3-proposed-material-alterations-to-the-draft-development-2022-2028/city-capacity-study-report/>). Briefly, the City Capacity Study process was a two-year, evidence-based six-stage process that applied national and regional planning and population growth requirements at a local level, in a best practice manner. Through a detailed assessment process, an initial land bank of over 1,400 ha of underutilised sites was identified across the city centre, suburbs, urban towns and wider settlements, and refined through a continuous process of assessment.

This detailed, iterative and robust process was followed to inform the Cork City Development Plan 2022-2028, the Section 15(2) Two-Year Progress Report on the City Development Plan, and more recently Proposed Variation No. 3. Cork City Council monitors development and servicing of these sites in a long-term, iterative process.

The February 2026 Chief Executive’s Report sets out that of the 645 ha of ‘new residential’ land zoned in the City Development Plan, 450 ha serviced or serviceable residential lands remain zoned as of Q3, 2025 (the operational baseline for Proposed Variation No. 3) – not including unzoned long-term strategic development lands and other lands not identified in the Plan that can contribute toward transport-oriented development up to 2040 and beyond (brownfield, regeneration and windfall sites).

The methodology applied to informing Proposed Variation No. 3 followed several stages, including:

- determining the additional housing growth requirements for Cork City as prescribed under the Guidelines,
- updating the city capacity audit findings of 2021 and 2024 to 2025 status,
- a non-statutory consultation inviting submissions from landowners, homebuilders and other interested parties for recommendations for lands to be zoned for residential development that meet the criteria of the Guidelines and the City Development Plan for compact growth, transport-oriented development, serviceability and deliverability, and

- identifying lands that meet the criteria to assist in securing the objectives of the Guidelines.

This methodology, set out in some detail in the February 2026 Chief Executive’s Report, identified that 250 to 280 ha of new residential zoned lands is required to secure the objectives of the Guidelines. Proposed Variation No. 3 comprises 270 ha of land for new residential zoning, with sites identified that meet the criteria for compact growth, transport-oriented development, serviceability, and other criteria set out in the City Development Plan to achieve the overarching principle of compact, liveable growth.

This approach is a continuous, iterative process carried out using digital technologies including geographic information systems (GIS) and databases, not a once-off assessment documented in a static report. However, included as Appendix 4 to this report is a summary report of the settlement capacity audit process carried out to inform Proposed Variation No. 3.

Under (iii), the OPR recommends that Cork City Council provides details of the quantum in ha, density and housing yield (units) of each new Residential Tier 1 or Tier 2 zonings. This information is provided in Table 2.3A in Proposed Variation No. 3. This information is provided at a sub-city level, mirroring exactly the approach of existing ‘Table 2.3’ in the current City Development Plan. This table provides the quantum in ha and in terms of units (based on the assumptions set out in paragraph 2.53 and proposed new paragraph 2.53A in Proposed Variation No. 3) for Tier 1 and for Tier 2 in each sub-city area. The quantum of ha for each site proposed under Proposed Variation No. 3 is provided in “Part B” of the Variation. The assumptions set out under proposed new paragraph 2.53A explain how the yields were determined, again mirroring the approach taken for the current City Development Plan.

Under (iv), the OPR recommends that (following the outcome of the SCA under (iii) above) Cork City Council clarify that the NE 6, Ballyvolane and NE 8, Lauriston Hill / Rathcooney lands, currently proposed to be zoned ZO 3 Long Term Strategic Regeneration Lands, will be released as part of Proposed Variation No. 3.

The lands identified in Proposed Variation No. 3 as NE 6 and NE 8 are proposed to be rezoned to “ZO 3 Long-Term Strategic Regeneration”. The City Development Plan states under ZO 3.1 that the purpose of this zone is to promote the development of key sites and large-scale regeneration projects for the development of new employment, housing and supporting infrastructure. These sites have a potential to contribute significantly towards the sustainable compact growth of Cork City. Cork City Council has been and continues to actively work towards releasing these lands. Amendments to the ZO 3 zoning objective are included in Proposed Variation No. 3 (Part A, page 36) to further facilitate the NE 6 and NE 8 lands. In addition, paragraphs 10.301A-D included in Proposed Variation No. 3 set out a pathway for the delivery of these lands, by referencing the work currently being undertaken and planned by Cork City Council to release these lands, including the preparation of a rainwater management plan (in an advanced stage of development) followed by a non-statutory framework plan (to be prepared by Cork City Council) to set out the overarching framework and guiding principles for the Ballyvolane Strategic Growth Area. These works are anticipated to be completed within 12 months, which aligns with the 2030 horizon of Proposed Variation No. 3.

By way of broader context, development on lands zoned ZO 3 have recently been the subject of a ‘Part 8’ planning proposal in Blarney for a mixed-use development (in this instance the ZO 3 lands were identified as Tier 1 in the Core Strategy), demonstrating that the ZO 3 zoning is an active development zone.

Recommendation 2 – Delivering sustainable communities and compact growth

Under (i), the OPR recommends providing a new Site-Specific Objective for the South Ballincollig area at section 10.220 which includes the preparation of a strategic planning

framework with integrated route alignment for the South Ballincollig Sustainable Transport Corridor and proposed zoning objectives **SW 9** Greenfields Road, **SW 10** Ballincollig (north of N22), **SW 11** Maglin, **SW 12** Maglin, South Ballincollig. Maglin, South Ballincollig is a strategic urban expansion area identified in the City Development Plan. Its development has progressed over recent years from the east at *Heathfields* and more recently in the granting of a large-scale residential development (LRD) in the west at *Greenfields* – all aligned with current City Development Plan development objectives for this urban expansion area. These lands were all zoned in the previous Cork County Development Plan 2014 and Ballincollig-Carrigaline Municipal District Local Area Plan 2017 prior to the adoption of the Cork City Development Plan 2022-2028, where lands in this area had to be zoned “ZO 20 City Hinterland” in order to satisfy previous Department requirements on housing and population targets. Proposed Variation No. 3 includes the reintroduction of sites **SW 9** and **SW 10** as zoned residential lands, and proposes what effectively amounts to a swap of town-centre and residential lands between **SW 11** and **SW 12** in order to realise more efficient land-use delivery in this area. Proposed amended paragraph 10.220 and Figure 10.34 provide greater certainty in relation to the South Ballincollig Sustainable Transport Corridor (STC), which is essential for realising the development potential of these lands. It is not considered that an additional strategic planning framework is required in relation to the route alignment of the STC.

Under (ii), the OPR recommends revising the City Suburbs Objective 10.77 Ballyvolane to include the preparation of a planning framework for **NE 6** for Ballyvolane Lands, including lands at **NE 4** Lotamore and **NE 8** Lauriston Hill, setting out the wider context of these lands within the north west of Cork City, including the provision of open space and green infrastructure corridors to edge and internally, reflecting proposed public transport routes and active travel linkages and integration with existing walking and cycling networks, as well as provision of school site campus and social infrastructure

Sites **NE 6** and **NE 8** are captured under overarching land-use zoning (“ZO 3”) and development objectives (Objectives 10.75-10.77, paragraphs 10.299-10.301D) that require that the development of these lands are plan-led. Objective 10.77 as proposed to be amended in Proposed Variation No. 3 already includes a reference to the Ballyvolane Framework Plan and associated Rainwater Management Plan, both of which are currently being prepared by Cork City Council in order to release these lands for delivery in a plan-led, infrastructure-led approach. Objective 10.77 as proposed to be amended also includes specific reference to education facilities (the precise location of which will be agreed in liaison with the Department of Education and Youth as part of the framework plan process), the Cork Norther Distributor Multi Modal Route and public open space and green infrastructure. Site **NE 4**, while proximate to NE 6 and NE 8, has a different context and receiving environment, particularly considering its relationship with the future north-east regional park in this location. Site-Specific Objective 11, Objective 10.91 and paragraph 10.331, both as proposed to be amended in Proposed Variation No. 3, address site-specific issues relating to the development of this site. However, cognisant of these matters, it is proposed to include text in **Site-Specific Objective 11** to require that development on the NE 4 lands is accompanied by a traffic and transportation assessment and an urban design framework. See **Response Ref. 27, NE 4, Lotamore**.

Under (iii), the OPR recommends providing delivery and implementation plans both for the lands at **NE 6** Ballyvolane, **NE 4** Lotamore and **NE 8** Lauriston Hill and lands at South Ballincollig, including **SW 9**, **SW 10**, **SW 11** and **SW 12** with indicative timelines with a commitment to carry out a detailed engagement process with key prescribed bodies and stakeholders including the National Transport Authority, Transport Infrastructure Ireland, Office of Public Works, Uisce Éireann and the Department of Education to develop an Infrastructure Capacity Assessment. With reference to the responses to recommendations (i) and (ii) immediately above, it is not considered that additional delivery implementation plans

are required for the **NE 4**, **NE 6** and **NE 8** lands, as work is already underway on a Rainwater Management Plan and Framework Plan for the **NE 6** and **NE 8** lands with a view to releasing these lands for delivery, while the **NE 4** site has a different context which is managed under the relevant Site-Specific Objectives included in Proposed Variation No. 3. However, as referred to above, cognisant of these matters, it is proposed to include text in **Site-Specific Objective 11** to require that development on the NE 4 lands is accompanied by a traffic and transportation assessment and an urban design framework. See **Response Ref. 27, NE 4, Lotamore**. Similarly, the existing City Development Plan and Proposed Variation No. 3 include land-use zoning and development objectives for **SW 9**, **SW 10**, **SW 11** and **SW 12**. It is considered that the next review of the City Development Plan is the appropriate time to undertake infrastructure capacity assessments of wider strategic growth areas. Cork City Council has been, and will continue to, collaborate with all stakeholders in relation to the development of these lands, including the National Transport Authority, Transport Infrastructure Ireland, Office of Public Works, Uisce Éireann and the Department of Education and Youth.

Under **(iv)**, the OPR recommends that Cork City Council include a commitment for the preparation of a high-level strategic planning framework for Long term Strategic Development Lands at Carrigrohane which provides a more strategic and comprehensive approach including consideration of all lands surrounding the wider context of Sites A - D which and demonstrates how major Transport Oriented Development lands/public transport infrastructure and strategic open space provision will be integrated.

The City Development Plan already sets out Cork City Council’s ambitions for these lands:

- The Cork City 2040 concept map (City Development Plan figure 2.8) identifies the area in Carrigrohane – generally the lands between the N40 (Cork South Ring Road) to the south, the N22 to the west, the N22 (Carrigrohane Road) to the north and the Twopot and Curragheen Rivers to the east – as a long-term growth area for the city, beyond the current City Development Plan period but up to 2040.
- Paragraphs 2.21 and 2.22 of the City Development Plan note that this concept map is intended as a spatial framework to provide clearer pathways for longer term growth within an existing and emerging network of neighbourhoods and areas that make up Cork City, and that the ‘lands located between the City and Ballincollig’ will further enhance the delivery of growth in Cork City and align with the NPF’s strategic objectives and population growth targets out to 2040.
- Paragraphs 10.228 and 10.229 state that the lands between Ballincollig and the western suburbs of Cork City, some 220 ha in extent, represent a strategic future growth location for Cork City, but the scale of the site requires a multi-disciplinary master planning approach in order to provide for the comprehensive and co-ordinated development of these lands.

Cork City Council has already committed to these lands being an integral part of the City’s development to 2040, particularly considering the delivery of the Cork Luas across these lands and the associated opportunities this will bring in terms of sustainable, compact, transport-oriented development and placemaking. Lands in this area are not proposed to be zoned in Proposed Variation No. 3. Rather, proposed sites ‘Long Term Strategic Development Sites A-D’ are proposed to be designated long-term strategic development lands, similar to a strategic reserve designation, along with lands already designated in the City Development Plan in this location. This approach is facilitated under the ‘*NPF Implementation: Housing Growth Requirements Guidelines for Planning Authorities (July 2025)*’ and the ‘*Development Plan Guidelines for Planning Authorities (2022)*’. These lands remain zoned ZO 20 City Hinterland.

The main purpose of Proposed Variation No. 3 is to secure the objectives of the NPF Implementation Guidelines, which is to reflect updated housing growth requirements in the

City Development Plan to accelerate housing delivery. As these lands are not proposed to be rezoned in Proposed Variation No. 3, it will be a matter for the preparation of the next City Development Plan to consider a wider development framework for these lands, to include residential and other land uses including employment, education, community, open space, green and blue infrastructure and institutional uses, as well as a transport and mobility framework. Delivery mechanisms will also be considered.

Under **(v)**, the OPR recommends reviewing proposed residential zoning **NE 5 Upper Glanmire** and **Site-Specific Objective 12** and including a new specific site objective which addresses the need to provide high quality integrated transport infrastructure and demonstrates community benefit. Part of the proposed site has recently obtained permission for a bus terminus. The NTA obtained permission for this facility to support the delivery of new bus services to Upper Glanmire. The inclusion of a site-specific objective is appropriate in this instance.

Under **(vi)**, the OPR recommends reviewing proposed residential zoning **NE 1 Sallybrook** and include a new Site-Specific Objective which addresses the need to provide high quality integrated transport infrastructure. This issue is addressed in detail under **Response Ref. 24, NE 1 Sallybrook, Glanmire + Paragraph 10.286A**. Briefly, it is proposed to revise the text of proposed new paragraph 10.286A completely in order to reflect *inter alia* integrated transport infrastructure.

Under **(vii)**, the OPR recommends that Cork City Council provides a table indicating updated density range requirements for Cork City for City Central, City fringe, Inner Urban Suburbs, Outer suburbs and Hinterlands as required by Sustainable Residential Development and Compact Settlements, Guidelines for Planning Authorities (2024). This is in reference to an earlier comment in the OPR’s submission that referenced a density table provided in the Cork City Council ‘*Non-Statutory Chief Executive’s Report – Section 28 Guidelines, NPF Implementation: Housing Growth Requirements*’ submitted to the Minister in February 2026. The OPR’s submission notes that this has not been transferred to Proposed Variation No. 3, and recommends that in the interests of transparency this table or a similar version is included in Proposed Variation No. 3 (at Chapter 3, 3.21) and that these density ranges are referenced in each of the relevant Site-Specific Objectives (at Objective 10.77 and 10.101) to ensure the correct density ranges is applied appropriately in the various locations.

The table referred to in the Non-Statutory Chief Executive’s Report was provided for information purposes to demonstrate to the Minister that (1) the City Development Plan density provisions are consistent with the Compact Settlement Guidelines and (2) how the density assumptions that informed the Report were arrived at. These are not updated density requirements, the table merely compared the City Development Plan and the Compact Settlement Guidelines.

At the time of the publication of the ‘*Sustainable and Compact Settlements Guidelines for Planning Authorities*’ (the Compact Settlement Guidelines) in 2024 Cork City Council determined that the City Development Plan, adopted in 2022, was consistent with the Guidelines, by reason of the methodology in the Guidelines that set out a local refinement process after the initial application of the density ranges set out in the Guidelines: ‘Policy and Objective 3.1’ of the Guidelines specifically requires that density ranges are refined further at local level. A bespoke Urban Density, Building Height and Tall Buildings Strategy was carried out to inform the City Development Plan in 2020/21. The strategy built up a comprehensive body of evidence, considering a range of sensitivities and ‘suitabilities’ and forming a multi-layered approach to capture important facets of urban character across the city and reflect prevailing character (thereby applying the local requirements that would eventually be mandated under the Guidelines in 2024). This is set out clearly in the strategy which is a

supporting document to the CDP. The Plan’s density strategy is structured around four spatial bands that align with location types in Tables 3.1 and 3.3 of the Guidelines.

The density and height tables are included in the City Development Plan as tables 11.1 and 11.2, with further elaborations in figures 3.3, 11.1, 11.2, 11.3 and 11.4. Notwithstanding the recommendation of the OPR, it is not considered necessary to include an additional table, as there are no updated density requirements recommended in Proposed Variation No. 3.

Recommendation 3 – Integration of Transport and Land Use Planning

Under (i), the OPR recommends that **NW 3** Kerry Pike and **NW 6** Ringwood, Blarney are reviewed from the perspective of compatibility with the Cork City Northern Transport Project and the Cork to Limerick N/M20 Project respectively and, where necessary, omit these zoning objectives where compatibility cannot be demonstrated.

In relation to **NW 3** Kerry Pike, the proposed development lands lie outside the current Cork Northern Transport Corridor and although it is acknowledged that further design and assessment work is required before a preferred alignment can be established, the proposed rezoned lands in NW 3 are located adjacent to the built-up area of Kerry Pike and it is unlikely that the proposed Cork Northern Transport Corridor will need to align closer to this built-up area. Therefore, the proposed rezoned lands will not prevent the delivery of the Cork Northern Transport project as the most likely alignment of this major strategic roadway will be further to the east of the subject lands. However, it is proposed to include text in **Site-Specific Objective 16** to require that a traffic and transport assessment is carried out for the site, taking into account the surrounding area, as part of any development on the site. See Chief Executive’s Recommendation under “**Response Ref. 6, submission 235, Transport Infrastructure Ireland**” in relation to additional text to **Site-Specific Objective 16** in relation to **NW 3**.

In relation to **NW 6** Ringwood, Blarney, upon review, the boundary of NW 6 in Proposed Variation No. 3 does include small sections of land which are located within the reservation corridor. The delivery of the proposed upgrade to the N/M20 Motorway is an important strategic investment project for the entire southwestern area of Ireland and ensuring the proposed route corridor remains free of development is supported by Cork City Council. The boundary of proposed zoning amendment NW 6 will be revised to omit those lands included in the N/M20 scheme boundary, and text will be added to Site-Specific Objective 17 requiring any development on or master planning of the lands to have regard to the design and potential environmental interactions with the N/M20 Project. This matter is addressed further in **Response Ref. 12, submission 394, Limerick City and County Council, N/M20 Project**.

Under (ii), the OPR recommends providing new Site-Specific Objectives for **SE 5 Jacobs Island** and **SW 3 Sandbrook, Wilton** to protect the physical integrity and operation of the N40 and the provision of noise, air, dust and light mitigation measures for the protection of residential amenity. As set out under **Response Ref. 6, submission 235, Transport Infrastructure Ireland (TII)**, in relation to **SE 5 Jacobs Island**, the rationale with respect to the proposed rezoning of these lands is not to increase the building footprint but to provide additional ancillary amenities for future residents such as car parking and private open space. In relation to **SW 3 Sandbrook, Wilton**, any proposed development associated with these lands would be modest. The City Development Plan already includes requirements for developments to consider matters such as noise and air pollution mitigation. See also **Response Ref. 21, SW 3, Sandbrook, Wilton** for more specific detail on this site.

Under (iii), the OPR recommends including a Site-Specific Objective 7 for **SW 10, Ballincollig (north of N22)**, to protect the physical integrity and operation of the N22 and the provision of noise, air, dust and light mitigation measures for the protection of residential amenity. The City Development Plan already includes requirements for developments to consider matters such

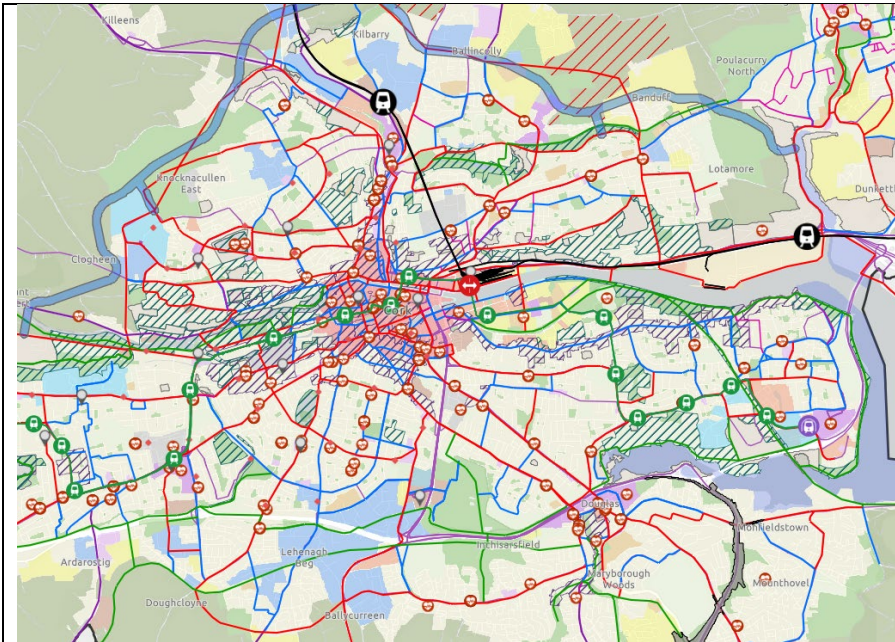
as noise and air pollution mitigation, as well as specific requirements for large-scale developments to be accompanied by traffic and transport assessments (TTA) to be prepared in accordance with TII Guidelines.

Under **(iv)**, the OPR recommends including a Site-Specific Objective for **SE 6 Moneygourney, Douglas, SE 3 Castletreasure, Douglas** and **SE 2 Moneygourney, Douglas** to prepare an overall traffic and transportation framework for existing and emerging residential areas of Moneygourney / Castletreasure / Mount Oval. This issue is addressed in detail under **Response Ref. 6, submission 235, Transport Infrastructure Ireland (TII)**. Briefly, **SE 2** can avail of good access to both existing and planned transport infrastructure locally to ensure future residents are provided with sufficient mode choice to manage the impact the proposed development may have on the receiving transport environment. However, it is proposed to include text in **Site-Specific Objective 1** under **Response Ref. 6** requiring a traffic and transportation assessment to accompany any development proposals on this site that to mitigate the impact of the development on the wider surrounding area. Access **SE 3** will be from the existing permitted Castletreasure residential scheme to the north. These lands have good access to local services such as schools, shops and leisure facilities via the existing local road network. In addition, the permitted scheme has included for the delivery of a local through route which will allow the delivery of enhanced public transport services serving this growing community. With respect to **SE 6**, there is a requirement to provide active travel connectivity via the existing residential development to the north to ensure good access to existing bus services on Maryborough Hill and the Ballybrack Greenway. Refer to **Response Ref. 6, submission 235, Transport Infrastructure Ireland (TII)** for more detail.

Under **(v)**, the OPR recommends providing a clearly legible composite map or series of maps that clearly identify the existing and proposed road infrastructure network, the proposed Cork Northern Multi Modal Distributor Road, South Ballincollig Sustainable Transport Corridor, and proposed Luas Cork line and associated stops, BusConnects and all the existing and proposed active travel and public transport networks relative to the existing and proposed residential land use zonings for Cork City.

As referred to under **Recommendation 1 (ii)** above, Cork City Council utilises digital technologies including geographic information systems (GIS) and databases to carry out its continuous, iterative plan-making and development activity monitoring processes (see further Appendix 4 to this report). Proposed Variation No. 3, as the City Development Plan before it, was prepared following a robust, multi-stage assessment process, which was informed by *inter alia* the proposals, routes, corridors and alignments of all existing and proposed transport infrastructure projects, including road, commuter rail, light rail and public transport (e.g. BusConnects). Many of these projects are sponsored by other state agencies, such as TII or the NTA. Proposed Variation No. 3 takes into account all of these projects, which are mapped on Cork City Council’s internal digital systems which informs its strategic planning functions, and as set out in Appendix 4 to this report, the impact of each of the proposed sites on these projects was undertaken as part of the robust, multi-stage process to identify sites for accelerated housing delivery under Proposed Variation No. 3. It is not considered that preparing a composite series of static maps at this stage of the Proposed Variation No. 3 process is required.

A **screenshot** of Cork City Council’s digital system is included below for information purposes.

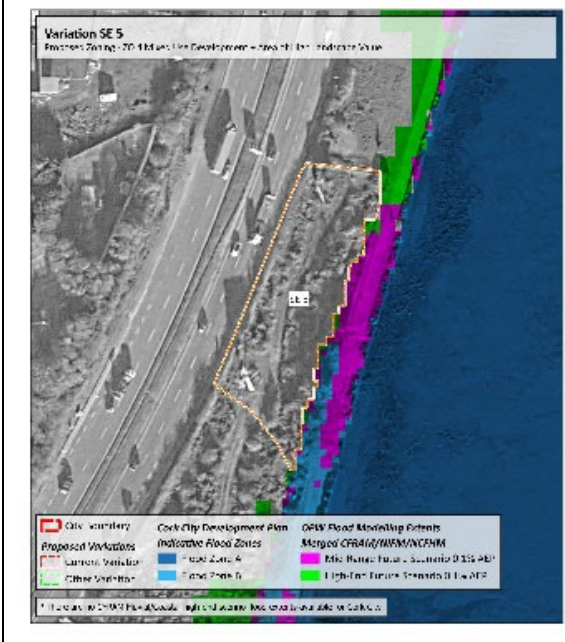


Recommendation 4 - Flood Risk Management

Under (i), the OPR recommends a review of flood risk at proposed zoning **NE 6 Ballyvolane** based on river and coastal flooding only and remove areas of risk which are based on groundwater flooding. Given this site’s inclusion on the GSI Winter 2015/2016 Surface Water Flooding dataset, this area was included within Flood Zone A on a precautionary basis in order to highlight the need for appropriate flood risk management considerations to be integrated into decision-making at project level. It is acknowledged that this is groundwater risk and its inclusion in the SFRA Addendum including associated Flood Zone map can be removed.

Under (ii), the OPR recommends a review of the mid-range future scenario mapping for proposed zonings **SE 5 Jacob’s Island, Mahon** and **SW 7 Ballincollig** and set out how increases in flood risk due to climate change can be managed on the site.

In relation to **SE 5, Jacob’s Island**, these lands are situated outside of available future climate scenario risk areas as shown on the map below:



In relation to **SW 7, Lands adjacent to Ballincollig GAA grounds**, the existing City Development Plan includes various provisions relating to flood risk management. Paragraph 11.267 provides that: “In Flood Zone C, where the probability of flooding is low (less than 0.1% AEP, Flood Zone C), site specific Flood Risk Assessment may be required and the developer should satisfy themselves that the probability of flooding is appropriate to the development being proposed. This Development Plan’s SFRA datasets and the most up to date CFRAM Programme mapping should be consulted by prospective applicants for developments in this regard and will be made available to Development Management processes in the Council.” This includes consideration of Drainage District benefitting areas and future climate scenario risk mapping. It is considered that text can be included in the City Development Plan clarifying the above.

Under (iii), the OPR recommends the review and carrying out of site-specific flood risk assessments where necessary on the following sites adjoining Drainage District channels; (i) **SW 3 Sandbrook, Wilton**, (ii) **SW 8 Flynn’s Road and Castle Road, Ballincollig**, (iii) **SW 9 Greenfields Road, Ballincollig**, (iv) **SW 10 north of N22, Ballincollig**, (v) **SW 11 Maglin, South Ballincollig** (vi) **SW 12 Maglin South Ballincollig**, and (vii) **LTS D Scotch Lane, Carrigrohane**.

These channels were considered as part of the SFRA, and it was determined that Proposed Variation No. 3 sites **SW 3, SW 8, SW 9, SW 10, SW 11 and SW 12 and LTS “D”** are all situated within Flood Zone C, and therefore Stage 3 SFRA was not required. Paragraph 11.267 of the City Development Plan relates to Flood Risk Assessments within Flood Zone C, as does proposed new paragraph 11.269A (see Chief Executive’s Recommendation below). It is also proposed to add text requiring that any application for development at these sites shall demonstrate that access requirements are preserved for the maintenance of Drainage Districts to Site-Specific Objectives **6 (SW 9), 7 (SW 10), 8 (SW 11), 9 (SW 12) and 20 (SW 3) and Neighbourhood Development Site 4 (SW 8)**.

Under (iv), the OPR recommends carrying out risk assessments to determine if Stage 3 flood risk assessments are required on the following proposed residential zonings; (i) **SE 3 Castletreasure, Douglas**, (ii) **SE 6 Moneygourney**, (iii) **SW 1 Lehenaghmore** (iv) **SW 3 Sandbrook, Wilton**, (v) **NE 7 Cúil Chluthair, Glanmire**, (vi) **NW 6 Ringwood, Blarney** along either side of unmapped watercourses and which have no flood risk extents illustrated on the flood zoning mapping. If required, Cork City Council should undertake Stage 3 flood risk assessments and if necessary, rezone lands for an appropriate use consistent with the Flood Guidelines. The watercourses referred to were considered as part of the SFRA, and it was determined that Proposed Variation No. 3 sites **SE 3, SE 6, SW 1, SW 3, NE 7 and NW 6** are situated within Flood Zone C, and therefore Stage 3 SFRA was not required. Paragraph 11.267 of the City Development Plan relates to Flood Risk Assessments within Flood Zone C, as does proposed new paragraph 11.269A (see Chief Executive’s Recommendation below).

Under (v), the OPR recommends ensuring that the management of surface water run-off in the development of key sites is in accordance with Sustainable Urban Drainage Systems (SuDS) including nature-base solutions. These sites should be identified in the SFRA and necessary guidance provided on the applicability of different SuDs techniques. Relevant provisions relating to sustainable urban drainage systems (SuDS) and nature-base solutions have already been integrated into the existing City Development Plan, including in Chapter 5: Climate Change and the Environment, Chapter 6: Green and Blue Infrastructure, Open Space and Biodiversity, Chapter 9: Environmental Infrastructure, Chapter 10: Key Growth Areas & Neighbourhood Development Sites and Chapter 11: Placemaking and Managing Development.

Under (vi), the OPR recommends that the points raised at (ii) to (v) above should be included as Site-Specific Objectives to the relevant proposed zonings at section 10.10 as appropriate. **Site-Specific Objectives 6, 7, 8, 9 and 20 and Neighbourhood Development Site 4** are

proposed to be updated in relation to the matters raised under (ii) to (v) above. See the Chief Executive’s Response and Recommendation under **Response Ref. 6, 7, 11, and 21**.

Chief Executive’s Recommendation

1. **SE 2:** see “**Response Ref. 6, submission 235, Transport Infrastructure Ireland (TII)**”.
2. **NE 4:** see “**Response Ref. 27, NE 4, Lotamore**”.
3. **NE 5, Upper Glanmire:** add the following text to **Site-Specific Objective 12:**

“(ii) Development of these lands shall include for a bus terminus to support the delivery of new bus services serving Upper Glanmire planned by the National Transport Authority through the BusConnects programme of works.”
4. **NE 1 Sallybrook, Glanmire:** see Chief Executive’s Recommendation under “**Response Ref. 24, NE 1 Sallybrook, Glanmire + Paragraph 10.286A**”.
5. **NW 3:** see “**Response Ref. 6, submission 235, Transport Infrastructure Ireland**”.
6. **NW 6, Ringwood, Blarney:** see Chief Executive’s Recommendation under “**Response Ref. 12, submission 394, Limerick City and County Council, N/M20 Project**”.
7. Omit the inclusion of **NE 6, Ballyvolane**, including associated Flood Zone map, **from the SFRA Addendum**.
8. Include the following text after paragraph 11.269 of the City Development Plan:

“**11.269A** In complying with the flood risk management provisions of this Plan, including Paragraph 11.267 relating to Flood Risk Assessments within Flood Zone C, Drainage District benefitting areas and future climate scenario risk mapping shall be taken into account. Any structural and or non-structural flood risk management measures proposed shall take account of the specifications outlined at Paragraph 11.269 as relevant.”
9. **SW 3:** see “**Response Ref. 21, SW 3, Sandbrook, Wilton**”.
10. **SW 8:** see “**Response Ref. 7, Office of Public Works (OPW)**”.
11. **SW 9:** see “**Response Ref. 11, submission 388, DAU, Dept. of Heritage**”.
12. **SW 10:** see “**Response Ref. 6, submission 235, Transport Infrastructure Ireland (TII)**”.
13. **SW 11:** see “**Response Ref. 7, Office of Public Works (OPW)**”.
14. **SW 12:** see “**Response Ref. 7, Office of Public Works (OPW)**”.

2.4 Submission from the Southern Regional Assembly

Under section 58(11)(c)(ii)(III) of the Act, this Report must provide a summary of the submission made by the Southern Regional Assembly.

Response Ref. 2			
Submission No.	385	From	Southern Regional Assembly (SRA)
Summary of Submission			
<p>The Southern Regional Assembly acknowledges and supports the need for Cork City Council to provide for additional housing through this Variation process based on the Section 28 Guidelines – NPF Implementation: Housing Growth Requirements. The submission notes that the Regional Assembly has recently commenced the review of the Regional Spatial and Economic Strategy for the Southern Region (RSES), and the revised RSES must align with the objectives of the National Planning Framework First Revision and will provide a basis for the future 10-year Development Plan cycle.</p>			
Chief Executive’s Response			
<p>Planning authorities have a statutory obligation to ensure that its development plan is consistent with the relevant Regional Spatial and Economic Strategy (RSES). The Assembly’s support for Proposed Variation (No. 3) is welcomed. Cork City Council will continue to work with the Assembly in relation to the preparation of the new RSES and Cork Metropolitan Area Spatial Plan (MASP).</p>			
Chief Executive’s Recommendation			
<p>No changes are proposed to the Proposed Variation.</p>			

2.5 Submission from the National Transport Authority

Under section 58(11)(c)(ii)(III) of the Act, this Report must provide a summary of the submission made by the National Transport Authority.

Response Ref. 3			
Submission No.	482	From	National Transport Authority
Summary of Submission			
<p>The submission sets out National Transport Authority’s (NTA) observations on the proposed land use changes insofar as they relate to their role as the agency responsible for public transport services planning and for funding of the national active travel programme. Additionally, the proposed land use changes have been reviewed against the transport infrastructure proposals presented in the Cork Metropolitan Area Transport Strategy (CMATS).</p> <p>The National Transport Authority expressed concerns with the applied methodology and in particular the absence of a Settlement Capacity Audit and any related Chief Executive report</p>			

associated with this assessment. The absence of these reports limits the assessment potential of the proposed sites, which are subject to the Variation, in terms of existing transport provision, planned transport infrastructure and the additional transport requirements required to serve the proposed new land zonings.

The submission provided observations and recommendations with respect to general transport planning requirements and the proposed land use rezonings.

Connectivity and Filtered Permeability: The NTA recommends that all proposed zoning amendments should be characterised by a high degree of permeability and connectivity for active modes, and that the development of adjacent sites should be guided by a master plan setting out the movement networks, access points and connections for active modes between the discrete sites.

Transport Corridors and Reservations: The NTA recommends that all route options related to major transport infrastructure schemes should be included in the maps of the proposed zoning amendments to highlight any potential overlaps between the scheme corridors and the proposed zonings, and that these corridors should be omitted from the proposed zoning of lands through which the schemes would run.

The NTA also recommends that, where route alignments have yet to be identified, the related sites should be zoned as Long-Term Strategic Development, pending the identification of route options.

Proposed Zoning Amendments: The NTA presented commentary on the following proposed zoning amendments contained within the Variation;

SE 3 Castletreasure, Douglas, and SE 6 Moneygourney, Douglas: The lands are located on the periphery of the city with limited connectivity and potential for effective public transport access. This will lead to higher car dependency with the potential to impact the national road which is contrary to the *Spatial Planning and National Roads Guidelines for Planning Authorities*.

SE 4 Garryduff: The NTA’s submission notes the peripheral location of the lands. The nearest bus service is the proposed route L46 which is low frequency in nature and not sufficient to support the proposed rezoning. The submission notes that the site is close to a higher frequency route (No. 9) travelling along Garryduff Road and noted that connectivity to this bus route is required.

SW 1 Lehenaghmore (off Togher Road), SW 2 Lehenaghmore (east of Lehenaghmore Park) and SW 6 Spur Hill, Doughcloyne: The NTA’s submission notes the peripheral location of the lands and their lack of connectivity with planned public transport services. Additionally, there is a requirement that the existing rural road network will require upgrading. The submission notes that SW 1 has the potential for active travel connectivity, but both SW 2 and SW 6 would be more challenging leading to a high level of car dependency.

NE 2 Kilcully (off Kilcully Road) and NE 3 Kilcully (off Rosemount Estate): The NTA’s submission notes the peripheral location of the lands and that the local road network is not suitable for active travel nor the delivery of high frequency bus routes. The NTA raised concerns with respect to high levels of car usage as a result.

NE 4 Lotamore, NE 6 Ballyvolane and NE 8 Lauriston Hill, Rathcooney: All three sites are located along the emerging preferred route of the Cork Northern Distributor Multi-Modal Route. The NTA recommends that the subject sites should be zoned as Long Term Strategic Development only, rather than New Residential or Long-Term Strategic Regeneration so as not to prejudice the future delivery of the scheme.

NW 6 Ringwood Blarney: The NTA submission noted the need to identify and develop active travel routes that would effectively connect the site to the planned Blarney Train Station.

NW 7 Rathpeacon: The site is located along the preferred route of the Cork Northern Distributor Multi-Modal Route. The NTA recommends that the subject site should be zoned as Long Term Strategic Development so as not to prejudice the future delivery of the scheme.

Chief Executive’s Response

Cork City Council welcomes the submission from National Transport Authority (NTA). A response to the individual items raised in their submission are listed below:

Methodology: Cork City Council submitted the Chief Executive’s Report required under the *NPF Implementation: Housing Growth Requirements Guidelines for Planning Authorities (2025)* to the Elected Members of Cork City Council, the Minister and the Office of the Planning Regulator – as required by the Guidelines – in February 2026. This Report was also made available on the Cork City Council website, link provided here: <https://www.corkcity.ie/media/vmjn5wx0/section-28-npf-guideline-chief-executive-report.pdf>

The Report set out the methodology undertaken to inform the City Development Plan (which is set out in detail in the *Cork City Capacity Study Summary Report (February 2022)* available on the Cork City Council website <https://www.corkcity.ie/en/proposed-cork-city-development-plan-2022-2028/draft-plan-documents/phase-3-proposed-material-alterations-to-the-draft-development-2022-2028/city-capacity-study-report/>).

Briefly, the City Capacity Study process was a two-year, evidence-based six-stage process that applied national and regional planning and population growth requirements at a local level, in a best practice manner. Through a detailed assessment process, an initial land bank of over 1,400 ha of underutilised sites was identified across the city centre, suburbs, urban towns and wider settlements, and refined through a continuous process of assessment. This detailed, iterative and robust process was followed to inform the Cork City Development Plan 2022-2028, the Section 15(2) Two-Year Progress Report on the City Development Plan, and more recently Proposed Variation No. 3. Cork City Council monitors development and servicing of these sites in a long-term, iterative process.

The February 2026 Chief Executive’s Report sets out that of the 645 ha of ‘new residential’ land zoned in the City Development Plan, 450 ha serviced or serviceable residential lands remain zoned as of Q3, 2025 (the operational baseline for Proposed Variation No. 3) – not including unzoned long-term strategic development lands and other lands not identified in the Plan that can contribute toward transport-oriented development up to 2040 and beyond (brownfield, regeneration and windfall sites).

The methodology applied to informing Proposed Variation No. 3 followed several stages, including:

- determining the additional housing growth requirements for Cork City as prescribed under the Guidelines,
- updating the city capacity audit findings of 2021 and 2024 to 2025 status,
- a non-statutory consultation inviting submissions from landowners, homebuilders and other interested parties for recommendations for lands to be zoned for residential development that meet the criteria of the Guidelines and the City Development Plan for compact growth, transport-oriented development, serviceability and deliverability, and

- identifying lands that meet the criteria to assist in securing the objectives of the Guidelines.

This methodology, set out in some detail in the February 2026 Chief Executive’s Report, identified that 250 to 280 ha of new residential zoned lands is required to secure the objectives of the Guidelines. Proposed Variation No. 3 comprises 270 ha of land for new residential zoning, with sites identified that meet the criteria for compact growth, transport-oriented development, serviceability, and other criteria set out in the City Development Plan to achieve the overarching principle of compact, liveable growth.

Connectivity and Filtered Permeability: The City Development Plan actively supports the delivery of enhanced neighbouring permeability to encourage Compact Liveable Growth (see Objective 2.10 “The 15-Minute City”, Objective 2.14 “Walkable Neighbourhoods”, Objective 4.5 “Permeability” and Objective 11.1 “Sustainable Residential Development”).

The City Development Plan has identified a number of Framework Masterplans which will address the movement networks associated with the development of adjacent sites such as those located in North Blackpool and Ballyvolane. For all development sites, consideration with respect to connectivity and access between adjacent sites for active modes is considered during the development management stage.

Transport Corridors and Reservations: It is acknowledged that there is the potential for overlap between the planned transport infrastructure in the city and a number of proposed new land rezonings. However, it is also important that the emerging urban design associated with the new zonings address the proposed transport infrastructure to ensure integrated solutions are delivered within each of the neighbourhoods. To ensure an integrated approach is achieved between the new zonings and the planned transport infrastructure in the City, the following site-specific objectives have been included for within the Variation:

- **SW 8 Castle Road, Ballincollig:** The planned route of Luas Cork travels along Castle Road to the south of the proposed site and along Flynn’s Road to the west of the proposed site. Amended site-specific objectives for the site are included in Proposed Variation No. 3 in proposed new text in Neighbourhood Development Site 4 as follows:

[“Development must provide for both the delivery of Luas Cork and BusConnects infrastructure and services, including safeguarding of required corridors, stops and associated public transport priority measures.”](#)

- **NW 7 Rathpeacon:** These lands are currently zoned ZO 9 Light Industry and Related Uses. The planned corridor of the Cork Northern Distributor Multi-model Road (CNDMR) travels to the north of the proposed site subject to this variation. To safeguard the delivery of the CNDMR this variation proposes no change in land zonings within the corridor of the CNDMR.
- **NE 6 Ballyvolane:** The planned corridor of the Cork Northern Distributor Multi-model Road (CNDMR) travels to the south of the proposed site subject to this variation. To safeguard the delivery of the CNDMR this variation proposes no change in land zonings within the corridor of the CNDMR.
- **NE 4 Lotamore:** The planned corridor of the Cork Northern Distributor Multi-model Road (CNDMR) travels within the northern portion of the proposed site subject to this variation. There is an acknowledgment within in Proposed Variation No. 3 that access to these lands needs to reflect on the alignment of the CNDMR. It is not possible to remove the CNDMR corridor from the proposed zoning as the Corridor occupies a significant proportion of the available roadside from where vehicular access is required.

Proposed Variation No. 3 includes the following text in Site-Specific Objective 11 for this site:

“(iv) The location and design of access for any new residential development on this site adjoining the proposed park shall be determined having full regard of the alignment of the Cork Northern Distributor Multi Modal Road. If required, interim arrangements may be proposed that have full regard to the alignment.”

The following text is also proposed in Proposed Variation No. 3 as an amendment to Objective 10.91 “North East and North West Regional Parks and Surrounds”:

“(e) In relation to the proposed North East Park, to provide primary access via the Old Youghal Road (or the Cork Northern Distributor Multi Modal Route), supported by integrated active travel connections to Mayfield, Tivoli, Glanmire, and Ballyvolane, and to ensure that residential development adjoining these North East Park lands safeguards and facilitates future access to the park.”

f) The location and design of access for any new residential sites adjoining the proposed park shall be determined following confirmation of the final alignment of the Cork Northern Distributor Multi Modal Route.”

It is proposed to include text in **Site-Specific Objective 11** in relation to **NE 4** to require that development on these lands is accompanied by a traffic and transportation assessment and an urban design framework. See **Response Ref. 27, NE 4, Lotamore**.

Proposed Zoning Amendments:

SE 3 Castletreasure, Douglas, and SE 6 Moneygourney, Douglas: The development of lands under **SE 3 Castletreasure** will be from the existing permitted Castletreasure residential scheme to the north. These lands have good access to local services such as schools, shops and leisure facilities via the existing local road network. Additionally, the permitted scheme has included for the delivery of a local through route which will allow the delivery of enhanced public transport services serving this growing community. With respect to **SE 6 Moneygourney**, there is a requirement in Site-Specific Objective 3 included in Proposed Variation No. 3 to provide active travel connectivity via the existing residential development to the north to ensure good access to existing bus services on Maryborough Hill and the Ballybrack Greenway.

SE 4 Garryduff: The nearest planned bus service to this proposed site is Route 9 (Garryduff Road) and not the L46 (Monastery Road). There is an existing footpath connecting the site with the Garryduff Road (the route of the planned No. 9 bus service). The site is a 5- or 6-minute walk from the planned bus services on Garryduff Road which is considered good in the context of Cork City. To further enhance connectivity of the proposed site (and adjacent sites), Proposed Variation No. 3 included a number of Site-Specific Objectives, including the following under Site-Specific Objective 2 (in relation to SE 4):

“(ii) Pedestrian and cycle connection is to be provided to the adjoining public open space to the east (which serves the Abbotswood estate).”

SW 1 Lehenaghmore (off Togher Road), SW 2 Lehenaghmore (east of Lehenaghmore Park) and SW 6 Spur Hill, Doughcloyne: With respect to SW 1 Lehenaghmore (off Togher Road), the adjacent roadway is currently being upgraded to include enhanced active travel facilities which will directly benefit the proposed zoned lands. In addition, the NTA’s BusConnects programme of works are planning a bus service (Route No. 3) directly serving the proposed site. It is proposed to include text in **Site-Specific Objective 4** in relation to **SW 1** to require that development on these lands is accompanied by a traffic and transportation assessment and

an urban design framework. See **Response Ref. 20, SW 1, SW 2, Lehenaghmore, Site-Specific Objectives 4, 5.**

SW 2 Lehenaghmore (east of Lehenaghmore Park): As presented in the Variation, access to the SW 2 site will be via the development to the north. The site will be a 5-minute walk from the planned bus service (Route 3) serving Lehenaghmore Road. Lehenaghmore Road is currently being upgraded to include enhanced active travel facilities which will directly benefit the proposed zoned lands. It is proposed to include text in **Site-Specific Objective 5** in relation to **SW 2** to require that development on these lands is accompanied by a traffic and transportation assessment and an urban design framework. See **Response Ref. 20, SW 1, SW 2, Lehenaghmore, Site-Specific Objectives 4, 5.**

SW 6 Spur Hill, Doughcloyne: The proposed site is within a 5-minute walk of the planned BusConnects Orbital Route No. 5 which provides access to the city centre, Cork University Hospital, the Apple campus and Blackpool. It is acknowledged that there is a requirement to provide enhanced active travel connectivity along Spur Hill to ensure safe and convenient access is provided for future residents; this can be included in a new Site-Specific Objective for SW 6.

NE 2 Kilcully (off Kilcully Road) and NE 3 Kilcully (off Rosemount Estate): The submission from the NTA is noted and it is acknowledged that the proposed sites are relatively peripheral. However, it should be noted that Cork City Council has obtained approval to upgrade the existing footpath network in Kilcully which will cater for any increased pedestrian demands in the area.

NE 4 Lotamore, NE 6 Ballyvolane and NE 8 Lauriston Hill, Rathcooney: Refer to the response provided under **Transport Corridors and Reservations** above; the same issues arise with respect to safeguarding the Cork Northern Distributor Multimodal Road for NE 8 as for NE 4 and NE 6.

NW 6 Ringwood Blarney: The existing City Development Plan has included for the preparation of a Framework Masterplan for the Stoneview / Ringwood strategic growth area, and a key objective of this Masterplan will be the identification and delivery of enhanced active travel connections to the planned Blarney Train Station.

NW 7 Rathpeacon: Refer to the response provided under **Transport Corridors and Reservations** above.

Chief Executive’s Recommendation

1. **NE 4:** See “**Response Ref. 27, NE 4, Lotamore**”.
2. **SW 1:** See **Response Ref. 20, SW 1, SW 2, Lehenaghmore, Site-Specific Objectives 4, 5.**
3. **SW 2:** See **Response Ref. 20, SW 1, SW 2, Lehenaghmore, Site-Specific Objectives 4, 5.**
4. **SW 6 Spur Hill, Doughcloyne:** Include a new Site-Specific Objective for this site (see also **Response Ref. 16, submission 444, Cork Airport** in relation to point (ii) below):

“Site-Specific Objective 19

Location: **Spur Hill, Doughcloyne**

Site area: **3 Ha**

Zoning: **ZO 2 New Residential Neighbourhoods**

Specific Objectives:

- (i) Active travel facilities are required along Spur Hill connecting with the existing footpath network to the north.
- (ii) All new residential development located within Cork Airport’s outer noise contour shall be subject to a site-specific noise impact assessment and incorporate appropriate mitigation measures, including enhanced sound insulation, to ensure acceptable internal noise levels in all habitable rooms.”

2.6 Submissions made by any other persons

Under section 58(11)(c)(ii)(IV) of the Act, this Report must provide a summary of the submissions made by any other persons in relation to the Proposed Variation, and the Report may, for this purpose, group and summarise the issues raised in different submissions on a thematic basis.

For ease of reference, submissions in this category are grouped as follows:

- (i) Submissions made by prescribed bodies and other Stakeholder Bodies,
- (ii) Submissions relating to zoning and related text changes in Proposed Variation No. 3 (these are submissions relating to mapping and related text changes proposed in the published Proposed Variation No. 3),
- (iii) Submissions related to proposed zoning and related text changes that are not in Proposed Variation No. 3 (these are submissions proposed sites to be zoned, either with or without associated text changes, that were not proposed in Proposed Variation No. 3).
- (iv) Submissions relating to other text changes in Proposed Variation No. 3 (these are submissions relating to text changes, other than those referred to above, that are proposed in the published Proposed Variation No. 3),

2.6.1 Submissions made by Prescribed Bodies and other Stakeholder Bodies

Response Ref. 4			
Submission No.	6	From	Maritime Area Regulatory Authority (MARA)
Summary of Submission			
<p>The Maritime Area Regulatory Authority (MARA) welcomes the opportunity to consult on Proposed Variation No. 3. The submission sets out their role in relation to planning functions, references the National Marine Planning Framework (NMPF) and its relationship with land-sea interactions, and refers to the Maritime Area Consent (MAC) and Marine Usage Licence (MUL) procedures. The submission notes that Cork City Council, as a Coastal Planning Authority, has a statutory obligation to ensure the development plan is materially consistent with the National Marine Planning Framework (NMPF) in the preparation of both the variation itself and the associated environmental assessments. MARA notes that none of the proposed zoning amendments are located directly within the maritime area, however, there may be indirect impacts on the maritime area which require consideration against the objectives and policies of the NMPF.</p>			

Chief Executive’s Response

The observations raised in the submission are acknowledged. The Strategic Environmental Assessment (SEA) for Proposed Variation No. 3 considered direct and indirect environmental impacts as part of the screening process, including impacts on the Maritime Area. Cork City Council will continue to work with MARA in relation to marine planning matters and land-sea interactions.

Chief Executive’s Recommendation

No changes are proposed to the Proposed Variation.

Response Ref. 5

Submission No.	69	From	Environmental Protection Agency (EPA)
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Summary of Submission

The Environmental Protection Agency (EPA) sets out their role under the Strategic Environmental Assessment (SEA) Regulations in promoting the full and transparent integration of environmental assessment findings into the development plan. It clarifies that while the EPA provides guidance and recommendations it neither approves nor enforces SEAs or plans. The submission recommends that Cork City Council ensures that the Variation 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. The submission sets out the content of an SEA environmental report, referring to mitigation and monitoring, and advocates using the Environmental Monitoring approach referenced in Table 7.1 of the National Planning Framework’s First Revision SEA Statement in this regard. The submission sets out the SEA requirements for subsequent stages of the process and the relevant statutory consultees that should form part of the consultation process.

Chief Executive’s Response

The EPA’s submission is welcomed and the observations are acknowledged. The EPA was consulted, along with the other relevant environmental authorities, as part of the scoping of the SEA for Proposed Variation No. 3.

The EPA’s ‘*SEA of Local Authority Land Use Plans – EPA Recommendations and Resources 2026 (Version 1.28)*’ document, together with the other resources and guidance cited in the submission, has been and will be taken into account in undertaking the SEA for Proposed Variation No. 3, and throughout the Variation process. Proposed Variation No. 3 aligns with key relevant higher-level plans and programmes and is consistent with the relevant objectives and policy commitments of the National Planning Framework First Revision and the Regional Spatial and Economic Strategy for the Southern region.

The SEA Environmental Report for Proposed Variation No. 3 includes a robust mitigation framework achieved through:

- strategic work undertaken by Cork City Council to ensure evidence-based planning;

- considering alternatives for Proposed Variation No. 3;
- the integration of individual provisions into the text of the existing, already in force, City Development Plan; and
- the integration of environmental considerations into the zoning provisions and text of Proposed Variation No. 3.

The mitigation measures identified through the SEA, AA and SFRA processes have been incorporated into the text and objectives of Proposed Variation No. 3 and therefore form part of the statutory planning framework.

Table 10.1 of the SEA Environmental Report shows the indicators and targets which have been selected for monitoring the likely significant environmental effects of implementing Proposed Variation No. 3, if unmitigated. Monitoring is an ongoing process, and the programme allows for flexibility and the further refinement of indicators and targets.

The Monitoring Programme may be updated to deal with specific environmental issues, including unforeseen effects as they arise. The SEA process will consider any future alterations to Proposed Variation No. 3.

The Variation and associated SEA Statement, will be made available and circulated to the environmental authorities following the making of the determination.

Chief Executive’s Recommendation

No changes are proposed to the Proposed Variation.

Response Ref. 6

Submission No.	235	From	Transport Infrastructure Ireland (TII)
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Summary of Submission

The submission sets out Infrastructure Ireland’s (TII) observations on the proposed land use changes insofar as they relate to both the existing national road network and any planned national roads in Cork City. TII states that it safeguards the strategic function of national roads to ensure the safe and efficient operation of the national road network in accordance with official policy set out in the *Spatial Planning and National Roads Guidelines for Planning Authorities (prepared by the Department of Environment, Community and Local Government, 2012)*. These Guidelines require that land development does not impact the strategic function of the national road network nor compromise the delivery of future planned national road schemes.

The submission provides observations with respect to the following land use rezonings, long term strategic development areas and roads objectives.

SE 5, Jacobs Island

TII’s submission recommends the following Site-Specific Objectives to protect the strategic function of the N40 (Cork South Ring Road):

- implementation of transport measures to address capacity requirements at the Mahon Interchange,

- any proposals in proximity or within national roads or TII managed areas shall be required to demonstrate the protection of the physical integrity and operation of N40 and associated infrastructure (such as drainage and structures) and compliance with all relevant TII Publications (Standards & Technical) requirements, and
- appropriate noise, air, dust, light, etc. mitigation measures including management, for the protection of residential amenity must form part of any future development proposals. TII notes that the cost of such requirements and any future interventions will not be borne by TII.

SE 2, Moneygourney, Douglas / SE 3 Castletreasure, Douglas / SE 6 Moneygourney, Douglas

The submission recommends that an overall traffic and transportation framework for the new communities which are emerging in the greenfield development area of Moneygourney / Castletreasure / Mount Oval is prepared which will promote a modal shift to active and sustainable travel modes, reduce dependency on the private car and also protects the function and investment made in the M28 Cork to Ringaskiddy Project Motorway Scheme, as part of the EU Core TEN-T network.

SW 3, Sandbrook, Wilton

TII has recommended that the strategic function, operation, and physical integrity of the N40 (South Ring Road) is to be maintained by the inclusion of Site-Specific Objectives which addresses the following:

- implementation of transport measures to address capacity requirements at the Sarsfield Road Interchange,
- any proposals in proximity or within national roads or TII managed areas shall be required to demonstrate the protection of the physical integrity and operation of N40 and associated infrastructure (such as drainage and structures) and compliance with all relevant TII Publications (Standards & Technical) requirements, and
- appropriate noise, air, dust, light, etc. mitigation measures including management, for the protection of residential amenity must form part of any future development proposals. Costs including maintenance shall be borne by the developer.

SW 10, Ballincollig (North of N22, west of Maglin Road)

TII has recommended that the strategic function, operation and physical integrity of the N22 is to be maintained by further inclusions under Site Specific Objective 7 which address the following:

- any proposals in proximity or within national roads or TII managed areas shall be required to demonstrate the protection of the physical integrity and operation of N22 and associated infrastructure (such as drainage and structures) and compliance with all relevant TII Publications (Standards & Technical) requirements, and
- appropriate noise, air, dust, light, etc. mitigation measures including management, for the protection of residential amenity must form part of any future development proposals. Costs including maintenance shall be borne by the developer.

NW 3, Kerry Pike (adjacent to ‘Millboro’)

TII has recommended the review and potentially the omission of this site and Site-Specific Objective 16 from Proposed Variation No. 3 to ensure appropriate treatment and compatibility with the delivery and implementation of the Cork City Northern Transport Project. TII have

recommended that consultation with both Cork National Roads Office and TII is undertaken to address the Cork City Northern Transport Project requirements prior to any further progression with any proposed variation at this location in Kerry Pike.

NW 6, Ringwood, Blarney

TII has recommended the review and potentially the omission of elements of this site from Proposed Variation No. 3 to ensure compatibility with the delivery and implementation of the N/M20 Cork to Limerick Project Scheme. TII have recommended that consultation with both N/M20 Project Coordinator, Mid-West National Road Design Office and TII, is undertaken to address the N/M20 Cork to Limerick Project Scheme requirements prior to any further progression with any proposed variation(s) at this location in Ringwood Blarney.

Chapter 3: Delivering Homes & Communities, Housing in the City Hinterland, Rural Generated Housing Section 3.51

The submission raises concerns with regard to the proposed variation to text under *Housing in the City Hinterland Rural Generated Housing* Section 3.51. TII note that the planning authority has not sought to protect the operation, maintenance or safety of the national road network located within its jurisdiction in accordance with national, regional, and local planning policy nor to inform future applicants of specific requirements associated with national roads. The submission recommends that this issue is actively addressed prior to the adoption of Proposed Variation No. 3.

Chief Executive’s Response

Cork City Council welcomes the submission from TII and looks forward to continued collaboration on the delivery of new and enhanced transport infrastructure in Cork City. A response to the individual items raised in the submission are listed below.

SE 5, Jacob’s Island

The rationale with respect to the proposed rezoning of these lands is not to increase the building footprint but to provide additional ancillary amenities for future residents such as car parking and private open space. The rezoning of these lands will not result in the addition of increased traffic flows which will materially impact the strategic function of the N40 (South Ring Road).

SE 2, Moneygourney, Douglas / SE 3, Castletreasure, Douglas / SE 6, Moneygourney, Douglas

It is noted that this recommendation has been made in the submission from the Office of the Planning Regulator (**submission 472, Recommendation 3 (iv) – see Response Ref. 1 above**).

In relation to SE 2, the provision of new homes proximate to the established town centre of Douglas with its large array of services including, education, healthcare, retail and leisure supported by good quality active travel connections and the potential for improved public transport services will allow for the consolidation of the Maryborough neighbourhood to the south of Douglas. This community is supported with local services (i.e. shop, healthcare, hair salon, etc..) in Broadale with the potential for further local services to be provided with SE 2.

The Cork Metropolitan Area Transport Strategy (CMATS) provides the framework to deliver an accessible, integrated transport network that enables the sustainable growth of the Cork Metropolitan Area. The Strategy has identified the following key active and sustainable transport investments to support the sustainable growth of the Douglas Area:

Pedestrian Accessibility: The Strategy has acknowledged the importance of walking as a key travel mode in the city and has identified a wide range of improvement measures in the city including improved connectivity between Douglas and Mahon / Blackrock and along both Douglas Road and South Douglas Road improving connectivity between the wider Douglas area and the city centre. The site-specific objectives for SE 2 Moneygourney have identified the need to provide enhanced active travel connectivity locally to ensure good accessibility to the existing footpath network along Maryborough Hill and Garryduff Road.

Cycling Accessibility: CMATS includes the delivery of a comprehensive cycle network for the entire city including enhancements to the cycle facilities serving Douglas including along Maryborough Hill, which will directly serve the proposed development. As an integral part of the cycle network a number of Greenways are included as part of the strategy, including the Ballybrack Greenway which will be accessible to the future residents of this proposed development through the neighbouring Maryborough Ridge development (< 5 minutes by bike).

Public Transport Accessibility: The Strategy has included for a significant enhancement to the bus services in Cork and Douglas both in terms of the network and in terms of delivering bus priority on key routes in the City. The current proposed enhancements with respect to the bus network include the delivery of enhanced bus services along Maryborough Hill coupled with the delivery of bus priority measures to provide the required reliability needed from these enhanced bus services. A key advantage of the city’s bus network and the location of the proposed lands at Moneygourney is its capability of increasing transport capacity through the delivery of additional bus services as opposed to the need for extensive road widening or the construction of new roads.

Vehicular Accessibility: The Douglas area will benefit from the construction of M28 Cork to Ringaskiddy Motorway particularly along Maryborough Hill which does accommodate some strategic traffic avoiding the current congestion on N28 (Carrigaline Road). The delivery of this new Motorway will provide additional capacity on the key strategic route in the area providing relief to Maryborough Hill area. The SE 2 Moneygourney site has good access to local services (i.e. schools, shops, leisure facilities) using the local street network, the city centre and Douglas are readily accessible by public transport through the BusConnects programme of works and finally strategic traffic (i.e. traffic wishing to access the National Road Network) have relatively good access to the (under construction) M28 Cork to Ringaskiddy Motorway.

In summary, the proposed development can avail of good access to both existing and planned transport infrastructure locally to ensure future residents are provided with sufficient mode choice to manage the impact the proposed development may have on the receiving transport environment. However, it is proposed to include text in Site-Specific Objective 1 to require that a traffic and transport assessment is carried out for the site, taking into account the surrounding area, as part of any development on the site.

Access to the lands referenced **SE 3**, Castletreasure will be from the existing permitted Castletreasure residential scheme to the north. These lands have good access to local services such as schools, shops and leisure facilities via the existing local road network. In addition, the permitted scheme has included for the delivery of a local through route which will allow the delivery of enhanced public transport services serving this growing community.

With respect to **SE 6**, Moneygourney, Douglas there is a requirement to provide active travel connectivity via the existing residential development to the north to ensure good access to existing bus services on Maryborough Hill and the Ballybrack Greenway.

SW 3 Sandbrook, Wilton

The scale of proposed development associated with these lands is modest and, from a traffic perspective, the rezoning of these lands would not result in an increase in traffic flows that would materially impact on the strategic function of the N40 (South Ring Road). The site is also proximate to the Wilton commercial centre and local services with associated access to public transport.

SW 10, Ballincollig (North of N22, west of Maglin Road)

The development of these lands will be facilitated through the delivery of the South Ballincollig Sustainable Transport Corridor (STC) which will have a multi-modal function to include high frequency bus services. The delivery of homes on the proposed rezoned lands will need to respect the physical attributes of the N22 (Cork to Macroom Road) and any environmental mitigation measures required (i.e. noise barriers) will need to form part of development proposals on these lands; text can be added to Site-Specific Objective 7 in this regard.

NW 3, Kerry Pike (adjacent to ‘Millboro’)

The proposed development lands lie outside the current Cork Northern Transport Corridor and although it is acknowledged that further design and assessment work is required before a preferred alignment can be established. The proposed rezoned lands are located adjacent to the built-up area of Kerry Pike and it is unlikely that the proposed Cork Northern Transport Corridor will need to align closer to this built-up area. Therefore, the proposed rezoned lands will not prevent the delivery of the Cork Northern Transport as the most likely alignment of this major strategic roadway will be further to the east of the subject lands. However, it is proposed to include text in **Site-Specific Objective 16** to require that a traffic and transport assessment is carried out for the site, taking into account the surrounding area, as part of any development on the site.

NW 6, Ringwood, Blarney

It is noted that this recommendation has been made in the submission from Limerick City and County Council N/M20 Project Team (**submission 394 – see Response Ref. 12**).

The proposed rezoned lands do contain small sections of land which are located within the reservation corridor for the N/M20 Cork to Limerick Project Scheme. The delivery of the proposed upgrade to the N/M20 Motorway is an important strategic investment project for the entire southwestern area of Ireland and ensuring the proposed route corridor remains free of development is supported by Cork City Council. It will be necessary to alter the boundaries of the NW 6 and to add text to Site-Specific Objective 17 in order to meet this objective.

Chapter 3: Delivering Homes & Communities, Housing in the City Hinterland, Rural Generated Housing Section 3.51

Cork City Council accepts the principle that the national road network requires management to ensure that no additional access points serving rural generated housing are created along the national road network in Cork City where the posted speed limit is greater than 60 kph.

Chief Executive’s Recommendation

1. **SE 5, Jacob’s Island:** No changes are proposed to the Proposed Variation.
2. **SE 2, Moneygourney, Douglas:** add the following text to Site-Specific Objective 1:

“(vi) Any development on this site shall be accompanied by a traffic and transportation assessment to mitigate the impact of any proposed development on the wider surrounding area.”

See Chief Executive’s Response and Recommendation under **Response Ref. 18 “SE 2, Moneygourney, Douglas, Site-Specific Objective 1”**.

3. **SE 3, Castletreasure, Douglas:** No changes are proposed to the Proposed Variation.

4. **SE 6, Moneygourney, Douglas:** add the following text to Site-Specific Objective 3:

“(ii) Development shall make provision for pedestrian and cycle access to the existing development to the north (connecting with the Ballybrack Greenway) and allow for the delivery of a local east-west vehicular route through the development zone.”

5. **SW 3, Sandbrook, Wilton:** No changes are proposed to the Proposed Variation.

6. **SW 10, Ballincollig (North of N22, west of Maglin Road):** add the following text to Site-Specific Objective 7:

“(iii) Development shall be subject to a full assessment of environmental constraints at Development Management stage including:

- Full archaeological assessment
- All necessary environmental mitigation, including noise attenuation measures, shall be provided for along the boundary with the N22 in order to protect residential amenities.

(iv) Any application for development at this site shall demonstrate that access requirements are preserved for the maintenance of Drainage Districts.”

7. **NW 3 Kerry Pike (adjacent to ‘Millboro’):** add the following text to Site-Specific Objective 16:

“(ii) Development on these lands shall have full regard to the emerging alignment of the Cork Northern Transport Corridor.”

“(iii) Any development on this site shall be accompanied by a traffic and transportation assessment to mitigate the impact of any proposed development on the wider surrounding area.”

See Chief Executive’s Response and Recommendation under **Response Ref. 31 “NW 3, Kerry Pike (adjacent to ‘Millboro’), Site-Specific Objective 16”**.

8. **NW 6 Ringwood Blarney:** mapping and text changes proposed, see Chief Executive’s Recommendation under **Response Ref. 12, submission 394, Limerick City and County Council (N/M20 Project)**.

9. **Chapter 3: Delivering Homes & Communities, Housing in the City Hinterland, Rural Generated Housing Section 3.51:** add the following text to paragraph 3.53 of the City Development Plan as proposed to be modified in Proposed Variation No. 3:

“• Proposals for rural generated houses shall avoid the creation of any additional access point or the generation of increased traffic from existing accesses onto National Roads to which speed limits greater than 60 km/h apply. This provision applies regardless of the housing circumstances of the applicant.”

Response Ref. 7

Submission No.	244, 466	From	Office of Public Works (OPW)
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Summary of Submission

The OPW made two separate submissions, one from **Flood Risk Management – Climate Adaptation and Strategic Assessments (244)** and one from **South West Region Capital Projects (Flood Relief) (466)**.

Submission 244 focuses on flooding and flood risk management. It references the Guidelines on the Planning System and Flood Risk Management and the three-stage flood risk assessment process for the planning authorities to identify whether flood risk may exist, and the degree to which it is an issue, and what assessment to a scale proportionate to the risk should then be carried out: Stage 1 (flood risk identification), Stage 2 (initial flood risk assessment) and Stage 3 (detailed flood risk assessment). It references the requirement in the Guidelines that detailed assessments may be identified in county (or city) wide flood risk assessment or in the Regional Flood Risk Appraisal but should be undertaken where zoning of land is being considered within the development plan.

Risk assessments

The submission recommends that Cork City Council should carry out risk assessments and establish if Stage 3 flood risk assessments are required to inform the following:

- SE 3, Castletreasure, Douglas
- SE 6, Moneygourney, Douglas
- SW 1, Lehenaghmore (off Togher Road)
- SW 3, Sandbrook, Wilton
- NE 7, Cúil Chluthair, Glanmire
- NW 6, Ringwood, Blarney

SE 5, Jacob’s Island, Mahon

This site is outside the National Coast Flood Hazard Mapping present day extents, however it is difficult to assess if the lands could be at risk from climate change in the future scenarios. If the lands are within the future scenario extents Cork City Council should set out how increases in flood risk due to climate change can be managed on the site.

SW 7, Lands adjacent to Ballincollig GAA grounds

The SFRA has highlighted that these lands overlap with the mid-range future scenario mapping. The lands are largely already developed however there is an area undeveloped to the west of the site. The SFRA has noted that the site will need to comply with the provisions of the Plan. Cork City Council should reference the policy, objective or section that will manage this site or set out in the SFRA how increases in flood risk due to climate change can be managed on the site.

NE 6, Ballyvolane

The area of Flood Zone A identified at the north west of NE 6 appears to an area that flooded in 2015/2016. On examination of the EPA mapping there does not appear to be a watercourse at this location. Flood zones are determined on the basis of the probability of river and coastal

flooding only. This flooding may be groundwater; Cork City Council should review if groundwater flooding should be identified as a risk.

Drainage Districts

The OPW requests that access requirements are preserved for the maintenance of Drainage Districts, in particular:

- SW 3, Sandbrook, Wilton
- LTS D, Scotch Lane, Carrigrohane
- SW 8, Flynn’s Road and Castle Road, Ballincollig
- SW 9, Greenfields Road, Ballincollig
- SW 10, Ballincollig (north of N22, west of Maglin Road)
- SW 11, Maglin, South Ballincollig
- SW 12, Maglin, South Ballincollig

Nature-based Solutions and SuDS

The OPW advises that the preparation of development plans should take account of the opportunities for nature-based solutions to reduce runoff and provide other benefits such as to water quality, biodiversity, etc. This can include in areas around existing developments, as well as within existing and proposed development in the form of Sustainable Urban Drainage Systems (SuDS). Cork City Council should refer to The Best Practice Interim Guidance Document ‘Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas’, as well as the Guidance Document for Planners, Developers and Developer Agents ‘Implementation of Urban Nature-based Solutions’ for further guidance. The Guidelines recommend that the Strategic Flood Risk Assessment provide guidance on the likely applicability of different SuDS techniques for managing surface water run-off at key development sites, and also identifies where integrated and area-based provision of SuDS and green infrastructure are appropriate in order to avoid reliance on individual site by site solutions.

Submission 466 focuses on ongoing and proposed flood relief schemes in the area impacted by the proposed variation and makes a number of observations.

- In addition to considering flood risk on particular sites or areas located in flood zones A and B, consideration should also be given to the impacts of development of sites that are located in zone C, i.e. ‘down the hill’ flooding impacts, particularly in relation to areas which have suffered from flooding in the past, and are therefore known to be at risk of flooding and are not protected from existing for future flood relief schemes.
- There should be no reliance in the zoning decision process on any potential protection from flood risk by proposed flood relief schemes, which cannot be relied upon until such time as they have received the appropriate consent and there is a commitment to their construction.
- There are a number of proposed zoning changes which appear to propose development on sites which are located in and contributing to flows in the catchments drained by Drainage Districts, the maintenance responsibility for which lies with the local authority. There are a number of sites which are located in the areas considered to benefit from the improved drainage in the Drainage Districts, and these should be presumed to be at risk of flooding, pending a detailed site-specific flood risk assessment.

- The Glashaboy Flood Relief Scheme and the Douglas and Togher Flood Relief Scheme are completed or in construction flood relief schemes in the area affected by the development plan and Proposed Variation No. 3. Care should be taken in the flood risk assessment for any changes to the zoning in these catchments.
- The Lower Lee Cork City flood relief scheme and the Blackpool River Bride flood relief scheme area proposed flood relief schemes in the area. There are developments proposed in these areas which may tend to increase flows in the watercourses in these areas, and this should be prevented through suitable controls and flood risk assessment in the zoning process as well as the development control process.
- Full use should be made of measures such as nature-based solutions (NBS), or sustainable urban drainage systems (SUDS).
- The submission highlights the procedures under Section 50 of the Arterial Drainage Act of 1945 for any crossing of watercourses.
- There are lands in the Curraheen Catchment proposed for rezoning; current flood information needs to be carefully considered in any flood risk assessment carried out for these sites, and in the development of any undeveloped sites in this area.
- NE 2 partially overlaps with the site identified for upstream flood storage in the proposed Blackpool Flood Relief Scheme – the boundary of NE 2 should be altered.

Chief Executive’s Response

The issues raised in **submission 244** in relation to flooding and flood risk management are noted.

In relation to unmapped watercourses, the submission recommends that Cork City Council should carry out **risk assessments** and establish if Stage 3 flood risk assessments are required to inform **SE 3, Castletreasure Douglas, SE 6, Moneygourney Douglas, SW 1, Lehenaghmore (off Togher Road), SW 3, Sandbrook Wilton, NE 7, Cúil Chluthair Glanmire and NW 6, Ringwood Blarney**. The watercourses referred to were considered as part of the SFRA, and it was determined that Proposed Variation No. 3 sites **SE 3, SE 6, SW 1, SW 3, NE 7 and NW 6** are situated within Flood Zone C, and therefore Stage 3 SFRA was not required.

In relation to **SE 5, Jacob’s Island Mahon**, the submission notes that this site is outside the National Coast Flood Hazard Mapping present day extents, however it is difficult to assess if the lands could be at risk from climate change in the future scenarios, and recommends that if the lands are within the future scenario extents, Cork City Council should set out how increases in flood risk due to climate change can be managed on the site. The **SE 5, Jacob’s Island Mahon** lands are situated outside of available future climate scenario risk areas as shown on the map included under “**Response Ref. 1, submission 472, Office of the Planning Regulator (OPR)**” above.

In relation to **SW 7, Lands adjacent to Ballincollig GAA grounds**, the submission notes that the SFRA has highlighted that these lands overlap with the mid-range future scenario mapping, and that while the lands are largely already developed there is an area undeveloped to the west of the site. The SFRA has noted that the site will need to comply with the provisions of the Plan but recommends that Cork City Council should reference the policy, objective or section that will manage this site or set out in the SFRA how increases in flood risk due to climate change can be managed on the site. The existing City Development Plan includes various provisions relating to flood risk management. Paragraph 11.267 provides that: “In Flood Zone C, where the probability of flooding is low (less than 0.1% AEP, Flood Zone C), site specific Flood Risk

Assessment may be required and the developer should satisfy themselves that the probability of flooding is appropriate to the development being proposed. This Development Plan’s SFRA datasets and the most up to date CFRAM Programme mapping should be consulted by prospective applicants for developments in this regard and will be made available to Development Management processes in the Council.” This includes consideration of Drainage District benefitting areas and future climate scenario risk mapping. It is considered that text can be included in the City Development Plan clarifying the above.

In relation to **NE 6, Ballyvolane**, the submission notes that the area of Flood Zone A identified at the north west of NE 6 appears to an area that flooded in 2015/2016. On examination of the EPA mapping there does not appear to be a watercourse at this location. Flood zones are determined on the basis of the probability of river and coastal flooding only. This flooding may be groundwater; Cork City Council should review if groundwater flooding should be identified as a risk. Given this site’s inclusion on the GSI Winter 2015/2016 Surface Water Flooding dataset, this area was included within Flood Zone A on a precautionary basis in order to highlight the need for appropriate flood risk management considerations to be integrated into decision-making at project level. It is acknowledged that this is groundwater risk and its inclusion in the SFRA Addendum including associated Flood Zone map can be removed. See **Response Ref. 1, submission 472, Office of the Planning Regulator (OPR)**.

The submission refers to **Drainage Districts** and requests that access requirements are preserved for the maintenance of Drainage Districts, in particular: **SW 3, Sandbrook Wilton, LTS D, Scotch Lane Carrigrohane, SW 8, Flynn’s Road and Castle Road Ballincollig, SW 9, Greenfields Road Ballincollig, SW 10, Ballincollig (north of N22, west of Maglin Road), SW 11, Maglin South Ballincollig and SW 12, Maglin South Ballincollig**.

This request is noted. Text requiring that any application for development at these sites shall demonstrate that access requirements are preserved for the maintenance of Drainage Districts can be included in **Site-Specific Objectives 20 (SW 3), 6 (SW 9), 7 (SW 10), 8 (SW 11) and 9 (SW 12)**, and **NDS 4 (SW 8)**. As **LTS D** is not being proposed for zoning, this will be addressed in the next review of the City Development Plan.

The submission advises that the preparation of development plans should take account of the opportunities for **nature-based solutions** to reduce runoff and provide other benefits such as to water quality, biodiversity, etc. This can include in areas around existing developments, as well as within existing and proposed development in the form of **Sustainable Urban Drainage Systems (SuDS)**. Relevant provisions relating to sustainable urban drainage systems (SuDS) and nature-base solutions have already been integrated into the existing City Development Plan, including in Chapter 5: Climate Change and the Environment, Chapter 6: Green and Blue Infrastructure, Open Space and Biodiversity, Chapter 9: Environmental Infrastructure, Chapter 10: Key Growth Areas & Neighbourhood Development Sites and Chapter 11: Placemaking and Managing Development.

Submission 466 focuses on ongoing and proposed flood relief schemes in the area impacted by the proposed variation and makes a number of observations.

Under **Observation 1** the submission advises that in addition to considering flood risk on particular sites or areas located in flood zones A and B, consideration should also be given to the impacts of development of sites that are located in zone C, i.e. ‘down the hill’ flooding impacts, particularly in relation to areas which have suffered from flooding in the past, and are therefore known to be at risk of flooding and are not protected from existing for future flood relief schemes. This issue has been taken into account by the SFRA of the original City Development Plan and subsequent SFRA Addendums, including the Addendum prepared for

Proposed Variation No. 3. Relevant provisions relating to this issue have been integrated into the existing City Development Plan.

Under **Observation 2**, the submission advises that there should be no reliance in the zoning decision process on any potential protection from flood risk by proposed flood relief schemes, which cannot be relied upon until such time as they have received the appropriate consent and there is a commitment to their construction. This issue has been taken into account by the SFRA of the original City Development Plan and subsequent SFRA Addendums, including the Addendum prepared for Proposed Variation No. 3. Relevant provisions relating to this issue have been integrated into the existing City Development Plan.

Under **Observation 3** the submission notes that there are a number of proposed zoning changes which appear to propose development on sites which are located in and contributing to flows in the catchments drained by Drainage Districts, the maintenance responsibility for which lies with the local authority. There are a number of sites which are located in the areas considered to benefit from the improved drainage in the Drainage Districts, and these should be presumed to be at risk of flooding, pending a detailed site-specific flood risk assessment. The existing City Development Plan includes various provisions relating to flood risk management. Paragraph 11.267 provides that: “In Flood Zone C, where the probability of flooding is low (less than 0.1% AEP, Flood Zone C), site specific Flood Risk Assessment may be required and the developer should satisfy themselves that the probability of flooding is appropriate to the development being proposed. This Development Plan’s SFRA datasets and the most up to date CFRAM Programme mapping should be consulted by prospective applicants for developments in this regard and will be made available to Development Management processes in the Council.” This includes consideration of Drainage District benefitting areas and future climate scenario risk mapping. It is considered that text can be included in the City Development Plan clarifying the above.

Under **Observations 4, 5, 6 and 7** the submission references completed or in-construction Glashaboy and Douglas / Togher Flood Relief Schemes, and the proposed Lower Lee Cork City and Blackpool River Bride Flood Relief Schemes, and that care should be taken in the flood risk assessment for any changes to the zoning in these catchments. The submission also references a number of areas which have suffered from flooding in the past and are known to be at risk of flooding which are not currently proposed to be protected by any flood relief schemes. Finally, the submission states that full use should be made of measures such as nature-based solutions (NBS), or sustainable urban drainage systems (SUDS). The City Development Plan includes various provisions relating to sustainable urban drainage, nature-based systems and flood risk assessment, and will continue to be consistent with the Flood Risk Management Guidelines, including that new development will not be subject to unacceptable risk nor increase flood risk elsewhere.

The submission’s reference to the procedures under Section 50 of the Arterial Drainage Act of 1945 for any crossing of watercourses under **Observation 8** is noted.

Under **Observations 9 and 10** the submission notes that there are lands in the Curraheen Catchment proposed for rezoning and that current flood information needs to be carefully considered in any flood risk assessment carried out for these sites, and in the development of any undeveloped sites in this area. The City Development Plan – which was informed by the South Ballincollig Drainage Study, an enhanced Stage 2 flood risk assessment which informed land-use zoning designations in the Maglin, South Ballincollig area – includes various provisions relating to sustainable urban drainage, nature-based systems and flood risk assessment, and will continue to be consistent with the Flood Risk Management Guidelines,

including that new development will not be subject to unacceptable risk nor increase flood risk elsewhere.

Under **Observation 11** the submission notes that **NE 2, Kilcully (off Kilcully Road)** partially overlaps with the site identified as a possible upstream flood storage area adjacent to the villages of Ballincrokig and Kilcully. While the use of this site as a flood storage area is not currently proposed as part of the Blackpool Flood Relief Scheme, it is identified as a possible site that could be used for flood storage in the context of Climate Change Adaptation for the proposed Blackpool Flood Relief Scheme in the future. The submission suggests that the designation of land for development adjacent to a possible flood storage area is not compatible with best practice in terms of flood risk management, nor with the aims of the flood risk management guidelines, and that therefore the proposal to alter the zoning of the site **NE 2** should be reconsidered, at least in part.

It is noted that it is not within the scope of the SFRA to advise on the avoidance of areas for development where those areas are identified in non-statutory options reports as possible locations for other types of development. However, in view of the submission from the OPW, it is considered that site **NE 2 should be omitted** from Proposed Variation No. 3 as it would be premature to zone these lands pending the decision of the Minister to confirm the Blackpool River Bride Flood Relief Scheme, and as further assessment is required in order to establish the extent of lands that can be zoned within the NE 2 taking the above into account. These lands can be reviewed in the context of the issues raised as part of the next review of the City Development Plan.

Chief Executive’s Recommendation

1. **NE 6, Ballyvolane:** see Chief Executive’s Recommendation under “**Response Ref. 1, submission 472, Office of the Planning Regulator (OPR)**”.
2. **Drainage District benefitting areas:** see Chief Executive’s Recommendation under “**Response Ref. 1, submission 472, Office of the Planning Regulator (OPR)**”.
3. **SW 3:** see “**Response Ref. 21, SW 3, Sandbrook, Wilton**”.
4. **SW 8:** add the following text to **Neighbourhood Development Site 4:**

“Any application for development at this site shall demonstrate that access requirements are preserved for the maintenance of Drainage Districts.”
5. **SW 9:** see “**Response Ref. 11, submission 388, DAU, Dept. of Heritage**”.
6. **SW 10:** see “**Response Ref. 6, submission 235, Transport Infrastructure Ireland (TII)**”.
7. **SW 11:** add the following text to **Site-Specific Objective 8:**

“(iii) Any application for development at this site shall demonstrate that access requirements are preserved for the maintenance of Drainage Districts.”
8. **SW 12:** add the following text to **Site-Specific Objective 9:**

“(iii) Any application for development at this site shall demonstrate that access requirements are preserved for the maintenance of Drainage Districts.”
9. **Omit NE 2, Kilcully (off Kilcully Road) from Proposed Variation No. 3** – do not zone NE 2 as “ZO 2 New Residential Neighbourhoods” and **retain these lands as “ZO 20 City Hinterland”** as per the current Cork City Development Plan 2022-2028 (as varied).

Response Ref. 8**Submission Nos.****258****From****Cork Chamber****Summary of Submission**

The submission sets out that Cork Chamber represents 1,200 members together employing 130,000 people throughout Cork City, metropolitan area and county.

Cork Chamber confirms their vision for a progressive Cork region, characterised by a high quality of life, world-class educational and cultural institutions, integrated transport and active travel networks, and support for innovation that enables firms to grow and compete on a global scale, while also attracting and retaining talent and foreign direct investment.

Strategic planning that both enables sustainable growth and delivers environmental protection and regulatory compliance is supported together with a plan-led approach that acknowledges and responds to projected population growth in the coming decades. It outlines that this can have a pivotal role in expanding economic growth, however, it acknowledges that infrastructure deficiencies or shortfalls can impact opportunities on appropriately zoned and serviced land.

The key issues highlighted include:

- transport-oriented development aligning the zoning of new lands with those areas around proposed new transport corridors, including the expanded Cork Commuter Rail network, the proposed BusConnects corridors, the planned Luas Cork route, and the proposed new Cork Northern Distributor Multi-Modal Route;
- prioritising serviced lands to enable quicker delivery of housing on the scale needed, and aligning with service providers to ensure that input from all key stakeholders is incorporated into strategies for the city and wider region to accelerate housing and economic growth;
- protecting strategic lands for economic development as well as housing needs, as well as future transport corridors; and
- the need for social infrastructure, climate-adaptation infrastructure including flood defences, and essential amenities in health, education and childcare to be delivered in conjunction with housing.

The submission identifies the lack of available housing as an issue affecting business growth and staff attraction. It identifies the lands between Ballincollig and Cork City and along the proposed route for the Northern Distributor Road as key strategic growth areas. It places a strong focus on the core city centre and the opportunities for brownfield development and in-fill housing in the existing urban centre and notes the long-term development of areas such as the Cork Docklands which present a unique and exciting opportunity to expand Cork. The submission notes that the strategic road network requires targeted and sustained investment and supports the transition towards sustainable transport while noting that road infrastructure will continue to play a vital role in supporting regional connectivity and economic activity.

Cork’s ability to fulfil its role as a counterbalance to Dublin and a driver of national growth is contingent on the pace of delivery and while the policy framework is well established, the challenge now is implementation, and the submission stresses that the success of Proposed Variation No. 3 will ultimately be measured not by policy intent but by outcomes.

Chief Executive’s Response
Cork Chamber’s support for strategic planning and plan-led growth that enables sustainable growth and delivers environmental protection and regulatory compliance is welcomed. The submission references housing availability as a concern for business growth and staff attraction – this is an issue that Proposed Variation No. 3 seeks to address by proposing the zoning of additional residential lands. Cork City Council engages with statutory stakeholders on an ongoing basis and will continue to collaborate closely with all relevant stakeholders, including infrastructure service providers, in the strategic planning, coordination and delivery of housing and economic growth in the City, focused on compact, sustainable, transport-oriented development. In order to inform the next review of the City Development Plan, Cork City Council is preparing an economic strategy for the City which will provide <i>inter alia</i> an updated baseline of the City’s economic profile and identify opportunities for growth for future economic development aligned with transit-oriented development, compact growth and environmental sustainability. It will also include actions to support the growth and resilience of the City’s economy in an ever-changing global market.
Chief Executive’s Recommendation
No changes are proposed to the Proposed Variation.

Response Ref. 9			
Submission No.	261	From	Health and Safety Authority (HSA)
Summary of Submission			
The submission sets out that as the proposed zoning amendments do not apply to areas within the consultation distance of any Notified COMAH Establishment, the Health and Safety Authority have no comments to make in relation to Proposed Variation No. 3.			
Chief Executive’s Response			
The content of this submission is noted.			
Chief Executive’s Recommendation			
No changes are proposed to the Proposed Variation.			

Response Ref. 10

Submission No.	372	From	Uisce Éireann
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Summary of Submission

Uisce Éireann welcomes the opportunity to comment on Proposed Variation No. 3 and notes that they provided Cork City Council with infrastructure assessments for some of the sites being proposed for zoning changes in advance of the publication of Proposed Variation No. 3.

Availability of Water Services

Uisce Éireann welcomes the revised Core Strategy Table 2.2A and Growth Strategy Table 2.3A as they rely on CDP population estimates for assessing future capacity available in each water resource zone and wastewater treatment plants (WWTP) for settlements. Uisce Éireann continuously monitors growth in settlements, and reviews available water supply and wastewater treatment capacities. Capacity Registers are published annually and the remaining capacity available changes regularly; the registers are only an indication of available capacity. The level of available capacity will need to be revisited should a significant increase in overall demand for water services be experienced in settlements. If required, Uisce Éireann can initiate projects to increase capacity, subject to funding in future Capital Investment Plans.

Water Supply

The submission notes that the latest Water Supply Capacity Register (April 2026) shows that there is currently capacity available with some level of service improvements required (e.g. leakage reduction or capital investment) in the Water Resource Zones serving settlements listed in the Core Strategy table. The submission notes further that the Water Resource Zones will come under increasing pressure should the total requirement of housing units be developed within the timeframe indicated (up to 2030).

Wastewater Treatment

The submission notes that the latest Wastewater Treatment Capacity Register (April 2026) generally shows that there is currently capacity available in the settlements listed in the Core Strategy. While Killeens WWTP currently has no capacity, a project is underway to increase capacity. Rosemount Kilkully WWTP has currently no capacity and no project identified.

Water Networks

Uisce Éireann and Cork City Council are continually progressing leakage reduction activities, mains rehabilitation activities and capital maintenance activities, and will continue to monitor the performance of the networks to ensure that the most urgent works are prioritised as required.

Wastewater Networks

Uisce Éireann and Cork City Council are continually progressing sewer rehabilitation activities, capital maintenance activities, etc., and will continue to monitor the performance of the networks to ensure that the most urgent works are prioritised as required. The submission highlights that under the recast Urban Wastewater Treatment Directive (UWWTD) Uisce Éireann and local authorities will need to collaborate on integrated drainage planning.

Zoning Maps

Where Uisce Éireann assets are within a proposed development site these assets must be protected and / or diverted. For example, existing gravity sewers run through Sites **SE 4**, **SE 5**,

SE 7, SW 7, NE 2, NE 3 and NE 7, and existing water mains run through Sites **SE 2, SW 7, NE 1 and NW 2**. Site layouts must take account of existing sewers and water main locations. If there is a possibility that Uisce Éireann assets will need to be altered or diverted as a result of a proposed development, a diversion agreement may be required.

The submission notes that the exact requirements to service a site will be determined through the Uisce Éireann connections process, and where network reinforcements are required, these shall be developer driven unless there are committed Uisce Éireann projects in place to progress such works.

Chief Executive’s Response

Uisce Éireann’s submission is welcomed, and Cork City Council acknowledges the ongoing engagement and provision of infrastructure assessments in advance of the publication of Proposed Variation No. 3. Cork City Council recognises Uisce Éireann’s key role in ensuring the sustainable delivery of water services infrastructure to support planned growth.

The support expressed for the revised Core Strategy tables, which align projected growth with available water services capacity, is noted. Cork City Council recognises that available capacity in water supply and wastewater treatment is subject to change and that increasing development pressures may give rise to constraints over time and will continue to align development with available or planned infrastructure.

The ongoing programmes of network improvement are noted, as is the need for continued collaboration on integrated drainage planning in light of evolving regulatory requirements. These matters will continue to be addressed through ongoing engagement between Cork City Council and Uisce Éireann.

The presence of existing Uisce Éireann infrastructure within a number of the proposed zoning areas is noted. These matters will be addressed at project-level (development management) stage, where site layouts will be required to demonstrate compliance with relevant standards.

Cork City Council is committed to continued collaboration with Uisce Éireann in relation to its statutory planning functions.

References in the SEA Environmental Report to WSSP 2015 will be replaced with references to WSSP 2050 and references to Irish Water will be replaced with references to Uisce Éireann.

Chief Executive’s Recommendation

No changes are proposed to the Proposed Variation.

Response Ref. 11

Submission No.	388	From	Development Applications Unit (DAU), Department of Housing, Local Government and Heritage
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Summary of Submission

The DAU raises a number of heritage-related concerns regarding Proposed Variation No. 3, relating primarily to deficiencies in supporting information, potential impacts on sensitive archaeological and architectural sites, and the prematurity of certain zoning proposals.

The submissions notes that the Proposed Variation No. 3 **mapping** is poorly presented making it difficult in some cases to locate the sites affected (SW 10 and SW 11), and that Recorded Monuments and Places (RMPs) need to be mapped.

SW 9, Greenfields Road, Ballincollig (Ballincollig Castle)

There is no objection in principle to this proposed rezoning, however concerns are raised regarding the cumulative visual impact of incremental development on Ballincollig Castle and Bawn Wall (Recorded Monuments and Protected Structure), and that while these monuments are not included in any rezoning proposals, ongoing piecemeal development is gradually eroding the monument’s historic setting and visual prominence. Cork City Council should consider drafting a masterplan for this area to ensure long-term protection of these monuments, their curtilage and siting.

The submission acknowledges that the accompanying zoning text in Site-Specific Objective 6 states that ‘the site will be subject to a full assessment of environmental constraints including a site-specific flood risk assessment’, but requests that additional text be included considering that Ballincollig Castle sits outside the site boundary:

“The assessment of environmental constraints associated with this site shall include an archaeological and architectural assessment of any potential impacts on Ballincollig Castle. The contents of the architectural and archaeological assessments shall be set out by Cork City Councils Archaeologist and Architectural Conservation Officer.”

Long-Term Strategic Development Land, Site B, Church Hill, Carrigrohane

This site is located within the curtilage of Carrigrohane Castle (Recorded Monument and Protected Structure), a significant site from an archaeological and architectural heritage perspective dating to the 13th century, and adjacent to St. Peter’s Church and graveyard (Protected Structure and Recorded Monuments), with potential for subsurface archaeology (including burials and earlier structures). The historic demesne landscape remains largely intact. The DAU raise concerns regarding the impacts of vehicular access to this site and potential conflicts with current City Development Plan policy and advise that the “rezoning” of this site is premature and should be excluded from Proposed Variation No. 3 pending further assessment. Consideration could be given to redistributing Site B’s development potential to alternative nearby sites (Sites A, C, and D) which appear to have fewer constraints.

Chief Executive’s Response

The DAU’s comments in relation to **SW 9** and the Recorded Monuments and Protected Structures in the area are noted. The City Development Plan includes objectives for the protection of archaeological resources (e.g. Strategic Objective 7, Objectives 8.2, 8.9), which apply to all development proposed in the City. The castle and bawn sit within a zoned expanse of ZO 15 Public Open Space lands, which, as the submission notes, is not proposed to be changed in Proposed Variation No. 3. Objectives for the development of south Ballincollig are set out in the City Development Plan and Proposed Variation No. 3. A separate masterplan is not required specifically to protect Recorded Monuments and Protected Structures in this location. However, the suggested text can be included in Site-Specific Objective 6 to offer strengthened safeguarding against potential impacts on Ballincollig Castle.

Site B is not proposed for rezoning – neither are Sites A-C. These sites will remain zoned ZO 20 City Hinterland, but what is proposed is to designate Sites A-D as “Long Term Strategic Development Lands”. Paragraph 2.52 of the City Development Plan sets out that lands with this designation are required beyond the current Plan period to fulfil the City’s ambitions in

achieving the growth targets for 2040. These lands are not zoned as they are considered as being unlikely to be serviced during the lifetime of the current Plan; rather, they 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. Furthermore, the City Development Plan sets out (e.g. paragraphs 10.228 and 10.229) that the lands between Ballincollig and the western suburbs of Cork City – where Sites A-D are located – represent a strategic future growth location for Cork City that requires a multi-disciplinary master planning approach in order to provide for the comprehensive and co-ordinated development of these lands.

The City Development Plan is centred on the principle of compact liveable growth (see City Development Plan ‘Strategic Objective 1’) which focuses on creating sustainable, resilient neighbourhoods based on the 15-minute city approach. Lands designated as “Long Term Strategic Development Lands” will unlikely accommodate purely residential uses; these lands in general will be considered under the next review of the City Development Plan and will form part of larger strategic planning objectives for a range of uses including residential, commercial, amenity, open space and education. All relevant matters including archaeology, architectural heritage, biodiversity, landscape impact, flood risk and other matters will inform decisions made under the next City Development Plan.

However, taking into account the content of the submission and the issues raised therein, including the location of the site within the curtilage of Carrigrohane Caste, a Recorded Monument and Protected Structure of archaeological and architectural heritage significance, and the need for further assessment of potential impacts on the monument and its historic demesne landscape, it is recommended that Site B not be designated at this time as “Long Term Strategic Development Lands”. As these lands are located in a strategic growth area for the City, they will be reconsidered as part of the master planning approach described in the current City Development Plan for this part of the in the next review of the City Development Plan.

Chief Executive’s Recommendation

1. **SW 9, Greenfields Road, Ballincollig (Ballincollig Castle):** add the following text to “Site Specific Objective 6”:
 - “(i) Development shall be subject to a full assessment of environmental constraints including a site-specific flood risk assessment with appropriate avoidance, mitigation and design measures incorporated, as required. The assessment of constraints associated with this site shall include an archaeological and architectural impact assessment, including visual impact assessment, of any potential impacts on Ballincollig Castle.
 - “(ii) Any application for development at this site shall demonstrate that access requirements are preserved for the maintenance of Drainage Districts.”
2. **Site B: Omit “Long Term Strategic Development Lands” designation from “Site B”,** and update mapping and text (including Table 2.4A) accordingly.

Response Ref. 12

Submission No.	394	From	Limerick City & County Council (N/M20 Project)
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Summary of Submission

This submission supports Proposed Variation No. 3 but raises issues in relation to the N/M20 Cork to Limerick Project (the Project), which will connect Cork and Limerick – Ireland’s second and third largest population and economic centres. In particular, reference is made to proposed zoning amendment NW 6 and associated Site-Specific Objective 17 (Ringwood, Blarney) regarding potential encroachment into the safeguarded N/M20 corridor and requests boundary amendments and strengthened policy wording to ensure that the delivery of this nationally significant infrastructure is not compromised.

The submission sets out that the overarching objective of the Project is “to enable national and regional planning policies, particularly those supporting the National Strategic Outcomes of the National Planning Framework to promote balanced regional development, through enhanced population and economic growth”. This is to be achieved by adopting a holistic multi-modal approach to improving connectivity between the cities of Cork and Limerick, and ultimately Galway, by: facilitating the safe and efficient movement of people, goods and services, reduced land transport journey times and improved journey time reliability.

The submission notes that Proposed Variation No. 3 must be framed in context of the First Revision NPF, which sets out the need for the promotion and effective management of regional growth, and emphasises rebalancing growth across the three Regions “with 75% of the growth to be outside of Dublin and its suburbs”.

In this context, the submission notes that the majority of newly proposed residentially zoned lands do not have a direct interaction with the published preferred option for the N/M20 scheme. One exception is noted: proposed zoning amendment **NW 6** and associated **Site-Specific Objective (SSO) 17** at Ringwood, Blarney. The submission references a conflict between the boundary of the proposed NW 6 amendment with the published Preferred Option for the N/M20 scheme. Reference is made to paragraph 4.136 of the City Development Plan which safeguards the N/M20 study corridor.

The submission requests that the boundary of NW 6 be amended to exclude any development lands from the N/M20 scheme boundary. Further, the submissions requests that text to SSO 17 be updated to reference explicitly that any master planning of development on these lands should have regard to the design of and potential environmental interactions with the N/M20 Cork to Limerick Project.

The submission states further that any further alterations to land use zonings that may arise as part of this statutory variation process do not impact ongoing design work or the planning and implementation phases for the N/M20 project.

Chief Executive’s Response

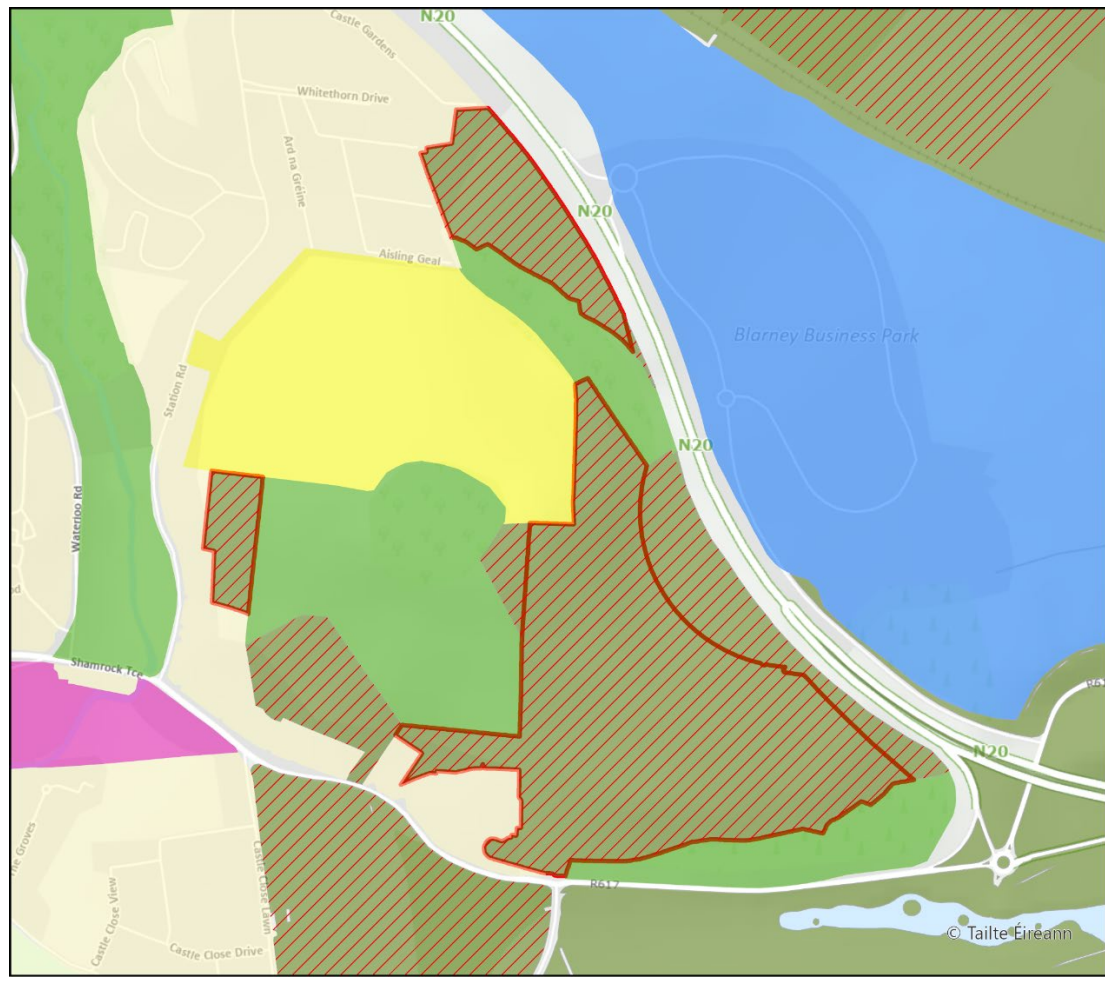
The support for Proposed Variation No. 3 is welcomed. The delivery of the proposed upgrade to the N/M20 Motorway is an important strategic investment project for the entire southwestern area of Ireland and ensuring the proposed route corridor remains free of development is supported by Cork City Council. Cork City Council will work with the N/M20 Project Team to advance this critical piece of national infrastructure. Upon review, the boundary of NW 6 in Proposed Variation No. 3 does include small sections of land which are located within the

reservation corridor. The boundary of proposed zoning amendment NW 6 will be revised to omit those lands included in the N/M20 scheme boundary, and text will be added to Site-Specific Objective 17 requiring any development on or master planning of the lands to have regard to the design and potential environmental interactions with the N/M20 Project.

Chief Executive’s Recommendation

1. Amend alignment of proposed zoning boundary to omit parts of existing “ZO City Hinterland” and “Long Term Strategic Development Land” from NW 6 to reflect the N/M20 scheme boundary. Revised map included below:

Zoning Ref.	NW 1	Ringwood, Blarney
Proposed Zoning	ZO 2 New Residential Neighbourhoods	
Current Zoning	ZO 20 City Hinterland + Long Term Strategic Development Land	
Accompanying Text	Yes	



Revised site area: 23.41 ha

2. Update “Site Specific Objective 17” map and text by adding the following text

<p>Site-Specific Objective 17 <u>Location: Ringwood, Blarney</u> <u>Site area: 24 Ha</u> <u>Zoning: ZO 2 New Residential Neighbourhoods</u> <u>Specific Objectives:</u></p> <p>(iii) <u>Development of these lands shall be designed and phased in full coordination with the delivery of the Ringwood Link Road and a high-quality, integrated network of pedestrian and cycling infrastructure that prioritises sustainable movement and ensures permeability within the site and to surrounding areas, including seamless connections to the proposed Blarney Train Station. All development shall incorporate robust environmental protection measures, including the safeguarding of ecological and landscape assets—specifically the Ringwood Woodland—the avoidance of adverse impacts on sensitive habitats, and the implementation of appropriate mitigation and ongoing management strategies.</u></p> <p>(iv) <u>Any development on or master planning of these lands shall have regard to the design and potential environmental interactions with the N/M20 Cork to Limerick Project.</u></p> <p>(v) <u>Development proposals shall take account of the delivery of the proposed park and the requirement to provide for community and social infrastructure.</u></p> <p>(vi) <u>Development proposals shall be informed by the following</u></p> <ul style="list-style-type: none"> • <u>a comprehensive archaeological assessment</u> • <u>a site-specific flood risk assessment, and provision of a SuDS-based surface water management and attenuation measures in accordance with best practice.</u> 	
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* Purely for indicative purposes, the images below indicate the boundary changes between the NW 6 site boundary set out in Proposed Variation No. 3 and this Chief Executive’s Report, above:



Response Ref. 13

Submission No.	417	From	Construction Industry Federation (CIF)
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Summary of Submission

The submission notes that the Construction Industry Federation (CIF) is the representative body for construction companies and contractors working across all sectors in Ireland and directly engaged in delivering housing, infrastructure, regeneration, and commercial development across Cork City. The submission commends Cork City Council for its ambitious and forward-looking approach in preparing Proposed Variation No. 3 and welcomes the intent in aligning the City Development Plan with the revised NPF, but notes that the success of the Variation will depend on ensuring that the policies adopted are deliverable, viable, and supported by timely infrastructure investment. The submission notes that Proposed Variation No. 3 represents a significant recalibration of the Core Strategy, housing targets, zoning and development management framework and will materially shape the viability and deliverability of housing and infrastructure over the remainder of the plan period and into the next City Development Plan cycle. The submission summarises its recommendations as follows:

- Ensure viability is central to all density, design, and zoning policies.
- Publish a clear infrastructure delivery schedule, with interim solutions where major projects are long-term.
- Apply the Apartment Guidelines 2025 flexibly, avoiding additional local burdens.
- Adopt a pragmatic approach to childcare, Purpose Built Student Accommodation (PBSA) and Built to Rent (BTR) / Co-living accommodation requirements.
- Avoid over-restrictive rural housing policies that undermine local construction activity.
- Engage with CIF through ongoing regular engagements to support implementation.

Core Strategy and Housing Growth Requirements

The submission acknowledges the need to align the City Development Plan with the *Revised National Planning Framework (2025)* and the *NPF Implementation: Housing Growth Requirements Guidelines (2025)* but emphasises that delivery must be viable, not just zoned. The submission references the assumed density of 65 dwelling per hectare (dph) in Proposed Variation No. 3 and notes that many of the newly zoned lands, particularly in the suburbs and urban towns, face a range of challenges including infrastructure deficits, topographical constraints, fragmented land ownership and significant upfront enabling costs. Without targeted supports, these lands risk remaining undeveloped.

Infrastructure Sequencing must be explicit

The submission notes that Proposed Variation No. 3 references major enabling infrastructure, including the ‘Cork Luas’, North Distributor Multi-Modal Route and South Ballincollig Sustainable Transport Corridor. CIF strongly supports these projects but stresses that housing delivery cannot be contingent on long-term transport projects whose timelines extend beyond the plan period. The submission recommends that Cork City Council publish a phased infrastructure delivery schedule, identify interim transport and mobility solutions and prioritise Tier 1 lands with existing or near-term servicing capacity.

Monitoring and flexibility

The submission recommends that, given the scale of the new targets, annual monitoring of housing output against Table 2.2A should be carried out and flexibility applied to adjust density expectations where viability challenges arise. The submission also recommends ongoing engagement with the construction sector through ongoing regular meetings with the CIF.

Apartment Guidelines 2025 – Impact on Viability

The submission refers to the above Guidelines and, while supporting high-quality design, has concerns that the 2025 Guidelines introduce higher space, amenity, and design standards which significantly increase construction costs, while viability remains a critical barrier to apartment delivery in Cork. The submission recommends that Cork City Council apply the Guidelines with pragmatism and flexibility, avoid imposing additional local standards beyond national requirements and support pilot viability assessments for key regeneration sites.

Childcare Provision

With reference to City Development Plan Objective 3.21, which is amended in Proposed Variation No. 3, the submission recommends flexibility for apartment schemes where demographic demand is low along with clear guidance on how developers demonstrate existing capacity.

Ballincollig – South Ballincollig Sustainable Transport Corridor (STC)

The submission cautions that housing delivery should not be made contingent on a single corridor, as this risks delaying development. A more flexible phased approach is recommended with interim mobility measures considered.

Rural Housing Policy

Proposed Variation No. 3 introduces significant changes to rural housing policy, including new demonstrable need tests and restrictions in the hinterland. The submission notes that rural housing remains an important part of Cork’s housing mix, but overly restrictive policies may displace demand into neighbouring counties. The submissions notes further that construction SMEs rely on a balanced pipeline of rural and urban projects and recommend that the policy remains consistent with the Sustainable Rural Housing Guidelines while avoiding unnecessary administrative burdens on applicants and maintaining reasonable flexibility for long-standing local residents.

Land Use Zoning Objectives

CIF supports the clarity provided in the updated zoning objectives, including ZO 3, but zoning changes must not inadvertently reduce the supply of serviced land and zoning objectives should not preclude appropriate, sensitively designed development.

Chief Executive’s Response

The support for Cork City Council’s approach in Proposed Variation No. 3 is welcomed. The Council supports the principle of enabling infrastructure investment and other supports for sustainable, compact development. Higher **density** development on brownfield and regeneration sites and along existing and planned public transport corridors will be crucial to Cork City realising its ambitious growth and development targets. The City Development Plan’s density strategy is well established and aligns with the ‘*Compact Settlement Guidelines 2024*’. Cork City Council monitors development and the Core Strategy on an ongoing basis and will continue to engage with delivery stakeholder partners including the CIF.

In relation to the recommendation for a published **phased infrastructure delivery schedule**, many of the major enabling infrastructure projects being undertaken in and around Cork City are being delivered by other infrastructure delivery stakeholder partners. The City Development Plan currently includes in table 4.2 an outline timeframe of the significant interventions and approximate projected costs associated with future transport provision in the Cork Metropolitan Area as set out in CMATS (Cork Metropolitan Area Transport Strategy). The sites subject to the land-use zoning changes proposed in Proposed Variation No. 3 are deliverable within the timeframe of the variation, to 2030. Cork City Council is currently preparing framework plans for a range of strategic growth areas across Cork City, which will provide more granular guidance for infrastructure delivery. Looking beyond this timeframe, and working with infrastructure delivery partners, the next review of the City Development Plan with its longer-term, ten-year horizon will consider enabling infrastructure delivery and its intrinsic relationship with housing and employment delivery over the next plan period.

Cork City Council will apply the policy set out in the **‘Apartment Guidelines 2025’**, as it is required to do, and will update the City Development Plan – via Proposed Variation No. 3 – to reflect the Guidelines. It will also apply existing national and City Development Plan policy in relation to **childcare provision**, within the parameters of stated policy. These facilities are crucial elements of successful communities.

The **rural housing policy** as set out in Proposed Variation No. 3 is neither significantly different nor more restrictive than the existing rural housing policy in the City Development Plan. The proposed amendments refine the policy data by aligning it more closely with the revised NPF and evidence from Census 2022. Demonstrable need tests are already part of the existing policy and remain so in the proposed amended policy and are a key element of the Sustainable Rural Housing Guidelines. The proposed amended policy provides some greater flexibilities, for example in relation to the refurbishment of existing built heritage assets.

Chief Executive’s Recommendation

No changes are proposed to the Proposed Variation.

Response Ref. 14

Submission No.	423	From	Land Development Agency (LDA)
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Summary of Submission

The Land Development Agency’s (LDA) submission is broadly supportive of Proposed Variation No. 3 and its role in ensuring the delivery of compact, infrastructure-led development which is crucial for ensuring the strategic growth of Cork City into the future. The LDA outlines its statutory role in delivering affordable and social housing on State-owned and other lands and emphasises its commitment to supporting compact, sustainable development and increased housing supply in accordance with national policy.

The submission supports the overall intent of Proposed Variation No. 3 and Cork City Council’s approach to aligning with the NPF First Revision 2025, the section 28 NPF Implementation – Housing Growth Requirements Guidelines and other national planning guidelines.

The submission refers to LDA-owned lands in Kilbarry comprising approximately 41 hectares of strategically located land identified as a key growth area in the City Development Plan. These lands were identified for transfer to the LDA in the Housing for All (2021) and included in the

Report on Relevant Public Lands (2023 and 2025). While some of these lands are zoned for residential (c 15 ha) and public open space (c. 11 ha) uses, the remainder (c 15 ha) is currently zoned “ZO 20 City Hinterland” and designated “Long Term Strategic Development Land”.

The zoning of these lands has not been proposed for amendment in Proposed Variation No. 3. The LDA supports this approach and refers to the Framework Plan for North Blackpool / Kilbarry currently being prepared by Cork City Council. The LDA supports the Council’s intention to finalise this process, which will support the planning and sustainable development of this strategic area. The submission also refers to the Northern Distributor Multimodal Route which will pass through part of the site. The submission states that while the northern portion of the site retains its ‘strategic reserve’ status, the LDA remains committed to the delivery of housing on this portion of the land and has been undertaking feasibility to support the future phased and sequential development in the medium to long term subject to infrastructure and zoning.

Chief Executive’s Response

The support from the LDA on the approach taken in Proposed Variation No. 3 is welcomed. Cork City Council is committed to working with the LDA to develop compact, connected and sustainable communities, in North-Blackpool / Kilbarry and other locations across Cork City.

Chief Executive’s Recommendation

No changes are proposed to the Proposed Variation.

Response Ref. 15

Submission Nos.	432	From	Electricity Supply Board (ESB)
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Summary of Submission

This submission sets out that ESB is continuously assessing and reviewing electricity network capacity in Cork City to ensure alignment with current and future development needs. Through ongoing studies and monitoring, ESB identifies where reinforcements, upgrades, or new infrastructure may be required to support residential, commercial, and industrial growth including those identified through the Proposed Variation process.

Within the Cork City Council administrative area, the submission highlights that ESB Networks has identified a number of electricity infrastructure projects that are required to address existing network constraints and to accommodate forecast increases in electricity demand arising from residential growth, urban regeneration and mixed-use development. These projects include:

- the delivery of new high-voltage substations and capacity uprating of existing substations, and capacity upgrades at strategically located substations such as the Marina, as well as the provision of new high-voltage substations to serve growth areas in Bishopstown / Wilton, Churchfield / Kilnap and the Mayfield / Riverstown area; and
- reinforcement of key 38 kV circuits serving established urban areas and emerging growth locations, with a series of 38 kV cable and line reinforcement projects proposed along key corridors connecting Kilbarry, Mayfield, Fairhill, Dennehy’s Cross and other

central urban locations, responding to both circuit loading and asset condition constraints.

These projects are intended to support the continued functioning of the city’s electricity network while enabling the scale and distribution of development envisaged under the Development Plan and Proposed Variation No. 3, and they underline the importance of safeguarding existing electricity assets and providing flexibility for future infrastructure delivery within zoned lands and regeneration areas.

ESB requests that due consideration is given to the issues raised in the submission, namely:

- Safeguarding the long-term operational requirements of ESB’s existing transmission and distribution assets, particularly high-voltage substations within Cork City which are essential to maintaining security of supply, network resilience, and the capacity to accommodate future growth arising from revised housing targets.
- Advocating for a proactive, collaborative partnership between Cork City Council and ESB to identify, zone, and secure suitable sites for new electricity infrastructure is critical to ensuring that network reinforcement keeps pace with increased residential zoning and population growth envisaged under Proposed Variation No. 3.
- Revised housing growth requirements must be supported by timely and coordinated investment in electricity infrastructure. Critical network upgrades and capacity enhancements across transmission, medium-voltage, and low-voltage systems are essential to address existing constraints, facilitate renewable integration, and support sustainable residential and industrial development.
- Ensuring that public utilities are permissible under all zoning objectives is fundamental to enabling the efficient and cost-effective delivery of electricity infrastructure, reducing delivery risk, and avoiding delays that could undermine housing delivery and climate action commitments.
- Early engagement with ESB in the planning and design of roads, public realm works, and greenways should be explicitly supported, enabling the coordinated provision of ducting and underground cabling and minimising future disruption and whole-life costs.
- Continued investment in electricity infrastructure in Cork City is a prerequisite for achieving national growth objectives under the National Planning Framework, the Revised NPF housing targets, and Ireland’s transition to a low-carbon, climate-resilient energy system.

Chief Executive’s Response

The contents of the submission are acknowledged. Cork City Council will continue to collaborate with the ESB to ensure that Cork City is appropriately serviced to realise its growth ambitions as set out in the revised NPF, the RSES, the updated population and housing growth targets set out as part of Proposed Variation No. 3, and it’s transition to a low carbon, climate resilient City of scale.

Chief Executive’s Recommendation

No changes are proposed to the Proposed Variation.

Response Ref. 16

Submission No.	444	From	Cork Airport
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Summary of Submission

This submission acknowledges the positive policy context set by the City Development Plan in relation to Cork Airport, including its critical role in support Cork City’s economic, spatial and infrastructural development. More specifically, the submission sets out Cork Airport’s position with respect two proposed sites included in Proposed Variation No. 3: **SW 1, Lehenaghmore (off Toghher Road)** and **SW 6, Spur Hill, Doughcloyne**. The key issue of concern relates to the fact that both sites are located within the Airport’s Noise Zone and Public Safety Zones. In addition, Cork Airport have expressed a view that one or both of these land banks may be needed to deliver a southern light rail spur from the proposed east / west ‘Cork Luas’ corridor to facilitate a direct light rail connection to Cork Airport or to facilitate a secondary access road access from the Southern Distributor Road.

Chief Executive’s Response

Cork City Council welcomes the submission from Cork Airport.

It is noted that the submission raises concerns regarding the proposed rezoning of sites **SW 1** and **SW 6**, having regard to their proximity to Cork Airport and their location within Noise Zone C and the Outer Public Safety Zone. In this regard, Cork City Council notes that neither site is located within the Airport Safeguard Area as defined in Objective 10.54 and paragraph 10.195 of the City Development Plan.

The Development Plan already provides a clear policy framework relating to development in the vicinity of the airport, including recognition of Noise Zones and Public Safety Zones, and the requirement to refer planning applications within these areas to the Irish Aviation Authority in accordance with planning regulations. These provisions will continue to apply to any future development proposals on these lands.

Text can be added to Site-Specific Objective 4 for site SW 1 and new Site-Specific Objective 19 for site SW 6 (see **Response Ref. 3, submission 482, National Transport Authority**) in relation to noise insulation for new development.

In relation to concerns regarding the potential sterilisation of lands for future transport infrastructure, including a possible Luas Cork southern spur and a secondary access route to the airport, Cork City Council supports the delivery of a high-capacity public transport connection to the Airport along with the delivery of a second access to the Airport from the proposed Southern Distributor Road.

However, further assessment is required to identify the type and alignment of the public transport provision to serve Cork Airport and the surrounding area. This is more appropriately carried out through a strategic transport planning process including any future review of the Cork Metropolitan Area Transport Strategy (CMATS). Considering the receiving environment in the vicinity of both SW 1 and SW 6 it is considered unlikely that any future high-capacity public transport system will necessitate the inclusion of these specific land banks. Furthermore, any future routing of strategic infrastructure will be subject to detailed assessment as part of the relevant statutory planning processes.

Cork City Council considers that the existing Development Plan framework, together with the statutory development management process, provides an appropriate mechanism to ensure

that any future development proposals on these lands are assessed having regard to aviation safety, operational, and strategic transport considerations.

Chief Executive’s Recommendation

1. **SW 1, Lehenaghmore (off Togher Road):** Add the following new text to “Site-Specific Objective 4”:
 - “(iii) All new residential development located within Cork Airport’s outer noise contour shall be subject to a site-specific noise impact assessment and incorporate appropriate mitigation measures, including enhanced sound insulation, to ensure acceptable internal noise levels in all habitable rooms.”
2. **SW 6, Spur Hill, Doughcloyne:** see Chief Executive’s Recommendation under “**Response Ref. 3, National Transport Authority**”.

Response Ref. 17

Submission Nos.	476	From	Department of Education and Youth
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Summary of Submission

The submission notes the updated housing and population targets set out in Proposed Variation No. 3 and notes that the delivery of these targets will increase demand for school places and put pressure on existing schools, and states that the Department’s preference is to expand existing facilities where possible to meet the additional demand.

The submission outlines the potential impact of Proposed Variation No. 3 on a number of settlements:

- North-east suburbs: at least 3 primary schools and 1 post-primary school will be required. The submission notes that the Department will engage further with Cork City Council in relation to Objective 10.77 “Ballyvolane Long-term Strategic Regeneration Lands” (as amended in Proposed Variation No. 3) and lands zoned “ZO 3 Long Term Strategic Regeneration”.
- North-west suburbs: increased primary and post-primary demand could be met by the expansion of existing facilities.
- South-east suburbs: site reservation for school facilities or the expansion of existing facilities may be required for the provision of 1-2 primary schools to meet the target growth. Increased demand for post-primary facilities could be met by the expansion of existing facilities.
- South-west suburbs: site reservation for school facilities or the expansion of existing facilities may be required for the provision of primary school places to meet the target growth. Increased demand for post-primary facilities could be met by the expansion of existing facilities.
- Ballincollig: at least 1 primary school required and the potential for an additional post-primary school.
- Blarney: 1 primary school and expansion of existing post-primary facilities required.

- Glanmire: increased primary and post-primary demand could be met by the expansion of existing facilities.
- Kerry Pike: increased primary and post-primary demand could be met by the expansion of existing facilities.
- Killeens: increased primary and post-primary demand could be met by the expansion of existing facilities.
- Upper Glanmire: increased primary and post-primary demand could be met by the expansion of existing facilities.

The submission notes that schools are enabling infrastructure for housing, located in the heart of new and expanding sustainable communities, and other community facilities and amenities should be positioned close to school facilities to allow complimentary community uses to be located in proximity to each other. All enabling infrastructure should be provided in advance of the need for such schools. The submission also notes that additional Special Education Needs (SEN) provision at both primary and post primary level will be required in the future which will result in schools requiring additional accommodation space. The Department will advise Cork City Council if and when sites for future special schools are required at specific locations. The submission also notes that in terms of assessing current and future capacity unforeseen circumstances can also impact on school capacity, such as the Ukraine crisis, and could necessitate the reassessment of school provision from time to time.

Chief Executive’s Response

Cork City Council acknowledges the impact of Proposed Variation No. 3 on school place demand across the City. Cork City Council liaises closely with the Department of Education and Youth in relation to education facilities across the City, and several sites – including the areas referred to the submission – have lands identified and zoned specifically for education use. In addition, any land use zoning objectives in the City Development Plan facilitate schools and education uses, acknowledging the central role that schools and education facilities have in sustainable communities. Cork City Council is undertaking more granular strategic planning of several strategic growth areas across the City, including North Blackpool / Kilbarry and Ballyvolane. Continued and ongoing engagement with the Department of Education and Youth on the provision of schools will be facilitated through this process.

Chief Executive’s Recommendation

No changes are proposed to the Proposed Variation.

2.6.2 Submissions relating to zoning and text changes in Proposed Variation No. 3

Response Ref. 18	
Site / Issue	SE 2, Moneygourney, Douglas, Site-Specific Objective 1 (some of these submissions also refer to SE 3, Castletreasure Douglas, SE 4 Off Belmont Avenue, and SE 6, Moneygourney)
Submission Number(s)	
7, 8, 12, 14, 18, 39, 55, 63, 71, 83, 87, 88, 108, 127, 137, 142, 146, 148, 150, 157, 158, 164, 166, 171, 176, 183, 212, 228, 231, 233, 236, 237, 239, 240, 242, 243, 251, 256, 257, 260, 263, 272, 279, 288, 291, 293, 297, 300, 301, 302, 304, 336, 337, 339, 343, 347, 355, 356, 357, 427, 474 Submissions 240, 242, 263, 272 and 297 also relate to SE 6, Moneygourney Submission 236 also relates to SE 3, Castletreasure Douglas, SE 4 Off Belmont Avenue, and SE 6, Moneygourney	
Summary of Submissions	
61 submissions were received in relation to the SE 2 site at Moneygourney with the majority of the submissions raising concerns regarding traffic congestion, public transport provision and road safety issues, infrastructure capacity and surface water management issues, environmental and cultural sensitivities and the lack of recreational, amenity and social infrastructure provision. The role of the greenbelt in this area, the need for plan-led development and the suitability of these lands for recreational purposes in this area of substantial population growth was also highlighted. Some of the submissions support the proposed zoning changes.	
Chief Executive’s Response	
<p>The sites proposed for rezoning in Proposed Variation No. 3 – including SE 2, SE 3, SE 4 and SE 6 – were identified following a robust, multi-stage assessment process taking into account the requirements of the <i>NPF Implementation: Housing Growth Requirements Guidelines for Planning Authorities</i>. The criteria for the inclusion of sites considered criteria including:</p> <ul style="list-style-type: none"> • alignment with the strategic objectives for growth and the 9 Strategic Objectives set out in section 2.16 of the City Development Plan, and contribution to sustainable compact growth and the principles of the 15-minute city (ideally located within the built-up footprint of the city) and alignment with sections 2.24 to 2.30 of the City Development Plan in relation to delivering compact liveable growth, • whether lands are serviced, or due to be serviced, or serviceable within the period to 2030; are located in areas that contribute to transport-oriented development (TOD) by virtue of good availability and proximity to public transport; and located in areas where market analysis shows a level of demand exists, and • whether the lands are located in areas with good social infrastructure and capacity in schools and community facilities; do not have significant challenges or impediments to the development of housing (e.g. legal, environmental, topographical or servicing); and would not negatively impact upon achieving the objectives of the City Development Plan, Southern Regional Spatial and Economic Strategy, National Planning Framework, and 	

other relevant strategic policies such as the National Climate Action Plan 2025 and the Cork City Climate Action Plan.

The SE 2, Moneygourney site, as well as SE 3, SE 4 and SE 6, achieves the objectives for satisfying the criteria for inclusion in Proposed Variation No. 3. The lands are contiguous to the urban built-up footprint in an area of high housing demand and will allow for the consolidation of the Maryborough neighbourhood to the south of the established town centre of Douglas with its large array of services. It is noted that there is local service provision in Broadale with the potential for further local services to be provided within the SE 2 lands. These lands are capable of being serviced with the required enabling infrastructure in addition to benefitting from a number of existing and planned active and sustainable transport investments in the surrounding area, as set out in the Cork Metropolitan Area Transport Strategy (CMATS), to support the sustainable growth of the Douglas and Maryborough areas. These include enhanced bus services, pedestrian accessibility and a comprehensive cycle network including the Ballybrack Greenway (<5km by bicycle). The Douglas area will also benefit from the construction of the M28 Cork to Ringaskiddy national road which will provide additional capacity on the key strategic route in the area. In terms of transport and mobility, it is considered that the proposed development can avail of good access to both existing and planned transport infrastructure locally to ensure future residents are provided with sufficient mode choice to manage the impact the proposed development may have on the receiving transport environment. The zoning of these lands will also give clarity to the range of relevant infrastructure providers more broadly regarding required supporting investment and Cork City Council will continue to work closely with such providers to secure same.

The Government mandate under the *Housing Growth Requirements Guidelines* is clear, and SE 2, as well as SE 3, SE 4 and SE 6, meets the criteria to contribute toward securing the objectives of the Guidelines. Cognisant of section 15 of the Climate Action and Low Carbon Act 2015, in considering the inclusion of these lands, Cork City Council had regard to section 14.2.3 of the National Climate Action Plan 2025, which seeks enhanced spatial and land-use planning (the ‘avoid-shift-improve’ approach). Regard was also had to National Strategic Outcome 1 “Compact Growth” of the First Revision of the National Planning Framework 2025, and the overarching principles of the City Development Plan of compact liveable growth (Strategic Objective 1), transport-oriented development, the proportionate growth of the City’s key growth areas as set out in the Core Strategy, and the creation of resilient, sustainable communities.

The concerns raised in the submissions are noted and Cork City Council acknowledges the development activity in the wider area, the value of natural assets on site, the location of the site relative to the Council’s administrative boundary and the issues and suggestions raised in relation to the need for further recreational and community facilities in the area.

In relation to SE 2, cognisant of the scale and context of the site, Site-Specific Objective 1 sets out objectives for the provision of access and connectivity, the incorporation of natural assets as a feature of any development proposal and the requirement for the preparation of an urban design framework for the whole site to accompany any development proposals on these lands to guide their appropriate development, inclusive of a services demand audit and any associated provision addressing sports facility and child care requirements in particular. In response to issues raised, the wording of Site-Specific Objective 1 can be strengthened to make the urban design framework a requirement and to add an additional objective in relation to the requirement for a nature-based solutions-led approach to any drainage strategy on these lands in order to guide appropriate site resilience. Text is proposed to be included in Site-Specific Objective 1 under **Response Ref. 6, submission 235, Transport Infrastructure Ireland (TII)** requiring a traffic and transportation assessment to accompany any development

proposals on this site that to mitigate the impact of the development on the wider surrounding area.

Notwithstanding the foregoing, any future development on these lands must comply with all relevant City Development Plan objectives and requirements in relation to surface water management.

Chief Executive’s Recommendation

1. Amend the text of Site-Specific Objective 1 as follows:
 - “(iv) An urban design framework for the full extent of these lands is required to ~~shoud~~ accompany any development proposal on these lands, to guide the development of the whole site, including phasing.”
2. Add new text to Site-Specific Objective 1 as follows:
 - “(vii) The drainage strategy to inform development on these lands shall take a nature-based solutions led approach to maximise site resilience in relation to the management of surface water.”
3. See Chief Executive’s Response and Recommendation under “**Response Ref. 6, submission 235, Transport Infrastructure Ireland (TII)**”.

Response Ref. 19			
Submission Nos.	465	Site	SE 6, Moneygourney, Site-Specific Objective 3
Summary of Submission			
<p>The submission supports the proposed rezoning of SE 6 to “ZO 02 New Residential” and seeks an expansion of the zoning to include the entirety of the wider landholding on the basis of larger-scale, demonstrably deliverable housing in a serviced location. The submission outlines that a masterplan has been prepared for Phase 1 (west) and 2 (east) which would facilitate the orderly and sequential expansion of this area and ensure the comprehensive and sustainable development of the overall landholding, and that such an approach would maximise the efficient use of infrastructure currently being delivered in the area.</p> <p>The submission also states that this expansion of SE 6 is justified following an assessment of the meaningfully deliverable lands in Proposed Variation No. 3.</p> <p>See also Response Ref. 18 above, which relates to SE 6 as well as sites SE 2, SE 3 and SE 4.</p>			
Chief Executive’s Response			
<p>These lands the subject of a submission to the non-statutory public consultation carried out to inform the preparation of Proposed Variation No. 3. A portion of the full extent of the lands in this submission were included in Proposed Variation No. 3 as SE 6.</p> <p>It is noted that some submissions included under Response Ref. 18 SE 2, Moneygourney, Douglas, above refer also to SE 6.</p> <p>The overall landholding, of which SE 6 (2.2 ha) forms part, is a significant landbank of 17.89 ha. While it is contiguous in part to a housing development currently under construction, it is considered that its full development potential requires a coherent, plan-led approach to these</p>			

and surrounding lands, including an assessment of land-use and transport considerations within the southern environs of Cork City in conjunction with the M/N28 and a potential future connection to Maryborough Hill and the public transport services here.

The next review of the City Development Plan is considered to be the appropriate process for the consideration of a wider development framework for the entirety of these lands, including residential and other land uses, green and blue infrastructure and transport and mobility.

It is considered that there is adequate land currently zoned, and proposed to be zoned as part of Proposed Variation No. 3, for residential purposes in the southeast suburbs.

Chief Executive’s Recommendation

No changes are proposed to the Proposed Variation.

Response Ref. 20

Site / Issue

SW 1, SW 2, Lehenaghmore, Site-Specific Objectives 4, 5

Submission Number(s)

4, 11, 38, 43, 53, 56, 57, 74, 78, 80, 97, 100, 104, 105, 109, 110, 111, 113, 121, 122, 123, 125, 132, 133, 134, 208, 213, 215, 217, 238, 249, 264, 265, 267, 273, 276, 277, 278, 281, 283, 284, 287, 289, 290, 292, 294, 303, 310, 317, 325, 333, 348, 359, 374, 405, 406, 408, 410, 411, 425, 439, 443, 451, 454, 455, 479, 480

Summary of Submissions

67 submissions were received which raise a number of issues regarding the proposed zoning of lands at Lehenaghmore under sites **SW 1** and **SW 2**, primarily on the basis that further residential development would be premature in the absence of essential supporting infrastructure and services.

The submissions highlight longstanding deficits in community infrastructure, including the lack of local retail, childcare, healthcare, educational, and recreational facilities, despite ongoing development in the area, and note continued reliance on car-based travel.

Significant concerns are expressed in relation to transport infrastructure, including existing congestion on the Togher and Pouladuff Road network, the need for improved connectivity such as a link to Sarsfield Road, and uncertainty regarding the delivery of key strategic projects, including the Southern Distributor Road. It is considered that the current road network is operating under pressure and that additional development would exacerbate these issues.

Flood risk and drainage are also raised, with particular reference to the Togher culvert and its role within the Douglas Flood Relief Scheme. Concerns are expressed that additional development could increase runoff and place further pressure on existing drainage infrastructure. The location of the lands within the Cork Airport Public Safety Zone is also identified as a concern, particularly in relation to aircraft safety, noise impacts and future airport expansion plans.

The submissions point to a perceived pattern of development occurring in advance of infrastructure provision and advocate for an “infrastructure-first” approach, including the

delivery of previously permitted facilities, resolution of estate taking-in-charge issues, and clear commitments on infrastructure delivery.

Several submissions also seek the preparation of a framework plan for Lehenaghmore to guide the coordinated development of the area and to address transport, infrastructure, and community facility provision. Some submissions also assert that the proposed rezoning would constitute a material contravention of the Cork City Development Plan, citing perceived infrastructure deficiencies and concerns regarding consistency with existing zoning and policy objectives.

Overall, the submissions consider that additional rezoning or development should not proceed until key infrastructure, including transport, drainage, and community services, is in place.

Chief Executive’s Response

The issues raised in the submissions have been considered in the context of the Cork City Development Plan, relevant national policy, and environmental assessment requirements.

While the concerns are acknowledged, they are not considered to give rise to a substantive conflict with policy or statutory requirements. The Government mandate under the *Housing Growth Requirements Guidelines* is clear, and SW 1 and SW 2 meet the criteria to contribute toward securing the objectives of the Guidelines. Cognisant of section 15 of the Climate Action and Low Carbon Act 2015, in considering the inclusion of these lands, Cork City Council had regard to section 14.2.3 of the National Climate Action Plan 2025, which seeks enhanced spatial and land-use planning (the ‘avoid-shift-improve’ approach). Regard was also had to National Strategic Outcome 1 “Compact Growth” of the First Revision of the National Planning Framework 2025, and the overarching principles of the City Development Plan of compact liveable growth (Strategic Objective 1), transport-oriented development, the proportionate growth of the City’s key growth areas as set out in the Core Strategy, and the creation of resilient, sustainable communities.

With regard to the issues raised in relation to services and community facilities, Cork City Council is fully cognisant of and aligned with the need for timely provision of social, community, recreational and health infrastructure to support new and emerging residential development in Cork City. While Proposed Variation No. 3 focuses on residential zoning, future growth is not considered solely in terms of residential growth, but as part of a larger, balanced approach to sustainable settlements. Development of social and community infrastructure will continue to be guided by the existing City Development Plan objectives and infrastructure requirements – *Chapter 3: Delivering Homes and Communities* and *Chapter 11: Placemaking and Managing Development* of the City Development Plan addresses these issues in more detail. As required under the City Development Plan, proposals for 100 or more homes will be required to prepare and submit a community infrastructure assessment in support of the planning application, and community facilities will be required to be provided in tandem with the development of large new residential areas. **Site-Specific Objective 4** sets out objectives for the provision of supporting non-residential uses that contribute to a vibrant community. It is proposed to include text in **Site-Specific Objective 4** to require a services demand audit to inform the provision of supporting non-residential uses on this site. These matters are addressed further at planning application stage where proposals will be required to include appropriate provision, such as childcare facilities, as part of the overall scheme.

Concerns regarding flood risk, including the Douglas Flood Relief Scheme and Togher culvert, are noted. The culvert functions as part of the wider conveyance system within the Tramore catchment and does in itself give rise to downstream flood risk. Any future development would

be required to incorporate sustainable urban drainage systems and restrict discharge to greenfield runoff rates, with detailed assessment to be addressed at planning application stage. No conflict with CFRAM mapping or flood risk management has been identified.

In relation to Cork Airport, the lands are located within the Outer Public Safety Zone, where residential development is not prohibited. The issues raised do not demonstrate exceedance of relevant risk thresholds or conflict with statutory noise policy. However, as referred to in **Response Ref. 16** in relation to submission **444** (Cork Airport), Cork City Council, through the planning system, will aim to minimise the adverse impacts of noise by controlling and segregating noise intensive developments from noise sensitive areas and / or imposing planning conditions relating to noise-mitigation measures. Text can be added to Site-Specific Objective 4 for site SW 1 in relation to noise insulation for new development. Potential future airport expansion will be subject to separate consent processes.

Traffic and road capacity concerns are acknowledged. With respect to SW 1, the adjacent roadway is currently being upgraded to include enhanced active travel facilities which will directly benefit the proposed zoned lands. In addition, the NTA’s BusConnects programme of works are planning a bus service (Route No. 3) directly serving the proposed site. Access to the SW 2 site will be via the development to the north, and the site will be a 5-minute walk from the planned bus service (Route 3) serving Lehenaghmore Road. Cognisant of these issues, it is proposed to include text in **Site-Specific Objective 4** and **Site-Specific Objective 5** to require that a traffic and transport assessment is carried out for the site, taking into account the surrounding area, as part of any development on the site. These matters will be further addressed in more detail at development management (planning application) stage. The proposed rezoning establishes the principle of development rather than detailed infrastructure provision.

With regard to the Strategic Environmental Assessment, the level of detail provided is consistent with plan-level requirements. More detailed assessments relating to flood risk, traffic, ecology, noise, and drainage will be required at development management stage, in accordance with established planning practice.

The proposed rezoning of SW 1 and / or SW 2 would not constitute a ‘material contravention’ of the Development Plan, as the variation process is the statutory mechanism for amending a Development Plan, including zoning objectives, and any adopted Variation forms part of the updated (varied) Development Plan.

Many submissions seek the preparation of a framework plan of rezoning. While this is noted it is not considered necessary at this stage. The proposed change of zoning relates solely to the principle of land use, and detailed matters such as layout, access, drainage and infrastructure are more appropriately addressed at planning application stage. However, cognisant of the issues raised, it is proposed to include text in **Site-Specific Objective 4** and **Site-Specific Objective 5** to require that any development proposals on this site are accompanied by an urban design framework.

Overall, the concerns raised do not indicate that the proposed rezoning would increase flood risk associated with the Togher culvert, undermine the Douglas Flood Relief Scheme, conflict with applicable policy, give rise to unacceptable impacts, or fail to comply with environmental assessment requirements. These matters can be appropriately addressed through the development management process, and do not provide a basis to preclude the proposed rezonings as set out in Proposed Variation No. 3.

Chief Executive’s Recommendation

1. Add the following text to **Site-Specific Objective 4**:

“(ii) Development should consider non-residential uses, supported by the zoning objective, that contribute to a vibrant community, to be informed by a services demand audit addressing community facilities and childcare requirements in the local area.”
2. **SW 1, Lehenaghmore**: see Chief Executive’s Recommendation under **“Response Ref. 16, submission 444 (Cork Airport)”** in relation to new text added to “Site-Specific Objective 4” in relation to noise mitigation.
3. **SW 1**: Add the following text to **Site-Specific Objective 4**:

“(iv) Any development on this site shall be accompanied by a traffic and transportation assessment to mitigate the impact of any proposed development on the wider surrounding area.”
4. **SW 1**: Add the following text to **Site-Specific Objective 4**:

“(v) An urban design framework for the full extent of these lands is required to accompany any development proposal on these lands, to guide the development of the whole site, including phasing.”
5. **SW 2**: Add the following text to **Site-Specific Objective 5**:

“(i) Any development on this site shall be accompanied by a traffic and transportation assessment to mitigate the impact of any proposed development on the wider surrounding area.”
6. **SW 2**: Add the following text to **Site-Specific Objective 5**:

“(ii) An urban design framework for the full extent of these lands is required to accompany any development proposal on these lands, to guide the development of the whole site, including phasing.”

Response Ref. 21

Submission Nos.	250, 440	Site	SW 3, Sandbrook, Wilton
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Summary of Submission

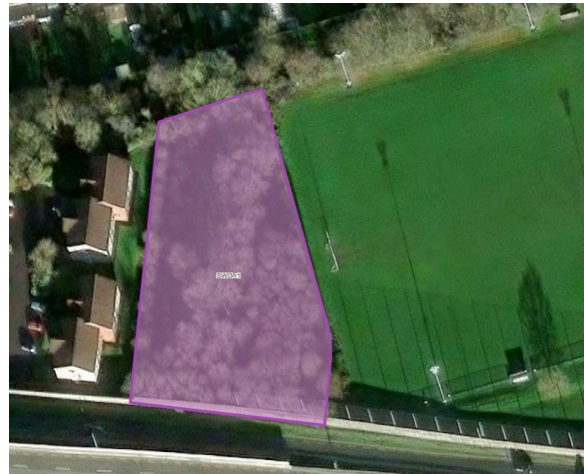
Submission 250 supports the proposed zoning of SW 3 from “ZO 16 Sports Grounds and Facilities” to “ZO 1 Sustainable Residential Neighbourhoods” and seeks an additional portion of lands to be rezoned from “ZO 15 Public Open Space” to “ZO 1” in order to facilitate an access road for the site.

Submission 440 opposes the proposed rezoning of SW 3 on the grounds that any development of this site may impact negatively on the functioning of Pitch 2 within St Finbarr’s Hurling and Football Club with additional concerns regarding an incorporation of Pitch 2 within the red line boundary. It is also highlighted that a stream runs through the site connecting to the Glasheen river, that the area is a haven for wildlife and that the club seeks to retain and enhance the area for its protection in accordance with the City’s Green and Blue Infrastructure Strategy.

Chief Executive’s Response

These lands were the subject of submissions to the non-statutory public consultation carried out to inform the preparation of Proposed Variation No. 3 excluding the proposed access road.

It is acknowledged that the SW 3 map presented in Proposed Variation No. 3 included a mapping error, and that it unintentionally included some adjoining “ZO 16”-zoned lands. This can be rectified by way of a non-material amendment of the zoning map of SW 3 to exclude the aforementioned lands included in error. New alignment set out below:

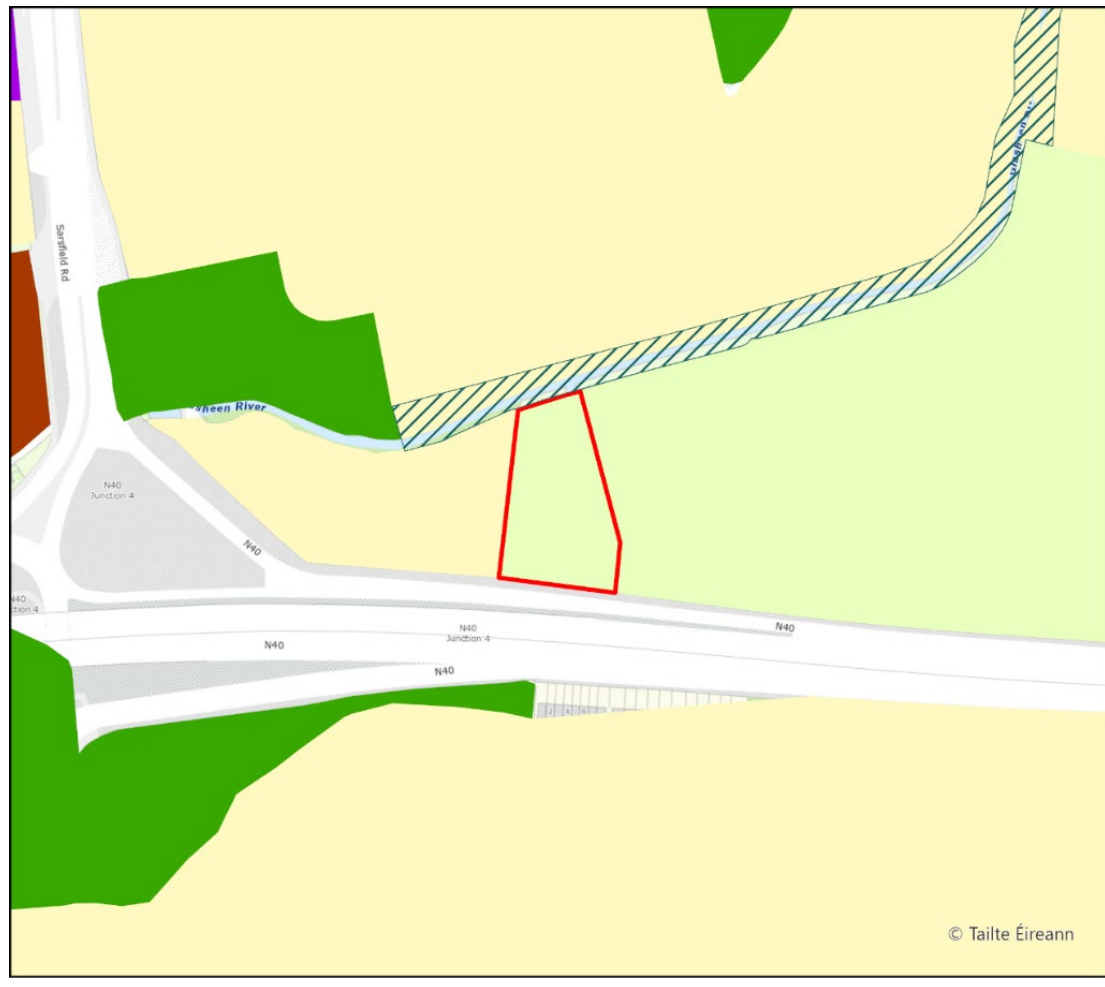


In **submission 472**, the **Office of the Planning Regulator (OPR)** highlights the need to protect drainage district channels, particularly those prone to flooding which includes the Glasheen. The site is also challenged from the perspective of surface water management, water quality and riparian protection, and ecological sensitivity. Site-specific objectives are proposed to aid the consideration of any future residential development on these lands.

Chief Executive’s Recommendation

1. Amend alignment of proposed zoning boundary to omit parts of adjoining lands included in error. Revised map included below:

Zoning Ref.	SW 3	Sandbrook, Wilton
Proposed Zoning	ZO 1 Sustainable Residential Neighbourhoods	
Current Zoning	ZO 16 Sports Grounds and Facilities	
Accompanying Text	No Yes	



Revised site area: 0.39 ha

2. Include a new Site-Specific Objective for this site:

“Site-Specific Objective 20

Location: **Sandbrook, Wilton**

Site area: **0.39 Ha**

Zoning: **ZO 2 New Residential Neighbourhoods**

Specific Objectives:

- (i) An ecological impact assessment is required for any proposal for development on this site, to be conducted by a suitably qualified ecologist.**
- (ii) A site-specific flood risk assessment is required for any proposal for development on this site, which should take account of impacts on the Glasheen River, both upstream and downstream of the site, including the channel crossing the N40 which runs through the site.”**
- (iii) Any application for development at this site shall demonstrate that access requirements are preserved for the maintenance of Drainage Districts.”**

Response Ref. 22

Submission Nos.	403	Site/Issue	SW 6, Spur Hill
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Summary of Submission

The submission welcomes the proposed zoning of SW 6, Spur Hill stating that the inclusion of these lands within the settlement boundary and the residential zoning of the lands will allow the provision of new homes.

Chief Executive’s Response

The content of this submission is noted. This proposed zoning is considered to be consistent with the strategy for compact growth and consolidation set out in national, regional and local planning policy.

Chief Executive’s Recommendation

No changes are proposed to the Proposed Variation.

Response Ref. 23			
Submission Nos.	387	Site/Issue	SW 10, Ballincollig (north of N22, west of Maglin Road); Site-Specific Objective 7; Paragraph 10.220
Summary of Submission			
<p>This submission made by the landowner of SW 10 outlines that the lands form part of an actively farmed family holding and states that the existing “Long-Term Strategic Development Land” designation more accurately reflects the appropriate timeframe for any future development of these lands.</p> <p>It notes that Site-Specific Objective 7 links development of the lands to the delivery of Phase 2 of the South Ballincollig Sustainable Transport Corridor (STC), which is not yet fully planned or permitted, and therefore argues that the lands are unlikely to be developable in the short term.</p> <p>The submission further refers to the Department’s <i>Residential Zoned Land Tax – Guidelines for Planning Authorities, 2022 and 2024</i>, which recognise farming as a legitimate ongoing economic activity and acknowledge that landowners may not wish to pursue residential development immediately, even where lands are zoned. It highlights that the proposed rezoning came as a surprise, as the owner had been anticipating development in the longer term, potentially in the next development plan cycle.</p> <p>On this basis, the submission requests that the existing “Long-Term Strategic Development Land” designation be retained, in line with the intent of the Guidelines, to allow time for appropriate planning and for the necessary transport infrastructure to be delivered. It is argued that retaining the current zoning would provide a more realistic and sustainable approach to the future development of the lands.</p>			
Chief Executive’s Response			
<p>It is acknowledged that the lands are in active agricultural use and that the existing “Long-Term Strategic Development Land” designation reflects a longer-term development horizon. The linkage to the delivery of Phase 2 of the South Ballincollig Sustainable Transport Corridor (STC) is also recognised, and it is accepted that this infrastructure is required to support the full development potential of the area.</p> <p>SW 10 is located in the South Ballincollig / Maglin strategic urban expansion area identified in the City Development Plan and the proposed zoning of SW 10 to “ZO 2 New Residential Neighbourhoods” reflects the City Development Plan’s objective to ensure an adequate supply of serviced and serviceable land to meet housing demand within the plan period and to support compact growth in accessible locations. The lands are considered to be strategically located and capable of forming part of the planned expansion of the urban area, subject to the delivery of supporting infrastructure.</p> <p>In relation to the Residential Zoned Land Tax (RZLT), it is noted that lands newly zoned through development plan variations, including those informed by the revised National Planning Framework’s Housing Growth Targets are subject to the RZLT processes. The Guidelines recognise that such lands may not be immediately serviceable or developable and provide for a reasonable lead-in period through the annual mapping process. Provision is also made for the identification and exclusion of lands from the tax where they are not serviced or where</p>			

infrastructure constraints arise. In this regard, the zoning of lands does not imply immediate development or tax liability in all instances.

Accordingly, the proposed zoning of these lands does not preclude the continued agricultural use of the lands in the short term, nor does it require their immediate activation. The timing of development can be managed through infrastructure delivery and the statutory processes associated with RZLT. On balance, it is considered that the proposed zoning of SW 10 is appropriate at a strategic level to ensure sufficient residential land supply, and no change is recommended.

Chief Executive’s Recommendation

1. See Chief Executive’s recommendation under “**Response Ref. 6, submission 235, Transport Infrastructure Ireland (TII)**”.

Response Ref. 24	
Site / Issue	NE 1, Sallybrook, Glanmire + Paragraph 10.286A
Submission Number(s)	
2, 3, 5, 13, 15, 16, 17, 19, 20, 21, 22, 23, 24, 25, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 40, 42, 44, 45, 46, 47, 48, 49, 52, 54, 66, 67, 76, 77, 84, 85, 95, 99, 112, 115, 116, 117, 118, 120, 126, 129, 130, 136, 138, 139, 144, 147, 153, 160, 165, 170, 184, 191, 199, 200, 202, 204, 205, 210, 214, 218, 222, 226, 229, 247, 252, 254, 255, 271, 274, 275, 280, 285, 286, 295, 298, 299, 306, 311, 314, 316, 319, 320, 327, 330, 334, 338, 345, 350, 351, 360, 361, 362, 363, 368, 369, 384, 392, 396, 422, 433, 447, 461, 462, 481, 483	
Summary of Submissions	
<p>116 submissions were received in relation to the NE 1 site at Sallybrook, Glanmire, with 1 submission in support and 116 submissions raising objections.</p> <p>While one submission supports the rezoning on the basis of location and existing infrastructure, the prevailing view across submissions reflects significant concern regarding the suitability, timing, and potential impacts of the proposed development.</p> <p>The submissions raise consistent and overlapping concerns, primarily relating to transport capacity, infrastructure provision, and the protection of established residential areas. Respondents consider the existing road network to be under significant strain, with particular concern regarding increased traffic, congestion, and the proposed use of residential estates as access routes, which is viewed as detrimental to road safety and neighbourhood character.</p> <p>A substantial number of submissions also highlight deficiencies in physical and social infrastructure, including schools, childcare, healthcare, public transport, and utilities, and state that further development would be premature in the absence of clear and adequate infrastructure upgrades to support additional population growth.</p> <p>Many submissions raise concerns regarding residential amenity and potential impacts such as increased noise, reduced privacy and a decline in quality of life. Environmental and drainage issues are also identified, including loss of greenfield land, impacts on biodiversity and landscape character, and potential flood risk.</p>	

From a planning policy perspective, several submissions question the appropriateness and timing of the proposed rezoning, referring to conflicts with existing zoning objectives and broader principles of sustainable development. Concerns are also expressed regarding the cumulative impact of ongoing and recent development in the wider Glanmire area, with respondents indicating that existing pressures would be further intensified.

Chief Executive’s Response

The submissions primarily relate to concerns regarding the capacity of existing infrastructure, the potential traffic impacts of development, the use of established residential estates as access routes, and the potential effects on residential amenity, environmental quality, and community safety.

In relation to transport and access, at a strategic transport planning level, the proposed zoning of these lands for residential development is supported and will assist Cork City Council in delivering on the key strategic principles of compact growth, a city of neighbourhoods and communities and sustainable and active travel, as set out in the City Development Plan. The provision of new homes proximate to the established town of Glanmire with its range of local services including, education, retail and leisure, supported by active travel connections and the potential for improved public transport services, will allow for the consolidation of a people-centred neighbourhood within this part of Glanmire.

More locally, facilitating vehicular access from the north only via Glashaboy Heights will ensure the most appropriate access route is availed of to support the delivery of new homes in Sallybrook. Pedestrian only access is proposed from the south of site NE 1; this means that future residents can avail of convenient access to the local services, for example in Hazelwood Centre.

The Cork Metropolitan Area Transport Strategy (CMATS) provides the framework to deliver an accessible, integrated transport network that enables the sustainable growth of the Cork Metropolitan Area and identifies the key active and sustainable transport investments to support the sustainable growth of the Glanmire Area.

- **Pedestrian accessibility:** Recent infrastructure improvements in the wider Glanmire area have significantly improved pedestrian accessibility. With respect to the NE 1 site, the provision of active travel connectivity to the south will ensure future residents will be a 10/12-minute walk from the Hazelwood Centre and will reduce the walk time from Glashaboy Heights to Hazelwood Centre from 30 minutes to around 15 minutes, delivering wider accessibility benefits to the local community.
- **Cycling accessibility:** CMATS includes the delivery of a comprehensive cycle network for the entire city including enhancements to the cycle facilities serving Sallybrook / Glanmire via Lower Glanmire Road and along Dunkettle Road connecting with Little Island. CMATS includes a number of Greenways such as a new Greenway linking the City Centre with Tivoli, Glanmire, Little Island, Carrigtwohill and Midelton, and further eastwards.
- **Public transport accessibility:** CMATS includes significant enhancements to bus services in Cork City and the Glanmire area, in terms of the bus network and delivering bus priority on key routes. The bus network proposals for the Sallybrook area include the following enhanced bus services:
 - **Route 2A MTU to Glanmire:** with a 15-minute frequency this route will serve the Hazelwood Centre and connect with Mayfield, the city centre, UCC, CUH and MTU.

- Route 14A St. Stephen’s Hospital to Munster Technological University: with a planned 30-minute frequency this route will serve Glanmire Road (Sallybrook) and connect with Tivoli, the city centre, UCC, CUH and MTU.
- Route 31 Knockraha to Cork Bus Station: This bus service is a low frequency bus service operating on a 2-hourly basis.

In addition to enhanced bus services there are plans to deliver a new train station in Dunkettle which will be accessible by a 15-minute cycle from the NE 1 site. This station and associated park and ride will allow future residents access to Cork’s commuter rail network which is undergoing significant investment and will provide excellent accessibility to other key locations including Blackpool, the city centre, Cobh, Carrigtwohill and Midleton.

- Vehicular accessibility: due to the historic built environment in the vicinity of the proposed development, it will be necessary for vehicular access to be provided via existing residential streets. Vehicular access can be provided from the north via Glashaboy Heights. The planning permission for this housing estate had identified the possible extension of the internal road network to the south which will serve the subject lands. The existing internal street network in Glashaboy Heights has sufficient capacity to accommodate the potential increase in traffic associated the proposed development and there is limited on-street parking evident along the main access road. However, to ensure the existing residential amenity is retained, some additional traffic calming measures may be warranted. This will be a matter for consideration at project level / planning application stage.

In relation to social infrastructure, concerns raised in relation to school capacity, childcare provision, healthcare access and recreational facilities are noted. It is considered that these issues reflect broader capacity constraints within the Glanmire area arising from recent and ongoing population growth, rather than being specific to the NE 1 lands. The City Development Plan recognises the need for coordinated delivery of social infrastructure to support future growth, and the provision of such infrastructure is addressed at plan and implementation stage, including through statutory processes and engagement with relevant service providers.

Cork City Council is fully cognisant of and aligned with the need for timely provision of social, community, recreational and health infrastructure to support new and emerging residential development in Cork City. While Proposed Variation No. 3 focuses on residential zoning, future growth is not considered solely in terms of residential growth, but as part of a larger, balanced approach to sustainable settlements. Development of social and community infrastructure will continue to be guided by the existing City Development Plan objectives and infrastructure requirements – *Chapter 3: Delivering Homes and Communities* and *Chapter 11: Placemaking and Managing Development* of the City Development Plan addresses these issues in more detail. As required under the City Development Plan, proposals for 100 or more homes will be required to prepare and submit a community infrastructure assessment in support of the planning application, and community facilities will be required to be provided in tandem with the development of large new residential areas.

Cork City Council works closely with stakeholders including the Department of Education and Youth, and Health Service Executive (HSE) in relation to the provisions of educational and health care facilities, and has undertaken initiatives such as the development of an appraisal tool to assist in planning for schools and an active recreation infrastructure study as part of the preparation of the current City Development Plan, which identifies needs across the city up to 2040 and beyond. As a consequence, lands have been zoned for sports grounds and facilities to protect and expand strategic active recreation infrastructure in the city. In addition, new city parks including in the north-east of the City will service Glanmire.

Concerns in relation to water supply, drainage, and wastewater infrastructure capacity are noted. Uisce Éireann are the responsible authority with regards to water supply and wastewater infrastructure and were consulted in the preparation of Proposed Variation No. 3. Many of the issues raised are matters for consideration at planning application stage.

Concerns regarding residential amenity and construction impacts are acknowledged. It is recognised that construction activity can cause temporary disruption, including noise, dust and increased traffic. However, such impacts are typically short-term in nature and are a feature of development across the City as neighbourhoods grow and evolve, including at the time existing estates were originally constructed. Any future development will be subject to planning conditions requiring construction management plans to minimise impacts on neighbouring residents. Concerns regarding overlooking and loss of privacy are noted, however these are matters that are addressed in detail at planning application stage, where matters including site layout, separation distances, and design are assessed to ensure that the residential amenity and privacy of existing properties are appropriately protected. Concerns regarding anti-social behaviour and increased accessibility are noted. National guidance (Design Manual for Urban Roads and Streets – ‘DMURS’) and the City Development Plan support improved connectivity as part of creating well-connected, permeable and accessible neighbourhoods, while also emphasising the importance of safe and well-designed streets. The detailed design, layout and management of access and movement through sites are considered at planning application stage to ensure that residential amenity and safety are appropriately protected.

In relation to environment, landscape and biodiversity, National policy and the City Development Plan support the delivery of development within the built-up footprint of the city where feasible. However, in order to meet housing demand, and in order to secure the objectives of the *Housing Growth Requirements Guidelines*, the zoning of some greenfield lands is required. To inform Proposed Variation No. 3, these lands (and all the other lands set out in Proposed Variation No. 3) were assessed against environmental and biodiversity impacts. The NE 1 lands are made of up cultivated land and improved grassland with limited tree cover, and due to intensive agricultural practices the NE 1 site is considered to be of relatively low ecological value, also when compared to other greenfield lands within Cork City Council’s administrative area. The surrounding woodland and linear hedge features are considered to be of higher ecological importance. The City Development Plan includes objectives requiring the retention and integration of existing natural features, such as mature trees, hedgerows and distinctive boundary treatments (e.g. stone walls), where possible. Measures to protect and enhance biodiversity, including their incorporation into the overall design are assessed in detail at planning application stage.

The issues raised in the submissions in relation to flood risk and drainage received are noted; many relate to standard planning considerations that are assessed in detail at planning application stage. These matters are not unique to the NE 1 site and are common to many development proposals. These matters will be fully evaluated as part of any future planning application, having regard to relevant policy, guidelines, technical requirements and site-specific design. The City Development Plan includes robust objectives in relation to these matters. Any future development proposals in this location would have to submit detailed proposals which meet the requirements of the *Flood Risk Management Guidelines* and the City Development Plan objectives.

In relation to compliance with overarching policy objectives, the Government mandate under the *Housing Growth Requirements Guidelines* is clear, and NE 1 meets the criteria to contribute toward securing the objectives of the Guidelines. Cognisant of section 15 of the Climate Action and Low Carbon Act 2015, in considering the inclusion of these lands, Cork City

Council had regard to section 14.2.3 of the National Climate Action Plan 2025, which seeks enhanced spatial and land-use planning (the ‘avoid-shift-improve’ approach). Regard was also had to National Strategic Outcome 1 “Compact Growth” of the First Revision of the National Planning Framework 2025, and the overarching principles of the City Development Plan of compact liveable growth (Strategic Objective 1), transport-oriented development, the proportionate growth of the City’s key growth areas as set out in the Core Strategy, and the creation of resilient, sustainable communities.

Chief Executive’s Recommendation

1. Amend the text in proposed paragraph 10.286A as follows:

“10.286A

~~The design of the transport, access and movement network to service lands zoned for New Residential development in Riverstown (to the south and east of the existing Glashaboy Heights housing development) shall ensure they provide for easy, safe, legible and integrated access to the local services located on Riverstown Road to the existing development to the south (via Hazelwood / Crestfield). This shall include well integrated active travel routes with high levels of natural surveillance and natural landscape features.”~~

The access strategy serving the lands zoned for New Residential development in Riverstown (to the south and east of the existing Glashaboy Heights housing development) shall provide for the following:

- High quality active travel connection to the south (via Hazelwood/Crestfield) ensuring convenient access to the local services within the Hazelwood Centre on Riverstown Road
- Safe vehicular access to the north (via Glashaboy Heights) to include additional traffic calming measures as deemed necessary.
- An urban design framework (prepared by a suitably qualified multi-disciplinary design team) for the full extent of these lands is required to accompany any development proposal submitted for these lands, to guide the development of the whole site, including phasing.
- A services demand audit addressing sports facility and child care requirements in the local area is required to inform the urban design framework and any planning application on these lands including any associated provision.
- A drainage strategy to inform development on these lands shall take a nature-based solutions led approach to maximise site resilience in relation to the management of surface water.
- Minimise removal of mature healthy trees and field boundaries and incorporate as a feature of any proposed development. Protect the mature deciduous woodland adjacent to the site.”

Response Ref. 25			
Submission No.	248	Site/Issue	NE 2 (Kilcully)
Summary of Submission			
<p>The submission supports the proposed rezoning of NE 2 and considers that it will support delivery of national and Cork City policy objectives. It notes that the lands are deliverable, with developer interest in place, and considers that the rezoning will contribute positively to meeting Cork’s housing and population targets, while supporting the rebalancing of development on the northside.</p>			
Chief Executive’s Response			
<p>The support for the proposed rezoning is acknowledged. However, the proposed change of zoning of this site was raised in the submission by the Office of Public Works and is addressed in detail under Response Ref. 7 submissions 244, 466, Office of Public Works (OPW)”. The OPW have noted that NE 2 partially overlaps with the site identified as a possible upstream flood storage area adjacent to the villages of Ballincrokig and Kilcully, and in view of the OPW’s submission it is considered that site NE 2 should be omitted from Proposed Variation No. 3.</p>			
Chief Executive’s Recommendation			
<p>1. See Chief Executive’s Recommendation under “Response Ref. 7, submissions 244, 466, Office of Public Works (OPW)”.</p>			

Response Ref. 26			
Submission Nos.	391	Site/Issue	NE 3, Kilcully (off Rosemount Estate)
Summary of Submission			
<p>This submission objects to the proposed rezoning of the subject lands from “ZO 15 Public Open Space” to “ZO 2 New Residential Neighbourhoods”, stating that there is significant risk due to the site’s location in a landslide-prone area, that the precautionary principle suggests avoiding development on such lands, and that given the limited housing yield from the site, sufficient alternative lands already zoned or proposed for housing in the area.</p>			
Chief Executive’s Response			
<p>The latest Geological Survey Ireland landslide susceptibility mapping indicates that the majority of the site has “low” susceptibility with some portions having potential “moderate” susceptibility. No portions of the site are indicated as having “high” susceptibility.</p> <p>In this context, landslide susceptibility is not considered to preclude development but rather to require appropriate site investigation and design response at project stage. As required under Site-Specific Objective 10 set out in Proposed Variation No. 3, development proposals would be required to be accompanied by a geotechnical assessment to determine ground</p>			

stability and to inform site layout, with moderate susceptibility areas capable of being avoided or incorporated into open space, landscaping or drainage features as appropriate.

Chief Executive’s Recommendation

No changes are proposed to the Proposed Variation.

Response Ref. 27

Submission Nos.	266,464	Site	NE 4, Lotamore
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Summary of Submission

Two submissions were received for the **NE 4** site.

One submission (464) supports the proposed rezoning of NE 4. It submits that the site is strategically located to support compact growth in the north-east suburbs, has the capacity to deliver housing immediately, and will be designed to integrate with and complement delivery of the proposed regional park.

Another submission (266) objects to the proposed rezoning, citing the following reasons:

- the rezoning would reduce the planned area of the North East park by around 30% and undermine its viability as a meaningful public amenity;
- the proposed rezoning conflicts with policies in the City Development Plan, risks weakening open space protections city-wide, and is a breach of public trust;
- it impacts on the equitable distribution of green space access and the lack of major parks in the north east, noting significant recent housing growth in the area;
- concerns regarding biodiversity and connectivity, climate regulation, and green infrastructure impacts, noting national and EU environmental obligations;
- loss of green belt buffer and visual amenity; and
- existing infrastructure deficits (e.g. traffic congestion and school capacity) in the area.

Chief Executive’s Response

The Government mandate under the *Housing Growth Requirements Guidelines* is clear, and NE 4 meets the criteria to contribute toward securing the objectives of the Guidelines. These lands are located adjacent to the built-up edge of the city, close to Glanmire, and near other strategic growth areas identified in the City Development Plan and in Proposed Variation No. 3. It can be accessed directly from the Cork Northern Distributor Multi-model Road (CNDMR), the corridor for which travels within the northern portion of NE 4 and to which part (iv) of Site-Specific Objective 11 and part (e) of Objective 10.91 as amended in Proposed Variation No. 3 refers.

Cognisant of section 15 of the Climate Action and Low Carbon Act 2015, in considering the inclusion of these lands, Cork City Council had regard to section 14.2.3 of the National Climate Action Plan 2025, which seeks enhanced spatial and land-use planning (the ‘avoid-shift-improve’ approach). Regard was also had to National Strategic Outcome 1 “Compact Growth” of the First Revision of the National Planning Framework 2025, and the overarching principles

of the City Development Plan of compact liveable growth (Strategic Objective 1), transport-oriented development, the proportionate growth of the City’s key growth areas as set out in the Core Strategy, and the creation of resilient, sustainable communities. These lands are strategically located to contribute toward compact, sustainable, transport-oriented growth in the City.

Cork City Council is confident that the proposed rezoning of NE 4 as set out in Proposed Variation No. 3 will not negatively impact the delivery of the planned North East Regional Park in accordance with Objective 10.91 (as amended in Proposed Variation No. 3) of the City Development Plan. It is considered that a sufficient land bank remains in the area to deliver a regional park of significant scale. The proposed amendments to Objective 10.91 will ensure that any adjacent residential development will safeguard both main access points and active travel routes to the parklands.

Biodiversity, connectivity and green and blue infrastructure remain key considerations, with the proposed amendments to Objective 10.91 under new paragraph (c) specifying the need to create new wildlife corridors and buffer zones that support the conservation and movement of wild species in the local and wider environment of the park.

The provision and upgrading of transport and other physical infrastructure, including drainage and servicing, will be addressed at development management stage. Any future planning applications on these lands will be required to demonstrate that appropriate access, traffic management measures, and supporting infrastructure can be delivered. Any such proposals will be considered on their merits, having regard to the infrastructure requirements set out in the City Development Plan. However, it is proposed to include text in **Site-Specific Objective 11** to require that a traffic and transport assessment is carried out for the site, taking into account the surrounding area, as part of any development on the site. These matters will be further addressed in more detail at development management (planning application) stage. Furthermore, it is proposed to include text to require that any development proposals on this site are accompanied by an urban design framework.

Cork City Council recognises the importance of timely provision of educational and childcare facilities. The City Development Plan includes mechanisms to anticipate and plan for such needs, including an appraisal tool (referred to in Objective 3.19 of the City Development Plan) to estimate demand arising from new development. The Council will continue to engage with the Department of Education and Youth to support the delivery of school infrastructure and ensure that sufficient lands are zoned for this purpose.

Chief Executive’s Recommendation

1. Add the following text to **Site-Specific Objective 11**:

“(v) Any development on this site shall be accompanied by a traffic and transportation assessment to mitigate the impact of any proposed development on the wider surrounding area.”

2. Add the following text to **Site-Specific Objective 11**:

“(vi) An urban design framework for the full extent of these lands is required to accompany any development proposal on these lands, to guide the development of the whole site, including phasing.”

Response Ref. 28	
Site	NE 6, Ballyvolane
Submission Number(s)	
149, 152, 245, 398, 453	
Summary of Issues/Observations Raised	
<p>These submissions seek the proposed re-designation of various sites in Ballyvolane proposed in Proposed Variation No. 3 to be zoned “ZO 3 Long Term Strategic Regeneration” under NE 6 to instead be zoned “ZO 2 New Residential Development”. These sites are currently mostly zoned “ZO 20 Hinterland” and designated “Long Term Strategic Residential Lands” in the current City Development Plan. The submissions generally assert that the subject lands represent a logical and sequential extension of the existing urban area, are considered suitable for transport oriented, serviced development and are immediately available for development to help increase housing supply and support planned population targets. Reference is also made to the previous residential zoning designation of these lands prior to the City Development Plan 2022-2028.</p>	
Chief Executive’s Response	
<p>These lands were the subject of submissions to the non-statutory public consultation carried out to inform the preparation of Proposed Variation No. 3.</p> <p>This is a large landbank of 93 ha located between the strategic expansion areas of Ballyvolane West and Ballyvolane East, as identified in the City Development Plan’s Core Strategy, which are collectively identified as a priority strategic growth area for sustainable housing delivery and mixed-use neighbourhoods in the north east suburbs of Cork City.</p> <p>The significant scale of planned expansion within the Ballyvolane Strategic Growth Area and the requirement for a plan-led approach to the sustainable development of this area is reflected in the specific requirements set out in paragraphs 10.301B and 10.301C of Proposed Variation No. 3, which require the preparation and publication of a non-statutory framework plan and associated rainwater management plan in advance of the positive consideration of any development on these lands, in addition to the publication of the final alignment of the Cork Northern Multi Modal Route. Work on this framework plan is currently underway and is a priority for Cork City Council in recognition of the overall potential of these lands for appropriately phased, sustainable neighbourhood expansion in the short to medium term.</p> <p>Consequently, the ZO 3 zoning objective, as proposed to be amended in Proposed Variation No. 3, is considered to be the most appropriate land-use zoning designation for these lands. Designating these lands as ZO 2 at this time would represent an uncoordinated and unplanned approach to sustainable compact growth, inconsistent with the overarching principle of compact liveable growth set out in Strategic Objective 1 of the City Development Plan and would undermine the delivery of successful neighbourhoods in this area.</p>	
Chief Executive’s Recommendation	
No changes are proposed to the Proposed Variation.	

Response Ref. 29			
Submission Nos.	404, 468	Site	NE 8, Lauriston Hill, Site-Specific Objective 13
Summary of Submission			
<p>These submissions relate to lands at NE 8, Lauriston Hill, Ballyvolane which are currently zoned “ZO 20 Hinterland”. NE 8 – which comprises the northern portion of a larger landholding – is proposed to be zoned “ZO 3 Long Term Strategic Regeneration” as part of the Ballyvolane Strategic Growth Area, to which NE 6 and paragraphs 10.301A-D in Proposed Variation No. 3 also relate.</p> <p>Both submissions seek an amendment to Proposed Variation No. 3 to incorporate the rezoning of the full extent of the Lauriston lands, namely down to the boundary of the Old Youghal Road. Submission 404 seeks the extension of the proposed “ZO 3 Long Term Strategic Regeneration” zoning objective across these lands, while submission 468 seeks the zoning of the Lauriston House demesne core and its ‘proper curtilage’ as “ZO 13 Institutions and Community” and “ZO 2 New Residential Neighbourhoods” for the balance of the lands with suggested additional site-specific objectives.</p> <p>The submissions generally assert that the full landholding extent is an opportunity for the consolidated and holistic development of the lands and their proper integration with the immediate area including surrounding zoned lands, in particular their capacity to enable access at the southern part of the site where the lands interface with the preferred route of the Cork Northern Distributor Multi Modal Route (CNDMMR).</p> <p>Submission 468 submits that the Lauriston lands are of strategic importance for unlocking the wider Ballyvolane growth area to enable both residential growth and strategic access and highlights what is considered to be an inconsistency between the treatment of the Lauriston lands and the “ZO 2” zoning proposed for site NE 4 site at Lotamore to the south of the Old Youghal Road.</p>			
Chief Executive’s Response			
<p>These lands were the subject of submissions to the non-statutory public consultation carried out to inform the preparation of Proposed Variation No. 3.</p> <p>The Ballyvolane Strategic Growth Area as reflected in the City Development Plan is a priority growth area for large scale sustainable housing delivery and mixed-use neighbourhoods in the north east suburbs.</p> <p>While it is considered appropriate that the 5.8 ha NE 8 site (to the north of Lauriston house) is included in Proposed Variation No. 3 zoned “ZO 3 Long Term Strategic Regeneration” and identified in Figure 10.35 subject to the proposed requirements set out in paragraph 10.301C and objectives set out in Site-Specific Objective 13, it is not considered appropriate to incorporate or rezone the Lauriston house grounds or lands to the south as part of Proposed Variation No. 3, due to the particular built and ecological sensitivities and planned infrastructural constraints presented in this area. This is notwithstanding the scale of rezoning proposed within the core Ballyvolane Strategic Growth Area which is considered sufficient and appropriate to accommodate projected growth in line with the City Development Plan in a planned and coordinated manner.</p>			

The Lauriston site characteristics are particularly sensitive: the grounds associated with the house, within the landscaped grounds and curtilage, are identified on the National Inventory of Architectural Heritage Garden Survey and are of high significance from an architectural conservation perspective. They also form part of a strategic east-west ecological corridor of high sensitivity adjacent to the source of the Glen River.

The CNDMMR is proposed to pass directly through these lands which is considered to render any potential zoning of these lands premature at this time. While the north-eastern portion of the nearby NE 4 site is affected by the CNDMMR, NE 4 has a very different context to NE 8 and has specific City Development Plan Objectives and Site-Specific Objectives relating to access to the Old Youghal Road and CNDMMR, which also reflect the unique and sensitive consideration of these lands with regard to the planned future regional park and integration with neighbouring land-uses.

Designating the lands around and south of Lauriston house as “ZO 2 New Residential Development” or “ZO 3 Long Term Strategic Regeneration” at this time would represent an uncoordinated and unplanned approach to sustainable compact growth, would compromise the architectural and ecological integrity of these lands and would be inconsistent with Strategic Objectives 1 & 7 of the City Development Plan.

Notwithstanding above, the overall landholding, including NE 8 and the grounds of Lauriston house, will be incorporated in the preparation of a non-statutory framework plan for the Ballyvolane Strategic Growth Area which is currently underway and is a priority for Cork City Council in recognition of the overall potential of these lands for appropriately planned and phased sustainable neighbourhood expansion in the short to medium term. This will in turn inform the next review of the City Development Plan.

In relation to the NE 8 site, it is proposed to strengthen the wording of Site-Specific Objective 13 to address the need for determination of site access arrangements following confirmation of the alignment of the CNDMMR – this mirrors a similar objective in Site-Specific Objective 11 relating to the NE 4 site.

Chief Executive’s Recommendation

1. Add new text to **Site-Specific Objective 13** as follows:
 - “(iii) **The location and design of access for any new residential development on this site shall be determined following confirmation of the final alignment of the Cork Northern Distributor Multi Modal Route.**”
2. No changes proposed on the southern portion of the ‘Lauriston’ landholding.

Response Ref. 30	
Site / Issue	NW 1, Killeens, Site-Specific Objective 14
Submission Number(s)	
262, 371, 409, 446, 469, 475	

Summary of Submissions

The submissions oppose the proposed rezoning of NW 1, Killeens stating that development is being pursued without adequate supporting infrastructure. Key concerns include:

- infrastructure deficits, overloaded wastewater systems, unreliable water supply, and insufficient road capacity;
- transport and safety issues, lack of footpaths, cycle lanes, crossings, public transport, and safe road access, with objections to the use of existing residential roads (*Seanabothair* and *Lios Cara*) for additional traffic.
- lack of services, shortages in schools, childcare, healthcare, retail, and community facilities, alongside limited recreational and green spaces;
- unsustainable development patterns, increased car dependency, congestion, and risks to pedestrian safety and residential amenity;
- environmental concerns, potential loss of rural character, landscape quality, biodiversity, and green infrastructure, and
- community impacts, concerns about antisocial behaviour, construction disruption, and reduced quality of life.

The submissions set out that this proposed rezoning is premature and should not proceed until the above issues are addressed. If the proposed rezoning is to proceed, the submissions call for strict safeguards, including prohibiting access through existing estates, comprehensive assessments of all matters listed above and all necessary infrastructure being planned, funded and delivered in advance.

Chief Executive’s Response

The concerns raised are noted. NW 1 meets the criteria to contribute toward securing the objectives of the *Housing Growth Requirements Guidelines*. These lands are located adjacent to the built-up edge of the village and will contribute to the compact, sustainable growth of Cork City, having regard to the objectives of the City Development Plan in relation to the proportionate growth of the City, its suburbs, metropolitan towns and hinterland settlements, such as Killeens. The zoning of land does not permit uncontrolled development but instead provides a framework for coordinated phased delivery of infrastructure and services. Any future development will be required to demonstrate adequate infrastructure capacity (water, energy, transport) or deliver necessary upgrades. Transport and safety issues will be addressed through detailed assessments at the planning application stage, with opportunities to enhance walking, cycling, and public transport infrastructure over time.

Chief Executive’s Recommendation

No changes are proposed to the Proposed Variation.

Response Ref. 31	
Site / Issue	NW 3, Kerry Pike, Site-Specific Objective 16
Submission Number(s)	
1, 58, 59, 60, 61, 62, 64, 65, 68, 70, 72, 73, 75, 79, 81, 82, 86, 89, 90, 91, 92, 93, 94, 96, 98, 101, 102, 107, 114, 119, 124, 128, 131, 140, 141, 143, 145, 151, 154, 155, 156, 159, 161, 162, 163, 167, 168, 169, 172, 173, 175, 177, 178, 179, 180, 181, 182, 185, 186, 187, 188, 189, 190, 192, 193, 194, 195, 196, 197, 198, 201, 203, 206, 207, 209, 211, 219, 220, 221, 223, 224, 225, 227, 230, 232, 246, 253, 259, 268, 269, 270, 282, 296, 305, 308, 312, 313, 315, 318, 321, 322, 323, 324, 326, 328, 329, 331, 332, 335, 340, 341, 342, 344, 346, 349, 352, 353, 354, 358, 364, 365, 367, 373, 379, 381, 383, 390, 393, 395, 401, 412, 413, 414, 415, 416, 424, 430, 456, 457, 458, 463, 467, 471, 484	
Summary of Submissions	
<p>144 submissions were received in relation to the NW 3 site at Kerry Pike, all raising concerns apart from one submission in support of the proposed rezoning. The submissions raise concerns in relation to:</p> <ul style="list-style-type: none"> • infrastructure capacity and perceived deficits in water, electricity and supporting infrastructure, with reference to recent service outages; • traffic and transport, raising concerns around significant congestion on key routes in the area, constrained road geometry and lack of public transport, footpaths and cycling infrastructure, resulting in high car dependency; • road safety concerns regarding junctions, excessive speeds, substandard pedestrian facilities, lack of traffic calming, and unsafe walking conditions, particularly for children; • shortfalls in community and social infrastructure – school places, childcare provision, healthcare and local services, and concerns regarding delivery of previously indicated facilities; • environmental impact and concerns regarding loss of trees and woodland and impact on the character of the area; and • prematurity of the proposed rezoning, raising concerns that further development is premature pending delivery of adequate infrastructure and services, with suggestions that growth be directed to more serviced locations. 	
Chief Executive’s Response	
<p>The Government mandate under the <i>Housing Growth Requirements Guidelines</i> is clear, and NW 3 meets the criteria to contribute toward securing the objectives of the Guidelines. These lands are located adjacent to the built-up edge of Kerry Pike.</p> <p>The concerns raised in the submissions are noted. However, the proposed zoning of these lands is intended to support the planned and sustainable growth of Kerry Pike and the surrounding area in line with established planning objectives.</p> <p>At a strategic level, the proposed zoning of NW 3 aligns with national, regional and local planning policies aimed at delivering more housing within existing urban areas. There is a clear and ongoing need for additional housing, and these lands are contiguous with the built edge of</p>	

Kerry Pike, making them a logical and appropriate location to accommodate some of this growth as an extension of the existing built-up area.

In terms of infrastructure, proposed zoning of NW 3 does not mean development will proceed without safeguards. Rather, it enables the coordinated planning and delivery of necessary infrastructure. Any future development proposals will be required to demonstrate that there is adequate capacity in essential services such as water, electricity and transport networks, or to provide upgrades where needed.

Regarding transport, any future development will be subject to detailed assessment to ensure that traffic impacts are properly addressed and that road safety is maintained. Importantly, development in this location provides an opportunity to improve pedestrian and cycling facilities and to support the introduction of public transport services over time, in line with wider transport strategies for the Cork metropolitan area. The submission from Transport Infrastructure Ireland (submission 235, Response Ref. 6) raises concerns regarding the potential encroachment of this site onto the corridor for the Cork Northern Transport Corridor, however there is no impact in this regard.

Concerns about the lack of community facilities, including childcare and local services are noted. Cork City Council is fully cognisant of and aligned with the need for timely provision of social, community, recreational and health infrastructure to support new and emerging residential development in Cork City. While Proposed Variation No. 3 focuses on residential zoning, future growth is not considered solely in terms of residential growth, but as part of a larger, balanced approach to sustainable settlements. Development of social and community infrastructure will continue to be guided by the existing City Development Plan objectives and infrastructure requirements – *Chapter 3: Delivering Homes and Communities* and *Chapter 11: Placemaking and Managing Development* of the City Development Plan addresses these issues in more detail. As required under the City Development Plan, proposals for 100 or more homes will be required to prepare and submit a community infrastructure assessment in support of the planning application, and community facilities will be required to be provided in tandem with the development of large new residential areas. It is proposed to include text in Site-Specific Objective 16 to require a services demand audit to inform the provision of supporting non-residential uses on this site. These matters are addressed further at planning application stage where proposals will be required to include appropriate provision, such as childcare facilities, as part of the overall scheme. Environmental considerations, particularly in relation to trees and the character of the area, will also be addressed. Any future development will need to assess and protect important landscape features where possible and provide for appropriate planting and mitigation where impacts cannot be avoided.

Cognisant of section 15 of the Climate Action and Low Carbon Act 2015, in considering the inclusion of these lands, Cork City Council had regard to section 14.2.3 of the National Climate Action Plan 2025, which seeks enhanced spatial and land-use planning (the ‘avoid-shift-improve’ approach). Regard was also had to National Strategic Outcome 1 “Compact Growth” of the First Revision of the National Planning Framework 2025, and the overarching principles of the City Development Plan of compact liveable growth (Strategic Objective 1), transport-oriented development, the proportionate growth of the City’s key growth areas as set out in the Core Strategy, and the creation of resilient, sustainable communities.

Chief Executive’s Recommendation

1. Add the following text to **Site-Specific Objective 16**:

“(i) Development of these lands shall consider non-residential uses, supported by the zoning objective, that contribute to a vibrant community, to be informed by a

[services demand audit addressing community facilities and childcare requirements in the local area. Development on these lands shall be phased accordingly with the development to the west in relation to the provision of permitted access infrastructure and social, community and commercial uses on those adjoining lands.”](#)

2. See Chief Executive’s Recommendation under “**Response Ref. 6, submission 235, Transport Infrastructure Ireland**” in relation to additional text to **Site-Specific Objective 16** in relation to **NW 3**.

Response Ref. 32

Submission Nos.	380	Site/Issue	NW 4, Milestream, Shanakiel
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Summary of Submission

The submission welcomes the proposed zoning of NW 4, Milestream, Shanakiel, stating that this change to the current zoning arrangement by realigning the “ZO 1” boundary will safeguard the development potential of the lands and allow for the delivery of residential development in a sustainable manner in the future.

Chief Executive’s Response

The content of this submission is noted. This proposed zoning is considered to be consistent with the strategy for compact growth and consolidation set out in national, regional and local planning policy.

Chief Executive’s Recommendation

No changes are proposed to the Proposed Variation.

Response Ref. 33

Submission Nos.	370	Site/Issue	NW 5, Na Piarsaigh GAA Club, Fairhill
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Summary of Submission

The submission objects to the proposed rezoning of NW 5, noting that the lands comprise an existing but currently unused playing pitch. It emphasises that the GAA Club forms a significant part of the Fairhill community and its recreational infrastructure states that rezoning any portion of the club grounds would undermine the club’s operational viability and limit its ability to maintain, improve, or expand its facilities in the future. The submission highlights that this is a RAPID area, and that northside RAPID communities already experience a documented shortage of accessible recreational space. It states that the loss of these lands would disproportionately affect residents who depend on local, walkable amenities.

The submission states that the rezoning proposal is contrary to national policy and to the City Development Plan. It references national policy objectives supporting the protection and

enhancement of sporting and recreational facilities as essential to participation, public health, and community wellbeing, and Chapter 12 of the Development Plan in relation to open space.

The submission states that the proposed rezoning has not demonstrated compliance with the sequential, brownfield-first approach to zoning set out in Chapter 12 and in the National Planning Framework (NPF) Implementation Guidelines, and requests that alternative brownfield or infill sites be identified instead. It also states that the proposal contravenes Chapter 6, which seeks to protect, enhance, and manage the Green and Blue Infrastructure network, and that no replacement open space has been identified to offset the loss.

The submission states that infrastructure capacity has not been demonstrated, noting existing constraints in the street network and transport system, and requests that infrastructure assessments be published prior to any rezoning. It submits that the Strategic Environmental Assessment does not adequately address community and social impacts, and requests direct engagement with the club and the wider community before any future rezoning proposals are brought forward.

Chief Executive’s Response

This site was the subject of a submission to the non-statutory public consultation carried out to inform the preparation of Proposed Variation No. 3, which set out that these lands are no longer utilised by the Club, and that the other facilities (three full-sized pitches, and astroturf pitch and indoor hurling area) are sufficient for Club requirements. These lands have not been used as a playing field for over 10 years which as resulted in maintenance challenges. Having regard to the above, these lands meet the criteria for inclusion in Proposed Variation No. 3, in that they are serviceable, deliverable and located within the built-up area in the City, and can contribute to compact, sustainable growth.

Chief Executive’s Recommendation

No changes are proposed to the Proposed Variation.

Response Ref. 34

Submission No.	450	Site	NW 6, Ringwood, Blarney + Site-Specific Objective 17
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Summary of Submissions

This submission supports the proposed rezoning of the NW 6, Ringwood, Blarney lands to “ZO 2 New Residential Neighbourhoods” and requests that this zoning be confirmed in the adopted Variation. It also seeks what they consider minor amendments to the zoning boundary and revisions to the wording of Site-Specific Objective 17, particularly to ensure that infrastructure requirements are clearly defined and do not delay delivery of housing. The minor mapping and text changes are necessary to ensure consistency with detailed engineering design and to avoid unnecessary delays, especially where large-scale infrastructure (such as bridges to the proposed rail station) could otherwise hinder timely housing delivery.

Chief Executive’s Response

This submission essentially seeks to have five additional parcels of lands rezoned from ZO 15 Public Open Space and ZO 20 City Hinterland to ZO 2 New Residential Neighbourhoods, and one parcel from ZO 20 City Hinterland to ZO 15 Public Open Space, to facilitate a particular, detailed development proposal for these lands. The submission clarifies that it is not the intention to deliver housing on these additional parcels, but that they are intended to accommodate part of a link road, footpath and cycleway and open space to serve the development.

This site was also referred to in **submission 394, Limerick City and County Council N/M20 Project** and **submission 472, Office of the Planning Regulator (OPR)**. These submissions identified that a small part of NW 6 encroaches onto the N/M20 project scheme lands, and **Response Ref. 12, submission 394, Limerick City and County Council N/M20 Project** sets out how this will be rectified.

Taking into account the request set out in the submission, it is not considered necessary to rezone the five additional parcels in order to accommodate the uses proposed. Similarly, it is not recommended to amend the text of Site-Specific Objective 17 as requested in the submission, as it is considered that the text as presented is appropriate.

Chief Executive’s Recommendation

1. See Chief Executive’s Recommendation under **“Response Ref. 12, submission 394, Limerick City and County Council, N/M20 Project”**.

Response Ref. 35

Submission Nos.	386	Site/Issue	NW 7, Rathpeacon
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Summary of Submission

The submission supports the proposed rezoning of the NW 7, Rathpeacon lands and requests that the proposed “ZO 2 New Residential Neighbourhoods” zoning objective and Site-Specific Objective 18 be retained in the final adopted Variation.

Chief Executive’s Response

The content of this submission is noted. No changes in relation to NW 7 in Proposed Variation No. 3 are proposed.

Chief Executive’s Recommendation

No changes are proposed to the Proposed Variation.

Response Ref. 36			
Submission No.	441, 449	Site	South Ballincollig Sustainable Transport Corridor (STC) Figure 10.34 + paragraph 10.220 SW 11 + SW 12, Maglin, South Ballincollig
Summary of Submission			
<p>Submission 441 supports proposals SW 11 and SW 12 and seeks a refinement to the alignment of the South Ballincollig Sustainable Transport Corridor (STC) and the associated link road connecting the corridor to the existing Maglin Road. The submission sets out that the current alignment of the link road in Proposed Variation No. 3 does not adequately account for site-specific constraints identified through detailed investigation, including archaeological features that require preservation, the agreed realignment of the existing Maglin Road, and the need to accommodate appropriate access and interaction with a proposed school site. It is stated that these factors necessitate a revised alignment in order to ensure the efficient functioning of the road network and appropriate integration with surrounding development lands. A refined alignment is proposed which shifts the link road to avoid archaeological constraints, improve its junction with the existing road network, and facilitate a more coherent arrangement of adjacent zoned lands, including the SW 11 Neighbourhood and Local Centre zoning objective. The submission maintains that this revised alignment has already been discussed with the Planning Authority and accepted in principle, and that it would provide a superior urban design outcome and more effective connectivity within the MUEA. The submission maintains that the proposed changes are minor in nature and would constitute a non-material alteration and are consistent with the indicative status of the STC route as acknowledged in Proposed Variation No. 3. It is argued that the refinement would optimise the development potential of surrounding lands, support the delivery of housing, and ensure the corridor functions effectively as part of an integrated transport network.</p> <p>Submission 449 seeks a refinement to the alignment of the South Ballincollig Sustainable Transport Corridor (STC), arguing that the currently indicated route would constrain housing delivery, create sub-optimal urban design, and present avoidable construction and environmental risks. This position is supported by a detailed hydraulic analysis report which assesses the impact of a modified road alignment and proposed residential development at Carriganarra on flood risk and finds that updated modelling, incorporating new topographical survey data and revised road design, shows only minor and localised changes to flood levels, generally in the order of a few millimetres, with a maximum increase of approximately 220mm confined to limited upstream areas. It concludes that these impacts do not affect existing properties or third-party lands and are consistent with the findings of the South Ballincollig Drainage Study SFRA. The submission states that the proposed refined alignment would enable better urban integration, maximise housing yield, reduce construction complexity, and remain acceptable in flood risk terms, and requests that it should be incorporated into the Development Plan as a minor amendment.</p>			
Chief Executive’s Response			
<p>The alignment of the South Ballincollig Sustainable Transport Corridor (STC) (including the associated link road) was defined by Cork City Council following a robust design and appraisal process. The current alignment has been subject to detailed appraisal, flood risk assessment, road safety audit and ecological assessment. Notwithstanding the foregoing, paragraph 10.220 and Figure 10.34 in Proposed Variation No. 3 specify that the route is indicative. Any</p>			

required modification of the alignment shall be managed through the development management stage, with evidence to support the proposal and demonstrating that there will be no negative impacts as a consequence of such modifications, where it can be fully assessed in detail. It is not proposed to change the alignment of the STC as identified in Proposed Variation No. 3. Nor is it proposed to amend the zoning boundary of SW 11. There is sufficient overlap between the “ZO 8 Neighbourhood and Local Centres” zoning objective proposed for SW 11 and the “ZO 2 New Residential Neighbourhoods” zoning objective that surrounds the site to accommodate any minor modification to the location of neighbourhood and local centre lands uses in this location at planning application stage. Moreover, paragraph 12.10 of the City Development Plan specifically addresses such a scenario, where there are interdependencies between land use zones and where development in one zone may impact upon the other.

Chief Executive’s Recommendation

No changes are proposed to the Proposed Variation.

Response Ref. 37

Submission No.	445	Site	South Ballincollig Sustainable Transport Corridor (STC) Figure 10.34 + paragraph 10.220
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Summary of Submission

This submission welcomes Proposed Variation No. 3 and the ongoing support for residential development within the Maglin urban expansion area (UAE). The submission refers to some 29 ha of lands zoned for residential development that are the subject of a current LRD planning application for approximately 1,150 units, and acknowledges that the lands form part of a strategic urban expansion area intended to deliver compact growth in Ballincollig and highlights that elements of the South Ballincollig Sustainable Transport Corridor (STC) are already being delivered as part of permitted and proposed residential schemes. The submission states that the wording in the proposed variation in relation to the STC overemphasises its early delivery in advance of residential development. The submission proposes a rewording to paragraph 10.220 as proposed to be amended, so that residential development can be progressed in tandem with the STC.

Chief Executive’s Response

The Maglin UAE is a strategically important growth area for Ballincollig and the wider City. Its sustainable development will contribute towards the City’s ambitious growth targets under the NPF. The City Development Plan highlights this in stating that future housing and population growth in Ballincollig will be concentrated in the Maglin Area to the south of the town (paragraph 10.201). Objective 10.57 “South Ballincollig (Maglin) Expansion Area” further sets out how all development in this area must be designed, planned and delivered in a coordinated and phased manner. The original paragraph 10.220 in the City Development Plan set out that the future development is dependent on the STC; Proposed Variation No. 3 updates paragraph 10.220 now that the design and alignment of the STC has been determined, and reiterates that the STC is key to unlocking the residential lands in the wider UAE to ensure that development occurs in a sustainable manner that does not negatively impact upon the wider road network.

The amended text allows for the delivery of residential development in conjunction with the phased delivery of the STC.

The submission’s proposed amendment to paragraph 10.220 would *inter alia* omit text setting out that the STC is key to unlocking the residential zoned lands in Maglin. This is not considered to be appropriate. The text set out in paragraph 10.220 in Proposed Variation No. 3 is considered to be robust, and is required to set out the importance of the delivery of the STC in the overall development of the Maglin UAE.

Chief Executive’s Recommendation

No changes are proposed to the Proposed Variation.

Response Ref. 38

Submission No.	377	Site	Proposed “Long Term Strategic Development Land” Site A, Carrigrohane
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Summary of Submission

This submission supports the inclusion of the c.15.5 ha site at Clash Road and Carriganarra Road, Carrigrohane in Proposed Variation No. 3 as “Long Term Strategic Development Lands” Site A, and requests that it be so retained and confirmed, on the basis that its location near the proposed Luas Cork route, existing services and surrounding development make them suitable for future transport-oriented residential growth, helping to deliver housing and support integrated land use and transport planning in the Cork metropolitan area over the longer term.

Chief Executive’s Response

This site is designated as “Long Term Strategic Development Lands” Site A in Proposed Variation No. 3.

The *Development Plans Guidelines for Planning Authorities* and the *Housing Growth Requirements Guidelines* allow for local authorities to identify lands that are not likely to be developed within the development plan period for the purposes of residential development as long-term strategic and sustainable development sites, reflecting the fact that they will deliver housing within the subsequent development plan period. Site A – along with Sites B, C and D – are located in an area already identified in the City Development Plan as being a strategic growth area for the city to 2040. This larger area will be served by Cork Luas and presents a strategic expansion opportunity for the city, in subsequent development plans, to 2040 and beyond.

This area needs to be planned in a coordinated manner to set a framework for the coherent development of the full strategic land bank between, generally, the N40 (Cork South Ring Road) to the south, the N22 to the west, the N22 (Carrigrohane Road) to the north and the Twopot and Curragheen Rivers to the east. Paragraphs 10.228 and 10.229 of the City Development Plan state that these lands between Ballincollig and the western suburbs of Cork City, some 220 ha in extent, represent a strategic future growth location for Cork City, but the scale of the site requires a multi-disciplinary master planning approach in order to provide for the comprehensive and co-ordinated development of these lands. It will be a matter for the preparation of the next City Development Plan to consider a wider development framework for

these lands, to include residential and other land uses including employment, education, community, open space, green and blue infrastructure and institutional uses, as well as a transport and mobility framework. Delivery mechanisms will also be considered.

Chief Executive’s Recommendation

No changes are proposed to the Proposed Variation.

Response Ref. 39

Submission No.	419	Site	Proposed “Long Term Strategic Development Land” Site C, Carrigrohane
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Summary of Submission

This submission relates to lands at Model Farm Road currently zoned ZO 20 City Hinterland and included in Proposed Variation No. 3 as a designated “Long Term Strategic Development Lands” site, referenced Site C. While welcoming the recognition of the site’s residential development potential, the submission proposes that a significant portion of the lands is capable of being delivered in the short term, and requests that approximately 12–13 ha be zoned as “ZO 2 New Residential Neighbourhoods” with the remaining c. 6.6 ha retained as “Long-Term Strategic Development Lands” designation. The submission sets out that a substantial portion of the site is immediately serviceable, with existing and proposed sewer infrastructure capacity to support approximately 530–560 residential units in the short term, with further upgrades facilitating development of the remaining lands. The site is also described as well-located within an established suburban area, close to public transport, BusConnects routes, and future light rail, as well as a range of employment, education and community facilities. The submission sets out that rezoning part of the lands for near-term residential development would support compact growth and help meet housing targets, while still allowing for longer-term expansion, satisfying the Council’s criteria for deliverability.

Chief Executive’s Response

This site is designated as “Long Term Strategic Development Lands” Site C in Proposed Variation No. 3.

The *Development Plans Guidelines for Planning Authorities* and the *Housing Growth Requirements Guidelines* allow for local authorities to identify lands that are not likely to be developed within the development plan period for the purposes of residential development as long-term strategic and sustainable development sites, reflecting the fact that they will deliver housing within the subsequent development plan period. Site C – along with Sites A, B and D – are located in an area already identified in the City Development Plan as being a strategic growth area for the city to 2040. This larger area will be served by Cork Luas and presents a strategic expansion opportunity for the city, in subsequent development plans, to 2040 and beyond.

However, this area needs to be planned in a coordinated manner, to set a framework for the coherent development of the full strategic land bank between, generally, the N40 (Cork South Ring Road) to the south, the N22 to the west, the N22 (Carrigrohane Road) to the north and the Twopot and Curragheen Rivers to the east. Paragraphs 10.228 and 10.229 of the City Development Plan state that these lands between Ballincollig and the western suburbs of Cork

City, some 220 ha in extent, represent a strategic future growth location for Cork City, but the scale of the site requires a multi-disciplinary master planning approach in order to provide for the comprehensive and co-ordinated development of these lands.

The main purpose of Proposed Variation No. 3 is to secure the objectives of the *Housing Growth Requirements Guidelines*, which is to reflect updated housing growth requirements in the City Development Plan to accelerate housing delivery. It is considered that rezoning these lands at this time would be premature, and that it will be a matter for the preparation of the next City Development Plan to consider a wider development framework for these lands, to include residential and other land uses including employment, education, community, open space, green and blue infrastructure and institutional uses, as well as a transport and mobility framework. Delivery mechanisms will also be considered.

Chief Executive’s Recommendation

No changes are proposed to the Proposed Variation.

2.6.3 Submissions relating to zoning and text changes that are not in Proposed Variation No. 3

Response Ref. 40			
Submission No.	26	Site/Issue	Hollyhill
Summary of Submission			
<p>The submission seeks the rezoning of approximately 15 ha of lands at Nash’s Boreen, Hollyhill, from “ZO 15 Public Open Space” to “ZO 2 New Residential Neighbourhoods”, on the basis that the lands are suitably located, serviceable, and capable of contributing to compact growth, housing delivery and the rebalancing of development on the north side of Cork City, particularly in proximity to major employment and the proposed Northern Distributor Road. The submission contends that residential development would also provide passive surveillance and increased activity adjoining the proposed regional park, improving safety and usability of the amenity.</p>			
Chief Executive’s Response			
<p>The subject lands form part of a wider area zoned ZO 15 Public Open Space in the Cork City Development Plan, reflecting a strategic objective to deliver a new regional park in the area serving the wider city and providing for long-term recreational, amenity and green infrastructure needs. This subject lands are within the North West Park study area with a masterplan underway to deliver a regional city park; it is not recommended to rezone these lands for residential purposes.</p>			
Chief Executive’s Recommendation			
No changes are proposed to the Proposed Variation.			

Response Ref. 41			
Submission Nos.	51	Site	Banduff Road, Ballyvolane
Summary of Submission			
<p>This submission relates to lands between the Banduff and Rathcooney Road to the north of the Lios Rua housing estate and requests the zone of these lands from “ZO 15 Public Open Space” and “Long Term Strategic Development Lands” to a residential zoning at medium or higher density. The submission sets out that the lands are contiguous to and form a logical extension of the existing built-up area, are located within a strategic growth area identified for housing, front onto the Banduff Road which has recently been upgraded and will benefit from access via the Cork Northern Distributor Multi Modal Route (CNDMMR). It is acknowledged that some lands may be subject to land take for the CNDMMR but that this should not prejudice or delay the long -term residential development potential of the remaining lands north and south of the road.</p>			
Chief Executive’s Response			
<p>These lands were the subject of submissions to the non-statutory public consultation carried out to inform the preparation of Proposed Variation No. 3. The CNDMMR is proposed to pass directly through the site which is considered to render any potential rezoning of these lands premature inclusive of detailed project assessment and design. These lands are included lands for which a non-statutory framework plan will be prepared for the Ballyvolane Strategic Growth Area, which is currently underway and is a priority for Cork City Council in recognition of the overall potential of these lands for appropriately planned and phased sustainable neighbourhood expansion in the short to medium term. This will in turn inform the next City Development Plan and is the considered to the appropriate mechanism for the consideration of land uses and supporting infrastructure on these lands. It is noted that a small portion of the site adjoining the northern edge of the identified Northern Distributor Corridor forms part of the larger landbank proposed for “ZO 3 Long-Term Strategic Residential” which will also form part of the non-statutory framework plan referenced above.</p>			
Chief Executive’s Recommendation			
No changes are proposed to the Proposed Variation.			

Response Ref. 42			
Submission No.	216	Site/Issue	Sarsfield Court, Glanmire
Summary of Submission			
<p>The submission proposes rezoning c. 8.9 hectares from ZO 20 City Hinterland to residential use. It states that the lands are adjacent to the site of the proposed Elective Hospital at St. Stephen’s Hospital and benefit from existing and planned infrastructure, including proximity to water, wastewater and gas services, and proposed new road connections to the M8. The submission also states that the lands are not constrained by flood risk or the route protection corridor for the Cork North Ring Road and are therefore readily developable. It further states that the site would support</p>			

housing delivery in the area without significantly increasing traffic in Glanmire, given its accessibility to the wider road network.

Chief Executive’s Response

These lands were the subject of a submission to the non-statutory public consultation carried out to inform the preparation of Proposed Variation No. 3.

While these subject lands adjoin zoned “Light Industry” lands to the north, these lands are still considered to be peripheral, particularly in relation to residential development at scale, as they do not adjoin an existing urban town or village and are not sufficiently served by active travel or public transport infrastructure. Development on these lands be primarily car-dependent and would reinforce unsustainable travel patterns.

The zoning of these lands would represent an uncoordinated and unplanned approach to sustainable compact growth, inconsistent with the overarching principle of compact liveable growth set out in Strategic Objective 1 of the City Development Plan, inconsistent with the sequential approach to zoning set out the *Development Plans Guidelines for Planning Authorities*, and inconsistent with the City Development Plan’s emphasis on sustainable and transport-oriented development.

Cognisant of section 15 of the Climate Action and Low Carbon Act 2015, regard has been had to section 14.2.3 of the National Climate Action Plan 2025, which seeks enhanced spatial and land-use planning (the ‘avoid-shift-improve’ approach). Regard was also had to National Strategic Outcome 1 “Compact Growth” of the First Revision of the National Planning Framework 2025.

For these reasons, the proposed rezoning is not considered appropriate at this time.

Chief Executive’s Recommendation

No changes are proposed to the Proposed Variation.

Response Ref. 43

Submission No.	307	Site / Issue	Lands at Bessborough
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Summary of Submission

This submission relates to lands at the former Bessborough Mother and Baby Home. It provides a detailed historical background of the Bessborough Mother and Baby Home (Sacred Heart Home), sets out the planning history and planning policy (City Development Plan) context for the site, refers to Department of Housing, Local Government and Heritage Circular NRUP 05/2022, and raises a number of issues.

The submission outlines the existing zoning framework noting that lands are currently affected by two land-use zoning objectives, “ZO 1 Sustainable Residential Neighbourhoods” and “ZO 17 Landscape Preservation Zones (SE 4 *)”, with objectives relating to landscape protection, historic landscape reinstatement and limited development potential. The submission emphasises the site’s architectural, archaeological, historical, and social significance, including its designation as a National Monument, its listing on the National Inventory of

Architectural Heritage, and the presence of associated heritage features and landscape assets.

The submission highlights the findings of the Commission of Investigation into Mother and Baby Homes and Certain Related Matters, particularly as they relate to Bessborough, referencing the Commission’s conclusion that it is likely that some of the unaccounted burials may be located within the wider site, and that uncertainty remains regarding the exact locations of these burials.

The submission refers to Circular NRUP 05/2022, which sets out *inter alia* that “planning authorities ensure that locations where there may be evidence of unrecorded burial sites, are preserved and protected through the development plan review or variation process, to both enable public consultation and to allow for further investigation and any subsequent action that may be required”. The submission notes that previous variations of the City Development Plan did not address this requirement.

The submission requests that lands associated with the former Bessborough Mother and Baby Home that are currently zoned ZO 1 Sustainable Residential Neighbourhoods be rezoned and included in the ZO 17 Landscape Preservation Zones (SE 4) land-use zoning objective, and that the text to the SE 4 objective be amended to include “that it is an objective of to preserve these lands and preclude from development until the presence of unrecord burials can be identified or ruled out”.

The submission raises concerns regarding the potential for future development to disturb or impact possible unrecorded burial sites, stating that the City Development Plan needs to be varied to rezone these lands to explicitly recognise this risk and to incorporate provisions that reflect the possibility of burials on the site. The submission also emphasises the potential negative impacts that any disturbance of such burials could have on survivors, families, and the wider community.

(in this submission response “SE 4” relates to the “Landscape Preservation Zone SE 4” objective as set out in Table 6.9 of the City Development Plan)*

Chief Executive’s Response

Circular NRUP 05/2022, dated 17th November 2022, was published on foot of the publication of the Final Report of the Commission of Investigation into Mother and Baby Homes in January 2021 and the subsequent strategic Action Plan prepared by Government. The Circular advises planning authorities to adopt a precautionary and protective approach in city and county development plans to the proper safeguarding of burial sites from potentially harmful development, and to use planning conditions to potential development, as considered appropriate in the circumstances, to safeguard these locations

While the Circular was published after the adoption of the current City Development Plan in July 2022, the lands at Bessborough were given significant consideration during the plan-making and consultation processes in 2020 and 2021. This included direct liaison with a range of stakeholders including Survivor and Supporters groups, bioarchaeology experts and cartographical experts from Ordnance Survey Ireland (now *Tailte Éireann*). This detailed and robust process resulted in the specific land-use zoning objectives and site-specific development objectives (Landscape Preservation Zone SE 4) that acknowledge the special character, history and intrinsic landscape value of the site, and facilitate limited development within the immediate environs to the north of Bessborough House consistent with these characteristics. Cork City Council therefore considers that it has complied with the first key provision of the Circular by ensuring that the locations where there may be evidence of unrecorded burial sites are preserved and protected through the development plan review

process. No new information has been made available to warrant a review of land use zonings in this area at this time.

The current Cork City Development Plan seeks to facilitate the appropriate development of lands in this area including the development of housing and the use of part of the grounds as a Neighbourhood Park. Cork City Council recently granted permission for a Large-scale Residential Development to the north of Bessborough House, which is currently under appeal with An Coimisiún Pleanála. In granting planning permission, Cork City Council attached conditions relating to forensic archaeological monitoring. Cork City Council has therefore complied with the second key provision of the Circular by attaching planning conditions considered appropriate in the circumstances.

Cork City Council has had due regard to the recommendations set out in the Circular and will continue to do so in relation to its statutory planning functions.

Chief Executive’s Recommendation

No changes are proposed to the Proposed Variation.

Response Ref. 44

Submission Nos.	366	Site	Bellevue Road, Frankfield
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Summary of Submission

This submission relates to lands of c. 12.6 ha accessed off Bellevue Road, Frankfield which are currently zoned “ZO 20 Hinterland” and proposes their rezoning to “ZO 2 New Residential Neighbourhoods” on the basis that the lands are serviced and demonstrably deliverable for residential growth to 2030 in accordance with the stated purpose and criteria for the inclusion of sites associated with the *Housing Growth Requirements Guidelines*. The submission also states that this zoning is justified following an assessment of the meaningfully deliverable lands in Proposed Variation No. 3.

Chief Executive’s Response

These lands were the subject of submissions to the non-statutory public consultation carried out to inform the preparation of Proposed Variation No. 3.

This significant landbank is proposed to be accessed from a single point of entry off Bellevue Road in an area where there has been substantial residential development in recent years. While the lands are acknowledged to be contiguous to the existing built-up urban area, it is considered that a co-ordinated approach to the coherent development of this and surrounding lands is required which facilitates an understanding of the land use considerations within the southern environs of the city in conjunction with a potential future Southern Distributor Road. The next review of the City Development Plan is considered to be the appropriate process for the consideration of a wider development framework for these lands, including residential and other land uses, green and blue infrastructure and transport and mobility. It is considered that there is adequate land currently zoned, and proposed to be zoned as part of Proposed Variation No. 3, for residential purposes.

Chief Executive’s Recommendation

No changes are proposed to the Proposed Variation.

Response Ref. 45

Submission No.	375	Site / Issue	Lands at Clogheen
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Summary of Submission

The submission seeks the designation of c 17.6 ha of lands at Clogheen, located on Clogheen Road and Old Blarney Road between the western edge of the city and Kerry Pike and zoned “ZO 20 City Hinterland”, as “Long Term Strategic Development Lands”. The key issue identified is a spatial and housing imbalance in Cork City, with insufficient land zoned for development in the north west compared to other areas, alongside a broader shortfall in housing supply despite strong demand in the northern suburbs. The submission requests that the lands be included as strategic development lands to help increase housing supply and support planned population growth targets. It argues that the site is well located to support compact growth, being close to employment centres and major planned infrastructure such as the Cork Northern Distributor Road. The submission asserts that the lands are considered suitable for transport oriented, serviced development, with capacity for c.600 units, and would contribute to more balanced city growth, support sustainable transport investment, and address the mismatch between housing provision and employment in the north west.

Chief Executive’s Response

These lands were the subject of a submission to the non-statutory public consultation carried out to inform the preparation of Proposed Variation No. 3.

This is a large landbank of over 17 ha located between the Hollyhill area of the city and the hinterland village of Kerry Pike. While there is ribbon development along Clogheen Road and Old Blarney Road in this location, these lands are peripheral and remote from any zoned boundary. The primary purpose of Proposed Variation No. 3 is the accelerated delivery of housing, as required under the *Housing Growth Requirements Guidelines*. While four sites are proposed in this Variation as new “Long Term Strategic Development Land”, these are all located in an area already identified in the City Development Plan as being a strategic growth area for the city to 2040.

Designating these lands as “Long Term Strategic Development Lands” at this time could promote future lower-density, car-based development with associated negative impacts on climate change, the need for new physical and social infrastructure, and the successful delivery of a compact, vibrant city of neighbourhoods. This would represent an uncoordinated and unplanned approach to sustainable compact growth, inconsistent with the overarching principle of compact liveable growth set out in Strategic Objective 1 of the City Development Plan, and inconsistent with the sequential approach to zoning set out the *Development Plans Guidelines for Planning Authorities*.

Chief Executive’s Recommendation

No changes are proposed to the Proposed Variation.

Response Ref. 46			
Submission No.	376	Site / Issue	Lands at Old Fort Road, Ballincollig
Summary of Submission			
<p>The submission seeks the rezoning of lands at Old Fort Road, Ballincollig from Town Centre to “ZO 2 New Residential Neighbourhoods”, maintaining that the site is strategically located within the built-up area, fully serviced, and capable of delivering housing in the short term. It also contends that the overall level of land proposed under Proposed Variation No. 3 overstates the amount of genuinely deliverable residential land, and that additional “ready-to-develop” sites such as this are required to help meet Cork City’s housing targets within the current City Development Plan period. Key issues raised include the claim that much of the land identified in Proposed Variation No. 3 is either constrained, already developed, or designated for long-term growth, and therefore unlikely to contribute to immediate housing supply. The submission requests that the site be rezoned to enable residential development, emphasising its strong infrastructure capacity, proximity to services and public transport, and suitability for compact, transport-oriented development, while also seeking the inclusion of a specific objective to protect and enhance an existing biodiversity corridor.</p>			
Chief Executive’s Response			
<p>These lands were the subject of a submission to the non-statutory public consultation carried out to inform the preparation of Proposed Variation No. 3.</p> <p>Located north of the Tesco and Castle West Shopping Centre in Ballincollig, while these lands are zoned “ZO 6 Urban Town Centre” they comprise a wooded area. The applicant seeks to develop these lands ‘with the aim of preserving and improving the existing biodiversity corridor along the northern boundary’. This site is considered to have local biodiversity value. Notwithstanding the foregoing, the current zoning objective facilitates residential development especially as part of mixed-use developments (ref. paragraph ZO 6.2 of the City Development Plan). It is considered that there is adequate land currently zoned and proposed to be zoned as part of Proposed Variation No. 3 for residential uses in Ballincollig. Notwithstanding, the current zoning of these lands facilitates residential uses.</p>			
Chief Executive’s Recommendation			
No changes are proposed to the Proposed Variation.			

Response Ref. 47			
Submission No.	378	Site/Issue	Clogheen
Summary of Submission			
<p>This submission seeks the zoning of c. 14.7 ha of lands at Clogheen as “ZO 2 New Residential Neighbourhoods” (“Site A”) to allow immediate housing development, and as “ZO 3 Long-Term Strategic Regeneration” (“Site B”) for phased future development. The submission proposes that at least part of the site should move from a rural hinterland designation to active residential zoning now, rather than being left as long-term or undeveloped land. The</p>			

justification centres on the claim that the lands are ready and suitable for housing delivery, highlighting that they are serviced or easily serviceable, unconstrained, and located beside existing development, infrastructure, and employment areas, making them ideal for compact, transport-oriented growth. The submission also argues at a strategic level that Cork City is failing to meet its housing targets and that much of the currently zoned land is not delivering, so there is a need to prioritise “shovel-ready” sites like the subject site in Clogheen that can contribute to short-term housing supply (500+ units) while still supporting longer-term growth objectives.

Chief Executive’s Response

These lands were the subject of a submission to the non-statutory public consultation carried out to inform the preparation of Proposed Variation No. 3.

The submission seeks the rezoning of lands at Clogheen to facilitate residential development, including proposals for both immediate and long-term housing delivery.

While the lands are located adjacent to existing ribbon development, these lands are peripheral and remote from any zoned boundary. The primary purpose of Proposed Variation No. 3 is the accelerated delivery of housing, as required under the *Housing Growth Requirements Guidelines*. The City Development Plan strategy seeks to focus growth within defined boundaries and to promote the consolidation and sequential expansion of established settlements. At a strategic level, there are sufficient lands already zoned, and proposed to be zoned in Proposed Variation No. 3, within the wider Cork City and its northwest area to meet current and projected housing needs over the lifetime of the Plan. The priority remains the activation and delivery of these lands in line with compact growth principles.

The zoning of these lands at this time would promote lower-density, car-based development with associated negative impacts on climate change, the need for new physical and social infrastructure, and the successful delivery of a compact, vibrant city of neighbourhoods. The zoning of these lands would represent an uncoordinated and unplanned approach to sustainable compact growth, inconsistent with the overarching principle of compact liveable growth set out in Strategic Objective 1 of the City Development Plan, and inconsistent with the sequential approach to zoning set out the *Development Plans Guidelines for Planning Authorities*.

Cognisant of section 15 of the Climate Action and Low Carbon Act 2015, regard has been had to section 14.2.3 of the National Climate Action Plan 2025, which seeks enhanced spatial and land-use planning (the ‘avoid-shift-improve’ approach). Regard was also had to National Strategic Outcome 1 “Compact Growth” of the First Revision of the National Planning Framework 2025.

The rezoning of additional lands in this location would be premature and inconsistent with the plan-led approach, and risks undermining the delivery of existing zoned sites. The pattern of ribbon development in the area does not provide a sufficient basis to justify an extension of the zoned development boundary.

Chief Executive’s Recommendation

No changes are proposed to the Proposed Variation.

Response Ref. 48			
Submission No.	382	Site/Issue	Lee Bank, Lee Road
Summary of Submission			
<p>This submission seeks the zoning of approximately 5.3 ha of land at Lee Bank, Lee Road to “ZO 2 New Residential Neighbourhoods” and some minor amendments to the existing zoning arrangements in this landholding, in order to facilitate immediate housing delivery. The current zoning of the lands is “ZO 20 City Hinterland”, “ZO 1 Sustainable Residential Neighbourhoods” and “ZO 17 Landscape Preservation Zone (NW 1* and NW 2*)”. It also proposes the creation of a Landscape Preservation Zone (ZO 17) on more sensitive lands and requests an amendment to the existing Landscape Preservation Zone policy wording to allow an appropriate level of residential development subject to assessment. The submission states that the site is serviced, unconstrained, and located within the built-up area of the city, and should therefore be included as additional residential land to support short-term housing supply and compact growth.</p> <p><i>(* in this submission response “NW 1” and “NW 2” relates to the “Landscape Preservation Zone NW 1” and “NW 2” objectives as set out in Table 6.6 of the City Development Plan)</i></p>			
Chief Executive’s Response			
<p>These lands were the subject of submissions to the non-statutory public consultation carried out to inform the preparation of Proposed Variation No. 3.</p> <p>It is considered that the rezoning of these lands is not justified having regard to the overall quantum of residential land already zoned in the City Development Plan, and proposed to be zoned in Proposed Variation No. 3, which is considered sufficient to meet the City’s housing requirements. The emphasis of the Development Plan and Proposed Variation No. 3 is on the consolidation of existing zoned lands and the prioritisation of sites that are already incorporated within the planned growth framework. It is noted that the development envisaged in this submission is reliant on vehicular access through an existing residential estate, which raises concerns in relation to the capacity of the local road network, traffic generation, road safety, and the potential for adverse impacts on the residential amenity of established communities. The zoned Landscape Preservation Zones in the City Development Plan will be reviewed as part of the next review of the City Development Plan, and it is considered that it is appropriate to consider these lands as part of this broader plan-making process. Having regard to these considerations, including the availability of alternative, better located and more suitably accessed lands, it is considered that the submission does not provide sufficient justification to warrant the rezoning of the subject lands.</p>			
Chief Executive’s Recommendation			
No changes are proposed to the Proposed Variation.			

Response Ref. 49			
Submission No.	389	Site/Issue	Spur Hill, Garranedarragh and Doughcloyne
Summary of Submission			
<p>This submission requests that c. 22.5 ha of lands at Spur Hill, Garranedarragh and Doughcloyne currently zoned “ZO 20 City Hinterland” are zoned “ZO 2 New Residential Neighbourhoods”, as they meet all assessment criteria set by Cork City Council under Proposed Variation No. 3. These lands are considered a sustainable and serviceable location for residential growth, aligning with national and regional planning policies, and being well-positioned next to existing and developing residential areas with access to infrastructure, services and strong transport links. The submission sets out that these lands can be delivered within the current development plan period and located in an area with proven housing demand. It points out that water supply networks are located directly to the east and north, while gas infrastructure serves the surrounding area. The site has direct access to water and wastewater services (including storm and foul drainage) through adjacent developments and local roads. The submission states that these lands are a highly sustainable, well-serviced, and strategically located site for residential development in Cork City, forming a logical extension to the city’s South Environs development boundary.</p>			
Chief Executive’s Response			
<p>These lands were the subject of a submission to the non-statutory public consultation carried out to inform the preparation of Proposed Variation No. 3.</p> <p>This is an elevated, greenfield site forming part of the urban–rural interface in the southern environs of Cork City and is currently zoned “ZO 20 City Hinterland”. The subject lands at Spur Hill formed part of “SLR 6 East (Chetwynd/Ardrostig)”, which were assessed under the non-statutory Strategic Land Reserve (SLR) process undertaken by Cork County Council prior to the 2019 Cork City boundary extension. This evidence-based process evaluated lands against infrastructure, transport, servicing and delivery criteria to identify locations capable of supporting housing in the short to medium term.</p> <p>The conclusions of that assessment was that these lands are not well placed to deliver housing in the short to medium term due to significant infrastructural constraints, including transport limitations, with the surrounding road network already under pressure and reliant on significant upgrades and future strategic interventions; deficient local road infrastructure, characterised by narrow roads, lack of footpaths and constrained opportunities for improvement; and significant water services constraints exist, contrary to the assertion of the submission.</p> <p>Furthermore, the lands form part of a larger strategic landbank which would require a co-ordinated, plan-led and infrastructure-first approach, including comprehensive master planning and integrated transport provision across the wider area. The current proposal relates only to a discrete portion of this landbank, presented in isolation from the necessary strategic framework and enabling infrastructure.</p> <p>As such, the lands are considered non-sequential and disconnected from infrastructure delivery, and do not align with the principles of compact, coordinated growth. Advancing the site on a standalone basis would risk piecemeal and fragmented development, rather than plan-led consolidation. In this regard, the proposal would undermine the coordinated planning approach established through the non-statutory Strategic Land Reserve process, the Cork City Development Plan 2022-2028 plan-making process and Proposed Variation No. 3, all of which</p>			

emphasise the prioritisation of serviced, sequential and infrastructure-led development capable of delivering housing in a sustainable and integrated manner.

Chief Executive’s Recommendation

No changes are proposed to the Proposed Variation.

Response Ref. 50

Submission Nos.	397	Site	Centre Park Road, Cork Docklands
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Summary of Submission

This submission requests the consolidation and redistribution of educationally zoned land (ZO 12) on Centre Park Road, Cork Docklands, to facilitate increased residential capacity (c. 250 additional units) on the wider landholding, aligned with Cork City Council’s ambition to achieve its revised housing growth targets under the *Housing Growth Requirements Guidelines*. The submission questions the demand analysis undertaken by the Department of Education and Youth to inform the school demand. It suggests that the proposed increase in residential zoning on the former *Tedcastles* site would allow for the delivery of a more efficient urban development and one which is not impacted by significant setbacks from the education boundary or challenged by a difficult zoning configuration.

Chief Executive’s Response

These lands were the subject of a submission to the non-statutory public consultation carried out to inform the preparation of Proposed Variation No. 3.

The City Development Plan zones three sites totalling 5.5 ha for educational use in Cork Docklands based on the Plan’s population targets. Two of the three education sites are located within the subject landholding. The submission proposes the removal of the largest education site and the expansion of the existing central education site on their lands at Centre Park Road, which would result in a net loss of 2 ha of education-zoned lands in the Cork Docklands.

Cork City Council liaises closely with the Department of Education and Youth in relation to education facilities across the City, including the Docklands. The Department has confirmed that all three sites (totalling 5.5 ha) are required to meet the future Docklands population target of between 22,500 and 25,000 persons based on their school demand criteria and the growing need for special education needs provision. Cork City Council is working with the Department of Education and Youth to progress a design brief for the first education site to ensure appropriate educational facilities are sequenced to meet the needs of the future residents.

Consequently, it is not recommended to change the zoning objectives on these lands.

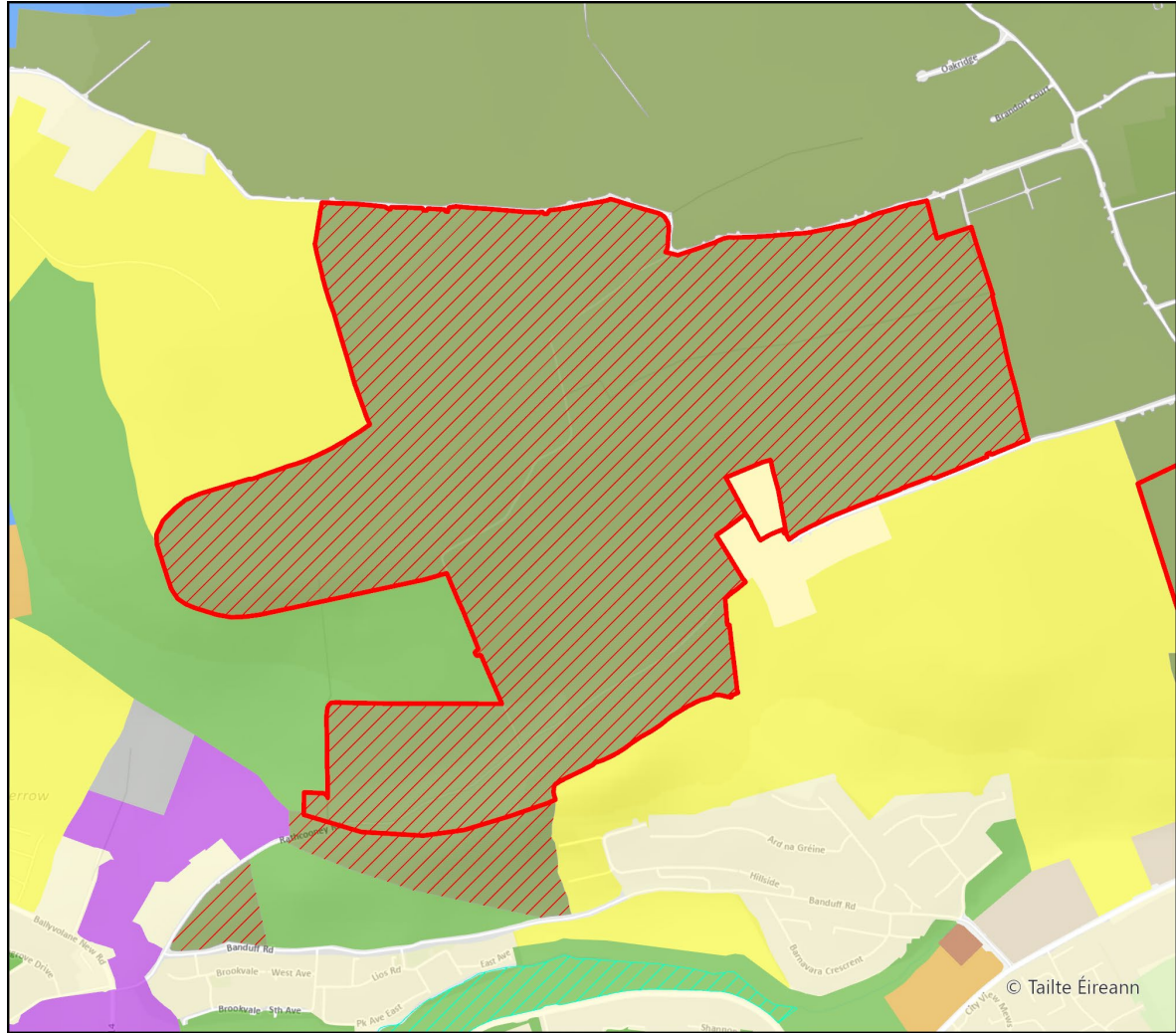
Chief Executive’s Recommendation

No changes are proposed to the Proposed Variation.

Response Ref. 51			
Submission No.	399	Site	NE 6 (Ballyvolane) Rathcooney Road, Ballyharoon, Glanmire
Summary of Submission			
<p>This submission relates to the site of an existing individual dwelling and its adjoining site to the east within a cluster of existing ribbon development on the Rathcooney road within the overall Ballyvolane Strategic Growth Area.</p> <p>This site, containing the existing dwelling house, is currently zoned “ZO 20 City Hinterland” and designated “Long Term Strategic Development Lands”, and is proposed to be zoned in Proposed Variation No. 3 as “ZO 3 Long Term Strategic Regeneration” as part of the NE 6 site.</p> <p>This submission requests recognition and redesignation of the subject dwellinghouse site and adjacent site as an existing built up area to accurately reflect the extent of the built up area and to give effect to the proposed alterations to Chapter 3 in relation to the rural housing policy for the adjoining greenfield site which are relevant under the existing “ZO 20 Hinterland” zoning.</p>			
Chief Executive’s Response			
<p>It is acknowledged that the current and proposed zoning designations do not reflect the actual extent of the built-up area in this location including the subject dwelling house which is a backland site behind residences fronting onto Rathcooney Road. These residences are zoned “ZO 1 Sustainable Residential Neighbourhoods”.</p> <p>‘Existing built-up area’, a zoning objective under the previous Cork County Development Plan 2014 and Cobh Municipal District Local Area Plan 2017 (previously in force in this area prior to the adoption of the current Cork City Development Plan 2022-2028), generally equates to the “ZO 1 Sustainable Residential Neighbourhoods” zoning objective in the City Development Plan.</p> <p>Both the subject dwelling site and the adjacent site to the east are contained within one existing field boundary accessed via dwellings to the front. This site has been earmarked for residential development for some time, dating at least back to the Cobh Municipal District Local Area Plan 2017. The current City Development Plan earmarks the site as “Long Term Strategic Development Lands” for future residential development, and Proposed Variation No. 3 proposes to zone the lands “ZO 3 Long Term Strategic Regeneration” for housing development.</p> <p>In view of the above, it is considered, having regard to the overall configuration of development in this area, that it is appropriate to recognise this site as part of the existing built-up area through a revised zoning of “ZO 01 Sustainable Residential Neighbourhoods”. It is considered that this designation would not in any way affect the development potential of the proposed surrounding “ZO 3 Long Term Strategic Development” lands and associated proposed non-statutory framework plan and is minor and non-material in nature.</p>			

Chief Executive’s Recommendation

- Amend the boundary of NE 6 to exclude the subject site and to zone the subject site “ZO 01 Sustainable Residential Neighbourhoods” zoning as reflected in the map below:**



Response Ref. 52

Submission Nos.	407	Site	Cooney’s Lane, Grange
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Summary of Submission

This submission relates to lands of c. 2.7 ha at Cooney’s Lane, Grange which are currently zoned “ZO 20 Hinterland” and proposes their rezoning to “ZO 2 New Residential Neighbourhoods” on the basis that the lands are serviced, unconstrained and capable of immediate activation for residential growth in accordance with the stated purpose and criteria for the inclusion of sites under the *Housing Growth Requirements Guidelines*.

The submission notes that the accessibility and walkability of the site will be improved with Cork City Council’s Cooney’s Lane Pedestrian Improvement Scheme and that the site is surrounded by well-established residential development to the northeast and a strategic

housing development which is construction to the immediate east for which all required works to Cooney’s Lane are now complete rendering the subject site fully serviced.

The submission refers to a significant demand for housing in Grange and that these lands were previously included as part of Cork County Council’s Strategic Land Reserve SLR 4. The submission also states that this zoning is justified following an assessment of the meaningfully deliverable lands in Proposed Variation No. 3.

Chief Executive’s Response

These lands were the subject of a submission to the non-statutory public consultation carried out to inform the preparation of Proposed Variation No. 3.

While it is acknowledged that this site is contiguous to the existing built up area, is serviced through the upgrade of Cooney’s Lane associated with a strategic housing development and is suitable for development in principle, it is considered that a co-ordinated approach to the development of this and surrounding lands is required which facilitates an understanding of the transport network and associated land use considerations within the southern environs of the city in conjunction with a potential future Southern Distributor Road.

The next review of the City Development Plan is considered to be the appropriate process for the consideration of a wider development framework for these lands, including residential and other land uses, green and blue infrastructure and transport and mobility. It is considered that there is adequate land currently zoned, and proposed to be zoned as part of Proposed Variation No. 3, for residential purposes.

Chief Executive’s Recommendation

No changes are proposed to the Proposed Variation.

Response Ref. 53

Submission No.	418	Site/Issue	Lands at Lehenaghmore
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Summary of Submission

This submission seeks the zoning of c. 6.2 ha of land in Lehenaghmore from “ZO 20 City Hinterland” to “ZO 2 New to residential use, as they represent a logical and sustainable extension of the existing built-up area. The submission notes that the site directly adjoins established housing estates, is located within a designated compact growth area and benefits from strong connectivity to key infrastructure, public transport, employment centres and community facilities. It emphasises that the lands are fully serviceable, with water, wastewater and road infrastructure already available or easily extendable, and that there are no significant environmental or planning constraints that would prevent development. The submission further contends that rezoning the site would support the delivery of approximately 280 housing units in the short term, helping to address the significant shortfall in housing supply in Cork City, particularly in the south-west suburbs. It highlights alignment with national and local policy objectives promoting compact, sequential urban growth and the prioritisation of serviced lands. The submission also notes that the site is not within the Airport safeguard zone which is proximate and concludes that the site represents a demonstrably deliverable opportunity to accelerate housing supply within the current Development Plan period.

Chief Executive’s Response

These lands were the subject of a submission to the non-statutory public consultation carried out to inform the preparation of Proposed Variation No. 3, proposing a larger landholding of c. 10.2 ha, which included the subject lands, for rezoning.

While the extent of lands has been reduced, the subject lands are reliant on access via Wolfe Avenue. In this regard, no detailed assessment has been provided to demonstrate that the existing road network has sufficient capacity to accommodate the level of intensification arising from the development of the site, giving rise to uncertainty in relation to the servicing and deliverability of the lands within the lifetime of the City Development Plan.

Lands proposed for zoning in Proposed Variation No. 3 in the Lehenaghmore area, including Sites **SW 1** and **SW 2**, benefit from more direct and independent access arrangements and are considered to represent a more robust and plan-led approach to the sequencing of residential development in this location. It is considered that sufficient lands are already zoned in the City Development Plan and included in Proposed Variation No. 3 to meet the housing growth requirements of the City, including the need to provide flexibility and headroom in accordance with national policy. Having regard to the above, it is not considered necessary or appropriate to rezone the subject lands for residential development at this time.

Chief Executive’s Recommendation

No changes are proposed to the Proposed Variation.

Response Ref. 54

Submission No.	420	Site/Issue	Old Blarney Road, Clogheen
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Summary of Submission

This submission seeks the zoning of a small parcel land of c. 0.21 ha from “ZO 20 City Hinterland” to “ZO 2 New Residential Neighbourhoods”. The proposal is put forward to facilitate the delivery of a single family home, with the submission stating that the lands are adjacent to an existing family dwelling and located within an established residential area. The submission states that rezoning would align with national policy promoting compact growth and the efficient use of underutilised land, particularly where sites are contiguous with existing development and capable of servicing. It also notes that the Revised National Planning Framework (2025) supports the review of existing hinterland zonings where lands represent a logical extension of the urban area. The lands are described as serviceable (Tier 2), and it is contended that development would not compromise wider future development potential in the area.

Chief Executive’s Response

These lands were the subject of a submission to the non-statutory public consultation carried out to inform the preparation of Proposed Variation No. 3.

This submission seeks the zoning of a single site for a single dwelling in the rural hinterland. While there is some ribbon development in this area, this site is peripheral and remote from any zoned boundary, forming part of a substantial hinterland area. The purpose of Proposed

Variation No. 3 is to zone strategic lands for accelerated housing delivery. Housing in the location of the subject lands are subject to the City Development Plan’s rural housing policy, which is also amended in Proposed Variation No. 3. The zoning of these lands would contribute to urban sprawl, resulting in more dispersed and less efficient patterns of development, with associated pressures on infrastructure provision and challenges in achieving a compact and sustainable urban form. It is not proposed to zone this single hinterland site.

Chief Executive’s Recommendation

No changes are proposed to the Proposed Variation.

Response Ref. 55

Submission No.	421	Site/Issue	Commons Road
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Summary of Submission

The submission proposes rezoning of the subject lands from “ZO 17 Landscape Preservation Zone (NW 14 *)” (LPZ) to “ZO 1 Sustainable Residential Neighbourhoods”. It submits that the existing LPZ designation is no longer justified due to the fully urbanised context and that development of these infill lands with services and infrastructure within the built-up area reduces the need for peripheral greenfield expansion. It further submits that there are no significant constraints to developing this site, such as flood risk, heritage or ecological designations, or unsuitable topography.

(in this submission response “NW 14” relates to the “Landscape Preservation Zone NW 14” objective as set out in Table 6.6 of the City Development Plan)*

Chief Executive’s Response

These lands were the subject of a submission to the non-statutory public consultation carried out to inform the preparation of Proposed Variation No. 3.

The lands are currently zoned as ZO 17 Landscape Preservation Zone (NW14, Blackpool Valley West) with specific objectives set out in Table 6.6 of the current City Plan, including ‘to develop a woodland park on the southern valley slope to provide an attractive landscape feature at the gateway and to connect the rural landscape with the city’, and ‘to provide pedestrian linkages between residential areas at the top of the slope and Fitz’s Boreen and Sunbeam development area’. The zoned LPZs in the City Development Plan will be reviewed as part of the next review of the City Development Plan, and it is considered that it is appropriate to consider these lands as part of this broader plan-making process.

Chief Executive’s Recommendation

No changes are proposed to the Proposed Variation.

Response Ref. 56			
Submission No.	426	Site	Lands at Clogheen
Summary of Submission			
<p>This submission seeks the rezoning of c. 6.2 ha of land at Clogheen currently zoned “ZO 9 Light Industry and Related Uses” and “ZO 20 City Hinterland” to “ZO 1 Sustainable Residential Neighbourhoods”. The submission states that this is in order to address a structural imbalance between jobs and housing provision in the north-west of Cork City, and highlights that the Knocknaheeny / Hollyhill area contains one of the city’s largest employment hubs yet there is a significant shortfall of available and appropriate housing, particularly private and mixed-tenure units. The submission sets out that these lands comprise a logical and serviced urban expansion site, located close to employment, existing services, and planned transport infrastructure such as BusConnects and the Northern Distributor Road, and that the proposed rezoning would align with national policy and increased housing targets under the National Planning Framework (2025), enabling compact growth and transport-oriented development.</p>			
Chief Executive’s Response			
<p>These lands were the subject of a submission to the non-statutory public consultation carried out to inform the preparation of Proposed Variation No. 3.</p> <p>The Preferred Route for the Cork Northern Distributor Multi-Modal Road (CNDMR) runs through these lands. The points made in the submission are noted, however it is considered premature to zone lands as part of this Variation across which the CNDMR preferred route runs. This can be reassessed as part of the next review of the City Development Plan when there is likely to be greater clarity on the CNDMR final alignment and delivery.</p>			
Chief Executive’s Recommendation			
No changes are proposed to the Proposed Variation.			

Response Ref. 57			
Submission No.	431	Site/Issue	Curraheen
Summary of Submission			
<p>This submission relates to c. 22.5 ha of lands at Curraheen currently zoned “ZO 20 City Hinterland” and seeks c. 4 ha of these lands to be zoned “ZO 2 New Residential Neighbourhoods” to support residential development under Proposed Variation No. 3, with the remaining lands (c. 15 ha) designated as “Long Term Strategic Development Lands” to come forward for development under the next review of the City Development Plan. It outlines that the site is strategically located adjoining the existing urban area, with strong access to the N40, public transport and a range of services and employment centres. The lands are described as well-serviced, with water, wastewater and infrastructure connections available and capable of delivering a significant quantum of housing. The submission highlights strong housing demand and supply shortages in the Bishopstown / Curraheen area and contends that rezoning would support compact, sequential development in line with national policy. It states</p>			

that the lands can deliver housing in both the short and medium term and includes provision for critical infrastructure, such as a new ESB substation, to support wider area growth.

Chief Executive’s Response

These lands were the subject of a submission to the non-statutory public consultation carried out to inform the preparation of Proposed Variation No. 3.

The subject site is located at the edge of the existing built-up footprint of the city, yet are still peripheral in the context of Proposed Variation No. 3, which proposes new zoned lands in areas either already identified in the City Development Plan as strategic expansion areas or according to criteria focused on compact, sustainable growth and the objectives of the City Development Plan and its Core Strategy in relation to the proportionate growth of the City’s suburbs, metropolitan towns and hinterland settlements. The zoning of these lands at this time could contribute to urban sprawl, resulting in more dispersed and less efficient patterns of development, with associated pressures on infrastructure provision and challenges in achieving a compact and sustainable urban form. The sites identified for rezoning under Proposed Variation No. 3 have been subject to a careful selection process, informed by the provisions of the revised National Planning Framework and the *Housing Growth Requirements Guidelines*, the City Development Plan and the principles of compact, sustainable growth, with a focus on consolidation of the existing urban footprint and the efficient use of serviced lands. Accordingly, the proposed rezoning is not considered appropriate at this time.

Chief Executive’s Recommendation

No changes are proposed to the Proposed Variation.

Response Ref. 58

Submission No.	434	Site/Issue	Killeens
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Summary of Submission

This submission seeks the zoning of a c. 7 ha site in Killeens from “ZO 20 City Hinterland” for residential zoning. The submission sets out that these lands are well-located adjacent to existing residential development and site **NW 1** included in Proposed Variation No. 3, making them suitable for a natural and sequential extension of the village. They are relatively low-lying, visually contained, and capable of accommodating over 315 residential units with minimal visual impact, unlike the higher-elevation NW 1 lands. The submission highlights the potential for a high-quality, phased residential development, starting with the regeneration of an existing brownfield farmyard site, aligning with City Development Plan objectives for compact growth and brownfield development. The submission refers to strong supporting infrastructure including existing road access and multiple connection points to nearby estates, ongoing wastewater upgrades, proximity to planned major transport infrastructure, access to public transport, employment hubs, retail centres, and amenities. The submission states that rezoning these lands would support national and local housing objectives, provide a deliverable and sustainable housing opportunity, and contribute positively to housing supply.

Chief Executive’s Response

These lands were the subject of a submission to the non-statutory public consultation carried out to inform the preparation of Proposed Variation No. 3.

The submission seeks the rezoning of these lands to facilitate residential development. While the lands are located adjacent to existing development and may be considered sequential in locational terms, they lie outside the defined development boundary of Killeens and do not currently benefit from appropriate or sufficient independent access infrastructure. The proposals included in the submission are reliant on predominately vehicular access through established residential estates, which raises concerns in relation to road capacity, traffic management, road safety, and impacts on residential amenity. In addition, there is sufficient land already zoned within Killeens, and included in Proposed Variation No. 3, to meet current and projected housing needs, and the emphasis remains on the consolidation of the existing settlement.

The sites identified for rezoning under Proposed Variation No. 3 have been subject to a careful selection process, informed by the provisions of the revised National Planning Framework and the *Housing Growth Requirements Guidelines*, the objectives of the City Development Plan and its Core Strategy in relation to the proportionate growth of the City’s suburbs, metropolitan towns and hinterland settlements, and the principles of compact, sustainable growth. Accordingly, the proposed rezoning is not considered appropriate at this time.

Chief Executive’s Recommendation

No changes are proposed to the Proposed Variation.

Response Ref. 59

Submission No.	435	Site/Issue	Lotamore
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Summary of Submission

This submission seeks the rezoning of c.4.15 ha of lands in agricultural use from “ZO 20 City Hinterland” to “ZO 2 New Residential Neighbourhoods”, stating that the site is an extension of the built-up area and positioned for sequential growth. It further states that the site is serviceable, has low flood risk, no environmental or heritage constraints and is ‘in close proximity’ to existing transport infrastructure including bus routes and cycle networks. The submission states that including some smaller sites rather than relying too heavily on a small number of large landbanks, will reduce risk and improves housing supply outcomes. It specifically suggests that the quantum of lands proposed for rezoning under NE 4 or in proximity to Ballyvolane could be reduced for reallocation to these lands.

Chief Executive’s Response

While the lands are adjacent to the built-up area, their rezoning for residential use is considered premature at this stage. The ZO 20 City Hinterland zoning objective performs an important strategic function within the broader north east area, providing flexibility to accommodate longer-term planning objectives, including the comprehensive and coordinated development of lands, the delivery of strategic infrastructure, and the integration of green and

blue infrastructure networks. The future role of these lands requires further consideration as part of a broader coordinated, plan-led approach. No changes to zoning are proposed at this time. These lands will be reviewed as part of the next City Development Plan process.

Chief Executive’s Recommendation

No changes are proposed to the Proposed Variation.

Response Ref. 60

Submission No.	436	Site	Lands at Ballyphilip, Upper Glanmire and Rathcooney North
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Summary of Submission

The submission proposes two sites for rezoning from “ZO 20 City Hinterland” to “ZO 2 New Residential Neighbourhoods”, comprising land in Ballyphilip (6.33 ha) and Rathcooney (7 ha).

The submission states that while the Ballyphilip site is not immediately adjacent to the existing village edge, the Rathcooney site is located directly adjacent to existing residential developments, and both sites are serviceable within five years and have good public transport accessibility. There is existing social infrastructure capacity (schools, community facilities, employment areas), and no significant development constraints, and the development of these sites would align with national, regional, and local planning policy and climate objectives.

Chief Executive’s Response

These lands were the subject of two submissions to the non-statutory public consultation carried out to inform the preparation of Proposed Variation No. 3.

While the attributes of the proposed lands are noted, and while there is some existing ribbon development in the surrounding area, both sites are peripheral and remote from any zoned boundary. joining zoned lands. The proposed development would be primarily car-dependent and would reinforce unsustainable travel patterns.

The zoning of these lands would represent an uncoordinated and unplanned approach to sustainable compact growth, inconsistent with the overarching principle of compact liveable growth set out in Strategic Objective 1 of the City Development Plan, inconsistent with the sequential approach to zoning set out in the *Development Plans Guidelines for Planning Authorities*, and inconsistent with the City Development Plan’s emphasis on sustainable and transport-oriented development.

Cognisant of section 15 of the Climate Action and Low Carbon Act 2015, regard has been had to section 14.2.3 of the National Climate Action Plan 2025, which seeks enhanced spatial and land-use planning (the ‘avoid-shift-improve’ approach). Regard was also had to National Strategic Outcome 1 “Compact Growth” of the First Revision of the National Planning Framework 2025.

For these reasons, the proposed rezoning is not considered appropriate at this time.

Chief Executive’s Recommendation

No changes are proposed to the Proposed Variation.

Response Ref. 61

Submission No.	437	Site/Issue	Mount Desert, Clogheen
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Summary of Submission

This submission seeks permission for a two-storey dwelling on lands zoned “ZO 20 City Hinterland” at Mount Desert, Clogheen, and requests that the lands be rezoned for residential use to accommodate the dwelling contending that the site forms part of an established residential cluster at the suburban edge and represents consolidation rather than isolated rural development. The submission refers to local planning precedents, the existing pattern of development, and design and sustainability credentials, together with a live-work element linked to remote working.

Chief Executive’s Response

This submission seeks the zoning of lands to facilitate a single dwelling in the rural hinterland. While there is some ribbon development in this area, this site is peripheral and remote from any zoned boundary, forming part of a substantial hinterland area. The purpose of Proposed Variation No. 3 is to zone strategic lands for accelerated housing delivery. Housing in the location of the subject lands are subject to the City Development Plan’s rural housing policy, which is also amended in Proposed Variation No. 3. The zoning of these lands would contribute to urban sprawl, resulting in more dispersed and less efficient patterns of development, with associated pressures on infrastructure provision and challenges in achieving a compact and sustainable urban form. It is not proposed to zone these lands at this time.

Chief Executive’s Recommendation

No changes are proposed to the Proposed Variation.

Response Ref. 62

Submission Nos.	438	Site	Inchisarsfield, Douglas
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Summary of Submission

This submission requests that a portion of land adjacent to Douglas GAA club which is currently zoned “ZO 16 Sports Grounds and Facilities” and two other areas zoned “ZO 15 Public Open Space” be rezoned to residential use given that they are steeply sloped and of no value for sporting activities, and in order to facilitate a large-scale residential development (LRD) application by way of a vehicular access road. The submission notes that the City Development plan classifies roads as ‘permitted in principle’ on open space and sports fields, however it is

considered that rezoning these sites to residential for the avoidance of doubt would be beneficial for the development and alignment with the City Development Plan.

Chief Executive’s Response

The submission relates to a landbank between Inchvale Road and the N40 Cork South Ring Road and to the west of the Douglas GAA Club and Patricks Woollen Mills where there is an extensive recent planning history.

The main purpose of Proposed Variation No. 3 is to secure the objectives of the *Housing Growth Requirements Guidelines*, which is to reflect updated housing growth requirements in the City Development Plan to accelerate housing delivery.

While the submission seeks the rezoning of lands to a residential designation to facilitate the development of residentially zoned lands within the overall landholding, it is considered given the particulars of the site that detailed project-level assessment is required to establish an appropriate and coherent approach to any development on these lands including in relation to any access arrangements. Zoning these lands as proposed has the potential to impact the delivery of the planned greenway in the area as well as impacting future amenity provision and would represent an uncoordinated approach to the delivery of the development in the area. Further analysis is required to determine the most appropriate access strategy taking into account wider access requirements in the area and the needs of the planned greenway.

It is considered that the matters raised in this submission can be addressed at project level / planning application stage.

Chief Executive’s Recommendation

No changes are proposed to the Proposed Variation.

Response Ref. 63

Submission No.	442	Site/Issue	Hyde House, Montenotte
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Summary of Submission

The submission requests the rezoning of lands at Middle Glanmire Road, Montenotte, from “ZO 15 Public Open Space” to “ZO 1 Sustainable Residential Neighbourhoods”, stating that the current Public Open Space zoning is inappropriate and ineffective, as the site is not and has never functioned as accessible public open space, and that it should be considered for rezoning for residential use. The land is fenced, overgrown, privately managed, and unusable by the public, meaning the ZO 15 zoning objective is not being met and cannot be achieved. Maintaining this designation is therefore considered poor planning practice, as it does not protect any genuine public amenity but instead prevents the appropriate redevelopment of an underutilised urban site.

Chief Executive’s Response

These lands were the subject of a submission to the non-statutory public consultation carried out to inform the preparation of Proposed Variation No. 3.

Zoning Objective 15 as described in the current City Development Plan is not limited to publicly accessible open space. The objective seeks to protect and retain a broader network of open

spaces, including those that contribute to visual amenity, landscape character, biodiversity, and green infrastructure – notwithstanding whether or not the lands are currently accessible by the public.

The subject lands are considered to be appropriately zoned as Public Open Space having regard to a number of significant site-specific constraints and characteristics, including archaeological sensitivities related to a defined Zone of Archaeological Notification associated with a Recorded Monument and Place (RMP), which is protected under national policy and City Development Plan objectives. The historic built form of Montenotte is characterised by substantial buildings set within large, landscaped, south-facing gardens, which are integral to their setting and significance. The protection of these open areas reflects a consistent approach within the City Development Plan whereby such grounds are safeguarded through Public Open Space or Landscape Preservation zoning.

Having regard to the archaeological sensitivity of the site, its contribution to the setting of protected heritage structures, its role within the wider green and amenity network, and infrastructural constraints, the retention of the Public Open Space zoning is considered appropriate.

Chief Executive’s Recommendation

No changes are proposed to the Proposed Variation.

Response Ref. 64

Submission No.	459	Site/Issue	Garraneboy, White's Cross
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Summary of Submission

The submission requests that lands at White’s Cross be rezoned from “ZO 9 Light Industry and Related Uses” to “ZO 2 New Residential Neighbourhoods”, stating that the subject lands are serviced and would maximise return on existing infrastructure development in the area, are contiguous to other residential development, and that the proposed housing scheme would incorporate identified needs, including community infrastructure (e.g. recreation space, facilities) and a nursing home, independent living, and ageing-in-place units.

Chief Executive’s Response

These lands were the subject of a submission to the non-statutory public consultation carried out to inform the preparation of Proposed Variation No. 3.

These lands are zoned ZO 9 Light Industry and Related Uses and are located on the edge of the zoned boundary of the city in the White’s Cross area. There is still a requirement for industrial-zoned lands in the City. The rezoning of the subject lands is considered premature at this stage and may be more appropriately considered as part of the next City Development Plan review, which will be informed by an updated economic development strategy. These lands are also peripheral, and the zoning of these lands for residential use at this time would be inconsistent with the overarching principle of compact liveable growth set out in Strategic Objective 1 of the City Development Plan, inconsistent with the sequential approach to zoning set out the *Development Plans Guidelines for Planning Authorities*, and inconsistent with the City Development Plan’s emphasis on sustainable and transport-oriented development.

Cognisant of section 15 of the Climate Action and Low Carbon Act 2015, regard has been had to section 14.2.3 of the National Climate Action Plan 2025, which seeks enhanced spatial and land-use planning (the ‘avoid-shift-improve’ approach). Regard was also had to National Strategic Outcome 1 “Compact Growth” of the First Revision of the National Planning Framework 2025.

For these reasons, the proposed rezoning is not considered appropriate at this time.

Chief Executive’s Recommendation

No changes are proposed to the Proposed Variation.

Response Ref. 65

Submission No.	460	Site	Lands at Maglin, South Ballincollig
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Summary of Submission

This submission proposes the rezoning of a c. 2.6 ha site in Maglin, South Ballincollig from “ZO 15 Public Open Space” to “ZO 1 Sustainable Residential Neighbourhoods”, in order to facilitate housing delivery. This request is also linked to the request for realigning the South Ballincollig Sustainable Transport Corridor (STC) (see “**Response Ref. 36**” in relation to submissions **441** and **449**). The submission refers to the associated submission to the non-statutory public consultation carried out to inform the preparation of Proposed Variation No. 3 which proposed a slightly larger site (c. 3.7 ha) for rezoning, which was accompanied by a flood risk assessment which concluded that the lands could be developed with some increases in maximum flood levels (approximately 360mm upstream, 50mm downstream). The submission sets out that the rezoning would improve urban design and placemaking by allowing a more coherent relationship between residential development and the STC, avoiding excessive separation and enabling the corridor to function as an urban street. It is also stated that the lands are serviced or capable of being serviced in the short term, are accessible, and could be delivered in the near future, thereby contributing to housing supply and the coordinated development of the wider expansion area.

Chief Executive’s Response

These lands (the larger, c 3.7 ha site) were the subject of a submission to the non-statutory public consultation carried out to inform the preparation of Proposed Variation No. 3. They were assessed for suitability but were ruled following a flood risk assessment as virtually the whole site is affected by either Flood Zone A or B. Similarly, the smaller c. 2.6 ha site now proposed would also be affected by either Flood Zone A or B. It is not proposed to rezone these lands that are located in flood zones from ZO 15 Public Open Space to ZO 1 or any other development zone. See “**Response Ref. 36**” in relation to submissions **441** and **449** in relation the alignment of the South Ballincollig Sustainable Transport Corridor (STC).

Chief Executive’s Recommendation

No changes are proposed to the Proposed Variation.

Response Ref. 66			
Submission No.	470	Site	Knocknacorbally, Blarney
Summary of Submission			
<p>This submission seeks the rezoning of additional residential lands at Knocknacorbally, Blarney, to support accelerated housing delivery in line with national and local planning policy.</p> <p>The submission identifies the lands as strategically important due to their serviced status, proximity to infrastructure and amenities, and their ability to address shortfalls in housing delivery, stating that this is consistent with the Cork City Development Plan’s strategic objectives and aligned to the revised National Planning Framework which targets significant population growth and requires a major increase in housing output, alongside the identification of additional serviced and serviceable lands.</p> <p>The submission references a persistent gap between housing targets and actual completions since 2022, particularly in Blarney, where a shortage of Tier 1 serviced lands has constrained development. Existing zoned lands are not delivering anticipated outputs, reinforcing the case for additional zoning. It identifies Blarney as well-positioned for growth, with adequate infrastructure, public transport, and community facilities, stating further that the subject lands are capable of delivering approximately 120–150 residential units, with no significant environmental, infrastructural, or legal constraints – only minor wastewater upgrades are anticipated. It also responds to strong market demand in Blarney, evidenced by rising house prices and its designation as a Rent Pressure Zone.</p>			
Chief Executive’s Response			
<p>The submission seeks the rezoning of lands at Knocknacorbally, Blarney, to facilitate residential development. While the lands are located adjacent to existing development and may be considered sequential in locational terms, they lie outside the defined development boundary of Blarney and do not currently benefit from appropriate or independent access infrastructure.</p> <p>The proposal is reliant on vehicular access through established residential estates, which raises concerns in relation to road capacity, traffic management, road safety, and impacts on residential amenity. In addition, there is sufficient land already zoned, and proposed to be zoned in Proposed Variation No. 3, within Blarney to meet current and projected housing needs, and the emphasis remains on the consolidation of the existing settlement. Having regard to the City Development Plan, including the objectives and standards relating to development management set out in Chapter 11, and the principles of DMURS in relation to safe and appropriate access and the protection of residential environments, it is considered that the zoning of these lands may give rise to issues relating to access and serviceability. Accordingly, sufficient justification for the rezoning of these lands has not been demonstrated.</p>			
Chief Executive’s Recommendation			
No changes are proposed to the Proposed Variation.			

Response Ref. 67			
Submission No.	473	Site / Issue	Lands at Ballinveitig, Curraheen, Bishopstown
Summary of Submission			
<p>The submission seeks the rezoning of lands at Ballinveitig, Curraheen, Bishopstown ZO 20 City Hinterland to “ZO 2 New Residential Neighbourhoods”, or at minimum designated for future residential use. The submission states that Proposed Variation No. 3 overstates the amount of genuinely deliverable residential land, noting that “a substantial proportion of these lands do not represent net new greenfield or opportunity regeneration sites capable of strategic residential delivery” and that “approximately 100 hectares... would not support any substantial residential housing output.” The submission further argues that the subject lands are strategically located, serviced, unconstrained, and capable of short-term delivery, emphasising their proximity to the proposed Cork Luas corridor and existing high-frequency public transport. It states that retaining the current Hinterland designation is inconsistent with national and regional policy and with the original intent of the city boundary extension.</p>			
Chief Executive’s Response			
<p>These lands were the subject of a submission to the non-statutory public consultation carried out to inform the preparation of Proposed Variation No. 3.</p> <p>These lands are located south of Curraheen Road, which is south of the N40 national road, and west of Marymount University Hospital and Hospice. While there is ribbon development along Curraheen Road in this location, the lands are peripheral and remote from any zoned boundary. The proposed Cork Luas line, referenced in the submission, will be run roughly 1.5 km north of the site ‘as the crow flies’ across the N40 national road and will not directly benefit these lands. The zoning of this site at this time would promote lower-density, car-based development with associated negative impacts on climate change, the need for new physical and social infrastructure, and the successful delivery of a compact, vibrant city of neighbourhoods. The zoning of these lands would represent an uncoordinated and unplanned approach to sustainable compact growth, inconsistent with the overarching principle of compact liveable growth set out in Strategic Objective 1 of the City Development Plan, and inconsistent with the sequential approach to zoning set out the <i>Development Plans Guidelines for Planning Authorities</i>.</p> <p>Cognisant of section 15 of the Climate Action and Low Carbon Act 2015, regard has been had to section 14.2.3 of the National Climate Action Plan 2025, which seeks enhanced spatial and land-use planning (the ‘avoid-shift-improve’ approach). Regard was also had to National Strategic Outcome 1 “Compact Growth” of the First Revision of the National Planning Framework 2025.</p> <p>In relation to the comments surrounding the amount of genuinely deliverable residential land included in Proposed Variation No. 3, the methodology followed to inform the variation was multi-faceted and robust, and included a non-statutory consultation to invite submissions from landowners and other interested parties for inclusion of lands that met the relevant criteria under the Guidelines.</p>			
Chief Executive’s Recommendation			
No changes are proposed to the Proposed Variation.			

Response Ref. 68			
Submission No.	477	Site/Issue	Lands zoned Public Open Space near Hollyhill, NW 2, Knocknaheeny (off Meadow Drive)
Summary of Submission			
<p>The submission objects to the current zoning of the subject lands as Public Open Space and raises concerns regarding the masterplan currently being prepared for a park that identifies the lands as part of a wider open space / park provision to support adjacent residential zoning proposals. This submission also refers to NW 2, Knocknaheeny (off Meadow Drive). The submission states that it is inappropriate for lands outside an applicant’s ownership to be relied upon in this manner and that any residential zoning proposal should provide its own open space. The submission also notes that parts of the lands were previously zoned for residential development and contends that, in the context of current housing demand, this zoning should be reinstated. Concern is further expressed regarding the perceived inequity of zoning decisions and the impact on land value, and the submission questions the Council’s approach to the delivery of a future park in the area.</p>			
Chief Executive’s Response			
<p>The lands referred to form part of a wider area zoned “ZO 15 Public Open Space” in the City Development Plan. This zoning reflects a strategic objective to deliver a new regional park in the area, serving the wider city and providing for long-term recreational, amenity and green infrastructure needs. Any new residential development proposed in the vicinity of the park, including any development on the NW 2 lands, must still comply with open space provision requirements set out in Chapter 11 of the City Development Plan, which for greenfield sites typically require 15% of the total site area to be dedicated to open space serving the development.</p>			
Chief Executive’s Recommendation			
No changes are proposed to the Proposed Variation.			

Response Ref. 69			
Submission No.	478	Site/Issue	Lands Mahony’s Avenue, Montenotte
Summary of Submission			
<p>This submission proposes the rezoning a portion of lands (383m²) currently zoned “ZO 15 Public Open Space” to “ZO 1 Sustainable Residential Neighbourhoods”. It submits that the subject lands are steeply sloped and in private ownership, being unsuitable for use as functional public open space not accessible as public amenity lands. The submissions sets out that the rezoning would allow integration with the residentially zoned lands to the south to improve site layout and consolidate the residential zoning envelope, enabling a more appropriate at-grade access point from the residential lands to the open space, further contributing to passive surveillance of the open space.</p>			

Chief Executive’s Response
It is acknowledged that these lands are steeply sloped and in private ownership. However, Zoning Objective 15 as described in the City Development Plan is not limited to publicly accessible open space. The objective seeks to protect and retain a broader network of open spaces, including those that contribute to visual amenity, landscape character, biodiversity, and green infrastructure. It is further noted that the subject lands fall within an area designated as an ‘Area of High Landscape Value’ in the City Development Plan and are therefore deemed to display an intrinsic landscape character and a special amenity value.
Chief Executive’s Recommendation
No changes are proposed to the Proposed Variation.

2.6.4 Submissions relating to other text changes in Proposed Variation No. 3

Response Ref. 70			
Submission No.	429	Site	Lands at Classis, Ballincollig
Summary of Submission			
<p>This submission refers to lands at Classis, Ballincollig, located mainly within the administrative area of Cork County Council, but including a small, discrete portion located within the City Council’s administrative area, zoned “ZO 9 Light Industry and Related Uses”. These lands are included in Cork County Council’s Proposed Variation No. 1 of the Cork County Development Plan 2022-2028 as Proposed Change No. KO-VAR-07 and KO-VAR-08 as a ‘Long Term Strategic and Sustainable Development Site’.</p> <p>The submission states that these lands are strategically located adjoining the existing urban footprint of Ballincollig and form part of a substantial, coherent landholding that extends across the City/County administrative boundary.</p> <p>The submission requests that Cork City Council frames the City-side portion of these lands in a manner that supports an integrated and coordinated approach, aligned with the wider Ballincollig growth narrative and with cross-boundary planning realities. The objective should be to ensure that the adopted Variation facilitates the ability to progress a coherent framework for the overall location at the appropriate time, and in line with infrastructure delivery and environmental safeguards.</p>			
Chief Executive’s Response			
<p>These lands (apart from a small portion, described above) are included in Cork County Council’s Proposed Variation No. 1 of the Cork County Development Plan 2022-2028 as Proposed Change No. KO-VAR-07 and KO-VAR-08 as a ‘Long Term Strategic and Sustainable Development Site’. The associated Chief Executive’s Report refers to these lands and states that ‘following the adoption of the proposed variation the upcoming review of the County Development Plan can give further consideration and can consider providing additional detail on matters raised in this submission including infrastructure delivery, timelines, etc.’.</p>			

The intention to promote a coordinated approach to these lands is acknowledged. However, it is not considered appropriate to include provisions in Proposed Variation No. 3 that would support or reference a framework plan at this location at this stage. Given the scale and cross-boundary nature of the lands, any such consideration would need to be progressed through a formal, plan-led process led by the relevant planning authorities. Supporting a privately prepared framework at this point would be premature and could create expectations that are not aligned with the adopted Development Plan.

The proposal also raises important considerations in relation to land use policy and growth management. The City-side lands are zoned for employment uses, which form a key part of the City’s development strategy, and it is important to maintain the integrity of this zoning. In addition, Cork City Council has already identified sufficient zoned and serviceable lands within Ballincollig to accommodate projected growth in line with the Core Strategy. On this basis, there is no current policy need to support the release or repositioning of additional lands.

Cork City Council’s priority is to ensure that development is plan-led, properly phased, and aligned with available infrastructure, with a focus on lands already identified for growth. In this context, any future consideration of these lands would be more appropriately addressed through a separate statutory process, supported by detailed assessment and inter-authority coordination.

Chief Executive’s Recommendation

No changes are proposed to the Proposed Variation.

Response Ref. 71

Submission No.	428	Site	Greenbelt
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Summary of Submission

This submission raises two matters in relation the greenbelt around Cork City.

The submission states that the changes proposed to Chapter 2 of the Written Statement which seek to pinpoint the location of lands for future development in the Ballincollig greenbelt area are premature in the absence of appropriate zoning and a future discussion on greenbelt strategy, and requests that the proposed changes to paragraph 2.22 set out on page 4 of Proposed Variation No. 3 should be deleted in their entirety, and the existing wording retained in its entirety. The submission states that these are matters for the next City Development Plan, not the current plan.

The submission states that the changes proposed to Chapter 6 of the Written Statement are unnecessary and should not be made in the absence of a future discussion on greenbelt strategy. As above, the submission states that these are matters for the next City Development Plan, not the current plan.

Chief Executive’s Response

In relation to the ‘Ballincollig greenbelt’ area the City Development Plan already sets out Cork City Council’s ambitions for these lands:

- The Cork City 2040 concept map (City Development Plan figure 2.8) identifies the area in Carrigrohane – generally the lands between the N40 (Cork South Ring Road) to the south, the N22 to the west, the N22 (Carrigrohane Road) to the north and the Twopot and Curragheen Rivers to the east – as a long-term growth area for the city, beyond the current City Development Plan period but up to 2040.
- Paragraphs 2.21 and 2.22 of the (existing) City Development Plan note that this concept map is intended as a spatial framework to provide clearer pathways for longer term growth within an existing and emerging network of neighbourhoods and areas that make up Cork City, and that the ‘lands located between the City and Ballincollig’ will further enhance the delivery of growth in Cork City and align with the NPF’s strategic objectives and population growth targets out to 2040.
- Paragraphs 10.228 and 10.229 state that the lands between Ballincollig and the western suburbs of Cork City, some 220 ha in extent, represent a strategic future growth location for Cork City, but the scale of the site requires a multi-disciplinary master planning approach in order to provide for the comprehensive and co-ordinated development of these lands.

The significance of these lands has been raised in submission 472 from the Office of the Planning Regulator (OPR), which seeks a commitment for the preparation of a high-level strategic planning framework which provides a more strategic and comprehensive approach and demonstrates how major transport-oriented development lands, public transport infrastructure and strategic open space provision will be integrated.

Cork City Council has already committed to these lands being an integral part of the City’s development to 2040, particularly considering the delivery of the Cork Luas across these lands and the associated opportunities this will bring in terms of sustainable, compact, transport-oriented development and placemaking.

It is agreed that it will be a matter for the preparation of the next City Development Plan to consider a wider development framework for these lands, to include residential and other land uses including employment, education, community, open space, green and blue infrastructure and institutional uses, as well as a transport and mobility framework and delivery mechanisms. However, the amended text in paragraph 2.22 as set out in Proposed Variation No. 3 is considered appropriate to highlight the strategic potential of these lands.

The submission’s comments in relation to the amendments to Chapter 6 of the City Development Plan set out in Proposed Variation No. 3 are noted. These amendments are supported by additional text in Chapter 3 and Chapter 11 of the City Development Plan in relation to landscape and rural housing (set out in “Section 2.1” and “Section 2.3” of Proposed Variation No. 3). Together, these amendments appropriately strengthen the consideration of landscape in planning decisions. The next review of the City Development Plan will consider the issue landscape in a broader context.

Chief Executive’s Recommendation

No changes are proposed to the Proposed Variation.

Response Ref. 72			
Submission No.	448	Site/Issue	Lands south of Heathfield, Ballincollig
Summary of Submission			
<p>This submission objects to the proposed rezoning and development of the South Ballincollig Sustainable Transport Corridor (STC) and the area south of Heathfield, expressing concern that the existing road network cannot safely accommodate the significant increase in traffic expected from the planned residential expansions. The submission highlights that Heathfield has only one access point and that directing additional traffic through the estate would worsen already heavy congestion at the Killumney / Carriganarra Road junction, particularly during school peak times, noting also that current traffic levels already exceed safe capacity. The submission raises concerns about the lack of viable public transport alternatives, as major transport projects remain in early planning stages and the nearest bus stop is a considerable walking distance away. The submission requests that safety measures be considered, including alternative access routes that do not pass through Heathfield, as well as speed-control features, pedestrian crossings, and boundary treatments to protect residents, especially children, from increased traffic and noise.</p>			
Chief Executive’s Response			
<p>The South Ballincollig Strategic Transport Corridor (STC) and the zoning of adjoining lands south of Heathfield is underpinned by the strategic objectives of the City Development Plan, which identifies Maglin, South Ballincollig as a strategic expansion area and promotes compact, sustainable growth and the consolidation of existing serviced areas. These lands are identified for development having regard to their proximity to the town centre and their potential to be supported by enhanced transport infrastructure. Any future development in this area will be subject to detailed planning assessment, including the requirement for Traffic and Transport Assessments (TTA) and road safety audits. These will be required to demonstrate that the local road network can safely accommodate proposed development or identify necessary mitigation measures. Traffic calming measures, pedestrian crossings, and appropriate boundary treatments can be secured under planning conditions in order to safeguard residential amenity and pedestrian safety. With respect to public transport, the zoning objectives align with longer-term investment in sustainable transport infrastructure. While some projects are at planning stage, the intention is that development will be phased in tandem with the delivery of improved public transport and active travel infrastructure, thereby reducing reliance on private car use over time. It is considered that objectives relating to the STC and land-use zoning in this area are appropriate at a strategic level. The specific concerns raised are more appropriately addressed through the development management process at planning application stage, where detailed design, access and safety issues will be fully assessed and mitigated as necessary.</p>			
Chief Executive’s Recommendation			
No changes are proposed to the Proposed Variation.			

Response Ref. 73			
Submission No.	135, 234, 309	Site/Issue	Quality of Life Issues, Amenity & Scouts Hall
Summary of Submission			
<p>These submissions highlight the need for housing but seek equal consideration for quality-of-life issues including social infrastructure such as parks and amenities and transport infrastructure. In addition, submission 135 seeks that the rezoning plans incorporate a proper scout hall with adjoining green space.</p>			
Chief Executive’s Response			
<p>The issues raised in these submissions are noted. The sites proposed for rezoning in Proposed Variation No. 3 were identified following a robust, multi-stage assessment process taking into account the requirements of the <i>NPF Implementation: Housing Growth Requirements Guidelines for Planning Authorities</i> including in relation to transport oriented development and access to good social infrastructure. It is acknowledged that the provision of housing needs to match the delivery of supporting infrastructure and services, and Cork City Council works closely with infrastructure and service providers to deliver on these requirements.</p> <p>Many proposed sites for rezoning are accompanied by site-specific objectives to guide their appropriate development, including objectives relating to access, movement and amenity provision. Cork City Council is also currently preparing framework plans for a range of strategic growth areas across Cork City, which will provide more granular guidance for infrastructure delivery.</p> <p>In addition, the City Development Plan includes a suite of policy objectives aimed at creating successful communities which will apply to zoned lands, including those included in Proposed Variation No. 3. Residential development schemes are required to provide open space, and Cork City Council is progressing recreational and active travel schemes in various areas, and will prepare an open space strategy as part of the review of the next City Development Plan.</p> <p>Overall, the Proposed Variation No. 3 presents a proactive step to ensure sufficient land is available for housing, with infrastructure and services to be delivered alongside development in a planned and phased manner.</p> <p>In relation to submission 135, several land-use zoning objectives accommodate scout halls, and other community facilities, including the ZO 1 and ZO 2 ‘residential’ zoning objectives. Such uses are recognised as contributing to successful, sustainable residential neighbourhoods. It is also noted that the main purpose of Proposed Variation No. 3 is to facilitate accelerate housing delivery, as required under the <i>Housing Growth Requirements Guidelines</i>. This issue will be considered in the whole in the next review of the City Development Plan.</p>			
Chief Executive’s Recommendation			
No changes are proposed to the Proposed Variation.			

Response Ref. 74			
Submission No.	402	Site/Issue	Phasing and Provision of Social Infrastructure
Summary of Submission			
<p>The submission acknowledges the need for additional housing supply but outlines significant concerns regarding the continued rezoning and expansion of residential lands in areas where existing infrastructure is under pressure and ahead of the provision of same including employment and enterprise, retail and neighbourhood services, medical, recreational and community facilities, safe active travel infrastructure and facilities for older persons and people with disabilities. The submission requests an infrastructure first approach.</p>			
Chief Executive’s Response			
<p>The issues raised in these submissions are noted. The sites proposed for rezoning in Proposed Variation No. 3 were identified following a robust, multi-stage assessment process taking into account the requirements of the <i>NPF Implementation: Housing Growth Requirements Guidelines for Planning Authorities</i> including in relation to transport oriented development and access to good social infrastructure. It is acknowledged that the provision of housing needs to match the delivery of supporting infrastructure and services. The zoning of the lands included in Proposed Variation No. 3 will give clarity to the range of relevant infrastructure providers regarding required supporting investment and Cork City Council works closely with infrastructure and service providers to deliver on these requirements.</p> <p>Many proposed sites for rezoning are accompanied by site-specific objectives to guide their appropriate development, including objectives relating to of access, movement and amenity provision. Cork City Council is also currently preparing framework plans for a range of strategic growth areas across Cork City, which will provide more granular guidance for infrastructure delivery, as well as an economic development strategy and open space strategy which will inform the review of the next City Development Plan.</p> <p>In addition, the City Development Plan includes a suite of policy objectives aimed at creating successful communities and neighbourhoods. In particular, Chapter 3 of the Plan contains a number of objectives in relation to the provision of community and social infrastructure including educational, healthcare, community facilities and inclusivity for everyone. Chapter 7 sets out strategic objectives in relation to the economy and employment.</p> <p>Proposed Variation No. 3 does not affect the statutory development management processes, which are governed by legislation and remain separate procedures. Any future planning applications determined following the adoption of Proposed Variation No. 3 will continue to be evaluated on their individual merits and will be assessed in accordance with the varied City Development Plan.</p> <p>Overall, Proposed Variation No. 3 presents a proactive step to ensure sufficient land is available for housing, with infrastructure and services to be delivered alongside development in a planned and phased manner.</p>			
Chief Executive’s Recommendation			
No changes are proposed to the Proposed Variation.			

Response Ref. 75**Submission Nos.**

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From

Cork City Local Community Development Committee (LCDC)

Summary of Submission

This submission is made by Cork City Local Community Development Committee (LCDC) with a view to supporting quality housing development within a framework of building communities and encouraging a balanced approach, as set out in the Local Economic and Community Plan 2024-2029 (LECP) which complements the City Development Plan. The submission points out that failure to do so can lead to ongoing inequality and weakened social cohesion.

The submission makes a number of thematic and area-specific recommendations including:

- the need for a health impact assessment (HIA) of Proposed Variation No. 3, its need to align with national and international strategies, the provision of infrastructure in tandem with housing, the prioritisation of existing zoned land and derelict sites, a concentration of zoning on the northside and a stronger focus on the positive impact that placemaking has on community health and wellbeing; inclusivity of housing provision across all cohorts of society is also highlighted;
- the submission cautions against an over-reliance on one-bedroom and studio units against demographic evidence and associated potential impacts on childcare provision;
- the submission supports the protection for landscape character and the reuse of existing structures, as outlined in Proposed Variation No. 3;
- in relation to the Ballyvolane Strategic Growth Area, the submission welcomes the general focus on community and social infrastructure included in Proposed Variation No. 3 but requests pre-development requirements for at least one community centre to match the existing housing stock and the projected increase in housing provision;
- the submission supports the north-east and north-west regional parks;
- in relation to the neighbourhood development sites and associated site-specific objectives in Ballincollig (Neighbourhood Development Site 4, Site-Specific Objective 6 and Site-Specific Objective 7), the submission advocates for the provision of a new community centre, sports centre, or library; and
- in relation to the site-specific objectives associated with Lehenaghmore, the submission identifies this as an area of significant housing growth close to an area of high deprivation in Togher and recommend that a new community or sports facility be incorporated into this rezoning.

Chief Executive’s Response

This submission is welcomed and the support for the approach to the Ballyvolane Strategic Growth Area and the north-east and north-west regional parks is acknowledged.

The sites proposed for rezoning in Proposed Variation No. 3 were identified following a robust, multi-stage assessment process taking into account the requirements of the *NPF Implementation: Housing Growth Requirements Guidelines for Planning Authorities* including in relation to access to good social infrastructure.

Proposed Variation No. 3 was prepared within the context of the proportionate growth development objectives set out in the City Development Plan’s Core Strategy, with due regard had to the location of settlements within the settlement network and the availability of infrastructure provision.

It is acknowledged that the provision of housing needs to match the delivery of supporting infrastructure and services. The zoning of the lands included in Proposed Variation No. 3 will give clarity to the range of relevant infrastructure providers regarding required supporting investment and Cork City Council works closely with infrastructure and service providers to deliver on these requirements.

Many proposed sites for rezoning are accompanied by site-specific objectives to guide their appropriate development, including objectives relating to of access, movement and amenity provision. As noted in the submission, Cork City Council is also currently preparing framework plans for a range of strategic growth areas across Cork City, which will provide more granular guidance for infrastructure delivery. Looking beyond this timeframe, and working with infrastructure delivery partners, the next review of the City Development Plan with its longer-term, ten-year horizon will consider enabling infrastructure delivery and its intrinsic relationship with housing and community delivery over the next plan period.

In relation to requests for the inclusion of specific community infrastructure assets within site-specific objectives associated with Ballyvolane, Ballincollig and Lehenaghmore, several Site-Specific Objectives relating to these sites include for the requirement of community facilities and other uses as part of housing and infrastructure delivery. This issue will also be considered in the whole in the next review of the City Development Plan.

Overall, the Proposed Variation No. 3 presents a proactive step to ensure sufficient land is available for housing, with infrastructure and services to be delivered alongside development in a planned and phased manner.

Chief Executive’s Recommendation

No changes are proposed to the Proposed Variation.

Response Ref. 76

Submission No.	106	Site/Issue	Active travel and cycling infrastructure
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Summary of Submission

This submission expresses overall support for Proposed Variation No. 3 while advocating for stronger and more explicit requirements in relation to cycling and active travel infrastructure. It supports the emphasis on sustainable transport, compact growth, and transport-oriented development, and welcomes the inclusion of active travel, including walking and cycling, across key growth areas. However, it raises concerns that cycling infrastructure continues to be treated as secondary to road projects and calls for the delivery of high-quality, safe, segregated and continuous cycling routes designed to accommodate users of all ages and abilities. The submission highlights that planned housing growth presents a significant opportunity to avoid car-dependent development patterns and instead embed sustainable mobility from the outset, and recommends that Proposed Variation No. 3 be used to strengthen active travel provisions, including the delivery of infrastructure early in the development

process, prioritisation of walking and cycling permeability, and the design of neighbourhoods around sustainable transport principles. It further emphasises the need for improved junction and crossing design to minimise cyclist–vehicle conflict, the provision of high-quality cycle parking in major residential and mixed-use schemes, and the establishment of clear delivery requirements and measurable standards for permeability and integrated travel connections in key development areas such as Ballyvolane, Ringwood, and the proposed regional parks.

Chief Executive’s Response

The issues raised in this submission are supported at a strategic level in the existing City Development Plan, which sets out a clear policy framework supporting sustainable transport, compact growth, permeability, and the integration of high-quality active travel infrastructure. The Plan provides strategic, plan-level guidance in relation to the design and delivery of walking and cycling facilities, including principles of connectivity, safety, accessibility and integration with land use. The detailed design, phasing and implementation of such infrastructure, along with considerations relating to junction treatments, crossings, and cycle parking, are more appropriately assessed at project level through the planning application process, where site-specific circumstances can be fully assessed. Accordingly, no further amendments are considered necessary in the context of Proposed Variation No. 3.

Chief Executive’s Recommendation

No changes are proposed to the Proposed Variation.

Response Ref. 77

Submission No.	400	Site/Issue	Specialist Housing
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Summary of Submission

This submission relates to specialised residential accommodation and highlights concerns regarding the rigid interpretation of Objective 11.8 “Older Persons and Specialist and Supported Living Accommodation”, particularly sub-sections (a) and (b) which seek specialised accommodation to have good access to mixed communities and local facilities. The submissions states that the nature of specialised accommodation makes this particularly challenging and requests the inclusion of additional text to Objective 11.8 to facilitate consideration of such accommodation within the City Hinterland subject to a justification test.

Chief Executive’s Response

The valued contribution that specialised accommodation plays in our communities is acknowledged. Amendments to paragraph 11.132 included in Proposed Variation No. 3 clarify that demonstrable exceptional social need could include exceptional health circumstances where an applicant is clearly required to live in a particular environment. It is considered that this would be relevant in the consideration of particular specialised accommodation cases.

Chief Executive’s Recommendation

No changes are proposed to the Proposed Variation.

Response Ref. 78			
Submission No.	10	Site/Issue	Rural Housing Policy
Summary of Submission			
<p>This submission relates to various aspects of Proposed Variation No. 3 regarding the rural housing policy, and makes a number of observations and recommendations:</p> <p>Paragraph 11.133 on ‘Rural Dwelling House Design’</p> <p>A concern is raised that the proposed removal of text which refers to the traditional nature of one-off housing being urban generated and seeking to limit dwelling size may introduce an inducement to build in a hinterland area.</p> <p>Paragraph 11.135 on ‘Refurbishment of Built Heritage Assets’</p> <p>A concern is raised that removing the original text of paragraph 11.135 may remove the first instance priority of seeking to reuse abandoned hinterland properties and seeks that certain text is retained to highlight the first principles preference of reusing abandoned hinterland properties ahead of new ones.</p> <p>Objective 3.13 on ‘Housing in the Hinterland’</p> <p>Objective 3.13 relates to ‘Housing in the Hinterland’ which outlines the high level policy considerations for housing in hinterland in alignment with National Policy Objective 28 (of the National Planning Framework, First Revision). The submission seeks the reintroduction of the original Objective 3.13 parts c. and d. in the City Development Plan related to the discouragement of urban generated housing in the Hinterland and the clarification that rural housing applicants must satisfy that their proposal constitutes an exceptional rural generated housing need and satisfies all the requirements of the plan.</p> <p>Paragraph 11.131 on the consideration of nearby landholdings</p> <p>A concern is raised regarding the increase of the eligible distance within which an alternative landholding can be considered in circumstances where a family landholding is unsuitable for the construction of a house, from 0.4km to 1.5km.</p> <p>Paragraph 3.53 on the consideration of dwellings within 1 km of the built-up area</p> <p>Paragraph 3.53 outlines strategic objectives for the consideration of single rural housing in the Hinterland. It includes reference to the normal required minimum distance of 1 km between a new rural dwelling and the nearest built-up area, but Proposed Variation No. 3 includes an amendment where the dwelling could be closer if it does not contribute to sprawl. The submission asserts that the proposed text in relation to proposals within 1 km of the built-up area will reduce protections for urban areas.</p>			
Chief Executive’s Response			
<p>The issues raised in the submission are addressed below:</p> <p>Paragraph 11.133 on ‘Rural Dwelling House Design’</p> <p>It is considered that seeking a qualitative and landscape responsive approach for rural dwelling house design, as proposed in the amended paragraph 11.133 in Proposed Variation No. 3, is more appropriate than an arbitrary quantitative or phasing requirement (as per the current paragraph 11.133) while still clarifying that suburban style house designs and large-scale developments that are not appropriate to a rural area will be discouraged. It is not</p>			

considered that these proposed amendments would introduce an inducement to build in the hinterland area. No changes are proposed to Proposed Variation No. 3 in relation to this matter.

Paragraph 11.135 on ‘Refurbishment of Built Heritage Assets’

The opportunity that existing hinterland properties present is acknowledged, and that the preference for their reuse should be highlighted and encouraged. It is considered that text in paragraph 11.135 can be reinstated (from that proposed to be omitted in Proposed Variation No. 3) to strengthen reference to the first priority being the reuse of vacant or derelict properties.

Objective 3.13 on ‘Housing in the Hinterland’

Reference to discouraging urban generated housing in the City Hinterland remains in the amended text of Objective 3.13 under new part (a) which ‘seeks to accommodate urban generated rural housing within the Urban Towns and Hinterland Settlements, which provide the necessary infrastructure and services to support housing, and discourage urban generated housing in the Hinterland’. Having regard to the acknowledged pressures on the City Hinterland from urban generated rural housing, it is considered appropriate to acknowledge that the Hinterland is the area under strongest pressure for urban generated housing, as proposed in the submission.

Clarification of housing need is included in the amended text of Objective 3.13 under amended part (b), which cross-references Objective 11.9 ‘Demonstrable Rural Housing Need’, and the retention of (relocated) text from the original part (c), namely that ‘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’. Overall, the revised Objective 3.13 is considered to offer a clear and more succinct direction towards the consideration of both rural and urban generated rural housing with clear cross-referencing to the relevant objective regarding demonstrable rural housing need (Objective 11.9). A number of related paragraphs are also strengthened, including paragraph 3.54 regarding the consideration of development within environmental limits, and paragraphs 3.53 and 6.36 regarding prominent and strategic Cork City hinterland areas. No changes are proposed to Proposed Variation No. 3 in relation to this matter.

Paragraph 11.131 on the consideration of nearby landholdings

This proposed amendment to paragraph 11.131 in Proposed Variation No. 3 is considered to be a more reasonable application of the rural housing policy taking practical considerations into account in the limited circumstances where the landholding of a qualifying applicant (under Objective 11.9) is unsuitable for the construction of a house. It is expressly stated that this can only be considered where a proposal does not conflict with other objectives in the City Development Plan, some of which have been strengthened in the case of rural housing through this variation. No changes are proposed to Proposed Variation No. 3 in relation to this matter.

Paragraph 3.53 on the consideration of dwellings within 1 km of the built-up area

Proposed Variation No. 3 includes a provision in paragraph 3.53 to ensure that no adverse impacts arise in relation to the integrity of the particular landscape character and the distinction between built-up areas and the open countryside. Upon review, it is considered that this meets the intended objective, including that outlined in the submission, of protecting against undesirable urban sprawl. As such, it is proposed to omit part of amended paragraph 3.53, set out below. Proposed Variation No. 3 does not affect the statutory development management processes, which are governed by legislation and remain separate procedures. Any future planning applications determined following the adoption of Proposed Variation No.

3 will continue to be evaluated on their individual merits and will be assessed in accordance with the varied City Development Plan.

Chief Executive’s Recommendation

10. Reinstate the following original text to the proposed amended **paragraph 11.135:**

“The ~~urban-h-~~ Hinterland includes many built heritage assets (houses, cottages and farm buildings), whether designated or undesignated, and it is desirable to conserve and enhance and provide a viable use for these assets. They are of cultural significance and make a significant contribution to the identity and character of the rural landscape.

Many of these have been lost due to abandonment and neglect in recent years. The first priority in meeting housing need will be to re-use vacant / derelict rural built heritage assets utilising a conservation approach. Extensions to these will be considered ‘enabling development’ in order to secure the conservation of the principal built heritage asset. In the event that a farm does not include built heritage assets for conversion then new dwellings will be considered providing they utilise the architectural language of traditional farm cottages, houses or farm buildings. The Planning Authority will encourage proposals for the sensitive refurbishment and conversion of suitable disused or derelict built heritage assets, built using traditional methods and materials, for residential purposes, community or commercial uses where appropriate, and subject to normal planning considerations, while ensuring that re-use is compatible with environmental and heritage protection in accordance with the criteria set out in Objective 11.11.

Objective 11.9 ‘Demonstrable Rural Housing Need’ will not apply to development that comes within the terms above for the refurbishment of a built heritage asset.”

11. Add the following text to **Objective 3.13 ‘Housing in the Hinterland’**

“Objective 3.13

Rural Generated Housing in the Hinterland

- a. Seek to accommodate urban generated rural housing within the Urban Towns and Hinterland Settlements, which provide the necessary infrastructure and services to support housing, and discourage urban generated housing in the Hinterland, which is the area under the strongest pressure for urban generated rural housing.
- b. To sustain and renew established rural communities, by facilitating those with an exceptional rural generated housing need to live within their rural community. Single rural housing applications will be considered in the Hinterland outside of designated settlements in accordance with the criteria outlined in (see Objective 11.9 – One-Off Housing: Demonstrable Need to Reside on Landholding) Demonstrable Rural Housing Need; 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.
- ~~c. – To discourage urban generated housing in the City Hinterland;~~
- ~~d. – The City Hinterland is the area under strongest urban generated pressure for rural housing. Therefore, single rural housing applicants must satisfy Cork City Council that their proposal constitutes an exceptional rural generated housing need and satisfies all the requirements of this Plan. 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.”~~

12. Omit ~~text~~ proposed as new next in Proposed Variation No. 3 in **paragraph 3.53** as follows:

“3.53

National Policy Objective ~~28~~ **19** requires that Planning Authorities must set out a rural housing policy that requires applicants in rural areas under urban influence to set out “demonstrable economic or social need to live in a rural area.”, having regard to siting and design criteria and the viability of smaller towns and rural settlements. Single R ~~rural-generated one-off~~ housing will be considered in the Hinterland outside of the designated settlements villages providing:

- ~~• The overall objective of maintaining the open character of the lands is maintained;~~
- Proposals for new dwellings are supported by a case to justify a genuine, an exceptional rural housing need based on a demonstrable economic or social need (see Objectives 3.13 and 11.9) to reside on the farm holding; and
- The integrity of the particular landscape character, the ecological value and connectivity, and heritage conservation of the lands and the distinction between built-up areas and the open countryside is not adversely impacted. The open hilltops, valley sides and ridges that are located within the Cork City Hinterland area have a strategic role in defining the City’s overall landscape character and structure, and will be afforded the highest degree of protection (see Objectives 10.97, 10.98 and 10.99);
- The nearest built-up area village is normally more than 1 kilometre from the subject site on a farm / landholding. ~~If the built-up area is closer than 1 kilometre from the subject site, proposals must demonstrate that the dwelling will not contribute to ribbon development or undesirable urban sprawl;~~
- Applications must demonstrate how a proposed single rural dwelling will not impact upon the deliverability of the future development of lands identified as Long-Term Strategic Development Lands (see paragraphs 2.52 and 12.15) or lands identified within the route corridors of planned strategic transport infrastructure.
- ~~• The farm is greater than 30 hectares in size;~~

~~The proposed dwelling ideally utilizes the conservation / conversion of an agricultural built heritage asset (e.g. farmhouse, cottage or historic farm building of built heritage significance). Positive and sensitive restoration and adaptive reuse of disused and/or ruinous dwellings and built heritage assets is encouraged subject to normal planning considerations (see Objectives 11.11 and 11.12).~~

Appendix 1: List of Prescribed Authorities and Public Bodies Notified

1	An Coimisiún Pleanála
2	An Taisce
3	Cork Airport
4	Cork County Council
5	Department of Agriculture, Food & the Marine
6	Department of Climate, Energy and the Environment
7	Department of Culture, Communications and Sport
8	Department of Defence
9	Department of Education and Youth
10	Department of Housing, Local Government and Heritage
11	Department of Rural and Community Development and the Gaeltacht
12	Department of Transport
13	Dublin Airport Authority
14	Eirgrid
15	Electric Ireland
16	Environment Protection Agency (EPA)
17	Fáilte Ireland
18	Health and Safety Authority (HSA)
19	Health Service Executive (HSE)
20	IDA Ireland
21	Inland Fisheries Ireland
22	Local Community Development Committee (LCDC)
23	Maritime Area Regulatory Authority (MARA)
24	National Parks & Wildlife Service
25	National Transport Authority (NTA)
26	Office of the Planning Regulator (OPR)
27	Office of Public Works (OPW)
28	Southern Regional Assembly (SRA)
29	The Arts Council/An Chomhairle Ealaíon
30	The Heritage Council
31	Transport Infrastructure Ireland (TII)
32	Uisce Éireann

Appendix 2 List of Submissions received (numerical order)	
1	Kieran McNally
2	Graham Murphy
3	John O'Dwyer
4	Colm Walsh
5	Andrea O'Regan
6	The Maritime Area Regulatory Authority (MARA)
7	Moneygourney Residents Association
8	Maire Herlihy
9	The Moore Family (withdrawn, not in administrative area)
10	Cllr Oliver Moran
11	Conor O'Mahony
12	Emer MacHale
13	Ger Manley
14	Lisa Leahy
15	Kelly Kirwan
16	Billy Kirwan
17	Pamela Coughlan
18	Simon Tiptaft
19	John Foley
20	Michelle Boland
21	Ian Field
22	Elizabeth Joyce
23	Brian Conroy
24	Laurie O'Dwyer
25	Ivica Skrllec
26	Adrian Conlon
27	Rita Casey
28	Nuala O'Leary
29	Marija Todorovic
30	Tim Lynch

31	Anju John
32	Carol Hartnett
33	Stephen Lane
34	Claire Wallace
35	Kerrie Heffernan
36	Laura Spillane
37	Matthew Marnell
38	Hilary O'Donovan
39	Nevan O'Driscoll
40	Giny van der Burg
41	Ger Manley (withdrawn, duplicate)
42	Shawn Craig
43	Mario Prodromou
44	Stephen Howard
45	Liam Keating
46	Pat Murphy
47	Paul O'Sullivan
48	Shane O'Connor
49	Tom O'Connor
50	Jennette Field (withdrawn, duplicate)
51	Sarah Meighan
52	Jennette Field
53	Aisling O'Neill
54	Sinead Egan
55	Yvonne O'Brien
56	Orla Twomey
57	Elaine O'Mahony
58	Jim O'Mahony
59	Jennifer Minihane
60	Patrick Hourihane
61	Rory O'Connor
62	Aisling Parkes

63	Martin McAuliffe
64	Jazz Glennon
65	Andrew Cronin
66	Anne Cowley
67	Nicholas Scott
68	Nicole Fitzgibbon
69	Environmental Protection Agency (EPA)
70	Ann O’Mahony
71	Karen Matthews
72	Rebecca Hutchinson
73	Brian Walsh
74	Niall Buckley
75	John Horgan
76	Derrick Healy
77	Carol Craig
78	Mary Buckley
79	Iain McGregor
80	Greg Collins
81	Dr Declan King
82	Dr Hatice King
83	Kieran Kelly
84	Alan O’Donoghue
85	Catherine Revins
86	Luke Miller
87	Lucy Gaffney
88	Kevin Gaffney
89	John O’Sullivan
90	Patrick O’Brien
91	John Howard
92	Mark Phelan
93	Ian O’Sullivan
94	Ester Kelleher

95	Aoife McCarthy
96	Erika Mackey
97	Markus Meisl
98	Ahmed Mohamed
99	Susan Wright
100	Eoin Barrett
101	Paul O’Regan
102	Dermot Sheedy
103	Dr Declan King (withdrawn, duplicate)
104	Valerie Prodromou
105	Mario Prodromou
106	Kjeld van den Heuvel
107	Sarah Hurley
108	Julie-Ann Rowan
109	Mark Prendergast
110	Ethna Murphy
111	Donal O’Keeffe
112	Jennifer Dineen
113	Lynda O’Connell
114	Robyn Kehoe
115	Jill Dalton
116	Vicente Giliberti
117	Rory Bickerstaffe
118	John Mylod
119	Hansie Treasa Lucey
120	Evelyn Stapleton
121	Claire Duggan
122	Sinead McDonnell
123	David Good
124	Niamh O’Shea
125	Mark Twomey
126	Cait O’Shea

127	Barry Finn
128	Donnacha McCarthy
129	Graham O'Shea
130	Lisa O'Shea
131	Frank O'Connell
132	Alex Duggan
133	Patricia Mohally
134	James Daly
135	Douglas & St. Fin Barre's Scout Group
136	Kevin O'Regan
137	Sinead Egan
138	Barry O'Hanlon
139	Paul Canning
140	Denis McSweeney
141	Nora McSweeney
142	Chris Mansfield
143	Adrian Fitzgerald
144	Michael Burkley
145	Derry McCarthy
146	Gerard Barter
147	Anita Melvin
148	Des O'Sullivan
149	Bellmount Developments
150	Barry Smith
151	Eamon Goggin
152	Bellmount Developments
153	Eoin O'Mahony
154	Michael O'Leary
155	David O'Neill
156	Niamh Ní Chiara
157	Sandra Barter
158	Bernadette and Hugh Graham

159	Daniel OSullivan
160	Brian Murphy
161	Jillian O'Sullivan
162	Ida Collins
163	Sam Lawrance
164	Simon Shannon
165	Patrick Stacey
166	Finola O'Connell
167	Eddie Kelliher
168	Kevin Lally
169	Fiona O'Brien
170	Bernard Bhattacharya
171	Caroline Collins Powell
172	Frank Nevin
173	Áine Murphy
174	Kathryn Buttimore (withdrawn, duplicate)
175	Darren Townsend
176	James Smith
177	Robert Fitzgerald
178	Claire Mackey
179	Patrick Galvin
180	Eileen Clarke
181	Saurabh Gupta
182	Catherine Starkie
183	Amy Conway
184	Robert Sheehan
185	Faye Mackey
186	Michael Doyle
187	Mary Allen
188	Ian Crossan
189	Kenneth Holland
190	Kenneth Cullinane

191	Annemarie Doyle
192	Geraldine Hynes
193	Jimmy Hynes
194	Nireen Hickey
195	Mairead Bourke
196	Norma Fitzgerald
197	Deirbhile Hegarty
198	Thomas Wallace
199	Laura Jordan
200	Egidijus Girgzda
201	Conal Crossan
202	Deirdre Burke
203	Clogheen Kerry Pike Community Association
204	Donal O'Sullivan
205	Regina Cullen
206	Joe Mulligan
207	Peter Hegarty
208	John O'Keeffe
209	Peter Mulcahy
210	Gintare S.
211	Doireann Kelliher
212	Jason Ryan
213	John D.
214	Karen Cronin
215	James Daly
216	Jerry O'Regan
217	Adam Duggan
218	Raymond Cosgrove
219	Tanya Price
220	Helen Kelly
221	Roisin O'Donnell
222	Ben Jacob

223	Jason Price
224	Ava Lucia Mackey
225	Briedgeen Kerr
226	Jacqueline Cosgrove
227	Michelle Harris
228	John Leahy
229	Helen Kehoe
230	John Pires
231	Eimear Lehane
232	Helen Kelly
233	Kenneth Allen
234	Tom Collins
235	Transport Infrastructure Ireland (TII)
236	Triona Quinn
237	John Manley
238	Martin Cronin
239	Jane Delaney
240	Dermot Conway
241	Dermot Conway (withdrawn, duplicate)
242	Dylan Collins
243	Michelle Mathews
244	Office of Public Works (OPW)
245	Bridgewater Developments & F.C.D.C. Construction Ltd
246	Cian O'Flynn
247	John Kelleher
248	Edmond Linehan
249	Lucy Diggin
250	Minkbury Investments Limited
251	Len Dowling
252	Amy Ní Laoire
253	Sarah O'Connell
254	Conor Walsh

255	Amanda Dorgan & Colin Lynch
256	Kathryn Buttimore
257	Rory Conway
258	Cork Chamber
259	Darina Lynch
260	Shane Cantillon
261	Health & Safety Authority (HSA)
262	Lilian O’Gorman
263	Rachel Chegini
264	Liam Strahan
265	James D.
266	Terence Farrell
267	Sharon Mullins
268	Peter Kelly
269	Janet Tynan
270	Daragh OBoyle
271	Ryan Creech
272	Andrews Breslin
273	Ian O Mahony
274	James Moore
275	Caitlin Begley Moloney
276	Carol O Keeffe
277	Shirley & John Paul Khan
278	Nikita Khan
279	Susan Smith
280	Joelle O’Connell
281	Chantelle Khan
282	Brian Cotter
283	Eric O Sullivan
284	Donal Dennehy
285	Shane Scott
286	John Collins

287	James Broderick
288	Alan Donovan
289	AnnMarie Whelan
290	Valerie Duggan
291	Mark Pierce
292	Michael Murphy
293	Michael Hanrahan
294	Tríona Kennedy
295	Shane Coakley
296	John Joyce
297	Paddy Buttimer
298	Cathy Griffin
299	Ian McGrath
300	John Fitzgerald
301	Murtagh Murphy
302	Trudy Cantillon
303	Shaun Wiseman
304	Cian Conway
305	Shane Ryan
306	John O'Mahony
307	Rory Hanrahan
308	Ann Marie Mullins
309	Michael Russell
310	Eva Murphy
311	Joe Melvin
312	Rachel Sheedy
313	Deirdre Hourihan Healy
314	Eimear Foley
315	Anthony Healy
316	Mairead Cummins
317	Amy O'Keeffe
318	Paudie Lucey

319	Diarmaid Beecher
320	Jaime Jordan
321	Rhian Fitzgerald
322	Eoin Quinlan
323	Niamh Johnston
324	Liam Muldoon
325	Aoife Cregan
326	Chloe Higgins
327	Kevin Wallace
328	Ian Johnston
329	Caroline Radford
330	Don Cummins
331	David Sawbridge
332	Eric Kelleher
333	Marian Eiffe
334	Beth McCarthy
335	Alex Glennon
336	John Devlin
337	Shirley Devlin
338	Jamie Boland
339	Derville Allen
340	Darragh Sexton
341	Cathal Timoney
342	Cara Morris
343	Deirdre Hughes
344	Margaret Kelleher
345	Leanne Power
346	Annette O’Brien
347	Victoria Borisova
348	Sarah O’Keeffe
349	Robert Mackey
350	Alisha Heffernan

351	Brian Cahill
352	Breda O Connor
353	Brian Falvey
354	Deirdre Sexton
355	Brian Stuart
356	Dia Silverstein
357	James Allen
358	Kevin
359	Yvonne O'Connell
360	Orlaith Lane
361	Frances Hedigan
362	Mark O'Hanlon
363	Fiona Condon
364	Brid Harrington
365	John Danter
366	Bridgewater Homes
367	Orla Rutherford
368	Chloe Murphy
369	Joelle O'Connell
370	Nashs Boreen Residents Committee
371	Mark McGloughlin
372	Uisce Éireann
373	Kevin Buckley
374	John Phelan
375	O'Leary & O'Sullivan Developments Ltd
376	International Investment ICAV Limited Partnership 1
377	The Moloney Family
378	Alan & Norma Hyde
379	Rodrigo Araujo
380	Byrne Creedon Development Consultancy
381	Sonia Sunny
382	Creedon Group and MMD Construction

383	Conor Burke
384	Jodie Donovan
385	Southern Regional Assembly
386	JCD Group
387	Paul Healy
388	Department of Housing, Local Government and Heritage
389	Bridgewater Homes
390	Breda O'Connor
391	Cllr Oliver Moran
392	Laura O'Keefe
393	Alice Desmond
394	Limerick City and County Council
395	Sarah O'Mahony
396	Evan Donovan
397	Comer Group
398	Coleman New Homes Limited
399	Judith Gahan
400	Horizons
401	The Horgan Family & O'Flynn Construction (Cork) Unlimited Co.
402	Gerard Tynan
403	Society of African Missions Trustees (SMA)
404	O'Flynn Construction Limited
405	Cormac McCarthy
406	Vicky O'Sullivan
407	Westbrook Housing Company Limited
408	John Barrett
409	Amy O'Brien
410	Cllr Albert Deasy
411	Ailish Murphy
412	Oonagh Kearney
413	Brice-Amelien Puvilland
414	Liam Cashman

415	Catherine McDonnell Cogan
416	Raymond Harrington
417	Construction Industry Federation (CIF)
418	Ruden Homes Ltd
419	Ruden Homes Ltd
420	John Paul Twomey
421	Dunluce Land Holdings Ltd
422	Laura Kingston
423	Land Development Agency (LDA)
424	Darol O Donovan
425	Cllr Joe Lynch & Donnchadh O Laoghaire TD
426	KPH
427	Caroline McGarry
428	Cllr Joe Lynch
429	Belgard Estates
430	Laurence O'Driscoll
431	Jeremiah Lynch & O'Flynn Group
432	Electricity Supply Board
433	Oonagh Collins
434	Niall Murphy (with partners Galtymore Developments)
435	Joe & Richard Donovan
436	Donal Kelleher
437	Peter Hyde
438	Stanta Developments Ltd
439	Sean Sheehy
440	St Finbarrs GAA Club
441	Murnane & O'Shea Ltd
442	McHugh Property Developments
443	Mark Long
444	DAA
445	O'Flynn Construction Co. Limited
446	Joanne Burke

447	Glashaboy Woodland Group
448	Kevin Downey
449	Murnane & O'Shea Ltd
450	Clockstrike Ltd in conjunction with Cairn Homes
451	Niall Buckley
452	Cork City Local Community Development Committee (LCDC)
453	Cirio Homes
454	L. Falcon
455	Louise O'Neill
456	Roisin Quain
457	Suzanne O'Mahony
458	Fionnuala Duggan
459	Peppard Construction Ltd
460	Murnane & O'Shea Ltd
461	The Jenkins Family
462	DCN Developments Ltd
463	Donal Lucey
464	Cairn Homes
465	Cirio Homes
466	Office of Public Works (OPW)
467	Angelique Cashman
468	The McCarthy Family
469	Killens Community Residents group
470	Michael & Maura Cremen
471	Frances Holohan
472	OPR
473	Tony Looney & Edward Carey
474	Tralena Hyslop
475	Lios Cara Estate Residents, Killeens
476	Department of Education & Youth
477	Adrian Conlon
478	Kenneth O'Donovan

479	Gavan Barrett
480	Niamh Barrett
481	Paul Condon
482	National Transport Authority
483	Jonathan Burke
484	Chloe McSweeney

Appendix 3: Summary of the issues raised in Submissions received (numerical order)

This is a separate document.

Appendix 4: Settlement Capacity Audit (SCA) – Overview Report

1. Context

As part of the process of preparing Proposed Variation No. 3 to the Cork City Development Plan 2022-2028, a review of the adequacy of existing zoned lands was carried out to fully understand the requirement to cater for new housing growth targets for the city, as set out in Appendix 1 of the ‘*NPF Implementation: Housing Growth Requirements Guidelines for Planning Authorities*’ (‘the Housing Growth Guidelines’) issued under Section 28 of the Planning and Development Act, 2000 (as amended). To fully inform this process, Cork City Council carried out a Settlement Capacity Audit (SCA) in accordance with the requirements of Section 2.4 of the Housing Growth Guidelines, which also have regard to the provisions of the Ministerial Development Plan Guidelines, 2022. Within this context, this report provides an overview of the steps taken to prepare and apply the SCA to Proposed Variation no. 3 in accordance with the Housing Growth Guidelines.

2. Additional Provisions to the Existing Core Strategy

Section 2.3 of the *Housing Growth Requirements Guidelines* specifically refers to the need to identify additional lands suitable for residential zoning, in addition to the need to develop infill housing, housing on brownfield lands and to address vacancy and dereliction:

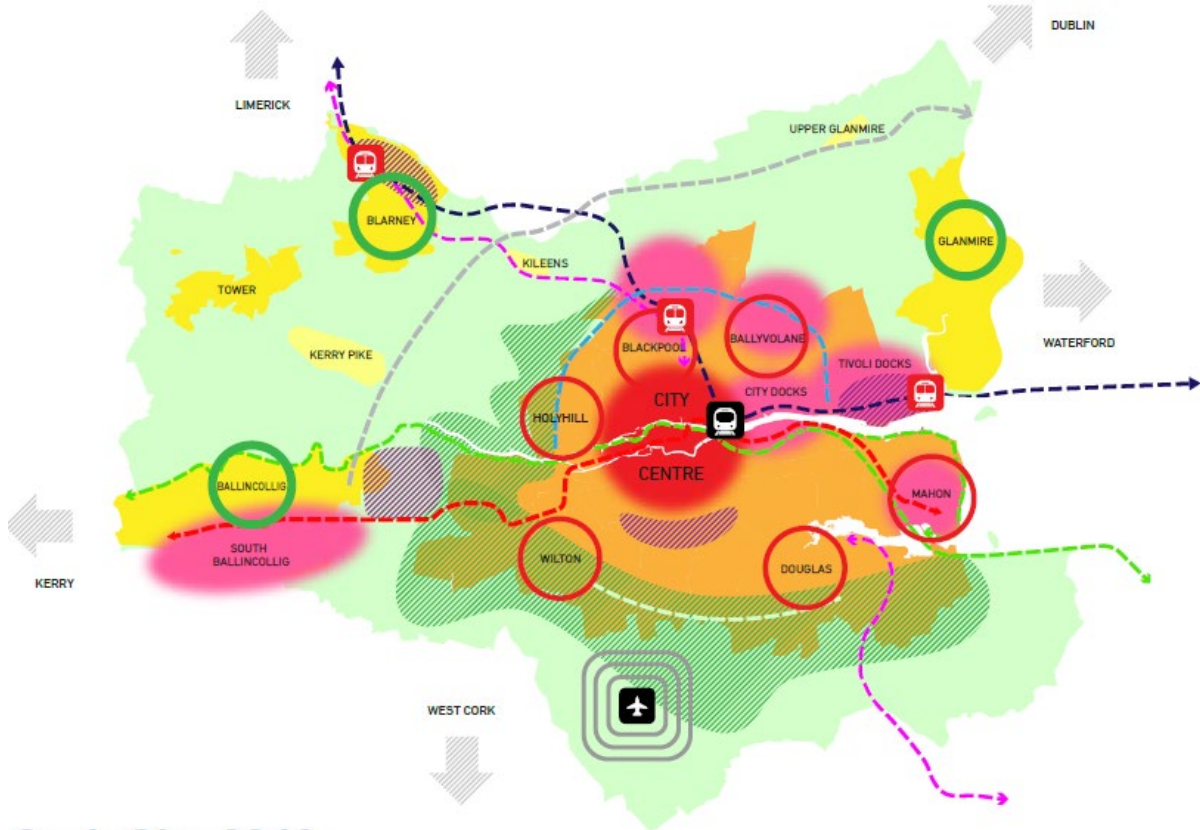
Notwithstanding that the recommended quantum of ‘additional provision’ over and above the baseline housing growth requirements set out in these Guidelines is up to 50%, the justification for this additionality and the criteria for the selection of land and sites should be carried out in accordance with the existing provisions of the “Development Plans - Guidelines for Planning Authorities” (2022), as set out in Section 4.4.3 thereof - “Ensuring Sufficient Provision of Housing Lands/Sites”.

(page 8, Housing Growth Requirements Guidelines)

The revised National Planning Framework (NPF) continues the requirement for planning authorities to prioritise delivery of compact growth, including the consolidation of existing built areas and the promotion of strategic expansion areas. In Cork City, this includes areas such as the city fringe, urban towns (Ballincollig, Blarney, Glanmire and Tower), existing and planned transport corridors and designated strategic expansion areas such as Ballyvolane and Maglin.

Paragraphs 2.17-2.31 of the current City Development Plan sets out a clear spatial framework, including objectives and principles, for achieving the NPF growth targets beyond the current Plan period of 2022-2028. Proposed Variation No. 3 applies these 2040 objectives and principles to also ensure that the application of a two-year extension to the existing Plan period aligns with the housing growth requirements for 2028 (part of), 2029 and 2030.

Figure 2.8 of the City Development Plan is included below.



Cork City 2040

“Figure 2.8 Cork City 2040 Concept Plan” of the Cork City Development Plan 2022-2028

At a site level, proposed Variation No. 3 also applies the current methodology set out in the *Urban Density, Building Height and Tall Buildings Strategy* carried out to inform the City Development Plan. This approach ensures consistency with both the overall City Development Plan and the Ministerial Development Plan Guidelines through the application of the currently adopted integrated land use strategy that applies appropriate density ranges based on the strategic objectives of the City Development Plan. The table below sets out the City Development Plan and Compact Settlement Guidelines density ranges that apply to lands included in proposed Variation No. 3. (Note: the colours in the left column relate to the colours reflected in the City Development Plan’s density strategy).

Location	Cork City Development Plan 2022-2028	Compact Settlement Guidelines 2024
City central area and docklands	100 + (no upper limit)	100-300
City fringe, key transport corridors, key urban centres	50-150	50-250
Inner-urban suburbs	40-100	50-250
Ballincollig, Blarney centres	40-100	50-150
Outer suburb	40-60	40-80 (up to 150)
Ballincollig, Blarney, Glanmire, Tower	40-60	35-50 (up to 100)
All other areas (hinterland villages)	Min. 35	Min. 25 reflect context

Consideration has also been given to the fact that lands required to secure these objectives are also being be zoned to allow for the provision of uses other than residential, such as education, local employment, services, open space and amenity uses required to support the provision of vibrant and sustainable residential communities, as required in the growth strategy, strategic objectives and development management standards set out in the City Development Plan.

3. Application of a 5-Stage Multi-Criteria Assessment (MCA) Process

To ensure the correct application of the strategic city land use and density strategies and objectives within the existing City Development Plan (as set out above), a 5-stage multi-criteria assessment (MCA) process was developed to help determine the optimal location for the zoning of lands required to facilitate the allocated shortfall of land required for housing growth. This MCA process applied a sequential approach to land use zoning together with (but not limited to) other criteria including infrastructure, environmental constraints and proximity to existing facilities and services. The process centred on the use of a new GIS based platform to help coordinate each stage.

Stage 1: Non-Statutory Public Consultation

To better inform Proposed Variation No. 3, Cork City Council carried out a non-statutory consultation inviting submissions from interested parties for recommendations for lands to be zoned for residential development that meet the criteria of the Guidelines and City Development Plan for compact growth, transport-oriented development, serviceability and deliverability. The public consultation period ran for six weeks from 30th September to 10th November 2025, and included a request for supporting information, identifying lands that are suitable for zoning for residential use that meet the objectives of the *Housing Growth Requirements Guidelines* in terms of contributing to accelerated housing delivery over the next five years. The parameters of the non-statutory consultation were clear and specific, and requested that all site-specific submissions were supported by relevant information to demonstrate that they:

- align with the strategic objectives for growth and the 9 strategic objectives set out in section 2.16 of the City Development Plan,
- are serviced, or due to be serviced, or serviceable within the next five-year period (to 2030),
- are located in areas that contribute to transport-oriented development (TOD) by virtue of good availability and proximity to public transport,
- contribute to sustainable compact growth and the principles of the 15-minute city (ideally located within the built-up footprint of the city) and align with sections 2.24 to 2.30 of the City Development Plan in relation to delivering compact liveable growth,
- are located in areas where market analysis shows a level of demand exists,
- support the development of infill housing, housing on Brownfield land or address vacancy and dereliction,
- are located in areas with good social infrastructure and capacity in schools and community facilities,
- do not have significant challenges or impediments to the development of housing (e.g. legal, environmental, topographical or servicing), and
- would not negatively impact upon achieving the objectives of the City Development Plan, Southern Regional Spatial and Economic Strategy, National Planning Framework, and other relevant strategic policies such as the national Climate Action Plan 2025 and the Cork City Climate Action Plan.

There was a good response to the non-statutory consultation, with 115 submissions received collectively proposing over 1,000 hectares of land – four times that required to secure the objectives of the Guidelines in Cork City to 2030. This process was managed digitally – a screenshot is provided below identifying the various submission sites mapped:

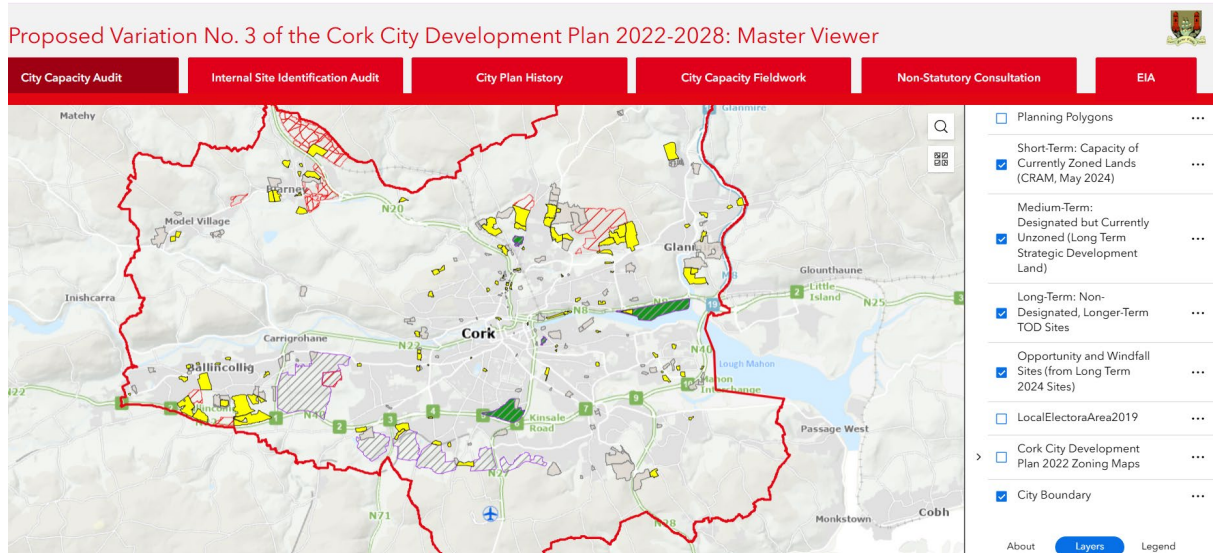


Source: Cork City Council. Screenshot of mapped sites following non-statutory consultation

Having reviewed these submissions against the existing City Development Plan, the revised housing growth requirements and the *Housing Growth Requirements Guidelines*, the Chief Executive prepared a report for the Elected Members, and in February 2026 provided a copy to the Minister, setting out the development capacity of existing zoned lands and details of serviced and planning status, and demonstrating the means by which it is proposed to secure the objectives of the Guidelines. This report was prepared in accordance with section 3.1 of the *Housing Growth Requirements Guidelines* and informed the preparation of Proposed Variation No. 3.

Stage 2: Identification of Appropriate Lands

Cork City has significant capacity to contribute to transport-oriented development (TOD) which is essential for sustainable compact growth for the City, Cork Metropolitan Area, Southern Region and nationally. TOD is important to achieving NPF priorities for compact and sustainable growth, supporting climate targets and in meeting housing delivery targets. As part of ongoing residential activity monitoring processes, Cork City Council has identified lands that are highly accessible to existing and planned transport infrastructure under CMATS 2040 for future strategic TOD. These lands incorporate clusters of underutilised sites including Brownfield, windfall, underutilised and Greenfield lands within strategic expansion areas. Overall, these TOD lands have the potential to deliver 60,000-100,000 new homes at medium density (80 dwellings per hectare) on 1,500 hectares of land within 0-8 km from the city centre. This process is managed digitally – a screenshot is provided below identifying the location of various strategic TOD sites:

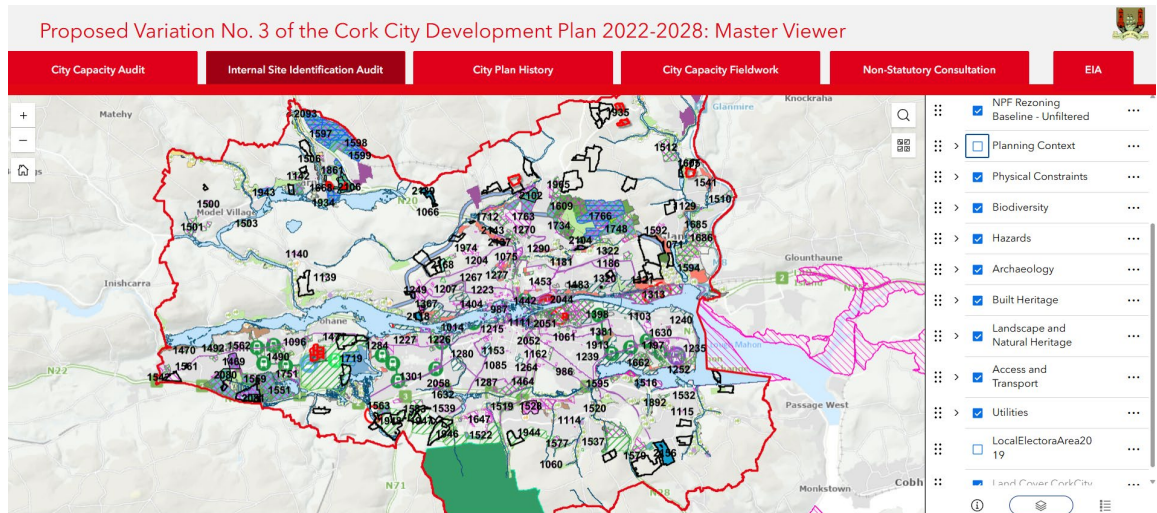


Source: Cork City Council. Screenshot of various strategic TOD sites

This stage was used to filter lands put forward under Stage 1, and identified lands considered premature or inappropriate for development at this time, in order to provide a baseline of the most lands suitable for residential development by 2030. These lands were then taken forward to inform the next stages in the MCA process.

Stage 3: Planning and Sustainability Assessment

The baseline candidate lands resulting from Stage 1 and Stage 2 were then assessed against planning and sustainability criteria and the application of the sequential approach to residential land delivery. As before, this process is managed digitally – a screenshot is provided below identifying various layers used to inform these assessments:



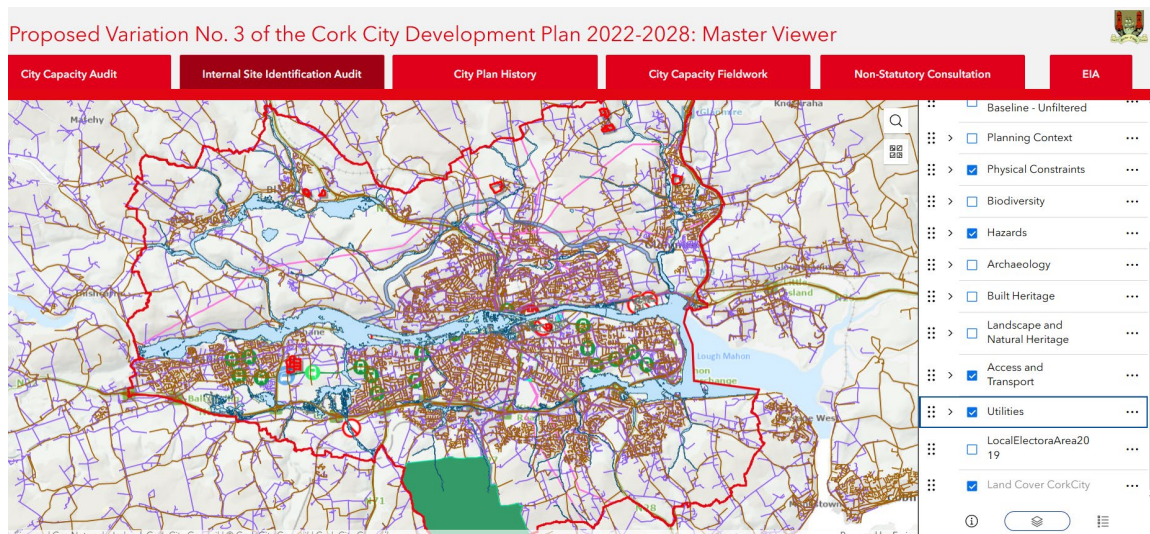
Source: Cork City Council. Screenshot planning and sustainability assessment data

This stage involved assessing lands against their proximity to existing or planned high quality public transport, existing centres or longer-term regeneration areas (i.e. lands current designated as “Longer term Strategic Development Lands” in the City Development Plan), and whether the lands are within an area specified for residential or employment growth in the Southern Regional Spatial and Economic Strategy (RSES) or Cork Metropolitan Area Strategic Plan (MASP).

This stage further filtered out land put forward in Stages 1 and 2 to provide an even more refined baseline of the current most lands suitable for residential development by 2030.

Stage 4: Infrastructural and Environmental Assessment

Stage 4 assessed the lands remaining after Stages 1 to 3, having regard to an infrastructural and environmental assessment. The infrastructural assessment included an assessment of how accessible lands were to existing or planned road, cycle, water, wastewater, surface water and energy infrastructure, and their proximity and accessibility to existing social and community infrastructure (e.g. education, healthcare, community facilities etc.) and parks. An environmental assessment was carried out in combination with the SEA, SFRA and AA processes and included assessing the likelihood of flooding and local and wider environmental impacts, including impacts on local biodiversity, natural and built heritage.



The map above is taken from the GIS mapping portal used to coordinate the MCA and illustrates the range of thematic issues assessed at this stage including proximity to existing services and amenities, existing and planned public transport routes, environmentally designated and biodiversity sensitive areas, water courses, wastewater, water, energy and other enabling infrastructure.

Regarding educational demand, a sizeable portion of the new housing growth requirement is to be accommodated in a sustainable and compact way on lands already zoned for existing housing. Both existing and planned schools within the built-up area will accommodate this growth. As part of the Proposed Variation No. 3 process, Cork City Council liaised with the Department of Education and Youth on their current and future provision. Cork City Council will continue to liaise with the Department to ensure the increased demand within the built-up area is co-ordinated with current and additional school planning and land use zoning designations for future educational facilities.

Before moving on to the final stage, it was considered reasonable to refine the candidate lands to omit areas lands that were either inappropriate or premature at this time for consideration for residential development, for the reasons listed above.

Stages 5: On-Site Assessment and Consultations

Site visit assessments were carried out to get a full understanding of all relevant issues. This was followed by consultation with departments across Cork City Council and external stakeholders. Stage 5 was therefore used for a more qualitative assessment of the remaining

candidate lands – for example, whether a site had the potential to create new, or enhance existing, green infrastructure corridors, if a site was greenfield or brownfield, if there is built or landscape heritage and questions in relation to the capacity and/or quality of existing infrastructure including cycle routes, footpaths, water, waste water, surface water etc.

4. Final Strategic Review

Following the identification of the preferred locations resulting from the MCA process, a final strategic review was carried out to ensure that other functions, including transport integration, employment, recreation and landscape character and built and natural heritage could be strengthened alongside allowing for residential development at appropriate locations.

5. Conclusion

Cork City Council has carried out a robust 5-stage assessment process that is considered to meet the requirements set out in the Ministerial Guidance for Housing Growth Requirements that both initiated and underpin this process. Having regard to the processes and methodology applied above, it is considered that Proposed Variation No. 3 is consistent with the revised NPF, the RSES and MASP, and the Core Strategy and Settlement Hierarchy set out in the Cork City Development Plan 2022-2028.

It should be noted that following the completion of the Variation No. 3 process, development of social and community infrastructure will continue to be guided by the existing City Development Plan development and zoning objectives and infrastructure requirements, including those set out in Chapter 3: ‘Delivering Homes and Communities’ and Chapter 11: ‘Placemaking and Managing Development’ of the City Development Plan. In addition, paragraph 11.160 of the City Development Plan requires development proposals for 100 or more homes to prepare and submit a Community Infrastructure Assessment (CIA) in support of the planning application. The CIA will assess the impacts of the development proposals on community infrastructure and where there is a deficit in community infrastructure having regard to existing or committed capacity improvements within the area depending on the type of infrastructure, the development proposals are encouraged to address the deficiency through on-site provision. Community facilities will be required to be provided in tandem with the development of large new residential areas.

Cork City Council is fully cognisant of and aligned with the need for timely provision of social, community, recreational and health infrastructure to support new and emerging residential development in Cork City. While Proposed Variation No. 3 focuses on residential zoning, future growth will not be considered in isolation but as part of a larger, balanced approach to sustainable settlements.

June 2026

Appendix 5: Chief Executive Report – Updated Proposed Zoning Amendments

Local Electoral Area	Ref.	Location	Vol 1. Text
South East	SE 1	Bessboro Road, Mahon	-
	SE 2	Moneygourney, Douglas	SSO 1
	SE 3	Castletreasure, Douglas	-
	SE 4	Off Belmont Avenue, Garryduff	SSO 2
	SE 5	Jacob's Island, Mahon	-
	SE 6	Moneygourney, Douglas	SSO 3
	SE 7	St Michael's Drive, Mahon	-
South West	SW 1	Lehenaghmore (off Togher Road)	SSO 4
	SW 2	Lehenaghmore (east of Lehenaghmore Park)	SSO 5
	SW 3	Sandbrook, Wilton	SSO 20 (new)
	SW 4	Coolroe, Ballincollig	-
	SW 5	Link Road, Ballincollig	-
	SW 6	Spur Hill, Doughcloyne	SSO 19 (new)
	SW 7	Lands adjacent to Ballincollig GAA grounds	-
	SW 8	Flynn's Road and Castle Road, Ballincollig	NDS 4
	SW 9	Greenfields Road, Ballincollig	SSO 6 + 10.220
	SW 10	Ballincollig (north of N22, west of Maglin Road)	SSO 7 + 10.220
	SW 11	Maglin, South Ballincollig	SSO 8 + 10.220
	SW 12	Maglin, South Ballincollig	SSO 9 + 10.220
North East	NE 1	Sallybrook, Glanmire	Para. 10.286A
	NE 2	Kilcully (off Kilcully Road)	(omit)
	NE 3	Kilcully (off Rosemount Estate)	SSO 10
	NE 4	Lotamore	SSO 11 + 10.331 + Objective 10.91
	NE 5	Upper Glanmire	SSO 12
	NE 6	Ballyvolane	10.301A-D
	NE 7	Cúil Chluthair, Glanmire	-
	NE 8	Lauriston Hill, Rathcooney	SSO 13
North West	NW 1	Killeens	SSO 14
	NW 2	Knocknaheeny (off Meadow Drive)	SSO 15
	NW 3	Kerry Pike (adjacent to 'Millboro')	SSO 16
	NW 4	Mile Stream, Shanakiel	-
	NW 5	Na Piarasigh GAA Club, Fairhill	-
	NW 6	Ringwood, Blarney	SSO 17
	NW 7	Rathpeacon	SSO 18

Blue text indicates amendments, deletions or additions recommended in Chief Executive Report

'SSO' means 'Site-Specific Objective' in Part A: Volume 1: Written Statement

'NDS' means 'Neighbourhood Development Site' in Part A: Volume 1: Written Statement

'10.220', '10.286A' (etc.) means a paragraph of that number in Part A: Volume 1: Written Statement

South East Local Electoral Area

Ref.	Location	ha	Proposed new zoning objective
SE 1	Bessboro Road, Mahon	1.99	ZO 1 Sustainable Residential Neighbourhoods
SE 2	Moneygourney, Douglas	16.91	ZO 2 New Residential Neighbourhoods
SE 3	Castletreasure, Douglas	2.89	ZO 2 New Residential Neighbourhoods
SE 4	Off Belmont Avenue, Garryduff	1.93	ZO 2 New Residential Neighbourhoods
SE 5	Jacob's Island, Mahon	0.24	ZO 4 Mixed Use Development
SE 6	Moneygourney, Douglas	2.21	ZO 2 New Residential Neighbourhoods
SE 7	St Michael's Drive, Mahon	2.77	ZO 1 Sustainable Residential Neighbourhoods

South West Local Electoral Area

Ref.	Location	ha	Proposed new zoning objective
SW 1	Lehenaghmore (off Togher Road)	11.39	ZO 2 New Residential Neighbourhoods
SW 2	Lehenaghmore (east of Lehenaghmore Park)	1.63	ZO 2 New Residential Neighbourhoods
SW 3	Sandbrook, Wilton	0.39	ZO 1 Sustainable Residential Neighbourhoods
SW 4	Coolroe, Ballincollig	0.45	ZO 1 Sustainable Residential Neighbourhoods
SW 5	Link Road, Ballincollig	0.75	ZO 1 Sustainable Residential Neighbourhoods
SW 6	Spur Hill, Doughcloyne	2.92	ZO 2 New Residential Neighbourhoods
SW 7	Lands adjacent to Ballincollig GAA grounds	0.91	ZO 1 Sustainable Residential Neighbourhoods
SW 8	Flynn's Road and Castle Road, Ballincollig	14.48	ZO 2 New Residential Neighbourhoods
SW 9	Greenfields Road, Ballincollig	12.43	ZO 2 New Residential Neighbourhoods
SW 10	Ballincollig (north of N22, west of Maglin Road)	9.78	ZO 2 New Residential Neighbourhoods
SW 11	Maglin, South Ballincollig	1.25	ZO 2 New Residential Neighbourhoods
SW 12	Maglin, South Ballincollig	0.70	ZO 8 Neighbourhood and Local Centres

North East Local Electoral Area

Ref.	Location	ha	Proposed new zoning objective
NE 1	Sallybrook, Glanmire	11.22	ZO 2 New Residential Neighbourhoods
NE 2	Kilcutty (off Kilcutty Road)		
NE 3	Kilcutty (off Rosemount Estate)	0.80	ZO 2 New Residential Neighbourhoods
NE 4	Lotamore	16.97	ZO 2 New Residential Neighbourhoods
NE 5	Upper Glanmire	4.73	ZO 2 New Residential Neighbourhoods
NE 6	Ballyvolane	92.85	ZO 3 Long-Term Strategic Regeneration
NE 7	Cúil Chluthair, Glanmire	1.27	ZO 1 Sustainable Residential Neighbourhoods
NE 8	Lauriston Hill, Rathcooney	5.83	ZO 3 Long-Term Strategic Regeneration

North West Local Electoral Area

Ref.	Location	ha	Proposed new zoning objective
NW 1	Killeens	5.56	ZO 2 New Residential Neighbourhoods
NW 2	Knocknaheeny (off Meadow Drive)	5.75	ZO 2 New Residential Neighbourhoods
NW 3	Kerry Pike (adjacent to 'Millboro')	3.51	ZO 2 New Residential Neighbourhoods
NW 4	Mile Stream, Shanakiel	0.47	ZO 1 Sustainable Residential Neighbourhoods
NW 5	Na Piarasigh GAA Club, Fairhill	1.59	ZO 2 New Residential Neighbourhoods
NW 6	Ringwood, Blarney	23.41	ZO 2 New Residential Neighbourhoods
NW 7	Rathpeacon	3.45	ZO 9 Light Industry and Related Uses

Total 263.43 ha**Proposed Designation of “Long Term Strategic Development Lands”**

Site A	Clash Road and Carriganarra Road, Carrigrohane	15.56 ha
Site B	Church Hill, Carrigrohane	3.21 ha
Site C	Model Farm Road, Carrigrohane	19.87 ha
Site D	Scotch Lane, Carrigrohane	1.47 ha
TOTAL		39.90 ha