



Comhairle Contae Chorcaí

Cork County Council



Cork County Development Plan Review

Section 11(4) Chief Executive's Report

Volume Two A: Appendices

28th August 2020





Contents

Appendix A	Submission from the Office of the Planning Regulator	4
Appendix B	Submission from the Southern Regional Assembly	14
Appendix C	All Valid Submissions Under Section 11(4) (A-J) (See Volume Two B for Interested Party K-Z)	26
Appendix D	Full list of Submitters by Interested Party (A-Z)	See Volume Two B
Appendix E	Issues Raised at Public Consultation Events	See Volume Two B
Appendix F	List of Submissions received which included a request or proposal for zoning of particular land for any purpose	See Volume Two B
Appendix G	List of Prescribed Authorities and other Bodies notified of commencement of Development Plan Review	See Volume Two B
Appendix H	List of Environmental Authorities	See Volume Two B
Appendix I	Submissions from Environmental Authorities to SEA Draft Scoping Report	See Volume Two B
Appendix J	List of Special Planning Policy Requirements (SPPRs)	See Volume Two B





Appendix A: Submission from the Office of the Planning Regulator

Name of Interested Party	Unique Reference Number	PPU Submission Summary	Principal Issues Raised under Section 4 (b)(iii)	Chief Executive's Opinion 11(4)(b)(iii)
Office of the Planning Regulator	PDP223732470	<p>Commends the format of the background papers in terms of the wide range of topics addressed, in view of the legislative, policy and guidelines context of the development plan and also comments favourably on the overall format and design of the documentation and welcomes the intention to include detailed policy objectives for settlements, including zoning as part of the county development plan.</p> <p>Core Strategy & Settlement Hierarchy: Notes that the National Policy Objectives (NPOs) under the NPF, and the Regional Policy Objectives (RPOs) under the RSES, including the Cork MASP, will, to a large extent, determine the approach to the content and detail of the plan and sets a reminder that the overall population target for the county in the Core Strategy is required to be consistent with the NPF Implementation Roadmap and the RSES Metropolitan Area Strategic Plan (MASP):</p> <p>Notes that in accordance with the provisions of the NPF and the RSES, the role of the Metropolitan Area as the engine of economic and population growth for the county, should be demonstrably supported in the Core Strategy. It is also noted that the RSES does not envisage the reallocation of population growth to the wider metropolitan area during the lifetime of the RSES, and that the policy objectives for the Cork MASP, specifically, will direct the county development plan within the MASP boundary, with development focused on the regeneration,</p>	<p>Welcomes intention to include detailed policy objectives for settlements, including zoning in Draft CDP.</p> <p>Population target for the county in the Core Strategy is required to be consistent with the NPF Implementation Roadmap and the RSES (MASP).</p> <p>Importance of the Metropolitan Area as the engine of economic and population growth for the county should be clearly supported in the Core Strategy.</p> <p>Notes that the RSES does not envisage the reallocation of population growth to the wider metropolitan area during the lifetime of the</p>	<p>Noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2- Population and Core Strategy.</p> <p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2- Population and Core Strategy.</p> <p>Noted the importance of the Metropolitan Area will be reflected in the Draft Core Strategy.</p> <p>Noted.</p>



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		<p>consolidation and infrastructure led growth of the metropolitan towns. The submission also queries whether the Cork Metropolitan Area Strategic Plan is contained wholly within the South Cork plan area.</p> <p>Key Towns: Notes that the Issues Paper does not make specific reference to the designation of two Key towns under the RSES, Clonakilty and Mallow, which, along with Cork City, are identified as the only settlements to accommodate population growth in excess of 30% to over the period to 2040, subject to capacity analysis (NPO9 and RPO11). Also notes that this will be dependent on the resolution of existing infrastructural and/or environmental capacity constraints concerning water supply and/or wastewater treatment facilities and the assimilative capacity of the receiving environment in view of protected habitats (Blackwater River SAC, site code ref.002170).</p> <p>Highlights the potential for conflicts to arise with regard to the Fresh Water Pearl Mussel Regulations 2009 and encourages the Council to actively pursue a collaborative approach to the resolution of all such constraints with key stakeholders, including, Irish Water, the NPWS and the EPA.</p>	<p>RSES. In MASP development focused on the regeneration, consolidation and infrastructure led growth of the metropolitan towns.</p> <p>Queries whether the Cork MASP is contained wholly within the South Cork plan area.</p> <p>Key Towns of Clonakilty and Mallow, which, along with Cork City, are identified as the only settlements to accommodate population growth in excess of 30% over the period to 2040. However this will be dependent on the resolution of existing infrastructural and/or environmental capacity constraints.</p> <p>In the case of Mallow highlights the potential for conflicts to arise with regard to the Fresh Water Pearl Mussel Regulations 2009 and encourages the Council to actively pursue a collaborative approach to the resolution of all such constraints.</p>	<p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2- Population and Core Strategy.</p> <p>The Cork MASP covers the County Metropolitan Cork Strategic Planning Area and Cork City Councils function area.</p> <p>The importance of the Key Town will be highlighted in the draft plan. The allocation of population growth will be based on a number of criteria including infrastructure capacity and environmental matters.</p> <p>The Council will continue to work with all the relevant key stakeholders to ensure that this issue is resolved the draft plan will set out the approach proposed</p>



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		<p>Notes that if projected development is not possible within key towns or other settlements over significant periods of the plan due to infrastructure and/or environmental constraints, the plan will need to set out proposed alternative locations and/or the phasing of development to accommodate growth under the Core Strategy, consistent with the NPF and RSES.</p> <p>Support for the implementation of aligned investment plans (Irish Water Investment Plan) for water services to deliver the settlement strategy and objectives of the RSES and Cork MASP.</p> <p>Other Towns and Villages: It is noted that all other settlements of 1,500 or more population fall within this category and are to be determined as set out in the NPF and RSES i.e. should not have population growth of more than 30%.</p> <p>Rural: Regarding Rural County Cork, the submission states that the plan will need to actively prioritise the regeneration and rejuvenation of rural villages and towns in accordance with policy objectives of the NPF and the RSES through the development of a programme for 'new homes in small towns and villages' and investment in town and village</p>	<p>If level of growth not possible in Key Towns then need to consider alternative location and/or phasing.</p> <p>Support for the implementation of aligned investment plans to deliver the settlement strategy and objectives of the RSES and Cork MASP.</p> <p>Other settlements of 1,500 or more population outside of the Key Town and MASP should not have population growth of more than 30%.</p> <p>Actively prioritise the regeneration and rejuvenation of rural villages and towns through the development of a programme for 'new homes in small towns and villages' and investment in town and village renewal.</p>	<p>The draft core strategy will indicate the population growth allocations for the county taking account of a number of criteria including infrastructure capacity and environmental matters.</p> <p>The draft core strategy will set out the justification for the proposed population and housing growth allocations. The draft plan will also identify the key infrastructure required.</p> <p>The allocation of population growth will be based on a number of criteria including infrastructure capacity and environmental matters.</p> <p>Cork County Council has a strong record of successfully supporting the settlement network. See also Volume One Section 2- Population and Core Strategy, Housing Density and Placemaking.</p>



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		<p>renewal initiatives to improve services and liveability.</p> <p>Housing Demand: Queries the methodology used to project a need for 61,520 units to accommodate population growth of 105,000 to 2040 and notes that any calculations for housing demand and, ultimately, for land zoned to accommodate such development, are fully justified and are consistent with the policy objectives of the NPF and the RSES.</p> <p>Compact growth and Regeneration: Restates the Government's intention to secure a more sustainable and compact urban development pattern into the future (NPO3a), where at least 30% of all new homes targeted in settlements will be delivered within the existing built-up footprint through infill development and use of brownfield sites (NPO3c) and that these will be identified in the core strategy.</p> <p>In addition, requests that careful consideration is given to how retail development can best be encouraged and promoted through the development plan, to ensure that retail development is focused on placemaking in urban and village centres (and the application of a sequential approach otherwise), planned in an integrated manner</p>	<p>Any calculations for housing demand and for land zoned to accommodate such development should be fully justified and consistent with the policy objectives of the NPF and the RSES.</p> <p>Restates the Government's intention to deliver at least 30% of all new homes targeted in settlements within the existing built-up footprint through infill development and use of brownfield sites and that these will be identified in the core strategy.</p> <p>Role of retailing in placemaking and the delivering of compact growth and regeneration and ensure that retail development is focused on village and town centres (sequential approach) supported by up to date retail</p>	<p>All calculations for housing demand and for zoned land requirements will be fully justified. The projections set out in the Public Consultation Document assumed an average household size in 2040 of 2.5 persons/ household, as per the NPF and also took into account household formation within the existing population plus the requirements to accommodate additional growth.</p> <p>The draft plan will set out a range of policies and objectives to comply with this requirement. See also Volume One Section 2- Population and Core Strategy, Housing Density and Placemaking.</p> <p>The draft plan will provide policies and objectives to best manage and support future retail development and continue to encourage the growth and development of town</p>



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		<p>and informed by up to date retail strategies and the relevant NPF, RSES and Ministerial Guidelines.</p> <p>Implementation: It will be essential that the core strategy for the county is implementable particularly with regard to the required tiered approach to zoning and in considering current infrastructural deficiencies, the submission suggests that the Council should take into account its powers of compulsory purchase which may be used to facilitate enabling-infrastructure delivery to prioritise zoned lands to accommodate planned growth, as emphasised by the NPF (NPO73b).</p> <p>In acknowledging the data presented in the Issues Paper regarding Water Services Capacity, the submission notes the importance of alignment between planning and infrastructure and that any strategy for the prioritisation of provision of water/wastewater infrastructure is based on the growth strategy objectives under the NPF and the RSES, as referred to above, and existing infrastructural and/or environmental capacity constraints. In this regard, the submission notes the significant capacity constraints for water services in the key towns of Clonakilty (water supply) and Mallow (wastewater treatment).</p> <p>Economic Development & Employment: The submission notes the 5 economic principles as set out in the RSES (Smart Specialisation, Clustering, Placemaking for Enterprise Development, Knowledge Diffusion and</p>	<p>strategies.</p> <p>Core strategy must be implementable particularly with regard to the required tiered approach to zoning and in considering current infrastructural deficiencies.</p> <p>Council should take into account its powers of compulsory purchase which may be used to facilitate enabling-infrastructure delivery to prioritise zoned lands to accommodate planned growth.</p> <p>Importance of alignment between planning and infrastructure. Any strategy for the prioritisation of provision of water/wastewater infrastructure is based on the growth strategy objectives under the NPF and the RSES, and existing infrastructural and/or environmental capacity constraints.</p> <p>Importance of including the 5 economic principles set out in the RSES.</p>	<p>centres.</p> <p>The draft plan, in the core strategy, water services, transport and mobility and implementation chapters, will show how constraints will be addressed to allow for the population and jobs targets to be met. See also See also Volume One Section 2- Population and Core Strategy, Water Services, Transport and Mobility.</p> <p>The 5 economic principles will be key considerations in the preparation of the Core Strategy</p>



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		<p>Capacity Building) and the inclusion of objectives, policies and mechanisms to assist and secure the development of the strategic economic development locations (subject to any appropriate and necessary safeguards) can therefore be anticipated to form a key element of the development plan.</p> <p>Welcomes the recognition in the Issues Paper that population growth should be jobs-led and that a greater alignment between where people work and live will reduce the need to travel and facilitate travel a greater proportion of trips to work by active and sustainable modes and will also satisfy obligations regarding Climate Action under section 10(2)(n) of the Act.</p> <p>Recognises the importance and potential of Cork Harbour as an economic driver and the proposal to prepare a Strategic Integrated Framework for Cork Harbour under (RPO79).</p>	<p>Need to assist and secure the development of strategic employment locations.</p> <p>Population growth should be jobs led and there should be a greater alignment between where people work and live to reduce the need to travel and facilitate travel by active and sustainable modes.</p> <p>Recognise the importance and potential of Cork Harbour as an economic driver and draws attention to RSES Objective RPO79, proposal to prepare a Strategic Integrated Framework for Cork Harbour.</p>	<p>and the Economy Chapters of the plan. See also Volume One Section 2- Population and Core Strategy, Housing Density and Placemaking.</p> <p>The future role and development of the strategic employment areas will be given careful consideration in the draft plan. See also Volume One Section 2 Economy.</p> <p>The draft plan will align population and jobs growth where feasible and practical. See also Volume One Section 2- Population and Core Strategy, Transport and Mobility, Economy.</p> <p>The future development of Cork Harbour will be given careful consideration in the preparation of the draft plan. See also Volume One Section 2- Marine Spatial Planning.</p>



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		<p>The submission notes that the Strategic Development Locations identified can be anticipated to be major drivers of economic growth over the period of the plan and beyond and also for the enhancement, facilitation and support of rural enterprise through a range of policies and objectives in the NPF and RSES.</p> <p>The submission also notes the need to protect access to essential non-renewable resources, such as aggregates and minerals necessary to accommodate construction development within the county [as set out in the provisions of the Quarries and Ancillary Activities Guidelines for Planning Authorities (DHPLG, 2004)].</p> <p>Transport & Accessibility: The submission notes that while the identification of the measures necessary to implement the Avoid-Shift-Improve approach to achieving sustainable transport is an important step to engendering change, a clear strategy for the implementation of these measures through carefully considered objectives through the development plan will be essential. In order to meet the requirements under section 10(2)(n) of the Act the submission suggests that the plan includes modal shift targets to be achieved over</p>	<p>Strategic Development Locations identified can be anticipated to be major drivers of economic growth.</p> <p>Importance of the enhancement, facilitation and support of rural enterprise.</p> <p>Need to protect access to essential non-renewable resources, such as aggregates and minerals necessary to accommodate construction development within the county.</p> <p>A clear strategy for the implementation of Avoid-Shift-Improve approach to achieving sustainable transport through the development plan will be essential.</p>	<p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2- Economy</p> <p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2- Economy</p> <p>The draft plan will set out policies and objectives to protect access to mineral resources.</p> <p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2-Transport and Mobility.</p>



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		<p>the plan period and aligned to relevant implementation measures, in order to achieve meaningful improvements in GHG emissions and energy use.</p> <p>In referring to both NPF and RSES (Cork MASP) Policies and objectives, including reference to CMATS, it is stated that a thoroughly-considered integrated land use transport approach will be essential if Cork is to attain sustainable compact settlements which meet the '10-minute' city and town concepts. The submission also notes the framework for the Integration of Transport Planning with Spatial Planning Policies under section 6.3.3.2 of the RSES, including Local Transport Plans for the key towns of Clonakilty and Mallow, and for other towns, including those within the Cork MASP (RPO157).</p> <p>Notes the provisions and objectives of the RSES concerning sustainable transport including, in particular, walking and cycling (section 6.3.10) and the development of greenways, blueways and peatways (section 7.2.7) and also notes the requirement for the proactive implementation of the Design Manual for Urban Roads and Streets (as revised) in the required locations, consistent with RPO151.</p> <p>Climate Action: Welcomes the acknowledgement of climate change as one the key issues to be addressed in the development plan and the referencing of the Government's Climate Action Plan 2019, which supports the adoption of a net zero target for carbon emissions by 2050 at EU level. The submission also restates the OPRs requirement under</p>	<p>An integrated land use transport approach will be essential if Cork is to attain sustainable compact settlements which meet the '10-minute' city and town concepts. Highlights the role of Local Transport Plans in delivering a framework for the integration of spatial planning and transport planning.</p> <p>Highlights the importance of delivering sustainable transport options based around walking and cycling and the development of greenways and blueways and implementation of DMURS.</p> <p>Emphasis on the importance of addressing climate change and, in particular, the legislative and policy matters within the scope of section 10(2)(n) in its evaluation and assessment of the development plan in relation to climate change. Also the importance of mainstreaming climate</p>	<p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2-Population and Core Strategy, Housing Density and Placemaking, Transport and Mobility</p> <p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2-Housing Density and Placemaking, Transport and Mobility, Green Infrastructure.</p> <p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2-Population and Core Strategy, Housing Density and Placemaking, Transport and</p>



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		<p>section 31AM(2)(a) of the Act to address, in particular, the legislative and policy matters within the scope of section 10(2)(n) in its evaluation and assessment of the development plan. It is also noted, that the adoption of the Climate Change Adaptation Strategy by Cork County Council in 2019, and the commitment to mainstream adaptation measures into the development plan would contribute to the meeting the requirements under the Act and that the development plan will need to provide sufficient clarity and certainty in terms of the measures proposed under section 10(2)(n).</p> <p>Renewable Energy: The submission notes that both the NPF (NPO55) and the RSES (inter alia, RPO221) promote and support renewable energy generation, which will contribute to achieving a net zero carbon economy by 2050. In noting the suite of guidelines issued relating to all of the Renewable Energy sources, special attention is drawn to the special planning policy requirement (SPPR) which requires, that the planning authority indicate how the implementation of the relevant development plan (or local area plan) over its effective period will contribute to realising overall national targets on renewable energy and climate change mitigation, and in particular wind energy production and the potential wind energy resource (in megawatts).</p>	<p>change throughout the Draft Plan.</p> <p>Need to indicate how the implementation of the Draft Plan over its effective period will contribute to realising overall national targets on renewable energy and climate change mitigation, and in particular wind energy production and the potential wind energy resource (in megawatts).</p>	<p>Mobility, Climate Change, Biodiversity.</p> <p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2-Energy, Climate Change</p>





Appendix B: Submission from the Southern Regional Assembly

Name of Interested Party	Unique Reference Number	PPU Submission Summary	Principal Issues Raised under Section 11(4) (bc)	Chief Executive's Opinion 11(4)(bc)
Southern Regional Assembly (SRA)		<p>The SRA highly commends the approach taken by the Council through the publication of "Your Home, Your Future, Your Views" and commends the quality of the publication, use of infographics to communicate key issues and the sharing of data and analysis to support discussion and debate. The Urban Capacity Analysis is noted as an example of a proactive initiative and the proposed consolidation of the County Development Plan, Town Council Plans and Local Area Plans is also welcomed.</p> <p>Ensuring Consistency with the RSES</p> <p>Submission notes the need for a core strategy which demonstrates consistency, as far as practicable, with national and regional development objectives set out in the National Planning Framework, the RSES and government guidelines. In particular attention is drawn to Section 3.2 (Sustainable Place Framework) and Section 3.3 – A Tailored approach and the settlement typology set out in Table 3.2 including:</p> <ol style="list-style-type: none"> 1. Cork MASP – Section 3.4, 2. Key Towns – Mallow and Clonakilty – Section 3.5 3. Towns and Villages – Section 3.6 4. Rural Areas – Section 3.7, and 5. Networks – Section 3.8. <p>The Core Strategy should reflect NPF and RSES priorities by positioning the Metropolitan Area as a primary driver for economic and population growth in the Southern Region,</p>	<p>Commends the approach taken by the Council</p> <p>Ensuring CDP, and Core Strategy in particular, is consistent, as far as practicable, with national and regional development objectives set out in the National Planning Framework, the RSES and government guidelines. In particular attention is drawn to Section 3.2 (Sustainable Place Framework) and Section 3.3 – A Tailored approach and the settlement typology.</p> <p>Core Strategy should reflect NPF and RSES priorities by positioning the Metropolitan Area as a primary driver for economic and</p>	<p>Noted.</p> <p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2-Population and Core Strategy, Housing Density and Placemaking.</p> <p>Noted the importance of the Metropolitan Area will be reflected in the Draft Core Strategy. The</p>



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		<p>supported in turn by the Region's network of Key Towns.</p> <p>RSES objectives seek active land management initiatives to deliver consolidation of existing settlements and compact growth in the metropolitan area. Future growth is required to be distributed and aligned with the principles of integrated land use and transport planning and the Cork Metropolitan Area Transport Strategy (CMATS) as per RSES Chapter 6 (Connectivity) and Cork MASP Objectives. Local Authority initiatives to deliver infrastructure led development and retrofit physical and social infrastructure to improve the quality of life for existing communities in metropolitan towns are also supported by RSES and Cork MASP objectives. RSES support for infrastructure packages to service Monard are included under Section 7.3 of the Cork MASP.</p> <p>The Key Towns (Mallow RPO 19 & Clonakilty RPO 23) play a critical role in underpinning the RSES and ensuring a consolidated spread of growth beyond the cities to the sub-regional level. While Local Authorities are supported in targeting growth of more than 30% in Key Towns subject</p>	<p>population growth in the Southern Region, supported in turn by the Region's network of Key Towns.</p> <p>Need for seek active land management initiatives to deliver consolidation of existing settlements and compact growth in the metropolitan area.</p> <p>Future growth is required to be distributed and aligned with the principles of integrated land use and transport planning and the Cork Metropolitan Area Transport Strategy (CMATS) as per RSES Chapter 6 (Connectivity) and Cork MASP Objectives.</p> <p>Opportunities for Local Authority initiatives to deliver infrastructure led development and retrofit physical and social infrastructure to improve the quality of life for existing communities in metropolitan towns, including Monard</p> <p>Role of Key Towns (Mallow RPO 19 & Clonakilty RPO 23) in ensuring a consolidated spread of growth to the sub-regional level.</p> <p>Opportunity to allocate growth of more than</p>	<p>importance of the Key Town will be also be highlighted in the draft plan.</p> <p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2-Population and Core Strategy, Housing Density and Placemaking.</p> <p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2-Population and Core Strategy, Housing Density and Placemaking, Traffic and Transport.</p> <p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2-Population and Core Strategy, Housing Density and Placemaking, Community</p> <p>The importance of the Key Towns will be highlighted in the draft plan. The allocation of population growth will be based on a number of criteria including infrastructure</p>



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		<p>to capacity analysis, it is important to note that the nature, scale and phasing of growth of each Key Town will be determined by Local Authorities through the Core Strategy.</p> <p>Collaboration is required between IW and Local Authorities to agree phasing, water and wastewater services to accommodate growth in a phased, sustainable manner. Subject to capacity analysis, RSES Section 3.5 states that some Key Towns may justify significant growth while others may place a greater emphasis on strengthened services, facilities and economic roles.</p> <p>Regarding RPO 23 Clonakilty and Table 3.3 Key Towns, the Development Plan needs to address the special circumstances of Clonakilty as one of the Region's smaller scaled Key Towns but possessing an important employment and service function for a wide, coastal and peripheral hinterland with scope for economic collaboration across a number of other West Cork Settlements on the N71 Corridor (Skibbereen and Bantry).</p> <p>After the Cork Metropolitan Area and Key Towns, the distribution of growth across the County's other towns, villages and rural areas is a matter for the Development Plan to address. The RSES does however seek prioritisation (Section 3.6 Towns and Villages) in the growth allocation for settlements informed by guiding principles, including:</p> <ul style="list-style-type: none"> Existing scale of population, track record of performance, ambition and scope to leverage investment. Rate and pace of past development and extent to which there are outstanding requirements for infrastructure and amenities. 	<p>30% in Key Towns subject to capacity analysis. Collaboration is required between IW and Local Authorities to accommodate growth in a phased, sustainable manner. Some Key Towns may justify significant growth while others may place a greater emphasis on strengthened services, facilities and economic roles.</p> <p>Development Plan needs to address the special circumstances of Clonakilty as one of the Region's smaller scaled Key Towns with important economic role.</p> <p>After the Cork Metropolitan Area and Key Towns, the distribution of growth across the County's other towns, villages and rural areas is a matter for the Development Plan to address, prioritised and informed by guiding principles set out in the RSES.</p>	<p>capacity and environmental matters. See Volume One Section 2-Population and Core Strategy, Housing Density and Placemaking, Water Services,</p> <p>Noted</p> <p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2-Population and Core Strategy.</p>



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		<ul style="list-style-type: none"> • Scale of employment provision, jobs to resident workers ratios and net commuter flows. • An evidence base on the availability and deliverability of lands within existing built up footprints in the lifetime of the Development Plan (compliance with NPO 72 of the NPF). • Extent of local services and amenities provided. • Extent of sustainable modes of travel that can be encouraged. • Accessibility and influence in a regional and sub-regional context. • Accessibility as a service centre for remote and long-distance rural hinterlands. • Environmental and infrastructure constraints. • The appropriate density and scale of development relative to the settlement and location. • Need for attractive, alternative options to rural housing within smaller towns and villages. <p>In addition, RPO 3 and RPO 26 refer to the need to 'identify settlements which can play a role at a sub-regional level to drive the development of their areas'.</p> <p>The RSES strongly supports the development of our rural areas. Initiatives supported by the RSES to assist renewal include: new homes in small towns and villages initiatives; investment in town and village renewal initiatives to improve services and liveability to attract population and enterprise growth; and, coordination between Local Authorities, Irish Water and other stakeholders to deliver investment in water and wastewater treatment services (including Green infrastructure solutions).</p>	<p>Importance of renewal of our rural areas and use of initiatives supported by the RSES for new homes in small towns and villages etc.</p>	<p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2-Population and Core Strategy, Housing Density and Placemaking, Rural, Economy,</p>



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		<p>RSES also supports example rural economic development (see Section 4.5), and rural connectivity (see Section 6.3 RPOs 158 and 172). With regard to Networks for Collaboration, the RSES identifies the economic role played by smaller scaled settlements for their surrounding rural hinterlands and the opportunities for sharing assets and opportunities (see RPOs 28-30) between different settlements to drive rural economic growth e.g. the North Cork Agri-Tech Network and the West Cork Marine Network.</p> <p>The Draft Plan will need to demonstrate priorities based on the above RSES requirements and principles. In setting out the Development Plan Core Strategy to 2028, adherence to NPO 72 (a) to 72(c) will be required to differentiate between zoned land that is serviced and zoned land that is serviceable within the life of the plan. When considering zoning lands that require investment in service infrastructure, planning authorities are required to include the reasonable cost estimates of delivering required services at both the draft and final plan stages.</p> <p>Placemaking Emphasis on placemaking is noted and strongly supported (RSES RPO 31). Growth of compact settlements must be in tandem with infrastructure and facilities that enhances the unique identity and quality of life offer of different places. The need for closer alignment between where people live and work is fully supported by RSES objectives. Successful placemaking will require sustainable higher densities to</p>	<p>Importance of rural economic development and rural connectivity, sharing assets and opportunities between settlements – Networks.</p> <p>Draft Plan needs to demonstrate priorities based on the RSES requirements and principles.</p> <p>Core Strategy needs to differentiate between Tier 1 and Tier 2 lands, and for land that requires investment in service infrastructure, include reasonable cost estimates of delivering services at both the draft and final plan stages.</p> <p>Importance of Placemaking- growth of compact settlements must be in tandem with infrastructure and facilities that enhances the unique identity and quality of life.</p>	<p>Green Infrastructure, Community.</p> <p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2-Economy</p> <p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2-Population and Core Strategy, Housing Density and Placemaking.</p> <p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2-Population and Core Strategy, Housing Density and</p>



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		<p>increase activity, support local services and support sustainable mobility. The RSES supports 10 Minute Towns as a concept and notes urban communities will need sufficient densities to realise the potential of a 10-Minute Town and its benefits for placemaking. Local Transport plans are also important in the delivery of a 10 Minute Town.</p> <p>Economy and a Smart Region Background Paper 6 reflects three out of five key principles that underline the RSES economic strategy (Smart Specialisation, Clustering and Placemaking for Enterprise Development). It is important the Development Plan's economic policies also integrate Knowledge Diffusion (RSES supports a Learning Region, developing skills, talent and access to life-long learning) and Capacity Building (capacity to bid for funding and to respond to emerging challenges) to secure greater economic resilience across our Region. Placemaking for enterprise development should be further developed in the Development Plan.</p> <p>Strengthened connectivity across the region (digital and transportation, especially with a focus on the efficient movement of freight) will enable interaction between regional economic drivers. RSES Chapters 4 and 6 address the importance of digital and transport connectivity to underpin the Region's economic drivers. Actions arising from Cork County Council's Digital Strategy 2020 and</p>	<p>Need for closer alignment between where people live and work.</p> <p>Successful placemaking will require sustainable higher densities to increase activity, support local services and support sustainable mobility.</p> <p>Opportunities of '10 Minute Towns' as a concept.</p> <p>Importance of Local Transport Plans.</p> <p>Importance of reflecting RSES economic principles of Smart Specialisation, Clustering, Placemaking for Enterprise Development, Knowledge Diffusion and Capacity Building in CDP.</p> <p>Need to further explore placemaking for enterprise development in the Development Plan.</p> <p>Role of strengthened connectivity (digital and transportation (including freight) in enabling interaction between regional economic drivers. Actions arising from Cork County Council's Digital Strategy 2020 and future iterations should be strongly supported through Development Plan policy.</p>	<p>Placemaking, Transport and Mobility, Economy</p> <p>The 5 economic principles will be key considerations in the preparation of the Core Strategy and the Economy Chapters of the plan. See also Volume One Section 2- Population and Core Strategy, Housing Density and Placemaking.</p> <p>This issue is noted and will be given further consideration in the drafting of the Plan.</p>



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		<p>future iterations should be strongly supported through Development Plan policy.</p> <p>Rural innovation is strongly supported in the RSES - diversity, innovation and a network of viable rural towns, villages and rural areas to ensure economic resilience and job creation.</p> <p>Transport and Mobility The Avoid-Shift-Improve emphasis highlighted in the Issues Paper is supported as the focus for the Development Plan's Transport and Mobility policies. RPO 151 and RPO 152 underpin this approach. Within the Cork Metropolitan Area, the distribution of population and employment growth needs to be transport infrastructure led so employment, housing and other services are better integrated and support sustainable travel. Alignment with CMATS is a requirement through RPO 164, Cork MASP Objective 7 and 8. There is an opportunity for the Development Plan to maximise the benefit of CMATS through phasing growth, delivery of key transport infrastructure, cost benefit analysis and coordinating different transport stakeholders.</p> <p>Infrastructure to promote active travel modes has support under Cork MASP Objective 17. 0. Support for such initiatives are encouraged through the Development Plan. RPO 174 especially is a strong support for Local Authority policy and actions to improve walking and cycling facilities within and between settlements.</p>	<p>Importance of a network of viable rural towns, villages and rural areas to support rural innovation, ensure economic resilience and job creation.</p> <p>Incorporation of the Avoid-Shift-Improve approach as the focus for the Development Plan's Transport and Mobility policies.</p> <p>Need to ensure the distribution of population and employment growth in the Cork Metropolitan Area is transport infrastructure led so employment, housing and other services are better integrated and support sustainable travel. Alignment with CMATS is a requirement of RSES.</p> <p>CDP needs to optimise the benefits of CMATS.</p> <p>Delivery of Infrastructure to promote active travel modes can be supported by CDP policy and actions to improve walking and cycling facilities within and between settlements.</p> <p>Outside the MASP Area, successful</p>	<p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2-Population and Core Strategy, Housing Density and Placemaking.</p> <p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2-Population and Core Strategy, Housing Density and Placemaking, Transport and Mobility, Economy</p>



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		<p>Outside the MASP Area, successful integration of employment, housing and services with improved transport infrastructure is a priority issue for settlements where significant growth will be targeted. The SRA support the role of Local Transport Plans to be prepared for Key Towns and other settlements (RPO 157) .</p> <p>RSES supports intra-regional rural connectivity and improvements to transport networks and the County Development Plan should ensure investment in road infrastructure is also framed in economic, social, environmental and sustainable transport terms (the opportunity to strengthen rural public transport and bus networks).</p> <p>Marine Submission notes the opportunities for the Southern Region and Cork under the National Marine Planning Framework (NMPF), the role of the Tier 1 Port of Cork as a driver for national and regional economic growth, in addition to Cork's coastal network of Ports of Regional Significance and National Fishing Harbour Centres, which are supported by RSES objectives. Importance of seafood sector, coastal tourism, offshore renewable energy, research driven clusters in Marine ICT and Biotechnology and their potential to drive the marine economy of the region are also noted and supported by RSES Section 4.9.2 and Section 6.3.4.2. A Cork Harbour Planning Framework Initiative to be prepared through the coordination of the Local Authorities and key stakeholders is required under RSES objective 79 and Cork MASP Objective 3. Development Plan support to progress this initiative is</p>	<p>integration of employment, housing and services with improved transport infrastructure is a priority issue for settlements where significant growth will be targeted.</p> <p>County Development Plan should reflect the economic, social, environmental and sustainable transport benefits of investing in road infrastructure (opportunity to strengthen rural public transport and bus networks).</p> <p>Importance of Cork's marine assets for the county and region and potential to drive the marine economy. Port of Cork as a driver for national and regional economic growth. Role of Cork's coastal network of Ports of Regional Significance and National Fishing Harbour Centres.</p> <p>The development plan should support the development of a Cork Harbour Planning Framework Initiative as per RSES objective 79 and Cork MASP Objective 3, to assist a strong role for Cork and the Region in Marine Spatial Planning.</p>	<p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2-Marine Spatial Planning, Economy</p> <p>The future development of Cork Harbour will be given careful consideration in the preparation of the draft plan. See also Volume One Section 2- Marine Spatial</p>



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		<p>strongly encouraged to assist a strong role for Cork and the Region in Marine Spatial Planning.</p> <p>Green Infrastructure Emphasis on green infrastructure is welcomed and SRA recommend expanding the reference to Green and Blue Infrastructure (GBI) and also Nature-Based Solutions (NBS). GBI should be a key concept of a local authority's Development Plan, informing actions and strategy around economic development and placemaking. Collaboration with appropriate stakeholders and infrastructure delivery agencies is also recommended. Use of Sustainable Drainage Systems (SuDS) and Urban Blue Corridors can provide many benefits including: more effective management of urban flood risk; improved access, additional and more useable public open space, and improved biodiversity. The RSES promotes the guidance document, Planning for Watercourses in the Urban Environment published by Inland Fisheries Ireland. Development Plan policies that support these good practices are strongly encouraged.</p> <p>Climate Action The direction of change signalled in the Issues Paper and background reports re climate actions is welcomed and should be reinforced in the draft. Support for the initiatives of the Climate Action Regional Offices (CAROs) is also strongly recommended. This is a particular strength for Cork as the lead local authority on the Atlantic Seaboard South CARO. The SRA also recommend an emphasis on proposals for smart and innovative</p>	<p>Opportunity to expand role of Green and Blue Infrastructure (GBI) and also Nature-Based Solutions (NBS) in the CDP. GBI should be a key concept of a local authority's Development Plan, informing actions and strategy around economic development and placemaking.</p> <p>Support main benefits of the use of Sustainable Drainage Systems (SuDS) and Urban Blue Corridors.</p> <p>Importance of Climate Action should be reinforced by the Plan.</p> <p>Need for smart and innovative approaches to waste management, promotion of the</p>	<p>Planning.</p> <p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2--Water Services, Green Infrastructure.</p> <p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2--Climate Change, Economy.</p>



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		<p>approaches to waste management, promotion of the Circular Economy and opportunities in Biomass.</p> <p>Community The SRA welcome the themes addressed and commitment to delivering social infrastructure and high- quality services for our existing and changing population profiles. Smart aging initiatives, access for all and support for volunteering and active citizenship are important themes to reflect in Development Plan policy. Retrofitting high quality infrastructure and services to communities who experienced past high rates of growth, but without corresponding physical and social infrastructure to a high standard, is a priority, especially in the Cork Metropolitan Area. It is a key issue identified in both the NPF and Cork MASP. Chapter 7 RPO 175 seeks to tackle such legacies. The RSES also places a strong emphasis on education, skills development and life-long learning, with recognition of a Learning Region status. Development Plan policies in support of a Learning Region are encouraged.</p> <p>Other Comments Appendix 1 of the submission further aligns the main themes presented by the Issues Paper with specific RSES RPOs to support the preparation of the Draft Development Plan. Support for initiatives under energy, heritage and biodiversity themes, in addition to further RPO's that support the points raised above, are included in Appendix 1.</p> <p>Further engagement with the SRA as a key stakeholder and the Planning Policy Unit of Cork County Council in the</p>	<p>Circular Economy and opportunities in Biomass.</p> <p>Development plan needs to support communities, and the delivery of social infrastructure and high- quality services for the existing and changing population profiles. Smart aging initiatives, access for all and support for volunteering and active citizenship are important themes to reflect in Development Plan policy.</p> <p>Need to prioritise the retrofitting of high quality infrastructure and services in communities which have experienced high rates of growth and where such facilities are lacking, especially in the Cork Metropolitan Area.</p> <p>Development Plan policies to support a Learning Region.</p> <p>Further engagement with the SRA is encouraged.</p>	<p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2-Population and Core Strategy, Community.</p> <p>Noted.</p> <p>Noted.</p>



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		development of the Draft Development Plan. Core Strategy and Housing Strategy is encouraged.		





Appendix C: All Valid Submissions under Section 11(4) (A-J)

Name of Interested Party	Unique Reference Number	PPU Submission Summary	Principal Issues Raised under Section 11(4) (b)(iii)	Chief Executive's Opinion 11(4)(b)(iii)
Abbey Lane Residents Association	PDP223708235	<p>The submission outlines that Abbey Lane is an historic part of the Medieval Town of Kinsale. It is located along the route of the original town wall connecting Friars Gate at its northern end to Blind Gate at its southern end. It provides the only access the medieval graveyard and ruins of the Carmelite Abbey.</p> <p>Abbey Lane is popular for tourists visiting the graveyard, it is also an important pedestrian route for people out walking and for kids going and coming from schools. It is a very narrow lane with high residential use at either end. It is highly unsuitable to large vehicles and excessive speeding is a serious risk to residents who use it.</p> <p>The lane has a poor road surface and insufficient lighting and functions as a rat run by cars speeding on it. The issues raised in the submission can be categorised as follows:</p> <ul style="list-style-type: none"> * Poor level of pedestrian lighting on Abbey Lane especially on the centre section between graveyard and Abbey Fort Pedestrian entrance, falling well below 15lx, or E2 low District Brightness category for small towns , set out in "Cork County Council Public Lighting Manual and Product Specification 2018 Cork County Council Public Lighting Manual and Product Specification 2018" * Total absence of pedestrian lighting on Abbey Lane steps from Friar's gate leading to dangerous walking conditions and antisocial behaviour. * Dilapidation and partial collapse of boundary wall to 	<p>Traffic calming, heritage, part pedestrianisation of Abbey Lane and Placemaking issues are raised within this historic residential area of Kinsale.</p>	<p>The issues addressed in this submission will be considered at a settlement level as part of the review of the County Development Plan.</p>



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		<p>Abbey View along Abbey Lane * Condition of road surface leading to dangerous walking conditions, injury and accessibility issues. * Inadequate maintenance of weeds overgrowing graveyard walls that abut neighbouring houses, impacting right to light issues.</p> <p>The use of the lane as a "Rat Run" for cars delivering and picking up from local schools gives rise to dangerous speeds, potentially leading to injury and fatality. The submission requests that part pedestrianisation of the lane be considered by restricting it as a throughway. Placing removable bollards near the south end of the graveyard entrance would maintain the ability of Butchers Row residents to access the lane and for bicycles, prams and pedestrians to use the lane but would restrict through traffic, thereby reducing maintenance costs associate with heavy weight and frequent vehicular traffic.</p> <p>Abbey Lane has been subject to fly tipping and general littering. The closest municipal bin is on Market Square. A bin should be located on the junction with Abbey Lane and Roseabbey Park to address the higher volume of pedestrian traffic travelling to and from schools.</p> <p>The Residents association call on the development plan to stop through traffic at the south side of the Graveyard gate on Abbey Lane Kinsale with bollards to allow free flowing pedestrian, wheelchair and bicycle traffic but not cars as outlined in map. Adequate lighting levels should be installed to ensure safety and mitigate against fly</p>		



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		<p>tipping. The lane should be paved. The Graveyard and its immediate environs should be designated a battlefield site. The wall should be repaired and maintained.</p>		
Alan Hyde	PDP222232991	<p>Rural Housing This submission relates to the Rural Housing policy with reference to a specific site located in the townland of Kileen, Fountainstown North, near Crosshaven. The site has been subject to a number of planning applications, the most recent 18/6875 refusal of permission for a dwelling and the erection of 24 no. polytunnels for use as a rural based business (market garden) and a storage shed.</p> <p>Implementing a more positive and clear approach to rural home-based business. The submission seeks clarity with respect to a number of rural housing policy related issues. The submissions set out the planning context for rural housing with reference to the National Planning Framework, RSES and county development Plan in terms of Policy Objective for Full Time Home-Based Business in a Rural Area: RCI 4-7 & section 6.2.8, economy and employment. The submission notes the goal of the NPF to encourage more sustainable compact growths of cities, town and villages and requests Cork County Council consider the important position that villages such as Crosshaven can play in relation to the objective of compact growth. The importance of home based rural businesses are noted, and the need for farm diversification and rural employment.</p> <p>It is requested that Cork County Council provide a clear approach to home based business, and provide further</p>	<p>Requests that the council provide a clear approach to home based business, and provide further clarity on how to assess applications that are proposing a rural business.</p> <p>Lack of clarity regarding how Objective RCI 4-7 is being assessed.</p> <p>The needs of farmers both part-time and full-time should be reflected across all 6 rural housing types.</p> <p>Clarification in relation to ribbon development with regard to the main adjoining existing uses, design features and building lines and heights should be taken into consideration.</p> <p>The recent trend of employees working from home can help revitalise small rural communities and encourage the establishment of decentralised business hubs also benefitting scattered settlement patterns. E-Working or a home-based economic activity due advanced technology and the benefits in terms of time and commuting costs are an incentive for rural areas. It is requested that these small-scale</p>	<p>These issues are noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 on Rural Housing.</p>



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		<p>clarity on how to assess applications that are proposing a rural business.</p> <p>In this regard, the submission notes that there has been little up take on applicants seeking planning permission as per the circumstances detailed in Objective 4-7 and consider that this is in part to a lack of clarity on how these applications are being assessed. Further clarity is required in order to achieve the full potential of the objective.</p> <p>The submission also suggests that a list of information required and commitments that must be made by applicants could be developed so that the Council has the information they require to assess the application and the applicant can determine if they meet the criteria in advance of lodging an application, this could be included in the SF 1 form. The submission also highlights the recent trend of people working from home, and therefore requests the inclusion of E-Working or a home-based economic activity should be considered by Cork County Council.</p> <p>The submission also notes the increased popularity of working from home due to advanced technology and the benefits in terms of time and commuting costs are an incentive. It is argued that these small-scale home-based applications in rural areas should be considered positively by Cork County Council. The submission welcomes the clarifications in relation to the current rural housing policy as set out in the issues paper, and that these should be incorporated into the draft development plan.</p>	<p>home-based applications in rural areas should be considered positively by Cork County Council.</p>	



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		<p>However, it argues that the needs of farmers both part-time and full-time should be reflected across all 6 rural housing types.</p> <p>The submission also welcomes the clarity regarding the 'Build First Home' provision but requests clarity in relation to home ownership i.e. the current or previous ownership of a dwelling in their local area or the ownership of a dwelling in some other area of the county or country. Clarification is also required with respect to a farmer wishing to build a house to retire but may already own a dwelling in the farmyard.</p> <p>Ribbon Development The submission notes the need for further clarification in relation to ribbon development with regard to the main adjoining existing uses, design features and building lines and heights should be taken into consideration. Furthermore, it states that If the economic, social and environmental impacts of 'one-off' housing are to be reduced, then realistic alternatives need to be available at the villages.</p>		
Alan Tennyson	PDP223837525	<p>Planning which improves air quality by reducing traffic in town centres and on the thoroughfares leading into towns will improve air quality and provide safer spaces for pedestrians and cyclists coming into Bandon. Imposing bans on smoky coal and enforcing the prohibition on burning plastics and other dangerous material will also improve air quality. This should be evidence lead and monitoring of air quality is urgently needed in Bandon.</p>	<p>Air quality can be improved by reducing traffic in town centres and thoroughfares, imposing bans on smoky coal and the burning of plastics and other dangerous material.</p> <p>Monitoring of air quality is needed in Bandon.</p>	<p>Objectives to maintain and improve the quality of the environment, including air quality will be included in the Plan.</p> <p>The body responsible for the management of the national ambient air quality monitoring network is the Environmental Protection Agency.</p>



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				See also Transport and Mobility, Volume One Section 2 of this report.
Alan Tennyson	PDP223841683	The submission states it is important to identify key by-roads in and out of Bandon as cycling friendly routes. It outlines there are many secondary roads and smaller roads which could be used in this way with minimal cost and impact. Supporting these routes with signage and reduced speed limits should be encouraged. Actively encouraging children to cycle these routes by using models such as the walking bus or cycling bus should be promoted. Bandon is 7 miles from 7 beaches therefore, similarly identifying roads which can be marked as cycling friendly from Bandon to the beaches should be considered in the Plan Review process.	It requests an approach be adopted to encourage cycling on the peripheral roads of the town and linking with adjacent beaches.	Bandon TPREP sets out objectives for walking and cycling throughout the town. These will form part of the Plan Review process. The issues raised are noted and will be given further consideration in the drafting of the Plan.
Alan Tennyson	PDP223843574	The submission recommends that the Council should adopt an evidenced based approach to improving Town Centres and increasing retail trade. There is a wealth of evidence on how to achieve these aims but states they require bold action from the council. For Bandon this means, dramatically reducing the through traffic and pedestrianising main streets. Pedestrianising North Main Street is advocated as a means of address dereliction.	Suggests using an evidence based approach to improving town centres, like Bandon which focuses on reducing through traffic and pedestrianisation of North Main Street.	The Bandon TPREP has been prepared to deal with transport and public realm enhancement in the town.
Alan Tennyson	PDP223839523	The County Development Plan Review identifies that 37% of the population of Cork County live in Urban areas with the remaining 67% living in rural areas. Redressing this rural- urban imbalance will require making the urban environment more attractive for home owners. More of the population living in urban areas reduces costs for the Council, as services are concentrated. Making the towns more attractive as places for leisure, night-life and retail requires that towns are safe for pedestrians. Making the	It advocates readdressing the urban –rural imbalance by making towns more attractive through public realm interventions and addressing vacancy. Consideration of how the plan can create attractive, vibrant, consolidated town centres that people will choose to live in.	The issues raised are noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2- Housing Density and Placemaking, Town centres and Retail, Transport and Mobility.



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		public realm an attractive space will bring home owners back into Bandon, thereby addressing vacant properties and urban dereliction.	Consideration of how the plan can promote connectivity and permeability to facilitate active travel within settlements.	
Aldi Stores (Ireland) Ltd	PDP222829348	<p>This submission is made in the context of national, regional and local policy which, while promoting the primacy of the town centre, nevertheless acknowledges the need to facilitate increased competition, and the function of the retail sector to service a growing population and contribute to compact growth in urban settlements.</p> <p>The purpose of this submission is:</p> <ul style="list-style-type: none"> • To request an updated local policy response to cater for the provision of additional convenience retail floorspace in Cork arising from the identified significant uplift in population. • To request that, in looking at the distribution of the identified population uplift identified for Cork, including the expansion of existing development boundaries, consideration must also be given to the current difficulties in facilitating additional convenience retail floorspace in the County in the new Plan. • To request that the current TCR 8-1 objective for convenience retail proposals for locations outside the Cork Metropolitan Area is modified and applied to the whole of the County. (See submission for text proposed) - This modification would not undermine or take away from the importance of national retail planning policy, nor the requirement for proper planning and sustainable development. Proposals will require detailed justification, including retail impact and sequential test assessments. It facilitates a tailored response to the provision of 	Retail - Need for an updated policy response to the provision of additional convenience retail floorspace in County Cork.	Cork County Council will be preparing an updated Joint Retail Study and Retail Strategy which will inform the draft plan. This will give consideration to issues raised in this submission. See Volume One, Section 2- Town Centres and Retail.



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		<p>additional convenience retail uses within the existing built up footprints of towns, improved choice close to resident populations to enable sustainable transportation modes, and reduced leakage.</p> <ul style="list-style-type: none"> • There is also a specific requirement, in preparing the Local Area Plan for the Fermoy Municipal District, to consider how the town centre resource of Mitchelstown could serve a potential growth in population. <p>Additional relevant points from the submission:</p> <p>There continues to be a need to respond to consumer demand in locations such as Bantry, Kinsale, and Carrigaline, as well as improved provision where there are older store formats, in locations such as Midleton and Mitchelstown.</p> <p>A balance has to be struck between the overarching 'town centre first' policy impetus, and the practical difficulties of its application at the local level for new stores of a neighbourhood scale such as Aldi, particularly in towns such as Bantry and Kinsale.</p> <p>Examples already exist in the county where the location of stores outside of the town centre has not resulted in negative impacts on the vitality and viability of towns. The evidence is that, given their nature and extent, the discount foodstore format is a complementary and supporting convenience retail resource.</p>		
Aldi Stores (Ireland) Ltd	PDP223139935	It states this submission is made in the context of national, regional and local policy which advocates planned development and compact urban growth, and	Regards the following: -Carrigaline Town Centre/Regeneration Area, -Retaining zonings in forthcoming plan	The issues raised in this submission are addressed in Volume One, Section 2 - Town



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		<p>supports the primacy of the town centre, encourages a mix of uses to facilitate sustainable transportation, as well as a greater focus on town centre living and placemaking.</p> <p>It notes Metropolitan Towns such as Carrigaline will have to make a significant contribution to the achievement of compact urban growth, mixed use town centres, increased town centre population, enhanced services and amenities, and environment and climate resilience in Cork in line with national and regional planning policy objectives over the lifetime of the new Plan and beyond.</p> <p>The submission refers to Carrigaline's role from a high level documentation perspective, referencing the National Planning Framework (NPF), Regional Economic and Spatial Strategy (RSES), Cork County Development Plan 2014 (CDP), Ballincollig Carrigaline Municipal District Local Area Plan 2017 (LAP), Cork Metropolitan Area Strategic Plan (MASP), Cork Metropolitan Area Transportation Strategy (CMATS), Retail Planning Guidelines (2012) and Background Documents. For example, Background Document No. 2 identifies the corresponding need for 61,620 new housing units for the entire County, of which 18,486 could be delivered within the exiting built up footprint, and, of relevance to this submission, the balance of 43,134 units to be provided contiguous to the built footprint.</p> <p>It notes Project Act is a welcome initiative as it states this type of town centre management initiative will be a welcome model to apply to the regeneration of town centres in Cork's Metropolitan Towns on an ongoing</p>	<ul style="list-style-type: none"> -Inclusion of town centre management initiatives in policy, -Inclusion of granted permission for road access onto Main Street in County Development Plan (CDP), -Requests alignment between statutory and non-statutory plans in CDP, in particular for Carrigaline. 	<p>Centres and Retail.</p>



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		<p>basis. It states the new CDP and LAP's should include policy measures to this effect, to provide for town centre management initiatives in Cork's Metropolitan Town Centres.</p> <p>The submission lists the following as the main points in this submission:</p> <ul style="list-style-type: none"> • To request that, in responding to strategic planning policies that advocate the regeneration and reuse of the town centre, the identified town centre expansion and regeneration area of Carrigaline is retained in the new CDP and LAP, to provide for mixed use town centre activities in line with national, regional and local planning policy for this strategically located Metropolitan Town. • To request that, in retaining the town centre expansion area, that the existing permission for a vehicular access onto Main Street, granted by Cork County Council under Application Register Reference 12/5051 and extended under Application Register Reference 17/4161, to 16th August 2022 is reflected in the new town centre objective. • To request that the new CDP and LAP's include policy measures to provide for town centre management initiatives in Cork's Metropolitan Town Centres. • To request that there is alignment between statutory and non-statutory plans in new CDP and LAP's, in particular for Carrigaline. 		
Alice Cross	PDP223369948	The purpose of this submission is to provide emphasis on the overall importance of an adequate capacity of suitably zoned lands for strategic employment, port related and renewable energy activities (priority activities) in the Ringaskiddy / Shanbally area. The submission provides a	States the importance of having adequate capacity and suitable zoned land for strategic employment, port related and renewable energy activities in Ringaskiddy/Shanbally area.	The issues raised in this submission are addressed in Volume One, Section 2-Energy, Economy, Transport and Mobility.



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		<p>context for Ringaskiddy/Shanbally, such as outlining it is a Strategic Employment Zone, that it is a major hub within the Port of Cork which is categorized as a Core Port under the Trans-European Transport Network (TEN-T), it is a Port of National Significance under National Ports Policy and is imperative to connecting Ireland to the EU and worldwide.</p> <p>It states there is a requirement for:</p> <ul style="list-style-type: none"> • Strong emphasis in planning policies and objectives of the County Development Plan (CDP) to ensure adequate capacity and protection of suitably zoned land for expansion and growth of priority activities in the Ringaskiddy / Shanbally area. <p>It is suggested that the policies and objectives of the CDP would prioritise and link the delivery of:</p> <ul style="list-style-type: none"> • Investments in transport connections and infrastructure • Servicing of zoned lands (utility and access infrastructure) • Alignment, in terms of the use of land and marine assets in the Ringaskiddy/Shanbally area for the greater socio-economic benefit of Cork, Southern Region and Ireland <p>Support in the County Development Plan was requested under the following headings:</p> <p>1. Prioritisation of Transport Connections and Local Infrastructure: It states priority emphasis should be placed on phasing and funding key infrastructure investments that are integrated with the wider regional and national transportation and road networks. Such as N28 Cork to Ringaskiddy, upgrade of public</p>	<p>Notes there is a need for strong emphasis in planning policies and objectives to ensure adequate capacity and protection of suitably zoned land for expansion and growth of priority activities in the Ringaskiddy/Shanbally area.</p> <p>Notes need to prioritise Investments in transport connections and infrastructure, servicing of zoned lands, and alignment, in terms of the use of land and marine assets in the Ringaskiddy/Shanbally area for the greater socio-economic benefit of Cork, Southern Region and Ireland.</p> <p>Suggests support / inclusion of objectives for the following:</p> <p>Priority emphasis should be placed on phasing and funding key infrastructure investments that are integrated with the wider regional and national transportation and road networks.</p>	<p>The other issues will be considered as part of the Review of the County Plan.</p>



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		<p>transport/cycle connections to Ringaskiddy/Shanbally and to facilitate connections to utilise and access benefits to zoned lands.</p> <p>2. Protection of Land-Uses: It is suggested that the County Development Plan should include objective(s) relating to:</p> <ul style="list-style-type: none"> • Zoning of sufficient lands for priority related activities and recognition that zoning of other proximate lands must be compatible with these uses • Prioritisation of activities such as: large-scale employment, port, industrial, storage and warehousing, logistics, large-scale lay down areas and renewable energy • Sever burdensome links between the delivery local area plan specific development objectives (for example industrial and open space), in circumstance where this could hinder the timing of development of the industrial zoned land <p>It is suggested that the County Development Plan would include objective(s) that:</p> <ul style="list-style-type: none"> • Allows for lands adjacent to priority activity designations to be off-set or used to mitigate or compensate for future and/or priority activities in any part of Ringaskiddy/Shanbally (by agreement of the landowner(s)/developer(s)) • Promote the integration of land uses that are compliment with the priority objective for the area. <p>3. Climate and Energy Change: It is suggested that the County Development Plan should include objective(s) that:</p> <ul style="list-style-type: none"> • Encourages further development of Ringaskiddy / Shanbally as an energy hub and promotes the transitioning requirements to future, cleaner, more renewable energy's in the area 	<p>Zoning of sufficient lands for priority related activities and recognition that zoning of other proximate lands must be compatible with these uses.</p> <p>Prioritisation of activities such as: large-scale employment, port, industrial, storage and warehousing, logistics, large-scale lay down areas and renewable energy.</p> <p>Sever burdensome links between the delivery local area plan specific development objectives in circumstance where this could hinder the timing of development of the industrial zoned land.</p> <p>Allows for lands adjacent to priority activity designations to be off-set or used to mitigate or compensate for future and/or priority activities in any part of Ringaskiddy/Shanbally</p> <p>Promote the integration of land uses that are compliment with the priority objective for the area.</p> <p>Encourages further development of Ringaskiddy / Shanbally as an energy hub and promotes the transitioning requirements to future, cleaner, more renewable energy's in the area.</p>	



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		<ul style="list-style-type: none"> Supports the inclusion of renewal energy forms as part of development proposals <p>4. Ecology and Environment: It is suggested that the County Development Plan should include an objective that:</p> <ul style="list-style-type: none"> Allows for lands designated as Natural Heritage Area or those that may be used as a feeding ground by bird species to be off set or used to mitigate or compensate for, future development and/or strategic employment/port related activities in any other part of Ringaskiddy/Shanbally (by agreement of the landowner/developers). 	<p>Supports the inclusion of renewal energy forms as part of development proposals</p> <p>Allow for lands designated as Natural Heritage Area or those that may be used as a feeding ground by bird species to be off set or used to mitigate or compensate for, future development and/or strategic employment/port related activities in any other part of Ringaskiddy/Shanbally</p>	
Amber Oil Ltd	PDP223768969	<p>This submission considers that there is insufficient land set aside for employment related uses in Fermoy and the new plan should identify additional lands for employment use, to increase the delivery of jobs for the area which will in turn support and sustain other services and activities. Provision for lands for residential use needs to be balanced with appropriate provision of lands for other uses to avoid unsustainable development patterns and commuting.</p> <p>Submission also requests that the Council prioritise the delivery of infrastructural improvements needed to facilitate the delivery of development of land in Fermoy and to unlock the potential of other serviceable lands in the Fermoy environs.</p> <p>The submission refers to some of the National Policy Objectives (NPOs) and the Regional Spatial and Economic Strategy for the Southern Region to support proposals. The submission notes the aim for the emerging plan</p>	<p>Fermoy has insufficient land available to meet the need for industry / business / employment uses.</p> <p>Need to address infrastructural constraints that may be impeding development.</p> <p>Notes the plan to limit the need to travel by locating supporting uses together and ensure there is sufficient employment land to reduce commuting.</p> <p>Need to review existing zoned land as part of formulating the forthcoming plan to identify any specific constraints to development that need to be overcome.</p> <p>Concern that Fermoy will continue to be a commuter town.</p>	<p>These issues will be considered in detail at the settlement level in drafting the new plan for Fermoy. The Council recognises the need for an adequate supply of development land to cater for the sustainable development of the town.</p>



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		<p>should be to limit the need to travel by locating supporting uses together, ensure there is sufficient land to reduce commuting and highlights the large numbers of residents in Fermoy commuting to work.</p> <p>The submission highlights the lack of planning applications being made on business land in Fermoy and suggests the council undertake a full review of existing zoned land as part of formulating the forthcoming plan to identify any specific constraints in development to be overcome. The submission is concerned that Fermoy will continue to be a predominantly commuter town with an under provision of employment unless additional business land is provided in the area. Employment growth in Fermoy would result in a strong and vibrant town serving a large catchment.</p>		
An Post	PDP223655943	<p>This submission sets out An Post's current and future requirements to adequately serve expanding catchment areas and to request that Cork County Council provide a supportive policy framework for the future provision of postal infrastructure.</p> <p>The submission also requests that Cork County Council include supportive policies to facilitate enhanced postal services in the County over the next 6 years and includes three suggested policies which it argues would assist greatly in the delivery of future An Post projects in the County.</p> <p>Firstly, 'To support An Post in the provision of new postal facilities and the enhancement of existing facilities, including operational requirements, in the County', secondly, 'To facilitate the provision of postal infrastructure at suitable locations in the County,' and</p>	<p>Request that Cork County Council provide a supportive policy framework for the future provision of postal infrastructure.</p> <p>Support An Post in the provision of new postal facilities and the enhancement of existing facilities, including operational requirements, in the County.</p> <p>Facilitate the provision of postal infrastructure at suitable locations in the County.</p> <p>Promote the integration of appropriate post office facilities within new and existing communities that are appropriate to the size and scale of each settlement.</p> <p>Postal infrastructure should be deemed</p>	<p>The points raised in this submission are noted. It is the intention of Cork County Council to provide a supportive policy framework for the future provision of postal infrastructure in the draft plan.</p> <p>It should be noted that it is more appropriate to consider site specific issues including car parking and delivery times at the planning application stage.</p> <p>The preparation of future public realm and movement strategies,</p>



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		<p>thirdly, 'To promote the integration of appropriate post office facilities within new and existing communities that are appropriate to the size and scale of each settlement.' The submission also requests that the Local Authority recognise the specific operational requirements of An Post with regards the operation of post offices and mail sorting offices including that postal infrastructure should be deemed important public infrastructure and it is requested that flexible land use zoning to accommodate such infrastructure and services at suitable locations is included throughout the County's settlements. It is also argued that postal facilities require flexibility with car parking standards for postal facilities (including charging points as the transition is made to the use of environmentally sustainable vehicles) and that postal facilities may require a greater quantum of car parking spaces going forward as postal trends continue to evolve thus it is imperative that facilities are future proofed to ensure the long term viability of An Post's service. The submission also requests that any restrictions on the times of deliveries/collections to/from An Post facilities could have a serious impact on the ability of An Post to meet the postal needs of the public and agreed service legal agreements with the State and it is therefore requested that the Local Authority recognise this requirement as part of the Cork CDP 2022 and in the future assessment and preparation of planning policy, providing for a sufficient level of vehicular access and that loading bay space is provided to accommodate the collection and delivery of mail. Finally, the submission requests that during the preparation of future public realm and movement strategies, Cork County Council</p>	<p>important public infrastructure and it is requested that flexible land use zoning to accommodate such infrastructure and services at suitable locations is included throughout the County's settlements Postal facilities may require a greater quantum of car parking spaces going forward as postal trends continue to evolve thus it is imperative that facilities are future proofed to ensure the long term viability of An Post's service.</p> <p>Any restrictions on the times of deliveries/collections to/from An Post facilities could have a serious impact on the ability of An Post to meet the postal needs of the public and agreed service legal agreements with the State and it is therefore requested that the Local Authority recognise this requirement as part of the Cork CDP 2022.</p> <p>During the preparation of future public realm and movement strategies, Cork County Council consult with An Post to ensure sustainable solutions are considered to maintain loading space whilst also improving the appearance and function of town centre areas for the public.</p>	<p>by or on behalf of Cork County Council will consider sustainable solutions regarding loading spaces whilst also improving the appearance and function of town centre areas for the public.</p>



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Andrew Ashford	PDP223784243	<p>consult with An Post to ensure sustainable solutions are considered to maintain loading space whilst also improving the appearance and function of town centre areas for the public</p> <p>This submission refers to ecotourism, glamping and road infrastructures within County Cork and Kinsale Environs. Submission notes that sustainable tourism needs alternative accommodation incorporating biodiversity and healthy outdoor activities. The submission seeks to propose the following in the forthcoming County Development Plan 2022-2028:</p> <ol style="list-style-type: none"> 1. To note the most popular outdoor pursuits in County Cork is walking and trekking; 2. Scope for more development of cycleway, greenways and blueways; 3. Seeking for more land to be considered for outdoor recreation, leisure and camping/glamping pursuits and particularly in the Kinsale environs. 4. Submission notes how Glamp sites can be landscaped & cultivated to create individually themed garden amenity areas, each with its own unique level of biodiversity. A number of examples of designs for glamping sites have been included. 5. Submission wishes to highlight that glamping and camping has grown from 7% to 15% in the past three years in Ireland and are widely used by domestic tourists. 6. The submission is urging the Council to review and update the key policies contained within the 2009 Kinsale Transportation Study, provision for a ring road, upgrade the crossroads at Pewter Hole Cross, parking and pedestrianisation. 	<p>The submission relates to eco-tourism, glamping and road infrastructure in Kinsale. It is urging the Council to review and update the key policies contained within the 2009 Kinsale Transportation Study, provision for a ring road, upgrade the crossroads at Pewter Hole Cross, parking and pedestrianisation.</p>	<p>These issues will form part of the Plan Review process.</p>



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Andrew Ashford	PDP223864193	<p>This submission addresses the future housing requirements and care needs of the ageing population.</p> <p>The submission states a central characteristic of long term care is being able to provide a 'home from home' setting for residents with a high degree of personalised service. It states their vision is to ideally match the needs and requirements of the public through a less institutionalized model, where the preconceived image of a soulless, sterile, hospital type environment will be avoided.</p> <p>The submission details an alternative and successful nursing home model - known as The 'Green House Project,' or 'Small House Model,' which has proven to be successful in the US and some Scandinavian countries. Included was an extract from the 'Green House Project' website. It notes this particular style of residential care could have the same successes if introduced here in Ireland, especially since there is an identifiable need for more nursing home care and specialised accommodation for the elderly.</p> <p>The submission makes reference to Cork County Development Plan 2014 (making reference to People and Places - Reference - 3.3.14 Cork County Development Plan) and discusses in detail nursing home care, respite care and current trends and alternatives for housing the elderly. For example, it states the percentage of older people (65+) in the county is 13.8%, which is up 19.3% from 2011. It notes that ALONE Ireland estimates that at any one time 20% of older people require some level of support intervention. In 2018, ALONE, in its housing</p>	<p>Addresses the future housing requirements and care needs of the ageing population.</p> <p>It suggests a new housing type for older people.</p>	<p>The issues raised in this submission are addressed in Volume One CE Opinion and Recommendations- Community.</p>



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		<p>report, advocates community support for older people to age in place, however, this may not always be possible due to physical or other health restrictions. It notes for many elderly people the prospect of moving to a nursing home is associated with a lack of freedom and choice as well as the feeling of becoming institutionalized.</p> <p>It states the 'Green House Project' or 'Small House Model' offers small clusters/ satellite modules of one or more self-contained nursing home or residential units for groups of 10-12 residents. The buildings are usually independent of each other, in order to architecturally blend with other existing residential dwellings in the locality. The focal point of the 'green house project' is a more communal open plan living/dining area where residents are encouraged to passively or proactively partake in day to day activities experienced within a more familiar intimate family unit. It states where appropriate statutory regulations permit, they are also given the opportunity of carrying out basic day to day household activities which has proven to be extremely therapeutic, particularly for those who suffer with mild dementia or similar disabilities. Large nursing stations, long hallways and wide corridors are virtually eliminated giving a less institutionalized and more homely feel to the environment.</p> <p>It states only four Covid - 19 cases were reported across 266 Green House facilities in the US, with no fatalities reported, proving that smaller assisted living homes are successful at controlling coronavirus and other future virus outbreaks</p>	<p>Asks that future planning policies strive to</p>	



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		<p>The submissions asks that future planning policies strive to create a residential care model similar to the Green House concept which is based on a communally orientated facility, where residents are given an improved quality of life, with a greater sense of self-worth, and social inclusion through a more intimate, 'homelike' family unit.</p> <p>It states an integral housing policy would help to reduce the incidence of older people requiring nursing home provision and would also encourage the elderly to move to accommodation better suited to their needs, while still remaining within their own community.</p> <p>The submission proposes that the Council explore the potential for public or private development of a series of alternative 'Green House' style Residential Facilities for the Elderly - to be located strategically throughout the Cork region.</p>	<p>create a residential care model which is based on a communally orientated facility, where residents are given an improved quality of life, with a greater sense of self-worth, and social inclusion through a more intimate, 'homelike' family unit.</p> <p>Notes an integral housing policy would help to reduce the incidence of older people requiring nursing home provision and would also encourage the elderly to move to accommodation better suited to their needs, within the community.</p> <p>Requests alternative public or private development of a series of alternative residential facilities for older people to be located strategically throughout Cork.</p>	
Ann, Richard and Tim Deasy	PDP223240281	<p>Bantry This submission suggests a number of strategic policy requirements for Bantry town as follows;</p> <ul style="list-style-type: none"> • A strong population growth target to reflect its role as a Service Centre in West Cork to deliver the potential for sub-regional growth. The submission considers that a smaller portion of population growth should be allocated to villages and rural areas than was provided for in the 2014 Core Strategies. It is submitted that a maximum of 10% of growth should be allocated to villages and rural areas. • Prioritise the delivery of infrastructure investments that 	<p>Requests a strong population growth target to reflect the role of Bantry as a Service Centre in West Cork</p> <p>A smaller portion of population growth should be allocated to villages and rural areas – it is recommended that 10% be allocated.</p> <p>Prioritise the delivery of infrastructure investments to facilitate growth targets</p> <p>Restrict urban sprawl and promote compact</p>	<p>In line with regional policy, the draft plan will support an enhanced role for Bantry as a Service centre driving growth in the West Cork region. The issues raised in the submission will be given further consideration in the Draft Development Plan. See Volume One Section 2 Population and Core Strategy, Housing Density and Placemaking and Water Services.</p>



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		<p>will facilitate the growth targets of Bantry;</p> <ul style="list-style-type: none"> Restrict the continuation of urban sprawl and promote and support compact growth; It notes that Bantry has experienced unsustainable urban sprawl in the past, and future development must be managed with an emphasis on the principals of compact growth and walkable towns, and a sequential approach to zoned land The application of residential density levels appropriate to the urban development pattern and market viability for Bantry. In this regards the submission considers that a drastic change in density objectives for Bantry will not meet market demands and will therefore not be viable, and may result in an increase development pressure in rural areas. This is discussed with reference to Table 4.1 of the Settlement and Placemaking Background Paper. It suggests that densities in excess of 35 units per ha are more appropriate for town centre sites and that other areas of Bantry should have a density range of 25-35 units per ha. Furthermore, it notes that there is an inherent need for flexibility in land supply to avoid market constraints. It is argued that there is an absolute minimum need to apply the 25% headroom to the assessment of zoned lands in Bantry. Unlock development potential on sloping sites in proximity to the town centre in the light of successful examples in Cobh, Cork or -Kinsale; and To prioritise the zoning of lands within the forthcoming development plan that are deliverable, accessible and consolidate existing and approved development. 	<p>growth. Unsustainable urban sprawl has been experienced in the past, new emphasis on compact growth and walkable towns required & sequential approach to zoned land.</p> <p>Residential density should be appropriate to the urban development pattern and market viability. Drastic changes to density will not meet market demands and will not be viable.</p> <p>Densities in excess of 35 units per ha are more appropriate for town centre sites and that other areas of Bantry should have a density range of 25-35 units per ha.</p> <p>Flexibility in land supply is required to avoid market constraints – highlights the need to apply minimum 25% headroom to the assessment of zoned land in Bantry.</p> <p>Highlights need to unlock the development potential of sloping sites in proximity to the town centre.</p> <p>Prioritise the zoning of lands that are deliverable, accessible and consolidate existing and approved development.</p>	
Anthony Barry	PDP223836755	<p>Submits the following:</p> <ul style="list-style-type: none"> the proposed upgrade of the N25 between Carrigtwohill and Midleton is an essential component for future 	<p>Importance of upgrade of N25 between Carrigtwohill and Midleton as a growth enabler.</p>	<p>Upgrading of the N25 from Cork to Waterford is identified as a national enabler in the Southern</p>



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		<p>development of the area;</p> <ul style="list-style-type: none"> the delivery of sustainable communities in Carrigtwohill, Midleton and Glounthaune relies heavily on the delivery of varied and multifunctional housing types and over-reliance on high and medium density along the railway corridor, is proving significantly problematic in the delivery of much needed housing for the area; a more varied approach to housing types is necessary, with the inclusion of lower densities and, while apartments fill a need on a limited basis, the numbers being proposed are far too excessive (e.g. the derelict apartment block located in Carrigtwohill). The current substantial growth target for Glounthaune, without any upgrade to community facilities and internal road infrastructure, is unsustainable and unacceptable. Carrigtwohill's potential growth to a population of 10,000 in the near future needs a vibrant and attractive town centre and this must be incorporated into the new plan. The lack of sheltered housing for the elderly, in each individual community, is not sufficient and needs to be addressed in the upcoming plan. 	<p>Consideration of appropriate residential densities in settlements – specifically raises concern regarding over-reliance on high and medium density along the railway corridor in terms of deliverability.</p> <p>Provision of adequate community facilities in villages – specifically Glounthaune.</p> <p>Need vibrant and attractive town centres - specifically in Carrigtwohill.</p> <p>Need to provide appropriate accommodation for the elderly in settlements.</p>	<p>RSES and the plan will support this. Technical advisors have been appointed in relation to the N25 Carrigtwohill to Midleton upgrade.</p> <p>Consideration of appropriate residential densities in settlements, in the context of the NPF compact growth objective, climate change and integrated land use and transport planning, will be given consideration in the preparation of the plan. See Housing Density and Placemaking and Transport and Mobility Volume One Section 2 of this report.</p> <p>The creation of attractive, welcoming settlements will be given consideration during the preparation of the draft plan. See Housing Density and Placemaking, Volume One Section 2 of this report.</p> <p>Settlements need an appropriate provision of community facilities and services for existing and future populations. The provision of appropriate community facilities, including</p>



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				accommodation for older people, will be given consideration during the preparation of the draft plan. See Community, Volume One Section 2 of this report.
Ardfield Rathbarry Planning Committee	PDP223638864	<p>Rural Housing This submission relates to rural housing and highlights the continued need for housing in the Ardfield Rathbarry community. It states that families who don't own land of their own are still having extreme difficulty in getting a site with planning in their own parish. The need for improved infrastructure so that land which is already inside the village boundary could get planning and be developed in the short term is also highlighted. It is argued that improved water supply, waste water treatment, footpaths and public lighting would make a big difference to the development of the community. Finally, it states that the future of our schools, clubs and voluntary organisations are all dependent on young couples being able to settle and live in their own community.</p>	<p>Highlights the rural housing needs of the Ardfield Rathbarry community and challenges securing suitable housing in the rural area especially for persons who do not own land.</p> <p>Need for infrastructure to service lands within the village</p> <p>Highlights the importance of rural housing to support local clubs, schools, and voluntary organisations.</p>	<p>The need for single dwellings in the countryside will be projected through the Housing Need Demand Assessment and draft plan core strategy processes. This will assist also in the preparation of appropriate policies which provides for the sustainable growth of rural towns and villages. The Council's approach to rural housing is discussed in Rural Housing Volume One Section 2 of this report.</p>
Astra Construction Services Limited	PDP223560290	<p>This submission formulated strategic development objectives to enable the implementation of the Shannonpark Urban Expansion Area (UEA), which sought to feed into the preparation of the Draft Cork County Development Plan 2022-2028.</p> <p>The submission outlines Carrigaline's role from a high level documentation perspective, referencing the Regional Spatial and Economic Strategy for the Southern Region (RSES), and Cork Metropolitan Area Transport Strategy 2040 (CMATS). For example, The RSES highlights</p>	<p>Development and growth of Carrigaline, with particular reference to the Shannonpark Urban Expansion Area (UEA).</p> <p>The proposal is aligned with high level documentation, such as the Regional Spatial and Economic Strategy for the Southern Region.</p>	<p>This will be considered as part of the Review of the County Plan.</p> <p>The issues raised in this submission are addressed in Volume One - Population and Core Strategy, Housing Density and Placemaking, Economy and Community.</p>



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		<p>that the Shannonpark Urban Expansion Area will continue to play a strategic role for the delivery of housing within the Cork Metropolitan Area.</p> <p>The submission includes an overview of the Shannonpark UEA and discusses in detail the Future Delivery of the UEA.</p> <p>The submission lists the following as the main points in this submission:</p> <ul style="list-style-type: none"> • The submission states that significant progress can be made during the lifetime of the forthcoming County Development Plan (CDP) in completing future phases of the UEA which will assist Carrigaline in achieving required population and housing growth. • It notes in order to facilitate future phases of the Masterplan there is a requirement for development objectives to evolve to reflect the current development context which has changed considerably since the adoption of the 2014 CDP and publication of the 2015 Shannonpark Masterplan. A flexible and rationalised new approach to the zoning and development objectives is required. • It states the future development of the Shannonpark UEA needs to reflect objectives contained in CMATS. Accordingly, the objective for a public transport interchange within the UEA is no longer appropriate. It states CMATS specifies that a park and ride facility to serve Carrigaline will be located in the Carr's Hill/Rochestown area and not within Carrigaline itself as originally envisaged under CASP. • It highlights that the pending delivery of the new 	<p>Suggests a flexible and rationalised new approach to the zoning and development objectives is required.</p> <p>It states the identification of a site for a new</p>	



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		<p>educational campus to the west of the UEA requires a re-evaluation of the primary school objective, CL-C-02. It states the identification of a site for a new school should be focused to the east of the UEA and potentially within the Fernhill SLR lands to provide a balanced distribution of primary school provision in the settlement.</p> <ul style="list-style-type: none"> • It states notwithstanding the existing school provision in the area the topography of the CL-C- 02 is not conducive with accommodating buildings of large footprints, due to the sloping ground in the area and the required fill to accommodate a large building. • It notes the ongoing work on the Specific Flood Risk Assessment provides an opportunity to rationalise and refine the open space strategy for the UEA. It states the current open space strategy and in particular objective CL-O-09 for the UEA is based on a previous analysis of the area, and that the objectives of the forthcoming CDP relating to the UEA should reflect the existing evolving context in order to optimize the delivery of future phases. • It states a single zoning objective may be most suitable for the UEA to ensure efficient completion, instead of overly perspective zoning and development objectives. 	<p>school should be focused to the east of the UEA and potentially within the Fernhill SLR lands to provide a balanced distribution of primary school provision in the settlement.</p> <p>Notes CL-C-02 is not conducive for educational facilities and has existing school provision in the area.</p> <p>It notes the ongoing work on the Specific Flood Risk Assessment provides an opportunity to rationalise and refine the open space strategy for the UEA.</p> <p>The current open space strategy and in particular objective CL-O-09 for the UEA is based on a previous analysis of the area, and that the objectives of the forthcoming CDP relating to the UEA should reflect the existing evolving context in order to optimize the delivery of future phases.</p>	
Avondale United F.C., Cork	PDP224053570	<p>The submission states there is a current need for additional residential development land in Carrigaline as a result of the reasons below:</p> <ul style="list-style-type: none"> • It is the largest town in County Cork • There is an acute shortage of housing in Carrigaline, • Ireland is in the midst of a housing crisis so demand for housing is great, • Carrigaline is located adjacent to Ringaskiddy, an area 	It states there is a current need for additional residential development land in Carrigaline and lists reasons why.	The issues raised in this submission are addressed in Volume One CE Opinion and Recommendations- Population and Core Strategy.



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		<p>containing vital industry employing circa 4,000 people. It states the availability of further housing near this critically important commercial area can only promote further economic growth and employment in the greater Carrigaline area.</p>		
Ballybane Windfarms 2 Ltd	PDP223803984	<p>The submission is made in the context of relevant current national, regional and local planning policy objectives and raises the following points;</p> <p>1) While County Cork currently accounts for 15.4% of the national wind energy delivery, there is increasing emphasis, at both a national and regional level, on proactively working towards and achieving a low carbon economy by supporting the sustainable development of renewable wind energy (on shore and off shore) at appropriate locations (RPO 99).</p> <p>2) Not only will Cork County have to contribute towards the realisation of the radically increased national target of delivering at least 70% renewable electricity by 2030, this will have to be achieved in the context of the requirements of the Draft Revised Wind Energy Guidelines, the finalisation of which is prioritised in the Programme for Government. This presents the immediate prospect of a reduction rather than increase in renewable energy delivery, as applications for the repowering of existing wind farms fail to meet the requirements of the new guidelines.</p> <p>3) In this context the submission considers the statement in the Energy - Background Document No. 9 that 'at this stage it is not envisaged that any significant changes are required to the policy' is inadequate. In compliance with RPO 99 of the RSES, the Council should be seeking to</p>	<p>Time to re-evaluate the Wind Energy Strategy and strategy map for the county as they are out of date and contain inconsistencies in the interpretation of some landscape character areas / scenic routes and its impact on the areas where wind farms are acceptable.</p> <p>Update also required having regard to the various provisions on the new guidelines, emphasis on low carbon economy, targets for renewable energy etc., and impacts of new requirements on existing wind farms.</p> <p>The question of whether more land be made available for wind farm development.</p> <p>Need to revisit the Draft Landscape Strategy (2007) - there is scope for adopting a more nuanced approach to wind energy suitability in High Value Landscape areas, rather than the total exclusion as is the case in the South of Cork.</p>	<p>The issues raised in this submission will be considered further in the preparation of the draft plan and as part of the review of the wind energy policies for the county.</p> <p>Policies and objectives of the Plan will be updated as appropriate, as part of the review process, to reflect national policy, energy targets etc.</p>



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		<p>'support the sustainable development of renewable wind energy (on shore and off shore) at appropriate locations '.</p> <p>4) To counter-balance this potential decommissioning or scaling back of existing wind farms, what constitutes an appropriate location needs to be reconsidered. Consideration should be given, as part of the Council-supported 'active land management approach' to identifying areas 'Normally Discouraged' from wind energy development where the environmental thresholds of the revised guidelines are achieved. This is in line with Section 3.4 of the NPF which states that a key policy priority for the Southern Region is: 'harnessing the potential of the region in renewable energy terms across the technological spectrum from wind and solar to biomass and wave energy'</p> <p>5) The current Cork County Council wind energy policy is under-pinned by the 2014 Wind Energy Strategy Map. We suggest that the map should now be reviewed as it was based on the outdated 2003 SEAI Wind Atlas which was replaced in 2013. Furthermore, inconsistencies in the delineation of High Value Landscape areas between this and its precursor, the Altener Report, have led to the unfounded exclusion of areas, in particular LCA 74 and 54, from consideration for wind energy development.</p> <p>6) To meet the ambitious national targets and to comply with National Policy Objective 55 and regional objectives RPO 95 and RPO 99, consideration should be given to reviewing these categorisations, and releasing more lands for wind energy development where the environmental thresholds can be achieved, and where any underlying mapping inconsistencies have been removed.</p> <p>7) Should the Council not be minded to revisit the Draft</p>		



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		<p>Landscape Strategy (2007), there is scope for adopting a more nuanced approach to wind energy suitability in High Value Landscape areas, rather than the total exclusion as is the case in the South of Cork. This is demonstrated in Landscape Character 5, which is designated Very High Value and Very High Sensitivity and where the western portion of the area has been identified as 'Open to Consideration' for wind energy development and several wind farms are located within this area.</p>		
Ballybane Windfarms 2 Ltd	PDP223807851	<p>This submission relates to Scenic Route S92, the road between Derreengreanagh & Aghadown via Ballybane. The submission requests the Council review the extent of Scenic Route S92 and adjacent amenity routes with the view to rationalising them, and removing the redundant section highlighted between A and B in Figure 01. The submitter is of the view point that this route is not suitable for vehicles and not used by the public. The submission suggests the views along the northern segment of S92 have been compromised by forest plantations and as a scenic route it is no longer fit for purpose. The submission includes the 2007 Fáilte Ireland Feasibility Study- to Identify Landscapes in Ireland to support their recommendations. The submission suggests the adjacency of several routes such as S93, the Sheep's Head Way and the Skibbereen Cycle Loop 3 are more appropriate in the area. Submission is requesting consideration should be given to routinely revisit and alter scenic routes as the landscape changes around them. The submission is proposing to rationalise the following:</p> <ol style="list-style-type: none"> 1. The principal car tourist route in this area is the popular S93 along the N71 which coincides with the Sheep's Head 	<p>Requests the Council review the extent of Scenic Route S92 and adjacent amenity routes with the view to rationalising them, and removing the redundant section highlighted between A and B in Figure 01.</p> <p>Suggests the adjacency of several routes such as S93, the Sheep's Head Way and the Skibbereen Cycle Loop 3 are more appropriate in the area.</p> <p>Requesting consideration should be given to routinely revisit and alter scenic routes as the landscape changes around them.</p>	<p>Policies and objectives of the Plan will be updated as appropriate, as part of the review process, to reflect national policy, energy targets etc.</p>



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		<p>Cycle Route;</p> <p>2. The Skibbereen Cycle Route 3 is the main cycling route and corresponds with the southern element of the existing S92.</p> <p>3. The Sheep's Head Way, is the principal walking route and corresponds with the northern element of the existing S92</p> <p>4. The S92 scenic route should be revisited, with the extent that is impassibly and visually compromised between A-B being downgraded from a scenic as it is not usable for car tourism and redundant as a scenic route.</p>		
Baltimore Tidy Towns	PDP219088235	<p>Baltimore</p> <p>This submission highlights Roads issues relating to the village, in particular the fact that the village is a cul-de-sac, not on the N71 with restricted access in the village. Furthermore, it notes that 71% of the houses are holiday homes, and the village acts as a gateway to the Islands, with angling and fishing trips, active sailing club. The winter population of 350 increases to 3,500 in the summer months. Destination of choice on Wild Atlantic Way, and popular for Day and weekend visitors. Accordingly, the submission request three matters be address in the forthcoming Draft plan;</p> <ol style="list-style-type: none"> 1. Defined parking for visitors, boat trailers, day trippers, 2. Overhead cables to be placed underground, to be replaced with new Street lighting from the village square to St. Mathews Church 3. Repurposing of Bull Point, land is needed for community uses and activities, shore walks etc as there is no other land available for these purposes 	<p>Highlights roads issues relating to the village, in particular the fact that the village is a cul-de-sac;</p> <p>Requests defined parking for visitors, boat trailers, day trippers;</p> <p>Overhead cables to be placed underground, to be replaced with new Street lighting from the village square to St. Mathews Church.</p> <p>Repurposing of Bull Point, land is needed for community uses and activities, shore walks etc as there is no other land available for these purposes.</p>	The issues raised in this submission are noted and will be considered where appropriate in the draft plan.
Baltimore Tidy Towns Group	PDP223692107	<p>Baltimore</p> <p>This submission is a clarification that the group have not</p>	This submission is linked to PDP219088235 and notes that the zoning of land has not	Noted.



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		sought or suggested any rezoning of land in their submissions (see PDP219088235). The submission states that they have only sought the use of land already in public ownership.	been sought.	
Bandon Co-Op	PDP223553659	<p>The submission is made on behalf of Bandon Co-op a major local employer in the town, with 260 people employed in the facility. It outlines that a renewed strategy is required for the delivery of homes in County Cork, given that there is a clear shortfall evident of over 7,000 units. Statistics confirm that one-off housing remains the dominant form of development in the County which is contrary to government policy. There needs to be a more focussed approach to the delivery of housing in larger urban settlements.</p> <p>Growth needs to be prioritised in Bandon, as it is the largest of only 2 towns in the Municipal District. ESRI figures indicate that there has been a recent contraction in the population of the town.</p> <p>A lot of historically zoned land has not come forward for development and it is considered that a fresh approach is needed to address this.</p>	A fresh approach is needed to the delivery of housing in Bandon. The north of the town is a suitable location for further growth as it lends itself to Placemaking and model shift.	These issues will be considered as part of the Review of the County Plan.
Banteer Lyre and Districts Community Council	PDP223735742	<p>The Community Council works in partnership with all voluntary groups in the area which have invested over €5M into many local community projects in Banteer and Lyre. The Community Council request that with any additional housing has to come additional amenity and recreation facilities and also consultation with the local Community Council.</p> <p>The Community Council will continue to work with the</p>	<p>Additional housing in villages must be provided in parallel with amenity and recreation facilities.</p> <p>Address the issue of flood risk in villages.</p> <p>Address the need to invest in infrastructural improvements in villages.</p>	These issues will be considered as part of the Review of the County Plan.



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		<p>County Council to satisfy the County Council policy and provide a minimum of 30% on site facilities and the rest via an agreed financial contribution to be determined to local projects (as per the Cork County Council Amenity and Recreation policy approved in 2006)</p> <p>The Community Council request that Cork County Council action a long term plan to eliminate the serious risk of flooding at Banteer West reoccurring in the future.</p> <p>Submission also requests:</p> <ul style="list-style-type: none"> • The Kanturk road footpath from Banteer village needs to be upgraded. • Derry Cross junction on the Millstreet road from Banteer needs to be made safe. • Lacklawn Cross to the Ball Alley road needs to be widened as the volume of traffic has increased significantly. • Banteer Bridge on the Clonmeen road needs upgrading • Speed controls are needed in Lyre and Nadd villages • Speed ramps on Clonmeen road and Millstreet roads in Banteer • Public lighting extension is needed on the Kanturk road from Banteer on the above mentioned footpath upgrade and also in Lyre village. • Lyre village-a continuation of the footpath is needed on the western side of the village • Lyre Village-In the interests of road safety rumble strips or speed ramps are needed. 		
Bantry Community, Harbour Development, CLG	PDP199881029	<p>Bantry Town</p> <p>This is a detailed submission, includes two attachments, which Bantry Community Harbour development would like to inform the Council's future planning policy. They suggest that the proposals should be strongly</p>		The Council notes the extensive range of issues covered in this submission which are discussed in more detail below;



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		<p>incorporated as policy into the County Development Plan 2022-2028 for Bantry. The first document "A Community Vision for Bantry Harbour", is described as an agreed community vision for the development of Bantry Inner Harbour and surrounding lands. The second attachment is an RIAI 2019 Design Review of the Bantry Harbour Area, which outlines a suite of design options for the future planning and development of Bantry based on the work of three Irish architects.</p> <p>North Shore The main submission discusses and provides an update of range of matters relating to Bantry town development. In relation to the T-01 lands, it describes the recent harbour development and the reclamation/creation of a new land bank which is suggested should be brought within the scope of the County Development Plan and designated as a public amenity area suitably linked to the adjacent Beicín Walk.</p> <p>Furthermore, it is argued that an alleged unauthorised development within the regeneration area site has a negative impact on adjoining lands, businesses, marine tourism, nearby amenities and the town in general.</p> <p>The new supermarket at Reenrou West is described as having improved the town's retail offering. However, it is argued that re-establishing the connection between the supermarket and the town centre is imperative to reduce its visual impact and isolation of the supermarket from the rest of the town. Furthermore, it is suggested that strong planning policy and decisive action centred on the</p>	<p>Update policy and objectives relating to Bantry town to reflect the recent developments undertaken in the harbour area i.e. designated public amenity area linked to the adjacent Beicín Walk.</p> <p>Notes that an alleged unauthorised development within the regeneration area site is having a negative impact on the amenities of the area.</p> <p>Town centre & public realm policies are required to improve the relationship between new supermarket and the existing town centre, and the overall public realm of the</p>	<p>Noted. Policies and objectives relating to Bantry town will be updated in the draft development plan.</p> <p>This is outside the scope of the review of the county development plan process and should be referred to the Council's Development Management Section.</p> <p>The issues raised here are noted and where appropriate will merit further consideration during the preparation of the draft plan.</p>



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		<p>public car park, the wastewater treatment plant and the oil depot that lie in between is required to achieve this. It is suggested that a wetlands type development as proposed in the RIAI report has the potential to provide a visual screen to these developments. It is also suggested that the public car park & oil depot are neither sustainable nor consistent with proper planning. A co-ordinated policy for these sites is requested and clarification regarding Cork County Council intentions.</p> <p>South Shore Submission suggests that the South Shore regeneration site should retain its current status. Concern is raised in relation to the historic landing quays in the inner harbour area directly in front of the Maritime Hotel. They are described as pre famine and it is requested that these be added to the Record of Protected Structures and designated as an ACA.</p> <p>Wolfe Tone Square The submission argues that Wolfe Tone Square needs to be "reimagined, realigned, soft engineered, compartmentalised and afforded shelter as opportunities arise". It is suggested that the RIAI review address the issues in relation to Wolfe Tone square, and should also inform the infrastructure designs proposed under the flood defence measures and engineering works to the water culverts beneath Wolfe Tone Square, New Street and Bridge Street. It is suggested that the Clonakilty Urban Design model, public investment and transformation are both appropriate and necessary for Bantry as well.</p>	<p>Reenrou West area of the town.</p> <p>Retain existing policies for the South Shore area. Case made for adding the historic landing Quays to the Record of Protected Structures and designated as an Architectural Conservation Area.</p> <p>Highlights the need to examine and review Wolfe Tone Square with a view to improving the overall urban design and public realm of the area. This has already been undertaken by the RIAI review process. Clonakilty Urban Design model could also form the basis for this.</p>	<p>Further consideration and examination of this structure will be undertaken as part of the preparation of the draft Record of Protected Structures to be contained in the Draft Plan.</p> <p>The issues raised here are noted and where appropriate will merit further consideration during the preparation of the draft plan.</p> <p>The draft plan intends to address</p>



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		<p>Bantry Town Centre/Population In relation to Bantry Town centre, concern is raised regarding the decline in the role of the town and the high levels of vacancy in residential and commercial property. Concern is also raised regarding Bantry's population decline recorded in the 2016 census and the ageing population as young people leave the area. In this regard, the stated objective of the 2014 County Development Plan to expand Bantry's population to 5484 (64% increase) by 2022 is described as fanciful and a clear failure of planning policy to deliver for Bantry.</p> <p>Employment Strategy Furthermore, the submission details concerns regarding employment and economic development and the strategy of focusing on medium / small businesses, seasonal tourism and service sector to provide employment within the local catchment area, which the submission indicates has not worked and will not work. Submission indicates that Bantry needs new investment, new jobs and new people via opportunities in industrial and technological development, decentralised government departments and local government jobs. Submission suggests that redeployment of significant numbers of County Council staff, directorates and functions to Bantry should be prioritised, and would have an immediate impact on the population, commercial vibrancy etc. It is also suggested that Bantry should be designated a Special Regeneration Town, an implementation team should be established to guide regeneration process, reverse population decline and</p>	<p>Review policies for Bantry with a view to addressing decline in the role of the town and high levels of vacancy in residential and commercial property.</p> <p>Highlights concerns regarding the lack of employment opportunities in the town and the need for investment, jobs and population growth. Bantry should be designated a Special Regeneration town with a dedicated team to guide the regeneration process, reverse population decline and restore the towns vibrancy.</p>	<p>the issues and challenges that are being experienced by towns in West Cork such as Bantry and will seek to formulate policies to help arrest this decline.</p> <p>The other issues raised are noted and where appropriate will merit further consideration during the preparation of the draft plan.</p>



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		<p>restore the towns vibrancy.</p> <p>Retail & Services While recent retail developments are welcomed their location at opposite ends of the town is a concern as it dilutes footfall and increases cross town traffic. Measures to improve town centre retailing are detailed (improved streetscapes, green infrastructure and pedestrianisation). Submission is against further out of town retailing.</p> <p>Tourism Concern is raised regarding reliance on Tourism for jobs and economic activity, and Bantry's underperformance in the sector, although Fáilte Ireland's Initiatives and funding are welcomed. Submission suggests there is insufficient promotion of Bantry as a destination, which is not helped by the wide geographic scope of the Wild Atlantic Way and its essence as a driving route. It is considered that the tidal slob area and unattractive town square leaves tourists unimpressed. The CDP should provide further initiatives to expand the tourism economy.</p> <p>Traffic & Transport In relation to Traffic & Transport, concern is raised regarding the overreliance on the Relief road to resolve traffic issues in the town, delivery of which remains an aspiration. Submission suggests that an alternative traffic management plan is needed.</p> <p>Operation SLOB Transformation The attachment "Operation SLOB Transformation" sets out a community vision for the Bantry Harbour Area. This</p>	<p>Concerns regarding the location of recent retail developments at the edge of town are highlighted. Measures are required to improve town centre and retailing.</p> <p>The CDP should provide further initiatives to expand the tourism economy.</p> <p>An alternative traffic management plan is needed, there is an over reliance on the proposed Relief road to resolve traffic issues.</p> <p>Proposals submitted for the development of the Inner Slob area in the town incorporating</p>	



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		<p>welcomes the development of the Pier, amenity area, and marine facilities by the Port of Cork at the western extremity of the Slob and has suggested practical solutions for the remainder of the Inner "slob" area. The visions sets out the agreed goal for Bantry Development & Tourism Association, Bantry Business Association, Bantry & District Chamber & Bantry Tidy Towns under the agreed goal "to provide an attractive centre of the town that delivers real benefits to the community & enhances visitor experience". There are a no. of elements to the agreed vision including; Provision of a wetland and natural habitat, protection and restoration of the olds docks on the south side of the slob, provision for marina extension and open water area, provision of walks/boardwalks .These should be delivered in a way that ensures that there is some depth of water retained in the slob area through dredging, appropriate flood defences, address parking in the town, management of silt deposits from freshwater inflow, examination of potential of a weir, consideration of public safety. The submission details that BY-RA-02 LAP objective for southern Inner Harbour site is adequate. It is intended that this information would be presented to the Port of Cork.</p> <p>RIAI Design Review: A vision for Bantry Bay & Harbour The RIAI Design Review report was commissioned by the Bantry Bay Port Company sets out a vision and strategy that maximizes the benefits of integrating the marine and urban land uses in Bantry town, delivering a new vision for the maritime/harbour interface with the town. A no. of ideas and suggestions by three architects are outlined</p>	<p>a number of design proposals achieved through a shared community vision.</p> <p>An RIAI Design Review report commissioned by the Bantry Bay Port Company sets out a vision and strategy that maximizes the benefits of integrating the marine and urban land uses in Bantry town, delivering a new vision for the maritime/harbour interface with the town. A number of proposals are suggested and these proposals would require supportive policy and text in the draft development plan.</p>	



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		<p>in the document, enabling local stakeholders to seek funding support, for that project to be designed and submitted for statutory assessment. The three different design concepts explored include; (i) New boardwalk scheme, cantilevered above the tide, from the airfield back to town, new boat and rowing facilities, Restoration of Quay walls, Works to Wolfe Tone Sq., (ii) A wetlands proposal blending land & sea (iii) Proposals for the Inner Harbour/Marina Promenade/Wolfe Tone Mall/Bantry Town</p>		
<p>Bantry Marine Research Station</p>	<p>PDP223388506</p>	<p>Bantry – Employment & Economy This submission is seeking a flexible approach to drafting policy and zoning objectives which will guide the development of enterprise and industry within the County over the period of the forthcoming Development Plan. It also seeks to highlight the need to support aquaculture, commercial fisheries and related enterprises within County Cork, and in particular in Bantry and Bantry Harbour. The submission requests that the forthcoming CCDP recognises the potential of alternative sites for this type of development, such as quarries where a beneficial use of worked out lands can be achieved. The background to the submission is an investigation into the feasibility of land based salmon smolt breeding and rearing facility near Bantry using Recirculation Aquaculture systems. It states, this type of system can be successfully located in quarries which have access to the sea and that Quarries have successfully been used for aquaculture in Norway. A similar facility has been investigated in Arklow, and in Cork, Leahill Quarry in Adrigole is being considered.</p>	<p>Requests a flexible approach to drafting policy and zoning objectives which will guide the development of enterprise and industry.</p> <p>Highlights the need to support aquaculture, commercial fisheries and related enterprises within County Cork, and in particular in Bantry and Bantry Harbour.</p> <p>Highlights the potential of alternative sites for this type of development, such as quarries where a beneficial use of worked out lands can be achieved.</p> <p>Notes that in order to support rural communities, it will be necessary to allow diversification of the rural economy into new sectors and services, and a less prescriptive approach zoning objectives be taken.</p>	<p>The issues raised in this submission in relation to Economy and Employment are discussed further within Volume One Section 2 of this report.</p> <p>The issues raised in relation to Bantry will merit further consideration during the preparation of the draft plan.</p>



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		<p>The proposal is discussed in the context of the NPF and RSES policies and objectives in relation to diversifying and strengthening rural economies. The policies in the current CDP promoting the aquaculture industry are also detailed. However, it is argued that diversification should include opportunities for enterprise or industrial development that makes use of an existing development and associated resources. In relation to the extractive industry, settlement ponds and other infrastructure within these sites can be used for aquaculture, complimenting the existing use, or could be developed as part of as restoration plan. It is also argued that that aquaculture can be considered under the broad umbrella definition of agriculture. The submission notes that the background papers prioritises the settlements as the focus for housing and employment, however, a flexible approach is being sought, one that is 'sufficiently agile' to embrace new opportunities for enterprise development. It is argued that to support rural communities, it will be necessary to allow diversification of the rural economy into new sectors and services, and a less prescriptive approach zoning objectives be taken.</p>		
Barry Deane	PDP223769237	<p>The submission requests that the Broadway Cinema in Dunmanway be removed from the Record of Protected Structures. The RPS No. on the register is ID-00884.</p>	<p>Removal of Broadway Cinema in Dunmanway from RPS.</p>	<p>This will be considered as part of the Review of the County Plan.</p>
Barryroe GAA Club	PDP223864474	<p>In 2016, the Barryroe GAA club self-funded a walking track for the community around one of the smaller pitches. The club wish to extend this walking track amenity around the entire complex and eventually add flood-lighting so that it could be used all year around. The club is also approximately 800 metres from the local national school and states a footpath once existed linking</p>	<p>Proposal to extend walking track amenity and work with the local community to restore old footpath which would link the school and also the Lislevane and Tirnanean townlands with the GAA club.</p>	<p>These issues will be considered as part of the Review of the County Plan.</p>



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		<p>the two entities. Their long term intention is to work with the local community to restore this footpath which would not only link the school but also the Lislevane and Tirnanean townlands with the GAA club. It states this would provide a safe path for local walkers to reach the GAA facility for use of both the proposed walking amenity and enjoying the use of the GAA facilities and the activities that take place there. Attached were both a phased plan for the development of the walking amenity and also a 10 year request for submission letter which they sent out to all club members in 2019.</p>		
Belvue Ltd.	PDP223302570	<p>The submission sets out the strategic and local planning issues relevant to Kinsale.</p> <p>The submission outlines that Kinsale is a large market town, with a strong rural hinterland. It has a pattern of development that is reflective of its historic position as a market town, with the town centre consisting predominately of 3 storey developments, supported by medium density development within the remainder of the town, and lower density developments on its outskirts.</p> <p>It states the NPF and RSES call for higher density residential development and this is reflected in the Issues Paper's Settlements and Placemaking Background Document. This document notes in table 4.1 that Kinsale is one of the locations in Cork County where higher density development should be applicable, in line with the Guidelines on Sustainable Residential Development. The table suggests that the minimum density to be applied in Kinsale would be more than 35 units per hectare, except in exceptional circumstances. The table</p>	<p>It raises concerns that the proposed changes in density will not meet market demands and will therefore not be viable in Kinsale. It states viability is a key issue when considering high density development. It suggests that rather than promoting compact development, unrealistically high density objectives for Kinsale and similar towns will increase the development pressure in rural locations.</p>	<p>The issues raised in this submission are addressed in Volume One Section 2 Population and Core Strategy, Housing Density and Placemaking.</p>



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		<p>does not indicate any flexibility in the application of these densities having regard to the historic pattern of development and market demand for towns such as Kinsale.</p> <p>It suggests that while Kinsale is a Ring Town, with excellent strategic connections, it continues to have a weaker housing market than towns of a comparable size in the Cork area. People are attracted to live and work in Kinsale because of the quality of life offered and the affordability of the housing market. Kinsale has the advantage of a large town, while retaining many of the attributes and benefits of its more rural location. A drastic change in density objectives for the town will not meet market demands and will therefore not be viable. It suggests that rather than promoting compact development, unrealistically high density objectives for Kinsale and similar towns will increase the development pressure in rural locations.</p> <p>Viability is at the core of all commercial development and is driven by affordable land availability and market demand. Should the high-density objectives laid out in Table 4.1 of the Settlement and Placemaking Background Document be unilaterally applied to Kinsale, it is considered that the effect will be to undermine residential development due to a lack of market viability. It is submitted that the forthcoming development plan should allow for greater flexibility in the density objectives for Kinsale than suggested by Table 4.1 of the Settlement and Placemaking Background Document</p>		



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		<p>It is submitted that the density objective for more than 35 units per hectare would be most appropriate for the town centre / brownfield sites and that other areas of Kinsale should have a density range of 25 to 35 units per hectare. These density objectives would support continued compact development, while also being reflective of the historic pattern of development and market demands in the context of a market town within a rural hinterland. The submission also focuses on the appropriate allocation of units to be delivered on Infill / Brownfield Lands as advocated by the National Planning Policy Objective 3c of the NPF and the RSES.</p> <p>In calculating the zoned land requirement for Kinsale, it submits that the forthcoming development plan should use the baseline established by the UCS of 284 units, discounted to take account of constraints to the development of some of these units. In the absence of incentives and initiatives to bring infill / brownfield units forward, we submit that a maximum of 50% of the identified potential capacity should be assumed to be deliverable during the lifetime of the forthcoming development plan (approximately 142 units). The deliverability of infill / brownfield units should be kept under review for the duration of the development plan to ensure that no shortage of land supply occurs because of an over-reliance on such sites.</p> <p>In summary the main issues raised include:</p> <ol style="list-style-type: none"> 1. Recommendation for a strong population growth target for Kinsale to reflect its status as a Ring Town; 2. The application of residential density levels appropriate 	<p>It considers how the Urban Capacity Study figures should inform the core strategy for the town, having regard to difficulties delivering infill and brownfield sites.</p> <p>The provision of sufficient headroom in the</p>	



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		<p>to the urban development pattern and market viability for Kinsale.</p> <p>3. An appropriate allocation of the percentage of residential units to be delivered on infill / brownfield lands, having regard to the Urban Capacity Strategy and challenges of bringing such sites / units forward.</p> <p>4. The provision of sufficient headroom on residential lands to ensure that no shortage in supply arises during the lifetime of the development plan. In support of this principle, to provide for a Strategic Land Reserve to ensure that the longer-term development objectives for Kinsale can be realised.</p> <p>5 To prioritise lands within the forthcoming development plan that are deliverable, accessible and consolidate existing and approved development.</p>	<p>land supply to ensure that no shortage in arises during the lifetime of the development plan. In support of this principle, to provide for a Strategic Land Reserve to ensure that the longer-term development objectives for Kinsale can be realised.</p> <p>To prioritise the housing lands within the forthcoming development plan that are deliverable, accessible and consolidate existing and approved development.</p>	
<p>Belvelly Positive Action Group (sub division Traffic) & Belvelly & Carrigaloe Residents Committee</p>	<p>PDP223346956</p>	<p>Submission seeks the following: Upgrading and re-routing of the R624 serving the Cobh; Preservation order and inclusion of the Historic Belvelly Stone Arched bridge as a listed and protected structure; Upgrading of the Belvelly Public Sewer; and Speed limit to 50KM P/HR through the Belvelly village.</p> <p>Submission makes reference to works and funds invested previously in the R624 upgrade project. Details that the R624 upgrade will support tourism in Cobh. Details threats to road foundations and occurrences of congestion, vehicles crossing into opposite lane, and vehicles driving excessively close to private property due to narrowness and poor alignment of road. Makes reference to acquisition of Marino Point by Port of Cork, the Port's 'Core Port' EU designation, and the NPF's identification of Investment at the Port of Cork providing</p>	<p>Seeks upgrading and rerouting of R624 serving Cobh.</p> <p>Seeks listing of Belvelly Bridge as a protected structure.</p> <p>Seeks upgrading of Belvelly waste water services.</p> <p>Seeks to lower speed limit through Belvelly.</p>	<p>The upgrading of the R624 Regional Road linking N25 to Marino Point and Cobh is listed in the Southern RSES as a transport priority for Metropolitan Cork. See Transport and Mobility in Volume One Section 2 of this report.</p> <p>Since January 2014 Irish Water is responsible for the operation of public water services (drinking water and wastewater) including management and maintenance of existing water services assets.</p> <p>The designation of speed limits is</p>



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		<p>high quality international connectivity and Investment in the Cork lower harbour main drainage project as economic enablers for County Cork.</p> <p>It raises the issue of the impact of noise and deterioration of air quality in Belvelly Lr, pedestrian safety, scenic and natural heritage, and lack of sewer connection from Belvelly stating that a public foul sewer discharges directly into the SAC.</p>		<p>outside the scope of the County Development Plan.</p> <p>Other issues raised in this submission will be considered in the preparation of this plan as appropriate.</p>
Bernie and Cornelius Nyhan	PDP218666477	<p>Rural Housing</p> <p>This submission relates to rural housing policy and the entitlement of family members to construct houses on family lands. It argues that catering for social and economic need to live in the countryside should be extended to include those who desire to reside on lands which are/have been owned by their families. To limit this to need only, would overlook the fact that there are many people who simply wish to live where they have been reared on lands owned by their families. It argues that in the absence of substantial planning considerations, the policy should be to facilitate family members on family lands. It notes that the Council's position will ultimately be determined by the outcome of the Flemish Decree. It argues that the re-population of family lands cannot be in breach of free movement principles. It is suggested that allowing family members to build on their own lands should be a cornerstone of planning policy.</p>	<p>Highlights that a key challenge for the Draft plan will be catering for the housing needs of those with social or economic need to live in the countryside.</p> <p>The desire of those wish to reside in the countryside on lands which are/have been owned by their families should be recognised and should become the corner stone of planning policy.</p> <p>Requests that as a general principle and in the absence of substantial planning considerations, the Council should adopt the policy to facilitate family members living in houses constructed on family lands.</p> <p>A positive planning policy which encourages re-population on family lands (without having any restrictions of a similar type included) cannot be in breach of the free movement principles.</p>	<p>The Council's approach to rural housing is discussed in Rural Housing Volume One Section 2 of this report.</p>



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Bike Friendly Bandon	PDP223846142	The submission outlines that as the county's fastest growing population, there is a need to create a healthier and calmer town centre. It requests that a policy of integration prioritising cyclists and pedestrians on less trafficked roads leading to Bandon town centre should be outlined. This would allow children to safely cycle to school and encourage townsfolk to cycle to shops, It also requests that speed limits be reviewed to 20mph in specified zones. It outlines that this could be achieved by considering one way traffic flows on these zones. Signs at either end of town advising that Bandon is a Bike friendly town should be implemented. This would promote Bandon as a desirable location to shop and visit.	Policies to encourage cycling and walking should be encouraged, as it is the County's fastest growing town.	The Bandon TPREP has been prepared to deal with transport and public realm enhancement in the town, including improving the walking and cycling infrastructure in the town. See Transport and Mobility, volume One Section 2 of this report where this is discussed in more detail.
Bike Friendly Bandon	PDP223862054	The submission advocates the Plan Review includes a policy of integration and prioritising residents, cyclists and pedestrians on less trafficked roads leading to Bandon town centre in order to create a healthier and calmer town centre free of heavy traffic but full of active community. It advocates a review of speed limits to 20mph in specified zones in order to allow our children to safely cycle to school and encourage townsfolk to cycle to shops, Part of the solution could include considering one way traffic flow on these zones. Signs at either end of town advising that Bandon is a Bike friendly town, would be welcomed as it would promote the settlement as a desirable location to shop and visit.	The Plan need to provide policy supports to encourage cycling in Bandon.	The Bandon TPREP has been prepared to deal with transport and public realm enhancement in the town, including improving the walking and cycling infrastructure in the town. See Transport and Mobility Volume One Section 2 of this report where this is discussed in more detail.
Bike Friendly Bandon	PDP223847481	The submission seeks to preserve Bandon's heritage and ensure a calmer town centre. It requests that a policy of integration which prioritises cyclists and pedestrians on less trafficked roads leading to Bandon town centre should be pursued. This would preserve Bandon's unique built environment, allow children to safely cycle to school	It recommends measures that encourage cycling in Bandon, including signage, speed limits review and traffic management details should be included in the Plan.	The Bandon TPREP deals with strategic issues and local proposals to improve walking and cycling infrastructure, reduced traffic congestion and provide a more coherent movement



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		<p>and encourage townsfolk to cycle to shops, It also seeks the review of speed limits to 20mph in specified zones. It outlines that one way to achieve this would be to consider one way traffic flow on these zones.</p> <p>It also highlights that signs at either end of town advising that Bandon is a Bike friendly town would promote the town as a desirable location to shop and visit.</p>		<p>network within the town.</p> <p>See Transport and Mobility, Volume One Section 2 of this report where this is discussed in more detail.</p>
Billy Tague	PDP223569763	<p>This submission sets out reasons why the proposal that the Mountain Road be upgraded to form part of the Relief Road around Carrigaline in the current Ballincollig/Carrigaline Local Area Plan (LAP) should be reconsidered in the new County Development Plan, some of which are seen below:</p> <ul style="list-style-type: none"> • Mountain Road needs to be upgraded to improve pedestrian safety • A proposal to make it part of the Relief Road would result in a dramatic change which is inappropriate and less safe for both vehicles and pedestrians, as there are a large number of properties with direct vehicle access onto Mountain Road and the route includes the complex junction and pedestrian crossing at Upper Kilmoney Road/R611/Mountain Road which has limited sight distances • Alternatives are available for the route of the Relief Road • The submission states Mountain Road is typically only 3.5m in width • The proposed route would involve the destruction of mature trees, hedgerows and habitats • The increased storm water runoff from the proposed route would need to be considered to avoid flooding 	<p>The submission outlined reasons why the upgrade of Mountain Road to form part of the Relief Road around Carrigaline should be reconsidered in the new Cork County Development Plan.</p>	<p>The issues raised in this submission are noted and will be considered further during the preparation of the draft plan where appropriate.</p>



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		<p>The submission proposes an alternative route for the relief road. Within the submission they list reasons why an alternative route is more appropriate:</p> <ul style="list-style-type: none"> • A road which is safer for both traffic and pedestrians, • A more economical solution for the County Council as they consider the proposed route would require acquisition of additional land which would add to construction costs. They state that after initial consideration of the proposed route that it may involve demolition of some houses • Better protection for the environment and amenity value for the Community • The potential for a more economic and appropriate upgrade of the Mountain Road • A Relief Road which can be constructed within the foreseeable future, as there a numerous factors which would slow development of the Mountain Road as mentioned above <p>It refers to Ballincollig Carrigaline Municipal District Local Area Plan 2017 (LAP) and discusses in detail the various proposed and existing relief roads within Carrigaline in the LAP.</p> <p>It states the proposal to route the Relief Road through the mature residential area of Mountain Road rather than through the undeveloped land (CL-R-10) to the southern end of the Western Relief Road is flawed .It states the route for the Link Road shown in the current LAP does not best serve the public interest and the new Development Plan should incorporate the route into the development</p>		



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		<p>land to the south of the Mountain Road.</p> <p>The submission states a significant part of traffic congestion is due to north/south through-traffic needing to use one of the two bridges in the town centre. It also states that any upgrade to Mountain Road should be appropriate to its function as a residential road with footpaths and traffic calming measures, all of which could be constructed within the existing boundaries. It compares any proposed development to the development of the Southern Relief Road and states it so far has delivered quality infrastructure, as the design of the Southern Relief Road avoided direct vehicular access from the houses and included footpaths and cycle lanes. They state this should be a principle in the new County Development Plan to allow for the completion of the Southern Relief Road.</p>	<p>States that good quality infrastructure, with no direct vehicular access from houses and inclusion of footpaths and cycle lanes, should be a principle in the new Plan.</p>	
Blake Walsh	PDP223100576	<p>The submission outlines Carrigaline's location in Metropolitan Cork, relevant strategic and local planning policy issues and has experienced a significant amount of development in recent years. Carrigaline has a distinctive identity as a thriving Metropolitan Town with a strong village character and serves as an important residential alternative to Cork City and its Environs most notably Douglas. Reference is made to lands which are situated in Kilmoney, Carrigaline.</p> <p>Carrigaline is identified as a key settlement in the RSES Southern Region where its role within the strategically important Cork MASP area is described as key to the sustainable development of the area. The settlement of Carrigaline is designated to continue to be a key</p>	<p>Carrigaline is identified as a key settlement under the RSES due to its location within the MASP area.</p>	<p>Issues raised in the submission will be considered as part of the Plan Review. See also Population and Core Strategy in Volume One Section 2 of this report.</p>



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		<p>residential, employment and service centre within the Cork MASP area. This status will allow Carrigaline to grow in a way that is consistent with national and regional planning policy.</p> <p>The 2017 LAP set a population growth target of 3,095 persons up to 2023. The LAP estimated a requirement for 2,380 units to accommodate this level of population growth. Of the 18 sites zoned for residential use, 15 were zoned at 'Medium A' density with the remaining three sites zoned as 'Medium B'.</p> <p>Seven of the zoned sites relate directly to the Shannonpark masterplan area which has the potential to deliver 1,000 units over a phased basis, but is dependent on the provision of the necessary infrastructure. Many of these units will not be delivered in the short term, so it is important the Local Authority ensures enough suitable land is zoned to meet residential needs in the short-medium term.</p> <p>The public transport improvements planned under the recently published CMATS document have the potential to better connect Carrigaline with the strategic employment location of Ringaskiddy, to Cork City Centre, Douglas and to the Cork Metropolitan area as a whole. These improvements will complement the operational 24 hour 220 bus service that serves Carrigaline-Douglas-City Centre-Ballincollig and will allow Carrigaline to grow in a sustainable manner as a key settlement within the Cork MASP area.</p>		



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		<p>The subject lands are located close to Carrigaline town centre and development here will allow Carrigaline to grow in a compact way, consistent with national and regional planning policy. Coupled with this, the proposed amenity walk running to the north of the subject lands can offer a high quality residential amenity to future residents.</p>		
Bluescape Limited	PDP223760419	<p>This submission submits that, in view of its location in close proximity to a high frequency commuter rail corridor and the strategic employment location of Little Island, Glounthaune represents a sustainable growth opportunity that is not reflected in its current Key Village status. Proposes that its status be upgraded to a Metropolitan Town, in order to contribute towards Cork County Council's ambitious growth targets and to ensure that the growth is sustainable.</p> <p>In support of this proposal the submission references national, regional and local planning policy and notes the ambitious population and housing growth targets for the county, and that the annual housing delivery targets are not being met. Annual delivery of housing will need to be accelerated if targets are to be achieved. The growth performance of metropolitan towns is critical to achieving these targets. Housing completions data indicate that single houses are still the predominant unit type being completed in County Cork, which may account for the lower than expected growth within Cork MASP. To achieve national and regional population targets, and adhere to the growth principles of compact growth, focused in key regional centres and towns, this dominant single houses trend will have to be reversed and growth should be focused in Metropolitan Towns.</p>	<p>Consideration of settlement hierarchy and appropriate level of population growth in settlements.</p> <p>Proposes that Glounthaune be given town status in recognition of its proximity to a rail link and to Little Island and in order to contribute to sustainable growth.</p> <p>Seeks expanded village core and provision of supporting services in line with future residential growth.</p> <p>Seeks enhanced connectivity to the rail station.</p>	<p>The population and housing targets for the County will be reviewed in preparation of the Core Strategy of the plan. See Population and Core Strategy, Volume One Section 2 of this report.</p> <p>The settlement hierarchy and scale of development in settlements will be reviewed in preparation of the plan. See Housing Density and Placemaking, Volume One Section 2 of this report. Allocation of growth to appropriate locations benefitting from a rail link will be an important measure to achieve modal shift from use of private car. See Transport and Mobility, Section Volume One Section 2 of this report. The need for a settlement core in settlements is recognised and the</p>



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		<p>However, growth allocation needs to be realistic and where known infrastructure constraints inhibit growth in the short-term, that growth should be re-allocated. Consideration should be given to spreading the growth allocation across a wider number of Metropolitan Towns, as a contingency against under-performance. Submission considers that Glounthaune can fulfil a role in this regard. Submission notes that development in Glounthaune is currently being restricted due to the need for road improvements in the area and the need to enhance connectivity to the railway station for pedestrian and cyclists, and these issues should be addressed by the draft plan. Finally, consideration should also be given to expanding the village core to ensure that supporting services can develop in line with future residential growth.</p>		<p>plan will give this consideration, in the context of Glounthaune, during the preparation of the plan. See, Housing Density and Placemaking Volume One Section 2 of this report.</p> <p>Settlements need an appropriate provision of community facilities and services for existing and future populations. The provision of appropriate community facilities will be given consideration during the preparation of the draft plan. See Community, Volume One Section 2 of this report.</p> <p>The plan will seek to achieve connectivity generally, and to public transport nodes. See Transport and Mobility, Volume One Section 2 of this report.</p>
BMOR Limited	PDP223521892	<p>This submission is in relation to the proper planning and sustainable development of Ringaskiddy.</p> <p>The submission outlines Ringaskiddy's role from a high level documentation perspective, referencing the National Planning Framework (NPF), Regional Spatial and Economic Strategy for the Southern Region (RSES), Cork County Development Plan 2014 (CDP) and the Ballincollig Carrigaline Municipal District Local Area Plan 2017 (LAP).</p>	<p>Regards growth and development in Ringaskiddy: The proposal is aligned with high level documentation, such as the National Planning Framework.</p>	<p>Ringaskiddy is a Strategic Employment Location. The future role of Strategic Employment Locations and the level of development appropriate to Ringaskiddy will be considered further in the preparation of the draft plan.</p>



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		<p>For example, The RSES recognises Ringaskiddy as one of the main strategic employment locations in Metropolitan Cork.</p> <p>It states having regard to national and regional planning policy, the ambitious population growth targets for the County and the fact that the market views Ringaskiddy as an attractive residential location, the past policies need to be reviewed so that they are now consistent with the more integrated and nuanced planning policy approach. It notes the allocation of an increased growth target for Ringaskiddy is fully justified having regard to settlement typology, and further, the concentration of such growth around the village cores of Ringaskiddy complies with the listed guiding principles for such decision making as set out in the RSES.</p> <p>The submission states the current LAP projects static growth in the settlement with proposed developments of no more than 30 units to be considered, and also designated a route protection corridor and open space designations to provide for the final alignment of the M28, thereby limiting growth in the southern sections of Ringaskiddy village. It states these policies have effectively prevented any significant growth in housing development in Ringaskiddy for a number of years.</p> <p>The submission assesses key planning considerations and discusses under the headings of: Balanced Development (Singular Development focus not compatible with national policy), Sustainable Settlement (Employment Led Growth, Sustainable Travel, Protection of the Principal Function,</p>	<p>Notes past policies regarding Ringaskiddy and population growth, need to be reviewed so that they are now consistent with the more integrated and nuanced planning policy approach.</p> <p>States current policies have effectively prevented any significant growth in housing development in Ringaskiddy for a number of years.</p>	



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		<p>Social and Community Infrastructure, and Growth Principles) and Protection of Residential Amenity.</p> <p>The submission lists the following as the main points in this submission:</p> <ul style="list-style-type: none"> • With permission now granted for the M28 project and certainty on its alignment allows more scope for expansion of the village of Ringaskiddy to the south. Concerns regarding noise from the M28 have been addressed and can be appropriately mitigated during the development management process. • Targeted population growth would also serve to alleviate some of the growth pressure on nearby Carrigaline while also allowing for local population targets to be achieved. Increased residential development close to employment sources in Ringaskiddy would contribute to more sustainable travel patterns • The strategic importance of Ringaskiddy is recognised. However, the established policy of preventing any significant non-industrial based land uses is no longer sustainable or consistent with National Policy Objectives. • The resulting jobs ratio of 6 in Ringaskiddy is significantly higher than the regional average and results in heavy commuter flows into and out of the settlement on a daily basis. • An appropriate population target for the villages of the settlement would provide for sustainable growth and would complement the significant employment and educational function of the area. • Targeted growth in Ringaskiddy would be consistent with NPF objectives NPO6 and NPO11. It also complies with the growth principles as identified in the RSES. 	<p>States there is scope for expansion of Ringaskiddy to the south.</p> <p>Targeted population growth would also serve to alleviate some of the growth pressure on nearby Carrigaline.</p> <p>States the established policy of preventing any significant non-industrial based land uses is no longer sustainable or consistent with National Policy Objectives.</p>	



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BMOR Limited	PDP223590959	<p>This submission refers to the future proper planning and sustainable development of Passage West. It outlines Passage West's role from a high level documentation perspective, referencing the National Planning Framework (NPF), Regional Spatial and Economic Strategy (RSES), Cork County Development Plan 2014 (CDP), Ballincollig Carrigaline Municipal District Local Area Plan 2017 (LAP), Passage West Strategic Plan 2018-2022, and Cork Metropolitan Transport Strategy (CMATS). Attached was a Broad Location Context Map, Connectivity Maps and List of Data Sources</p> <p>An assessment of key future planning considerations was outlined, discussing in detail the Metropolitan Town Designation - repositioning of Passage West in the Settlement Hierarchy, balanced Metropolitan Growth, Maulbaun Neighbourhood - the 10 minute neighbourhood, and Infrastructure, services and growth potential – wastewater infrastructure, connectivity, advantages of Passage West and growth principles.</p> <p>It outlines that the growth targets assigned to the settlement in the RSES are modest and consider that, owing to its attractive location, strong connectivity, existing amenities and infrastructural capacities, Passage West has strong potential to accommodate short to medium term housing growth that is not reflected in current planning policy for the town.</p> <p>They state they consider that the upcoming Development Plan should be more ambitious in seeking delivery of new housing and infrastructure in Passage West in a manner</p>	<p>Requests a greater portion of growth be allocated in Passage West.</p> <p>The proposal aligns with high level documentation, such as the National Planning Framework.</p> <p>Consideration to the Metropolitan Town Designation - repositioning of Passage West in the Settlement Hierarchy, balanced Metropolitan Growth, Maulbaun Neighbourhood - the 10 minute neighbourhood, and Infrastructure, services and growth potential – wastewater infrastructure, connectivity, advantages of Passage West and growth principles.</p> <p>Notes Passage West has strong potential to accommodate short to medium term housing growth that is not reflected in current planning policy for the town.</p> <p>Considers the Development Plan should be more ambitious in seeking delivery of new</p>	<p>The future role and population growth allocation will be given careful consideration in the context of the Draft Core Strategy and the capacity of the settlement to accommodate future development.</p>



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		<p>which recognises its substantial amenity value, potential for growth and strategic role on the settlement hierarchy alongside other Metropolitan towns such as Midleton and Carrigaline.</p> <p>The following represents a summary of the key points contained in this submission:</p> <ul style="list-style-type: none"> • Passage West despite its position on the current county settlement hierarchy has not witnessed the same levels of housing growth as comparable settlements in recent years. Future planned growth among the metropolitan towns is unevenly distributed, with a large proportion directed towards Monard which is unlikely to be achieved in the short to medium term. We consider a greater proportion of this growth can be successfully accommodated in Passage West. • Additional growth targets for Passage West would be consistent with National Planning Framework objectives NPO6 and NPO68. As a highly accessible settlement in the wider metropolitan area, it has the capacity to accommodate additional growth which will have benefits for the rejuvenation of the existing town centre. • The town's context in relation to the newly expanded Cork City needs to be acknowledged in the upcoming County Development Plan and associated growth targets should in our view be more ambitious. • The constraints on past growth in the town should be recognised and a new approach should be adopted to ensure the existing historic core and emerging parts of the town can successfully develop in tandem. • Previous infrastructural constraints around connectivity and wastewater capacity are being addressed (Lower 	<p>housing and infrastructure in Passage West.</p> <p>Notes the town's context in relation to the newly expanded Cork City needs to be acknowledged in the upcoming County Development Plan and associated growth targets should in our view be more ambitious.</p>	



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		<p>Harbour Main Drainage Scheme), paving the way for the settlement to expand.</p> <ul style="list-style-type: none"> It states the main principles of growth as outlined in the RSES can all be attributed to Passage West and provide the justification for expansion of the settlement, particularly in its western extents, as there has been no significant residential development since 2012. It states the Maulbaun neighbourhood area and additional lands around this node have potential to be developed in accordance with the 10 minute neighbourhood principles. 	<p>Considers the Maulbaun neighbourhood area and additional lands around this node have potential to be developed in accordance with the 10 minute neighbourhood principles.</p>	
Brendan Weathers	PDP207535219	<p>Rural Housing This submission relates to RCI 4-4 Part (c) of the Cork County Development Plan 2014. Submission contends that the County Development plan needs to be revised to treat sons/daughters of landowners in a fair and equitable way and allow planning permissions. Otherwise the Council is imposing unwanted additional financial burdens and stress on young people trying to make a start in life. The submission outlines details of a particular planning application at Shronebeha, Banteer, Co. Cork (19/04389) for Brendan Weathers which was refused planning permission. Submitter suggests that they satisfied the criteria within the Development Plan and that they have been treated unfairly.</p>	<p>Requests that rural housing policy be altered to allow houses on lands owned by the parents of applicants in rural areas.</p> <p>Revise the interpretation of objective RCI 4-4 Part (c) to treat sons/daughters of landowners fairly.</p>	<p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 - Rural Housing.</p>
Brian Murphy	PDP222221638	<p>This submission raises the issue of failure to increase active travel mode share, stating that planned transport investment is almost entirely roads based. It states that many recent projects prevent cycling, specifying two examples. It suggests that the roads department needs to be improved with regard to active transport and it suggests that an overall cycling plan be created for that department to include appointment of a cycling officer</p>	<p>Need to significantly increase modal shift to active travel through measures including preparation of an overall cycling plan, appointment of a cycling officer, consultation, testing of cycling infrastructure and utilisation of cycle traffic counters.</p>	<p>The draft plan will seek to reduce the need to travel and will promote sustainable travel. See Transport and Mobility, Volume One Section 2 of this report where this is discussed in more detail.</p>



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		within the planning department, cycle specific consultation for upcoming road schemes, testing of newly created cycle infrastructure, utilisation of fixed place cycle traffic counters near key employment areas and preparation of plans to resolve critical cycle infrastructure gaps at key employment areas.		Other issues raised in this submission are noted and will be considered in the preparation of the draft plan where appropriate.
Brian O'Regan	PDP225002307	Submission sets out proposals to consider the pedestrianisation of Market Street, Kinsale including inclusion of seating and surface finishes.	Advocates pedestrianisation of Market Street, Kinsale.	The issues in this submission are noted and will be considered further as part of the Review of the County Development Plan.
Brian O'Regan, O.R. Design	PDP224991769	The submission seeks the Council to consider the car park in Kinsale (opposite Centra) for a landmark open market building, incorporating landscaping with trees and a viewing area, filling in front of Dinos for landscaping and provide parking for off-loading for market traders.	Consideration needs to be given to developing a strategic waterside site in Kinsale, including provision for a market and car parking.	These issues will be considered as part of the Review of the County Plan.
C. W. Ashe & Co. Solicitors, Macroom representing J. Horgan, Decd.	PDP202578963	Settlement: Coachford Submission suggests that Coachford is an excellent candidate for significant population growth and the development plan should reflect this.	Suggests that Coachford is an excellent candidate for significant population growth and that this should be reflected in the development plan.	This submission is noted, and the proper planning and sustainable development potential of Coachford will be taken into consideration during the formulation of the policies and objectives for all settlements during the preparation of the draft plan.
Calder Initiatives Limited	PDP223701756	Settlement: Crookstown This submission requests that the future development of Crookstown takes into account its future water service needs and that given the lack of building in the village over the past number of years it has lead people who wish to live in the village to look elsewhere or alternatively to build a one-off house in the countryside which the submission notes is not a sustainable trend for	Requests that the future development of Crookstown takes into account its future water service needs and that given the lack of building in the village over the past number of years people who wish to live in the village have had to look elsewhere.	The issues addressed in this submission will be considered at a settlement level as part of the review of the County Development Plan.



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		the village.		
Carhue Developments	PDP223547491	<p>Clonakilty This is a detailed submission and sets out a range of issues for consideration with respect to the future growth strategy for Clonakilty. Please read in conjunction with PDP223666150 which contains further attachments and proposals accompanying this submission.</p> <p>County Population and Housing Requirement County is well behind in overall annual housing delivery. 67% of overall completions between the years 2011-2019 are single dwelling completions which represent an unsustainable and inefficient use of natural resources. Market housing represented a figure of just 28% of completions in 2019, demonstrating a pronounced need for an enhanced delivery of new homes to meet population targets. Clonakilty has achieved a total of 267 housing completions over the last 8 years, the equivalent of only 18% and falling short of the required growth target of 1500 houses for the town during the current plan period. The submission references Table 3.3 and RPO 23 of the RSES, citing the sub-regional role of the town in a network of strong towns, significant employment role with potential for an enhanced role, in combination with other West Cork settlements. The submission argues that there is a need to increase the allocation of population and housing growth in Clonakilty in the forthcoming development plan.</p> <p>Growth Allocation Key towns such as Clonakilty are key to supporting the Cork City Metropolitan area through a strengthened</p>	<p>County is well behind in overall annual housing delivery. 67% of overall completion between the years 2011-2019 are single dwelling completions which represent an unsustainable and inefficient use of natural resources.</p> <p>Need to deliver new homes to meet population & housing targets. Clonakilty has achieved a total of 267 housing completions over the last 8 years, the equivalent of only 18% and falling short of the required growth target of 1500 houses for the town</p> <p>Need to increase the allocation of population and housing growth in Clonakilty</p> <p>Requests a step-change in the growth strategy for the county – recognising the role of key towns, and new higher order status of Clonakilty relative to other towns in West Cork</p> <p>Opportunity to counterbalance some legacy growth issues in the town and deliver compact and focused growth in the north east of Clonakilty in close proximity to the town centre, social infrastructure, and key employment areas</p> <p>Design drawings prepared by JB Barry &</p>	<p>The Draft Plan Core Strategy will set out a settlement hierarchy having regard to the NPF and RSES. See Volume One Section 2 Population and Core Strategy.</p>



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		<p>urban structure in the county. The submission requests consideration of the need for a step change in the growth strategy of the county in line with the RSES, reflecting the new higher order settlement of Clonakilty relative to other towns in West Cork. Re-calibration of growth target required with respect to villages and village nuclei in West Cork particularly those with deficient water services.</p> <p>New approach to Residential Development The submission states that the review of the development plan presents an opportunity to counterbalance some legacy growth issues in the town and deliver compact and focused growth in the north east of Clonakilty in close proximity to the town centre, social infrastructure, and key employment areas. The submission suggests broad locations for future growth of the town to the north east and the requirement to create a framework for the delivery of key strategic transport and recreation/amenity objectives in the forthcoming plan. The location of possible future residential growth to the north east is assessed in detail in the submission against a range of criteria to demonstrate its suitability and to justify the allocation of an increased growth target for Clonakilty in line with the RSES. This is represented in a high level concept master-plan drawings accompanying this submission, refer to PDP223666150.</p> <p>Relief Road The submission refers to the need for a Northern Relief Distributor Road previously identified in the Clonakilty Town Development Plan. The submission includes a recommended alignment and junction details and</p>	<p>Partners for the Indicative route of the Clonakilty Northern Relief Distributor Road are put forward for consideration</p>	



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		<p>drawings including longitudinal sections prepared by JB Barry & Partners in support of this route, having regard to technical design requirements. The submission states that all design matters here will need to be reviewed in consultation with the HSE, Cork County Council & TII. Refer to submission no. PDP223666150 for further details.</p>		
Carhue Developments	PDP223666150	<p>Clonakilty Please read in conjunction with submission no. PDP223547491 comprising the detailed written submission accompanying the drawings and documents outlined below.</p> <ul style="list-style-type: none"> • Preliminary design statement prepared by JB Barry & Partners supporting the rationale behind the selection of a route for the proposed Clonakilty Northern Relief Road; • Drawings including Link road design, long section, and junction design details of this proposed route with the N71 and R600 to the east & new junction with Mc Curtain Hill to the west. The proposal includes cycle and pedestrian facilities along its full length and accommodates existing cycle routes to the east. • Planning application activity map for Clonakilty town • Outline Area Masterplan for the North-Eastern side of the town (Scartagh area) prepared by ShipseyBarry. 	<p>This submission is linked to PDP223547491 providing supplementary drawings including an Indicative Link road design, long section, and junction design details of this proposed route with the N71 and R600 to the east & new junction with Mc Curtain Hill to the west for the proposed Clonakilty Northern Relief road.</p>	<p>The issues addressed in this submission will be considered at a settlement level as part of the review of the County Development Plan.</p>
Caroline Crowley	PDP223706782	<p>Settlement: Killumney / Ovens This submission notes that following the expansion of the City Boundary, the joint settlement of Ovens / Killumney is now the largest in this Municipal District. It suggests that both in terms of its population and also its significant employment offer that it would prompt a re-designation of the settlement as a main town in the new County Development Plan as well as a renewed policy approach in terms of its relationship with the City and position in</p>	<p>Suggests a re-designation of the settlement as a main town in the new County Development Plan as well as a renewed policy approach in terms of its relationship with the City and position in Metropolitan Cork.</p>	<p>It is intended to review the settlement network of the county in line with the policies and objectives of the NPF and the Southern RSES and the Joint Housing and HNDA Strategy being prepared for the draft County Development Plan.</p>



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		<p>Metropolitan Cork. The submission also suggests that the objectives of the settlement should be seen the context of its proximity to other settlements and its potential to deliver both strategic aims for the settlement itself and a more coherent interface with the revised City Boundary.</p>		
Carrig Partnership and Ruden Homes Ltd.	PDP223342023	<p>Submission seeks the following strategic objectives for Little Island: - Application of residential density levels appropriate to the urban development pattern and market viability for Little Island; - Provision of stronger population projections to reflect its status as a 'Main Town' and designated 'Strategic Employment Area' on a public transport corridor; - Promotion of compact growth and place making; and - Prioritisation of the delivery of sustainable modes of travel and infrastructure investment to enhance connectivity. The submission is set in the context of a description of the settlement's strategic location, planning policy (NPF, RSES, 2014 CDP, 2017 Cobh MD LAP, CMATS), and includes a detailed rationale.</p>	<p>Consideration of appropriate residential density levels in towns generally and also in strategic employment locations and locations benefitting from a rail link. Consideration of appropriate population growth targets in towns generally and also in strategic employment locations and locations benefitting from a rail link.</p>	<p>The population and housing targets for the County will be reviewed in preparation of the Core Strategy of the plan. See Population and Core Strategy, Volume One of Section 2 of this report. The settlement hierarchy and the appropriate level of growth and appropriate densities will be given consideration during the preparation of the of the draft plan in alignment with NPF objectives. See Housing Density and Placemaking, Volume One Section 2 of this report. The draft County Development Plan will seek to integrate land use and transport planning and will seek to maximise sustainable transport opportunities. See Transport and Mobility Volume One Section 2of this report.</p>
Carrigaline My	PDP212904201	The submission includes The Ideas Document which was	Requests to reduce the car dependency on	The draft plan will seek to



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Town, My Plan Working group c/o Joanne O'Sullivan		<p>produced as a result of a series workshops run by SECAD under the banner of My Town My Plan. The document states that various groups/ individuals from Carrigaline and the surrounding areas were involved in discussions, with experts in community planning and sustainable living, and this document is the result. It lays out two main aims of the group – to reduce dependency on private motor vehicles in the most car dependent town in Ireland by inducing sustainable and active travel, while also aiming to create a civic and cultural centre for a town the size and importance of Carrigaline.</p> <p>The submission states that in order to achieve a Sustainable transport focus a series of small scale projects that add up to a long term goal of modal change will have to occur. These projects aim to marry with the forthcoming documents, ex. Carrigaline Public Realm plan, and existing policy documents, ex. Cork Metropolitan Area Transport Strategy. They wish to look at Carrigaline not as a 15 minute from the city town but as a “15 minute walk, cycle or bus from everything I need” kind of a town.</p> <p>The goal to provide a Local Civic and Arts Space (The Vibrant Town) aims to breathe new life into the heart of Carrigaline by repurposing an existing building into a new focal point for the community, with a town hall model, a mixed use civic office (Cork County Council) and flexible meeting spaces, as well as a fully equipped theatrical, exhibition and heritage space.</p> <p>This submission states the local economy is utilitarian,</p>	<p>private motor vehicles in the most car dependent town in Ireland through sustainable and active travel and create a civic and cultural centre.</p> <p>Aim to look at Carrigaline as a 15 minute walk, cycle or bus from everything a person needs.</p>	<p>promote active travel and maximise opportunities for same. The issues raised in this submission are addressed in Volume One Section 2 Transport and Mobility, and Housing Density and Placemaking.</p> <p>The proposed Carrigaline TPREP aims to set out objectives for walking and cycling throughout the town. These will form part of the Plan Review process.</p>



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		<p>and many in the area have voiced that they would like to see a wider variety of commercial offerings. The goals outlined will aim to concentrate travel habits to look inwards instead of outwards to the city.</p> <p>A list of the current art venues in Carrigaline and their challenges were listed and also outlined proposed uses for the Civic and Cultural Centre by potential and existing groups in the community.</p> <p>Various methods were employed to showcase the goals mentioned, for example Strength, Weakness, Opportunity and Challenge Assessments, and two plans which outlined the various measures of which Sustainable Travel and the Civic and Arts Centre can be achieved.</p> <p>Both goals aim to increase integration and inclusion, allowing for people of various backgrounds, nationalities and cultures to mix, both on the street and in a cultural/artistic way. The submission states that both the young and ageing population are key demographics in Carrigaline that need safe streets and infrastructure to allow them to independently and safely access services, schools and work. SECAD state if current trajectory of population growth continues, the infrastructure in the area cannot take an expanding young population travelling to school or college by private motor car.</p> <p>Sustainability and Sources of Income for the Transport Schemes and Civic Schemes were discussed.</p> <p>The submission makes reference to the profile of</p>	<p>Requests a wider variety of commercial offerings in Carrigaline.</p> <p>Notes that both the young and ageing population are key demographics in Carrigaline that need safe streets and infrastructure to allow them to independently and safely access services, schools and work.</p> <p>Notes that if the current trajectory of population growth continues the infrastructure in the area cannot take an expanding young population travelling to school or college by private motor car.</p>	



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		<p>Carrigaline, (ex. its location in the county and on the Wild Atlantic Way, populations, etc.) and to Carrigaline being environmentally conscious as they have numerous environmental groups such as Sustainable Carrigaline Group. SECAD state this lends itself to a public buy-in for a sustainable town in terms of transport.</p> <p>The submission states that in light of Covid-19 SECAD refers to how public perception of public space has changed, as many footpaths and cycle ways in the town do not allow for the 2 metre distance to be maintained and thus are uncomfortable for people to use. The reduced traffic flow has shown the amount of space given over to motor traffic, to the detriment of pedestrians and cyclists.</p>		
Carrigtwohill United AFC	PDP223751766	<p>The submission regards retaining and expansion of existing soccer facilities in the Carrigtwohill area and making provision for the significant expansion in the amount of soccer facilities in line with the considerable growth facing the area in the next number of years and in the interest of the wellbeing and sustainable development of the area.</p> <p>The submission references Carrigtwohill's role from a high level documentation perspective, referencing the Cork County Development Plan 2014 (CDP), and Cobh Municipal District Local Area Plan (LAP).</p> <p>It states it is considered that the predicted growth figure of over 3,285 housing units for the forthcoming plan period is ambitious, and it is a key consideration for clubs as a stakeholders in the future development of the</p>	<p>Requests for the protection and enhancement of CUAFC in the Carrigtwohill area.</p> <p>States predicted growth figure of housing units is ambitious and is a key consideration for clubs who try to meet current and future needs of the community.</p>	<p>The issues raised in this submission are noted and will be considered further as part of the Review of the County Development Plan.</p>



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		<p>community as they endeavour to meet its current and future needs by ensuring access to all.</p> <p>It states in the context of providing homes and key services in suitable locations, evidence is presented in this submission that substantiates the view that given the quantum of housing proposed, that additional land needs to be zoned in order to adequately cater for the sporting needs of the village. The submission urges both the executive and reserved facets of the Local Authority to consider that there is ample zoning for residential development in this area and a real shortage of zoning for the protection and growth of established sports facilities and asks for proactive measures to remedy same.</p> <p>The submission urges the Council to adopt a partnership approach to zoning lands for the purposes of soccer facilities provision as there is a duty to ensure that there is adequate capacity for growth in existing services in the community. It states Clubs are reliant on the Council to ensure that adequate and suitable land is zoned for activities. It states this is necessary in the context of the forecasted growth, without which, the club and the future of vital community service provision in the village is vulnerable.</p> <p>The submission outlines given the current and proposed zoning of the subject lands at Ballyadam it is disappointing the clubs presence at this location is not acknowledged. It asks to recognise its role as a service provider and its location in Ballyadam Park in the forthcoming CDP and LAP.</p>	<p>Requests that with additional lands zoned for housing, additional lands will need to be zoned to cater for the sporting needs of the village.</p> <p>Requests the Council adopt a partnership approach to zoning lands for the purposes of soccer facilities provision as there is a duty to ensure that there is adequate capacity for growth in existing services in the community.</p> <p>Requests CUAFC's role as a community service provider in Carrigtwohill by recognising its role and location in Ballyadam Park in the County Development Plan and Local Area Plan.</p>	



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		<p>It states the LAP puts forth a compelling case for the expansion of Carrigtwohill and states this should continue into the forthcoming Development Plan. The submission requests that the adequate sports service and provision for the protection and growth of same are put in place that have the capacity to grow in tandem with the population before any additional houses are built.</p> <p>It states there should be more objectives pertaining to sports and local facilities in the forthcoming plan.</p> <p>The submission recommends that the content of this submission be accommodated into the final Cork County Development Plan 2022.</p>	<p>Requests that the adequate sports service and provision for the protection and growth of same are put in place that have the capacity to grow in tandem with the population before any additional houses are built.</p> <p>Notes there should be more objectives pertaining to sports and local facilities in the forthcoming plan.</p>	
Castle Rock Homes (Bandon) Ltd	PDP223570902	<p>The submission is made on behalf of Castlerock Homes (Bandon) Limited and is made to assist the Council in formulating strategic development options for the future development of Bandon.</p> <p>The planning history on the landowner's site is outlined. In this context, it is considered that this review presents an opportune time to review the role the Northern Relief Road will play in the future development of Bandon and the lands which it relates north-east and north-west of the town.</p> <p>The strategy for the positive development of Bandon over the forthcoming Development Plan period must be based around certainty. It states the continued inclusion of the Northern Relief Road objective and the required links to it from adjacent future residential areas has caused and will</p>	<p>It states the continued inclusion of the Northern Relief Road objective and the requirement for links to it from adjacent future residential areas creates uncertainty for developers as there is no route or design, will cause to sever future residential communities and make the job of placemaking more challenging.</p>	<p>Bandon TPREP sets out objectives for movement throughout the town. This will form part of the Plan Review process.</p>



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		<p>continue to cause a number of issues. In the first instance its continued inclusion is likely to dilute the benefits of critical infrastructure investment elsewhere in the town.</p> <p>Given there is no route or design the creation of undefined links with no apparent transport or mobility benefits will cause to sever future residential communities and make the job of placemaking more challenging. In addition the creation of a route from the Northern Relief Road through certain lands will simply create a duplicate of the R589 and add a duplicate junction to the south of the Old Cork Road Junction.</p>		
Castle Rock Homes (Midleton) Ltd	PDP223095022	<p>This very detailed submission relates to the delivery of housing in Midleton and questions the ambitious targets and objectives for Midleton and if these can realistically be achieved. The CDP review is considered a critical juncture to re-evaluate the strategic role of all settlements, including Midleton, given the evolving planning context since 2014. The submission notes that the town has been identified for significant population growth in successive statutory plans and points to Midleton's consistent under delivery in terms of population and housing growth.</p> <p>Submission points to the fact that much growth has been earmarked for Water-Rock and other parts of the town, but it has not been delivered and this has negatively affected the town and Metropolitan Cork. Unless an alternative strategy is adopted, this trend may continue given the infrastructural upgrades needed to deliver much of the zoned land within the town, and the town will fail to meet its growth targets.</p>	<p>Housing growth allocated to Water-Rock and other parts of Midleton has not been delivered which has negatively affected the town and Metropolitan Cork.</p> <p>An alternative strategy for Midleton needs to be adopted reflecting a "delivery orientated strategy".</p> <p>The Broomfield area of Midleton is well placed for development in the short term as land in the area is not dependent on significant infrastructural upgrades.</p> <p>Opportunity to develop a sustainable neighbourhood in Broomfield in accordance with the 10 minute City and Town Concepts identified in the RSES and the 20 minute neighbourhood referenced in the public consultation document.</p>	<p>This submission raises a number of key issues in particular dealing with population growth and housing supply in Midleton particularly in relation to the Broomfield area of the town. It is intended that the housing land supply issue will be considered further at settlement level as part of the review of the County Development Plan following the preparation of the Population and Core Strategy in the Draft Plan. See Volume One Section 2, of this report for further information on the Core Strategy which sets out the population and housing requirements for the County.</p>



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		<p>It is considered that a fresh approach is needed reflecting a "delivery orientated strategy", maximising the towns unlocked potential while also delivering housing and population growth. Submission points to underdeveloped land north of the town in the Broomfield area which is well placed for development in the short term as the land is not dependent on significant infrastructural upgrades, unlike Water Rock and with regards to accessibility to Middleton town centre, public transport and employment opportunities. The Broomfield area is seen as having the opportunity to create a sustainable neighbourhood in accordance with the 10 minute City and Town Concepts identified in the RSES, and the 20 minute neighbourhood referenced in the Council's own public consultation document.</p> <p>The submission further expands on the benefits of the Broomfield area of the town under the headings of planning policy context, population projections and housing demand, access and connectivity, landscape and amenity, layout and design, housing design, services, archaeology and built heritage and implementation.</p> <p>The submission is made in the context of national, regional and local planning policy outlined in the NPF, The Cork Metropolitan Area Strategic Plan, the Regional Spatial and Economic Strategy for the Southern Region, the current Cork County Development Plan 2014 and the East Cork Local Area Plan 2017.</p> <p>This submission was submitted in two parts. Please also</p>		



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		see submission PDP223102330.		
Castle Rock Homes (Midleton) Ltd	PDP223102330	Duplicate Submission See Ref. PDP223095022		
Castlepark Marina Ltd.	PDP223322535	This submission relates to Castlepark, Kinsale, Co. Cork. The purpose of this submission is to seek the following strategic policy objectives for Kinsale, with reference to the objective to expand existing marina facilities. These include; 1. Provide stronger policy objectives to help strengthen Kinsale's marina development and associated amenity and accommodation requirements. 2. Promote Kinsale as a water-based activity hub for boat owners, renters and as a key marine training and educational centre.	Provide stronger policy supports to strengthen Kinsale's Marina development and associated amenity and accommodation offering and promote the town as a water-based activity hub.	These issues will be considered as part of the Review of the County Development Plan.
Castlewhite Residents Road Safety Committee	PDP223616887	Raises residents' concerns regarding safety of Bandon Road/Castlewhite junction, where the speed limit is 100kph, with city bound traffic perceived as posing the greatest danger. It sets out short term (speed reduction, signage, etc.) and long term proposals stating that only a change in the road layout will remove the junction danger. It proposes the following long term plan options: (i) A roundabout at Chetwynd Road / St James Cemetery with filter road to/ from Castlewhite along the remains of the old N71 Bandon Road. (ii) A flyover from Castlewhite to the south and a filter lane to the city, (iii) A traffic calming junction with islands.	Raises a road safety concern regarding a specific junction on the N71.	The issue raised in this submission is noted but is outside the scope of the County Development Plan.
Cian O'Leary	PDP223750792	This submission sets out reasons why the current Ballincollig/Carrigaline Local Area Plan (LAP) which proposes that the Mountain Road be upgraded to form	The submission outlined reasons why the upgrade of Mountain Road to form part of the Relief Road around Carrigaline should be	The issues raised in this submission are noted and will be considered further during the



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		<p>part of the Relief Road around Carrigaline should be reconsidered in the new County Development Plan, some of which are seen below.</p> <ul style="list-style-type: none"> • Mountain Road is a local access road with numerous houses fronting onto it which at present is incapable of taking construction traffic, and currently needs to be upgraded to improve pedestrian safety • A proposal to make it part of the Relief Road would result in a change which is inappropriate and less safe for both vehicles and pedestrians • Alternatives are available for the route of the Relief Road • The submission states Mountain Road is typically 3.5m wide and is used as an amenity walk by the Community • The proposed route would involve the destruction of mature trees and hedgerows • The increased storm water runoff would need to be considered to avoid flooding <p>Within the submission they list reasons why an alternative route is more appropriate as it would deliver:</p> <ul style="list-style-type: none"> • A road which is safer for both traffic and pedestrians • A more economical solution for the County Council as they consider the proposed route would require acquisition of additional land which would add to construction costs. They state that after initial consideration of the proposed route that it may involve demolition of some houses • Better protection for the environment and amenity for the Community • The potential for a more appropriate upgrade of the Mountain Road 	<p>reconsidered in the new Cork County Development Plan.</p>	<p>preparation of the draft plan where appropriate.</p>



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		<p>It refers to Ballincollig Carrigaline Municipal District Local Area Plan 2017 (LAP) and discusses in detail the various proposed and existing relief roads within Carrigaline.</p> <p>The submission states a significant part of traffic congestion is due to north/south through-traffic needing to use one of the two bridges in the town centre. It also states that any upgrade to Mountain Road should be appropriate to its function as a residential road with footpaths and traffic calming measures, all of which could be constructed within the existing boundaries.</p> <p>It compares any proposed development to the development of the Southern Relief Road which it states so far has delivered quality infrastructure, as the design of the Southern Relief Road avoided direct vehicular access from the houses and included footpaths and cycle lanes. They state this should be a principle in the new County Development Plan to allow for the completion of the Southern Relief Road.</p> <p>The submission discusses in further detail the design of the relief road, traffic safety, environmental impact, impact on amenity, construction constraints, funding, delivery and alternative routes. For example, it proposes an alternative route through the development lands CL-R-10 which would be constructed and funded by the developer of the land and thus delivered in a timely manner. It states it would create the conditions to upgrade the Mountain Road in a manner appropriate to its use as a residential access road, at lower cost to the</p>	<p>States that good quality infrastructure, with no direct vehicular access from houses and inclusion of footpaths and cycle lanes, should be a principle in the new Plan.</p> <p>Suggests alternative route for Relief Road.</p>	



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		<p>County Council and for the benefit of the community. It states the second alternative is to route the Link along the Forest Road (L2493) to its intersection with the proposed Western Relief Road, as the Forest Road is a larger road with a 6m wide carriageway and with fewer residential access points. It states traffic diversion is also possible to facilitate road works.</p>		
Circle K Ireland	PDP223727660	<p>The submission is seeking to highlight the strategic importance of Mitchelstown to the settlement structure of its Municipal District and requesting supportive policies and objectives to help accelerate development in town over the period of the plan. The submission requests a review of the extent of the existing and proposed town centre to be carried out to better reflect the nature of the existing development within the town.</p> <p>The submission refers to a number national, regional and local policy to help support their proposals. The submission is seeking that the new land use strategies set out in these plans should support the development of Mitchelstown in a manner consistent with the economic planning framework established under national, regional and county level policy documents</p>	<p>Highlights the strategic importance of Mitchelstown to the settlement structure of its Municipal District.</p> <p>Requesting supportive policies and objectives to help accelerate development in town over the period of the plan.</p> <p>Review the extent of the existing town centre to better reflect the nature of the development.</p> <p>Requesting that the new land use strategies set out in these plans should support the development of Mitchelstown in a manner consistent with the economic planning framework established under national, regional and county level policy documents.</p>	<p>The issues addressed in this submission will be addressed at a settlement level as part of the review of the County Development Plan.</p>
Circle K Ireland	PDP223731091	<p>The purpose of this submission is to highlight the strategic importance of Midleton to the settlement structure of Cork County and request supportive policies and objectives to help accelerate development in Midleton town centre over the period of the Cork County Development Plan. The submission requests that the Planning Authority undertake a comprehensive review of</p>	<p>Request to provide supportive policies and objectives in the CDP to help accelerate development in Midleton town.</p> <p>The need to undertake a comprehensive review of the extent of the existing retail centres in Midleton and the appropriateness</p>	<p>The issues addressed in this submission will be addressed at a settlement level as part of the review of the County Development Plan.</p>



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		<p>the extent of the existing retail centres in Midleton so as to properly assess the nature and extent of existing development and the appropriateness of retail designations in that context. It is suggested that such a review should look favourably on the designation of a new retail centre for the Ballinacurra area to meet the needs of existing and proposed new populations for this part of the town.</p>	<p>of new retail designations in this context, particularly in the area of Ballinacurra.</p>	
<p>Circle K Ireland</p>	<p>PDP223732614</p>	<p>Submission relates to motorway service areas, in particular the off line facility at M8 junction 14 in the Fermoy greenbelt, and submits that the existence of proper services at appropriate locations is fundamental to delivering a high-quality motorway and national road network.</p>	<p>Seeks recognition and support of off line motorway service facility and submits that the existence of proper services at appropriate locations is fundamental to delivering a high quality motorway and national road network.</p>	<p>The issues raised will be considered further as part of the Plan Review process.</p>
<p>Cirona Limited</p>	<p>PDP223738773</p>	<p>The submission makes a number of key points relating to the future development of Kinsale. It outlines that Kinsale has performed strongly in achieving its population and housing targets since 2011. Having regard to the growth rate of the settlement it is considered that the current 1ha provision of land for Town centre expansion since the 2009 Town Plan is not sufficient to support the level of existing and proposed residential growth focused in the northern quarter of the town. There has been significant planning activity on other lands identified for town centre expansion use and this has not delivered any town centre expansion, primarily because of site size constraints.</p> <p>It notes the draft 2016 Draft Bandon-Kinsale Municipal District Local Area Plan sought to address this deficit by expanding the Town centre along New Road. However, this intention was revoked due to a procedural issue.</p>	<p>Consideration should be given to town centre expansion sites in Kinsale that deliver on the RSES ambition of 10 minute neighbourhoods and 20-minute neighbourhoods as promoted by Cork County Council in the context of the existing and proposed residential development in the northern quarter and employment development in the east.</p>	<p>The issues raised in this submission will be addressed at a settlement level as part of the review of the County Development Plan. See Housing and Placemaking Volume One Section 2 of this report.</p>



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		Consideration should be given to town centre expansion sites that deliver on the RSES ambition of 10 minute neighbourhoods and 20-minute neighbourhoods as promoted by Cork County Council in the context of the existing and proposed residential development in the northern quarter and employment development in the east.		
CIT	PDP222742552	This submission proposes the provision of an off road cycle/walk route from the N22 Link Rd to the rear of CIT. It raises additional issues which are not of relevance to the Cork County area.	Proposes the provision of an off road cycle/walk route - specifically from the N22 Link Rd to the rear of CIT.	The draft plan will seek to promote active travel and maximise opportunities for same. See Transport and Mobility, Volume One Section 2 of this report for a more detailed discussion of these issues.
City View Wheels	PDP210047086	This submission seeks support for the Lee to Sea Strategic Greenway referenced in Cork Metropolitan Area Transport Plan and Cork Metropolitan Area Strategic Plan. It sets out the following objectives that it would address: high quality built environment, reduction of carbon footprint, more sustainable travel modes, increased density of development, job creation and local businesses, local communities, sustainable tourism growth. It lists benefits in terms of well being, amenity, commuting, tourism, social inclusion, tourism, and benefit to business, highlighting that more than 200,000 people live within a short distance of the proposed route.	Seeks delivery of Lee to Sea Greenway referenced in CMATS. Highlights environmental, economic and well-being benefits of the greenway.	See discussion of this issue in Transport and Mobility Volume One Section 2 of this report.
Clair Lalor	PDP223846553	This submission requests that the County Council take the climate and biodiversity emergency seriously and have it as core to all its plans for the development and sustaining of Co. Cork. It is also suggested that the plan look at viable ways for farmers and those who work the land to be able to earn a good income while at the same time looking to	Requests that the County Council take the climate and biodiversity emergency seriously and have it as core to all its plans. Suggests that the plan look at viable ways for farmers and those who work the land to be able to earn a good income while at the same	Climate change will be a key consideration of the draft County Development Plan. See Volume One Section 2 of this report where this is discussed in more detail.



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		<p>the sustainability of the ecosystems.</p> <p>The submitter would also like to see the council looking to the maintaining of trees, which it is noted, in the submitters part of Cork are being cut at a ferocious rate, without any planting compensation, and where large, mature trees are being cut on the road sides giving way to a clinically clean road.</p> <p>The submission suggests more investment in Green Infrastructure, Community resilience, Cycle paths, and river walks (2 feet on either side of river as a way to walk through the countryside and maintain a connection to the land for everyone) and also walks through the country.</p> <p>The submission also suggests more support for small entrepreneur ventures which offer work in an area, even if it is only providing jobs for a few people.</p> <p>The submission suggests that the more of these the better, as in time, like biodiversity, diversity in occupation can work in the countryside.</p>	<p>time looking to the sustainability of the ecosystems.</p> <p>Need to maintain trees generally in the County and where cutting is necessary planting compensation is recommended and enforced.</p> <p>Suggests more investment in Green Infrastructure, Community resilience, Cycle paths, and river walks and also walks through the country.</p> <p>Support for smaller rural enterprise generally in the County.</p>	<p>The Draft Plan will promote and develop a policy for the rural economy in line with the National Policy Objective 21 to enhance the competitiveness of rural areas by supporting innovation in rural economic development and enterprise through the diversification of the rural economy into new sectors and services, including ICT-based industries and those addressing climate change and sustainability.</p>
Claire Casey	PDP223821673	<p>Submission sets out the need for a detailed plan for Glounthaune, stating that, despite a significant increase in population, no new additional community or sporting facilities have been provided, and seeing part of the solution as being a detailed review of the needs of the area with a view to preparing a more detailed Local Area Plan than has previously been prepared.</p> <p>Requests that the Council respect the rural character of Glounthaune, take steps to ensure it is not endangered through excessive and unsuitable development, and give priority to maintaining the green belt zoning between Glanmire and Glounthaune and Glounthaune and Carrigwohill.</p>	<p>Seeks appropriate provision of community, recreational facilities in Glounthaune, with development of the village to be guided by a detailed plan.</p> <p>Seeks protection of greenbelt between Glounthaune and Glanmire/Carrigwohill and protection of its village and landscape character.</p>	<p>The provision of appropriate community facilities will be given consideration during the preparation of the draft plan.</p> <p>The greenbelt area between Glounthaune and Glanmire/Carrigwohill is categorised in the current plan as 'prominent and strategic metropolitan greenbelt areas requiring special protection'. This will be considered further during the preparation of the draft plan.</p>



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		<p>States that two designated scenic routes in the Lackenroe area of Glounthaune (CA42 and A43) should be safeguarded and protected.</p> <p>Submits that much of the road network in Glounthaune is deficient in terms of width, vertical and horizontal alignment and surface condition giving rise to traffic hazards and that increases in traffic in recent years has occurred on roads which cannot safely accommodate the greater volumes, raising particular concerns regarding the road from Ashbourne House to Glounthaune National School which it states is dangerous for pedestrians especially school children. The Council is urged not to permit further development unless the present inadequate road infrastructure is upgraded and recent comments from An Bord Pleanala are mentioned.</p> <p>Submits that there are insufficient community and sports facilities for the growing population of the area of Glounthaune and in particular for young people and requests that the council make provision for various sporting facilities which young people can access by walking or cycling.</p>	<p>Seeks protection of designated scenic routes.</p> <p>Seeks measures to enhance pedestrian safety and connectivity.</p>	<p>Designated scenic routes are afforded protection in the current plan. This will be given further consideration during the preparation of the draft plan.</p> <p>The need to achieve pedestrian connectivity and permeability is recognised. This will be given further consideration in the preparation of the draft plan. See Transport and Mobility in Volume One Section 2 of this report.</p> <p>It is important that development is supported by necessary infrastructure, including road infrastructure, and when zoning land, there should be an expectation that the necessary infrastructure can be provided to support proposed development.</p> <p>Other issues will be given consideration as appropriate in the preparation of the draft plan.</p>
Claire O'Brien	PDP223515948	This submission relates to Midleton and opportunities to expand the town to the north. The submission notes the overall target population increase for the county of 104,473 and the corresponding need for 61,620 new housing units across the county.	The need for the inclusion of additional serviceable residential lands contiguous to or within the Metropolitan Towns, including Midleton, as part of the response to the uplift in population and housing for these Towns.	The issue of projected growth in settlements will be considered further as part of the preparation of the Core Strategy in the Draft Plan. See Volume One Section 2



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		<p>It is noted that Metropolitan Towns will have to make a significant contribution to the achievement of compact urban growth, increased urban population, enhanced services and amenities, and climate resilience in line with national/ regional planning policy. This particularly applies to those towns that are served by the Cork suburban rail line, such as Midleton. In this context, the Metropolitan Towns of Cork, to include Midleton, must become a key focus for the identification of the required additional residential land supply either within or contiguous to these Towns. In this context, this submission requests that the Council, in re-emphasising the strategic importance of the Metropolitan Towns of Cork, including Midleton, to the settlement structure for the County, give full and proper consideration to the inclusion of serviceable lands contiguous to these Towns as part of the response to the uplift in population and housing for these Towns in the new Cork County Development Plan. Lands north of the town in the Water Rock/Knockgriffin area are considered to have potential in this regard and submission further explores the potential of the area by reference to planning policy provisions, landscape, infrastructure, transport and accessibility, proximity to the town centre, flood risk management and habitats /biodiversity and considers there is no strategic impediment to development in this area.</p>	<p>Consideration should be given to lands to the north of Midleton town in the Water Rock/Knockgriffin area which has potential for growth.</p>	<p>of this report for further information on the Core Strategy.</p> <p>The housing land supply issue will be considered further at settlement level as part of the review of the County Development Plan following the preparation of the Core Strategy.</p>
Classes Land Ltd/ O'Callaghan Properties,	PDP202814306	<p>Settlement: Cloghduv This submission relates to the settlement of Cloghduv. The submission details investments made by O'Callaghan Properties in the form of a public private partnership with Cork County Council for the upgrading of the drinking water and waste water treatment infrastructure of the</p>	<p>Requests that the Council have regard to the individual circumstances in villages (including infrastructure improvements) and considers the development potential of settlements on a case by case basis. Request the avoidance of prescriptive</p>	<p>This submission is noted, and the proper planning and sustainable development potential of Cloghduv will be taken into consideration during the formulation of the policies and</p>



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		<p>village to provide capacity to facilitate development.</p> <p>Submission notes various objective of national and regional policy in support of town, villages and rural areas, and notes the lack of water services capacity to facilitate development in many of the villages in County Cork. Cloghduv in contrast has water services capacity to cater for new development.</p> <p>The submission requests that the Council have regard to the individual circumstances in villages and consider the development potential of settlements on a case by case basis. Whilst the submission acknowledges the reasons why the Council are seeking to restrict over development in villages that have servicing issues, policies should not restrict development in settlements that can cater for additional development.</p> <p>It is considered, in relation to Cloghduv, that current objectives in the LAP which limit the overall scale of development in the village and the number of houses in any particular scheme, have the potential to stifle development rather than encourage people to live in the village.</p> <p>On this basis it is requested that the current numerical restriction of 'normal recommended scale of any individual scheme' of 10-15 units for Cloghduv should be removed and no prescriptive standard with regard to the development yield of individual sites should be applied.</p>	<p>standards of development yields on individual sites.</p>	<p>objectives for all settlements during the preparation of the draft County Development Plan.</p>
<p>Clr Alan O'Connor</p>	<p>PDP223882174</p>	<p>The submission provides strategic planning policy thoughts on issues raised in the Background Documents</p>		<p>This issue is noted and will be given further consideration in the</p>



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		<p>under the following headings: Settlements and Placemaking It outlines a core issue for this topic is the delivery of housing close to employment. It states the preference should be for town-centre development, infill and regeneration. Fears are raised that a donut effect will be created i.e. that metropolitan Cork, and the towns of the county in general, may become commuter areas for the employment hotspots of the city, as well as Ringaskiddy, the harbour area, the airport, Mahon, Little Island, and Blackpool.</p> <p>It recommends the discontinuation of the current model of granting planning permissions for the development of individual fields and sites for separate housing developments. It recommends that instead the provision of adding high-density, mixed usage, permeable 'town-centre' type developments, i.e. terraced housing, up to three or four stories (with accessibility options) should be delivered. Such developments can be medium-A density at least, with no need for high-rise.</p> <p>Higher density means such developments can also be compact, limiting the need for car dependence. The intelligent planning of shared communal green space (as in old squares in Georgian Dublin), would more than compensate for the loss of the random strips and polygons of green found in many modern housing estates. Such townscapes are considered in Cork County Council's 'design guide for residential estate development.' It is suggested that we move towards that style of development as a default within settlement boundaries, and a move away from the large scale 20 unit per hectare, detached and semi-detached estate model.</p>	<p>Delivery of housing close to employment areas is essential with a preference for town centre, infill and regeneration sites.</p> <p>Placemaking should focus on terraced, permeable development up to 3-4 storeys instead of high rise developments.</p> <p>Higher densities can deliver compact growth which limits car dependence. The design of green spaces such as in Georgian Dublin should be considered as per Council's Guide for Residential Estates. We need to move away from 20 unit/ ha residential</p>	<p>drafting of the Plan. See Volume One Section 2, Population and Core Strategy and Housing Density and Placemaking, Biodiversity, Built Heritage, Transport and Mobility, Town Centres and Retail.</p> <p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2, Housing Density and Placemaking.</p>



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		<p>With the potential for mixed-usage, it would encourage smaller local businesses, further reducing the car-dependent model whereby residential-only estates are serviced by peripheral supermarkets and shops. It also highlights that mixed-usage development would depend on viability, and suggests that vacancy in the lower floors of buildings would not be welcomed. Instead some kind of adaptable design could be incorporated whereby the lower floors of a building could transfer from residential to business, and vice-versa. A number of images are included to illustrate the points raised.</p> <p>Other issues are raised regarding permeability, car parking, bicycle parking, advertisements and signage, gate communities and defensive architecture.</p> <p>The issue of viability and affordability is outlined as a key consideration in the delivery of high density, housing developments.</p> <p>It presents a number of ideas on achieving more attractive town centres, including banning drive-throughs and prioritising walking and cycling over the car.</p> <p>In relation to the public realm it makes a number of suggestions for the future development of Carrigtwohill. It states that in places like Clonakilty, buildings wouldn't be demolished to widen roads, so there should be a pause before demolishing hedgerows and buildings around towns, and applying the one-size fits all American-style model of the suburb, creating a footpath-cyclepath-two-lane-road-and-lollipop-trees-at-regular-intervalson-a-green-buffer-strip as standard, in the place of more characterful roads, with hedgerows, old walls, etc. It is acknowledged that cars will continue to be important to an extent, even with modal shift, but it outlines that any</p>	<p>development model.</p> <p>Mixed usage is a positive to encourage smaller local businesses.</p> <p>Placemaking issues regarding boundaries, signage, bicycle parking, car parking and permeability are highlighted.</p> <p>Viability and affordability are a key issue in the delivery of high density residential development.</p> <p>The future development of Carrigtwohill should embrace its exiting townscape as part of public realm design.</p>	<p>The issues addressed in this submission will be addressed at a settlement level as part of the review of the County Development Plan.</p>



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		<p>planned road-widening and the resultant standardised application of engineering works should be a last resort.</p> <p>Economy and Employment It outlines that the submitter was opposed to the recent variation no. 2 to the county development plan, which made the county more open to facilitating the development of large out-of-town retail outlet centres. It states that such developments are absolutely contrary to the precepts of environmental and transport sustainability, and are only contributing factors in sprawl, whilst compromising the competitiveness of our other urban centres (if only through the opportunity cost). It states the issue is currently subject to ministerial review, on foot of a recommendation by the Office of the Planning Regulator that variation no. 2 be revoked, but, even if it isn't revoked in relation to the 2014 development plan, it should be absent from the new county development plan. It recommends that the Plan Review focus on our authentic urban centres, before building whole new fake ones. It states that Greenfield, out-of-town developments have always been easier, however, government policy is now moving towards our town centres, brownfield, in-fill, authenticity.</p> <p>Water Services A briefing to the Council on the status of the Freshwater Pearl Mussel (FPM) concluded that a delegation be sent to meet the Minister for Culture, Heritage and the Gaeltacht to lobby for the removal of the protected status of the main channel of the Blackwater. The Freshwater</p>	<p>It raises concerns regarding out of town retailing, including the recent variation to support a retail outlet centre.</p> <p>It raises the issue of the need to protect the Freshwater Pearl Mussel especially given the current fragility of ecosystems.</p>	<p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 on Town Centres and Retail.</p> <p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 Water Services.</p>



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		<p>Pearl Mussel is one of the 365 most endangered species on Earth and their habitat is degraded by sedimentation and nutrient inflow. The Council shouldn't be advocating for the removal of protections, particularly in the current climate of increasing awareness of the fragility of, and need to protect, ecosystems.</p> <p>A recent Court judgement quashed the 2018 Regulation removing the main channel of the Blackwater and reinstated the 2009 regulations so planning applications, proposed projects etc. must have regard to the habitats directive with respect to FPM, placing stringent demands on water quality.</p> <p>NPWS 2011 Conservation Strategy for the FPM concluded that the populations of FPM in the particular category of river including the Blackwater main channel are effectively unconservable. Populations of FPM will be far more 'unconservable' unless we change our approach, particularly regards forestry (clear-fell allows sediments to enter the water) and agriculture (e.g. winter-sown crops leaving soil bare at the time of heaviest rain) and we should be providing wastewater treatment plants to improve the quality of the water discharge.</p> <p>Although the 2014 Cork County Development Plan identifies a conflict between strategic priorities and conservation of FPM downstream of Mallow, to continue to do so would be contrary to our commitment to develop Cork's natural and built environment to the highest standards. The new development plan should no longer identify a conflict between strategic priorities and conservation of FPM downstream of Mallow, but rather utilise current knowledge to assess how the FPM can be conserved there, and its habitat restored, whilst also</p>	<p>The Plan needs to resolve conflicts between heritage protection and housing development.</p>	<p>Noted.</p>



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		<p>providing the necessary housing and development.</p> <p>Transport and Mobility</p> <p>Road building – the spatial inefficiency of moving large volumes of people by road are well-known. Except where adjustments will make a road safer, capital funding and project promotion must now turn towards public transport, cycling and walking infrastructure. For some towns and villages, small internal public transport systems should be fostered. For example Cobh is nearing its limit for housing without massive road widening that would destroy the aesthetic of Belvelly bridge and surrounds. Road building is expensive such as the €150m Dunkettle upgrade but Seville installed 80km of cycle network in 18 months for €32m.</p> <p>Pedestrian priority zones – DMURS affords pedestrians, followed by cyclists, priority in urban areas and lockdown has shown the importance of having access to walking routes within reach of homes. Is there some means of expanding structural pedestrian priority outside of urban areas. The council should begin systematically creating pedestrian priority zones in the county. Routes adjacent to, and linked with towns and villages would be particularly beneficial. Example of area of high natural beauty at Cushkinny, Cobh is given but also applies on 'ordinary' roads.</p> <p>No-drop zones at schools - Means should be found of creating car-free 'no drop zones' outside of our schools, particularly around school opening and school closing hours to protect children from air pollution and risk of car-related accidents and that such zones should be given consideration in public realm upgrades and planning.</p> <p>Ten-minute settlements – It is a good idea to adopt the</p>	<p>Recommends prioritising public funding on public transport, walking and cycling infrastructure.</p> <p>It advocates pedestrian priority areas, as per DMURS Standards.</p> <p>Management of school related traffic is advocated including consideration of "No drop zones".</p> <p>It supports the idea of the 10 minute</p>	<p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 on Transport and Mobility.</p>



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		<p>principle of the 'ten-minute' settlement, whereby no dwelling is more than ten-minutes walking distance from public transport.</p> <p>Cycling infrastructure – The approval of the Part 8 cycleway from Bury's bridge to Carrigtwohill is welcomed, projects like these should proceed as quickly as possible and more of these networks should be linked up. The Lee to Sea proposal and trail around Great Island are provided as good examples and funding should be sought to progress these.</p> <p>Green Infrastructure Trees – It is important to protect our trees as they are good for our physical and mental health. Cork County Council should adopt a Trees policy with a predisposition to create landscapes, in our built environment as much as anywhere else, rich with large, mature trees. Such a policy would assess the benefits of trees and describe the very specific circumstances and means by which a tree might be pruned or removed. Tree assessment and tree removal should be carried out by separate entities to ensure there is no conflict of interest.</p> <p>Sustainable Drainage Solutions (SuDS) – Underground attenuation systems remove water from its ecological role on the surface and should not be rolled out on a large scale. The proliferation of hard surfaces could be addressed by the reduction of hard landscaping and assessed at the planning application stage. Natural flood management techniques should be the most highly prioritised approach to flood relief schemes. Greater consideration should be given to expanding storage/attenuation solutions in the form of wetlands and</p>	<p>settlement.</p> <p>It advocates the Council adopts a tree policy for the protection and enhancement of tree provision in the County.</p> <p>Natural flood management techniques are advocated as the preferred approach to flood relief schemes and management of storm water. Greater consideration should be given to expanding storage/attenuation solutions in the form of wetlands and lakes, as opposed to improved conveyance.</p>	<p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 on Green Infrastructure.</p> <p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 Green Infrastructure and Water Services.</p>



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		<p>lakes, as opposed to improved conveyance. The presumption, in flood relief schemes, should be against culverting as improving flood resilience via culverting now runs contrary to international trends. Good practice examples of urban river restoration are provided.</p> <p>Biodiversity We need to be able to designate for protection sites of high nature value in local communities. Communities need wild places as well as parkland and as well as protecting existing sites we need to allocate spaces for nature to re-wild. Conservation can be creative and restorative as well as protective.</p> <p>Environmental Overview Polypropylene weed barriers - The use of polypropylene 'weed barrier' in the landscaping of new developments must be prohibited. Not only is it aesthetically bad, but the production of plastics is an established environmental issue and likely to release micro-plastics as it frays.</p> <p>Artificial grass - Artificial grass should, except in the case of community facilities such as all-weather playing surfaces, no longer to be allowed in developments in Cork County as they are likely to negatively impact ecosystem services.</p> <p>Light pollution - The installation of unshielded, poorly shielded, and poorly directed light fittings should be prohibited at the planning stage. The installation of 'security lights' should be discouraged. Guidelines might be issued on best practice for the installation of outdoor lighting. Light pollution has an impact on insects, particularly night flying insects. The Council itself should not install such fixtures on its properties. A diagram of acceptable and unacceptable lighting fixtures is included.</p>	<p>It recommends identifying local areas of biodiversity value which are important for community wellbeing.</p> <p>It raises issue with the use of plastic weed barriers, artificial grass and light pollution on biodiversity.</p>	<p>This issue will be addressed further at a settlement level as part of the review of the County Development Plan.</p> <p>This issue will be addressed further where appropriate at a settlement level as part of the review of the County Development Plan.</p>



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		<p>Landscaping schemes - Landscaping regimens submitted as part of planning applications should, by and large, make use of native species (trees, shrubs and herbs), in line with the motion adopted by the Council last year. The creation of guidelines, by Cork County Council, to be followed by developers and landscape architects in landscaping regimens created for housing/industrial/commercial developments, etc., to be enforced at the planning application stage is recommended.</p> <p>Ecological trap - We must be sensitive to the concept of ecological traps, and their prevention, embedding such awareness in planning considerations. This might be done through the publication of a guideline-document, and its subsequent enforcement.</p> <p>Landscaping for animals - We should not only prevent circumstances arising which might negatively impact animals, but actively promote landscaping designs which attract animals moving away from only protection to restoration and enhancement. This is not only planting but including bat-boxes or bee bricks as standard and increasing permeability for animals.</p>		
Cllr John O'Sullivan	PDP223734967	<p>The submission seeks the follows items be considered: That the replacement of existing domestic dwellings (dwelling as defined by present plan) be amended to allow more latitude in relocating the position of the house within the site.</p> <p>That the term full time farmer be revised to take on board the present day realities in Agriculture. Where an applicant is working the land full time then they should be regarded as farming.</p>	<p>Requests the updating of the "replacement dwelling" policy in the car which would allow greater flexibility in the dwellings location.</p> <p>Criteria for considering applications for farmers and local connection to an area needs to be reconsider and updated to reflect the changing nature of farming and a person's contribution to an area.</p>	<p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 on Rural Housing.</p> <p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 Economy.</p>



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		<p>That connection to an area be broadened to allow for the possibility of making a significant contribution to an area or community.</p> <p>That areas in proximity to existing Business or Agricultural be considered suitable for the development of Agriculturally based businesses.</p> <p>That the term ribboning in planning terms be revised to take account of the present realities at existing settlements, i.e. (Many existing settlements are present ribbon developments)</p> <p>That the traditional rural housing cluster developments be accepted in Planning considerations</p> <p>That the policy of the plan is to encourage the development, enhancement and the expansion of settlements.</p>	<p>The Plan should allow for agri-business uses to be considered close to existing business or agricultural uses.</p> <p>Ribboning should take account that existing settlements are often linear in nature. The Plan should allow for traditional style rural clusters.</p> <p>The Plan should support the development, enhancement and expansion of settlements.</p>	<p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2- Rural Housing.</p> <p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2- Population and Housing.</p>
Cllr Marcia D'Alton	PDP223768587	The submission states that it is critical that Cork County Council commits to identify areas in each settlement in each Municipal District appropriate for downsizing options / housing for the elderly as an appropriate proportion of the population of each town and zones/earmarks appropriate town centre sites for achieving same. It is argued that this will in turn provide ample opportunities for downsizing in each settlement, free up larger houses for families, bring brownfield sites into efficient and beneficial use and bring multi-faceted vibrancy and commercial benefits to town centres.	It recommends that the Plan identifies areas in each Settlement in each Municipal District appropriate for down-sizing/housing for the elderly. This would free up larger homes for families, activate brownfield land and create vibrancy for town centres.	<p>Noted. Issues raised in this submission are addressed in Volume One CE Opinion and Recommendations, particularly regarding Population and Core Strategy, Housing Density and Placemaking, Community.</p> <p>Other initiatives, either existing or proposed, will inform the preparation of the draft plan and / or the Joint Housing Strategy</p>



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		<p>The submission also requests that the County Development Plan would also include an aim for Cork County Council to develop right-sizing policies for its own social housing stock.</p> <p>It is also suggested that the County Development Plan needs to have an aim of prioritising the development of brownfield sites over and above edge-of-centre greenfield sites, noting that the Council needs to make a commitment to use its CPO powers in order to get around the issue of title which it notes is often a complicating factor in many brownfield sites. The submission suggests that it will then be possible to develop policies for amenity and/or housing use as appropriate to the settlement.</p> <p>It is also noted that Cork County Council has identified brownfield sites in ten of the towns in the county and the submission argues that this needs to be done for all towns together with strategic policies/plans developed for each as appropriate to the settlement.</p> <p>It is also stated that there will be very few settlements in County Cork where buildings greater than 3 or 4 storeys can sustainably be incorporated into existing housing stock and that the County Development Plan should require that a light/shadow study is completed as part of the planning application where developments greater than 3 storeys high is proposed for a town centre or an already built-up area.</p> <p>The submission suggests that there is a need to move</p>	<p>It also suggests that the Council provide leadership in developing right-sized policies for its own housing stock.</p> <p>Planning policy needs to prioritise brownfield lands over greenfield edge of centre sites. The use of CPO powers to get around the issue of title on many brownfield sites should be employed.</p> <p>Brownfield sites have been identified in ten of the towns in the county and this needs to be done for all towns together with strategic policies/plans developed for each as appropriate to the settlement.</p> <p>It notes that there are very few settlements in the county where building height is greater than 3 or 4 storeys. County Development Plan should require that a light/shadow study is completed as part of the planning application where developments greater than 3 storeys high is proposed for a town centre or an already built-up area.</p> <p>It needs to be clear that increased densities</p>	<p>and Housing Needs Demand Assessment, with a particular emphasis on specialised housing requirements including housing for the elderly.</p> <p>It is also important to restate that National Policy Objective 3c of the National Planning Framework requires at least 30% of future homes that are targeted in settlements will be located within the existing built-up footprint of these settlements in an effort address compact development and reduce unsustainable urban sprawl – see Volume One Section 2 Population and Core Strategy. (Active Land Management).</p> <p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2- Housing Density and Placemaking.</p> <p>It is also intended that the Joint</p>



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		<p>away from the concept that increased densities generally mean increased apartment living noting that there are very few settlements in County Cork where apartment living will be attractive, and it is important for the streetscape and for the welfare of existing residents that provision is made within the apartment building for storage of bins, bicycles, clothes drying, etc.</p> <p>The submission states that it is totally unacceptable to permit residential development on greens in existing housing estates or on recognised amenity areas as they perform their own essential function and should be valued as such.</p> <p>Finally it is noted that the provision of schools, services, amenities and infrastructure need to be matched with the provision of housing and because in Ireland the provision of schools, water, wastewater and other essential services are planned for by a varied range of agencies/authorities that Cork County Council will need to plan its intentions for developing a settlement in a much more structured way and over a far longer timescale than it has been to date.</p>	<p>does not mean increased apartment living. There are few settlements in the County where apartment living will be attractive.</p> <p>Permission for residential development on greens within existing housing estates or amenity areas should be resisted as they perform important functions.</p> <p>Matching the provision of housing with infrastructure, schools and services need to be planned in a much more structured way. There is a need to plan settlements in a much more structured way and over a far longer timescale than is currently the norm.</p>	<p>Housing Strategy and Housing Needs Demand Assessment will address right-sizing policies for its own social housing stock.</p> <p>The draft plan will seek to protect green areas within housing estates.</p> <p>The draft plan will consider how best to ensure that community facilities are provided in tandem with housing.</p>
<p>Clr Marcia D'Alton</p>	<p>PDP223769837</p>	<p>The submission seeks the following points to be consideration as part of the Settlement and Placemaking Chapter as part of the review of the County Development Plan.</p> <ul style="list-style-type: none"> • Greater provision of housing for older people (both public and private) in town centres including providing for a range of sheltered housing that will allow for both independent and supported living in each settlement. It is 	<p>The Placemaking Chapter needs to consider the following:</p> <ul style="list-style-type: none"> • Greater provision of housing for older people in town centres close to services; • Prioritising brownfield sites over edge of centre sites including taking actions to resolve title and using CPO powers; 	<p>These issues are noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2- Population and Core Strategy, Housing Density and Placemaking, Transport and Mobility, Town Centres and Retail.</p>



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		<p>also vitally important that housing for older people is provided close to (and preferably within) the centre of each settlement. This allows older people to walk to essential services and shops. The benefits of enabling town centre living for older people include:</p> <ul style="list-style-type: none"> - Older people continue to gently exercise, thereby improving their own health and wellbeing - Greater presence of service and shop users brings vitality to town centres and makes town centre shops viable. Activity on the main streets of the towns brings vitality to town centres and these kind of benefits are not achieved by providing downsizing options in big new edge-of-centre housing estate developments. <p>The County Development Plan needs to identify areas in each settlement in each Municipal District appropriate for downsizing options/ housing for the elderly. Town centre sites like these will often be brownfield. This is a magnificent opportunity for putting brownfield sites to optimal use. Moreover, small units appropriate to downsizing will help to optimise the density of use of these town centre sites.</p> <p>It is critical that Cork County Council commits to aiming for elderly housing options as an appropriate proportion of the population of each town and zones/earmarks appropriate town centre sites for achieving same. This approach will:</p> <ul style="list-style-type: none"> - provide ample opportunities for downsizing in each settlement - free up larger houses for families - bring brownfield sites into efficient and beneficial use - bring multi-faceted vibrancy and commercial benefits to town centres. 	<ul style="list-style-type: none"> • An updated policy on playgrounds to ensure all are universally accessible, including plans to upgrade existing facilities; • The public realm needs to be designed to meet universal design standards and clutter free; • Encourage cycling and walking through traffic calming and improved infrastructure linked to schools; • Sustainable travel modes improve liveability so greenways and blueways are an important element in the Plan Review process. 	



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		<ul style="list-style-type: none"> • Optimising the function of brownfield sites The County Development Plan needs to have an aim of prioritising the development of brownfield sites over and above edge-of-centre greenfield sites. Title is a complicating factor in many brownfield sites. To clear title and pave the way for optimising their reuse, Cork County Council needs to make a commitment to use its powers of Compulsory Purchase to bring brownfield sites into public ownership. It will then be possible to develop policies for amenity and/or housing use as appropriate to the settlement. Cork County Council has identified brownfield sites in ten of the towns in the county. This needs to be done for all towns. Key brownfield sites in each town centre need to be identified and strategic policies/plans developed for each as appropriate to the settlement. • Playgrounds All Cork County Council playgrounds should be universally accessible and policy needs to reflect this. Because the full intent of this aim may not be achievable in the shorter term, it is important that the County Development Plan aims for retrofitting of at least two items of equipment in each playground with items that will provide play opportunities for children of all abilities. Recreation policy needs to commit to developing defined standards across a range of relevant criteria to which all playgrounds must aspire. All playgrounds need to be upgraded on rotation. This should be included as an aim of the County Development Plan. • Accessibility of town centres 		



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		<p>Footpaths and crossings in all our town and settlement centres (regardless of size) needs to be planned for the more vulnerable user. It doesn't matter what width of footpath is provided if that footpath is not kept clear. To that end, Cork County Council needs to take greater care with the installation of poles for both signage and lighting to ensure the pole does not hinder use of the footpath. Liaising with the ESB/Telecom in this regard should also be a stated aim. In addition, it is important that Cork County Council would implement the aims of the Cork County Council (Segregation, Storage and Presentation of Household and Commercial Waste) Bye-Laws to keep footpaths clear from privately owned bins.</p> <p>Footpaths at every junction need to be dished to facilitate easy navigation by the vulnerable user. Line through every junction/road crossing to indicate pedestrian priority. This needs to be an aim of the County Development Plan. Strategies like this have been employed successfully in towns such as Kilkenny. Whether by the provision of cycle lanes or by designing shared streets, we as a Council need to start prioritising safe cycling through towns. Many of our town centres are narrow and constrained. Often there are regional roads running through town centres. That makes the car king and because it is more difficult to plan for the vulnerable road user, we as a local authority tend to long-finger any possible solution. This is no longer acceptable. There are a number of ways in which we can improve town centres for cycling access in the short term.</p> <p>- Commit to providing physical traffic calming measures and implementing special speed limits (30 km/h) in all</p>		



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		<p>town centres which have a regional road running through them. - Develop shared surfaces for roads through town centres, using clear road marking strategies for messaging. - Develop a strategy for parking for each town centre and minimise on-street parking so as to optimise street width and minimise hazards to cyclists - Provide ample bicycle parking in every town centre, at all Cork County Council libraries and other local authority facilities - Plan for safe cycling and walking routes to every school, both primary and secondary.</p> <ul style="list-style-type: none"> • Cycling provision/greenways Settlements become so much more liveable when sustainable transport is a commuting option. To this end, the County Development Plan needs to prioritise the provision of safe cycling links between its settlements and to high density employment areas (e.g. Strategic Employment Areas/business parks). As examples, this would mean prioritising the provision of safe cycling facilities to Ringaskiddy from Carrigaline and from Passage West. It would mean prioritising the provision of safe cycling facilities from Carrigaline to the Carrigaline Business Park, etc. It is also important to remember that cyclists using these routes will in general be commuting cyclists moving at high speed. Therefore a shared use path will generally be inappropriate for this function. • Higher densities/higher building heights There will be very few settlements in County Cork where buildings greater than 3 or 4 storeys can sustainably be incorporated into existing housing stock. If a development greater than 3 storeys high is proposed for a 	<p>Density and Building Height: There will be few settlements where buildings greater than 3 or 4 storeys can be incorporated into the existing townscape. If buildings are greater than 3 storeys then a light/ shadow study should be required.</p>	<p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2- Housing Density and Placemaking.</p>



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		<p>town centre or an already built-up area, the County Development Plan should require that a light/shadow study is completed as part of the planning application.</p> <p>We need to move away from the concept that increased densities generally mean increased apartment living. There are very few settlements in County Cork where apartment living will be attractive. If apartments are being provided for, particularly in an already built-up area, it is important for streetscape and for the welfare of existing residents that provision is made within the apartment building for storage of bins, bicycles, clothes drying, etc.</p> <p>It is totally unacceptable to permit residential development on greens in existing housing estates or on recognised amenity areas. Designated amenity spaces perform their own essential function and should be valued as such.</p> <p>If increasing building height/density, it is critical that the infrastructure and services are in place to support the increased population. In general, the provision of schools, services, amenities and infrastructure need to be matched with the provision of housing. Because in Ireland the provision of schools, water, wastewater and other essential services are planned for by a varied range of agencies/authorities, Cork County Council will need to plan its intentions for developing a settlement in a much more structured way and over a far longer timescale than it has been to date.</p>	<p>It is important to outline that increased densities does not mean increased apartment living. Where apartments are provided then designs need to include storage areas, drying areas etc.</p> <p>New housing on existing green areas serving housing estates should not be permitted.</p> <p>Increased building height and density should only proceed where infrastructure and services are in place.</p>	<p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2- Housing Density and Placemaking.</p> <p>Noted.</p> <p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2- Housing Density and Placemaking.</p>



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		<ul style="list-style-type: none"> • Sustainable living/local growing There is increased desire to grow locally. The benefits of growing locally include better quality of food, vastly reduced carbon footprint, improved personal well-being and increased vibrancy of settlements. It should therefore be an aim of the County Development Plan to: <ul style="list-style-type: none"> - support food growing initiatives such as allotments - identify a location within or close to each settlement centre appropriate for the development of allotments and maintain that site free from any other form of development. • Adequate provision of waste disposal facilities Every citizen needs fair and reasonable access to a civic amenity site. This gives responsible choice with regard to personal waste management. Local authority provided litterbins are frequently in very poor condition. They therefore detract rather than add to the appearance of the streetscape. It should be an aim to upgrade on-street litterbins on rotation. It is not acceptable to renovate/rehabilitate/redevelop on-street buildings without ensuring that each has a place for bin storage. This applies to both commercial and private developments. The streetscape in some town centres is severely damaged by on-street storage of private bins. <p>It is important to encourage commercial development in vacant/derelict ground floor units in town centres. That is what town centre vibrancy requires. However sometimes commercial redevelopments have been delayed or refused by the planning process because they did not</p>	<p>Opportunities for communities to grow locally should be facilitated such as allotments.</p> <p>Adequate waste disposal is critical to the functionality of a town.</p> <p>Commercial development should be encouraged in vacant or derelict buildings.</p>	<p>This issue will be addressed further at a settlement level as part of the review of the County Development Plan.</p> <p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2- Housing Density and Placemaking and Water Services.</p> <p>This issue will be addressed further at a settlement level as part of the review of the County Development Plan.</p>



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		<p>have adequate private bin storage. To this aim, the County Development Plan should include a commitment from Cork County Council to identify town centres where private commercial bin storage is a problem and to similarly identify a small site within each which could be purchased (using powers of Compulsory Purchase if necessary) for the development of a discreet, functional bin storage compound.</p> <p>It should be noted strongly that at present we have a dichotomy in our approach. Government has permitted the conversion of on-street units to residential uses without needing to go through the planning process whilst business proposals in on-street units generally need to go through the planning process for change of use. The residential conversions happen without needing to accommodate bin storage. The business/commercial proposals are hindered because they often struggle to accommodate bin storage. Yet our town centres need shop fronts and business/commercial development to enhance vibrancy and stay relevant. This is an issue that would benefit our town centres if Cork County Council were to address it in the County Development Plan. Solar-powered compactor smart bins are used by some other local authorities. The provision of these would be of benefit to many settlement centres and would free up manpower currently employed in frequent bin-emptying for other necessary jobs.</p> <ul style="list-style-type: none"> • Streets are for people <p>The submission seeks that the phrase "streets are for people" would be stated clearly in the County</p>	<p>It advocates the use of the phrase "streets for people" which puts the human experience at the heart of the policy approach.</p>	<p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 Town Centres and</p>



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		<p>Development Plan. This applies to both streets through town centres and streets in residential areas, including estates.</p> <p>It is important not to relax car parking standards in residential estates with the attempted aim of encouraging public/sustainable transport use. Relaxing car parking standards will do nothing other than force people to park on-street, thereby reducing the safety of that street for children playing and for pedestrian/cyclist use. People will choose to move to public/sustainable transport because it is the cheaper and healthier option and only if it is adequately convenient.</p> <p>A quality public realm is critical both in the town centre and in all residential areas. All new developments should contribute positively to the delivery of a "sense of place", focusing on the shared public realm and promoting a high-quality built environment.</p> <p>The County Development Plan needs to acknowledge the importance of quality public realm, usable and accessible meeting places, green spaces and on-street seating. Every town centre deserves to have a public realm strategy. This would benefit from being an aim of the County Development Plan.</p> <p>Developing a Tree Strategy for County Cork should also be an aim of the County Development Plan. The Tree Strategy should include aims and objectives for trees in town centres. The provision of trees always improves public realm and streetscape.</p>	<p>Car parking standards should not be relaxed in estates in an attempt to encourage sustainable travel.</p> <p>Quality public realm is critical in both town centres and residential areas and contributes to a sense of place. It also acts as an important community meeting place and promotes a high quality built environment.</p> <p>The Plan should include a tree strategy which includes aims and objectives for trees in public spaces and streetscapes.</p>	<p>Retail, Housing Density and Placemaking and Transport and Mobility.</p> <p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 Transport and Mobility.</p> <p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 Town Centres and Transport and Mobility.</p> <p>This issue will be addressed further at a settlement level as part of the Review of the County Development Plan.</p>



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Cllr Marcia D'Alton	PDP223772166	<p>This submission asks that the following observations relating to Economy and Employment be given consideration in the review of the Cork County Development Plan;</p> <ul style="list-style-type: none"> - The provision of remote working opportunities in each settlement - The provision of local hot desks with broadband connectivity in towns throughout the county which would enhance the vibrancy of the town centre, reduce carbon footprint, reduce the need for car ownership and minimise wear and tear on roads. - The provision of safe cycling links/greenways between settlements and to high density employment areas for example to Ringaskiddy from Carrigaline and Passage West. 	<p>Remote working opportunities should be provided in each settlement.</p> <p>Local hot desks with broadband connectivity should be provided in towns throughout the county.</p> <p>The plan should include safe cycling links/greenways between settlements and to high density employment areas such as Ringaskiddy.</p>	<p>The issue of remote working will be considered further in the Economy and Employment Chapter as part of the review of the Cork County Development Plan.</p> <p>The existing CDP contains a number of policies and objectives in relation to the provision of safe cycling routes and greenways. These issues will be considered further at a settlement level as part of the preparation of the new plan.</p>
Cllr Marcia D'Alton	PDP223890952	<p>Submission requests the following:</p> <ul style="list-style-type: none"> • Cork County Council should develop a Tree Strategy for Cork County as a matter of importance • Vital that Cork County Council sign up to the All Ireland Pollinator Plan • Cork County Council should review their landscaping policies • Cork County Council redraft their County Biodiversity Plan 	<p>Tree Strategy required as a matter of importance.</p> <p>Adopt All Ireland Pollinator Plan Review Cork County Council's landscaping policies</p> <p>Redraft the County Biodiversity Plan.</p>	<p>The draft County Development Plan will seek to protect and enhance biodiversity. See Biodiversity, Volume One Section 2.</p> <p>This issue is noted.</p>
Cllr Marcia D'Alton	PDP223772833	<p>Submission seeks consideration of the following during the County Development Plan review:</p> <p>Prioritisation of the development of brownfield sites over and above edge-of-centre greenfield sites for residential development, submitting that Cork County Council needs to make a commitment to use its powers of Compulsory</p>	<p>Need to prioritise the development of brownfield sites over and above edge-of-centre greenfield sites for residential development.</p> <p>Need to use Compulsory Purchase powers to</p>	<p>It is intended that the draft plan will consider how best to deliver at least 30% of all new homes targeted in settlements within their existing built-up footprints in line with NPF compact growth</p>



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		<p>Purchase to bring brownfield sites into public ownership; Prioritisation of the provision of safe cycling links between its settlements and to high density employment areas (e.g. Strategic Employment Areas/business parks, prioritising the provision of safe cycling facilities to Ringaskiddy from Carrigaline and from Passage West, prioritising the provision of safe cycling facilities from Carrigaline to the Carrigaline Business Park); Preservation of route of Lee to Sea Greenway; Accessibility of town centres – footpaths and crossings in all our town and settlement centres (regardless of size) needs to be planned for the more vulnerable user (kept clear, dished at junctions etc); need to prioritise safe cycling through towns; Inclusion of clear statement in CDP that streets are for people; Provision of adequate car parking in residential estates; Provision of quality public realm, critical both in the town centre and in all residential areas; Provision for remote working opportunities in each settlement; Commitment to early implementation of both CMATS and the Cork Cycling Network Plan; Support for appropriate proposals for improving water transport.</p>	<p>bring brownfield sites into public ownership where appropriate.</p> <p>Need adequate car parking provision in residential estates.</p> <p>Need quality public realm in town centres and residential areas.</p> <p>CDP must reflect that streets are for people.</p> <p>Need to reduce the need to travel and promote sustainable travel by prioritising the provision of safe cycling links between settlements and high density employment areas and providing for remote working opportunities in each settlement.</p> <p>Need to commit to early implementation of CMATS.</p>	<p>objectives. See Population and Core Strategy and Housing Density and Placemaking, Section 2, Volume.</p> <p>The parking standards in the existing plan will be revised and updated as appropriate in the draft plan. See Transport and Mobility Volume One Section 2 of this report.</p> <p>It is intended that the draft plan will seek to deliver quality public realm. See 'Housing Density and Placemaking' Volume One Section 2 of this report where this is discussed in more detail.</p> <p>The draft plan will seek to reduce the need to travel and promote sustainable travel. See Transport and Mobility, Volume One Section 2 of this report where this is discussed in more detail.</p> <p>Other issues raised in this submission will be considered in the preparation of the draft plan where appropriate.</p>
<p>Clr Marcia D'Alton</p>	<p>PDP223773112</p>	<p>Submission requests that the Plan give consideration to the following observations in relation to Green</p>	<p>Adopt the All-Ireland Pollinator Plan</p>	<p>The issues raised are noted and will be given further</p>



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		<p>Infrastructure:</p> <ul style="list-style-type: none"> • Have a stated aim of developing a pollinator-friendly policy for maintenance of municipal green spaces, including use of pesticides, mowing, planting, etc. • Commit to becoming a signatory to the All-Ireland Pollinator Plan. • Have a stated aim of optimising and building on the county's tree resource, including developing a Tree Policy to guide the maintenance, management and planting of trees in town centres and throughout the county. • Recognise that Green Infrastructure and ecosystem services includes the interconnected networks of land and water that helps sustain biodiversity and enrich our quality of life. That the elements comprising our Green Infrastructure are assets, which if planned for in the same way as other services, can provide long term benefits for carbon capture, for national biodiversity targets, for recreation, wellbeing, health and for the economy. • Repeat the aim of the current Plan to map the Green Infrastructure resources in Cork County. It is not possible to plan for maintaining and building on this resource if we do not know where it is. • Have an aim of enhancing interconnection of and permeability between the main green spaces in Cork County, including protecting and reconnecting wildlife, riparian and coastal corridors. 	<p>Optimise the county's tree resource and develop a Tree Policy</p> <p>Recognise green infrastructure/ecosystem services and their importance within the plan</p> <p>Map the Green Infrastructure resources in Cork County and aim for enhanced interconnectivity between the main green spaces.</p>	<p>consideration in the drafting of the Plan. See Green Infrastructure and Biodiversity Volume One Section 2.</p> <p>At a settlement level, this will be given further consideration during the preparation of the draft plan.</p>
Cllr Marcia D'Alton	PDP223770691	<p>Surveys of towns - Passage West, Bandon and Carrigaline should also be included for town surveys as well as other towns.</p> <p>Accessibility of town centres</p>	<p>Town Centre Accessibility - Need to improve town centres for pedestrians, cyclists and vulnerable users</p>	<p>This submission raises a number of issues that will be further considered in the preparation of the Draft Development Plan. See Volume One Section 2 Town</p>



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		<p>Footpaths and crossings in all settlement centres needs to be planned for the more vulnerable user. Footpaths need to be kept clear of poles, bins, etc. All junctions need to be dished. A line through every junction/road crossing should be put in place to indicate pedestrian priority. Such strategies have been employed successfully in other towns and have been transformational.</p> <p>The Council need to start prioritising safe cycling through towns. There are a number of ways in which we can improve town centres for cycling access in the short term.</p> <ul style="list-style-type: none"> - Commit to providing physical traffic calming measures and implementing special speed limits (30 km/h) in all town centres which have a regional road running through them. - Develop shared surfaces for roads through town centres, using clear road marking strategies for messaging. - Develop a strategy for parking for each town centre and minimise on-street parking so as to optimise street width and minimise hazards to cyclists. - Provide ample bicycle parking in every town centre, all libraries and other local authority facilities - Plan for safe cycling and walking routes to every school, both primary and secondary. <p>Greater provision of housing for older people in town centres</p> <p>Each settlement needs to provide for a range of sheltered housing that will allow for both independent and supported living. Vitally important that housing for older people is provided close to the centre. This would enable</p>	<p>Greater provision of housing for older people in town centres</p>	<p>Centres and Retail.</p> <p>The preparation of the Draft Joint Housing Strategy will include consideration of the specialised housing needs of older people.</p>



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		<p>older people to walk to essential services and shops. The benefits of enabling town centre living for older people are myriad:</p> <ul style="list-style-type: none"> - Older people continue to gently exercise, thereby improving their own health and wellbeing - Greater presence of service and shop users brings vitality to town centres and makes town centre shops viable - Activity on the main streets of the towns brings vitality to town centres <p>These kind of benefits are not achieved by providing downsizing options in big new edge-of-centre housing estate developments. Need to zone/earmark appropriate town centre sites for elderly housing options. This approach will:</p> <ul style="list-style-type: none"> - provide ample opportunities for downsizing in each settlement - free up larger houses for families - bring brownfield sites into efficient and beneficial use - bring multi-faceted vibrancy and commercial benefits to town centres <p>Optimising the function of brownfield sites</p> <p>Aim to prioritise the development of brownfield sites over and above edge-of-centre/greenfield sites using CPO powers. Key brownfield sites in each town centre need to be identified and strategic policies/plans developed for each.</p> <p>Cycling provision/greenways</p>	<p>Prioritise the development of brownfield sites</p> <p>Support the provision of greenways between settlements and to employment areas.</p>	<p>Noted.</p> <p>The preparation of the Draft Joint Housing Strategy will include consideration of the specialised housing needs of older people.</p>



Name of Interested Party	Unique Reference Number	PPU Submission Summary	Principal Issues Raised under Section 11(4) (b)(iii)	Chief Executive's Opinion 11(4)(b)(iii)
		<p>Settlements become more liveable when sustainable transport is a commuting option. The Plan needs to prioritise the provision of safe cycling links between its settlements and to high density employment areas e.g. to Ringaskiddy from Carrigaline and from Passage West. Such cycle routes should be segregated for safety.</p> <p>Adequate provision of waste disposal</p> <p>Local authority provided litterbins are frequently in very poor condition and often detract rather than add to the appearance of the streetscape. It should be an aim to upgrade on-street litterbins on rotation. It is not acceptable to rehabilitate on-street buildings without ensuring that each has a place for bin storage. The streetscape in some town centres is severely damaged by on-street storage of private bins. Dichotomy at present where residential conversions happen without needing to accommodate bin storage while business/commercial proposals are hindered because they often struggle to accommodate bin storage. CDP should commit to identify town centres where bin storage is a problem and identify small sites which could be purchased using CPO powers. Solar-powered compactor smart bins are used by some local authorities and could be considered.</p> <p>Streets for people</p> <p>“Streets are for people” should be a clearly message of the Plan. The Plan needs to acknowledge the importance of quality public realm, usable and accessible meeting</p>	<p>Waste disposal - Tackle issue of domestic bin storage in our town centres.</p> <p>Importance of public realm and streets for people – need for public realm strategies</p>	<p>Noted.</p> <p>Noted, see Volume One, Section 2-Housing Density and Placemaking, Town Centres and</p>



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		<p>places, green spaces and on-street seating. Every town centre deserves to have a public realm strategy which should be an aim of the Plan.</p> <p>Car parking standards should not be relaxed in residential estates with the attempted aim of encouraging public/sustainable transport use. It does nothing other than force people to park on-street, thereby reducing the safety of that street for children playing and for pedestrian/cyclist use. People will choose to move to public/sustainable transport because it is the cheaper and healthier option.</p> <p>Developing a Tree Strategy for County Cork which will include aims and objectives for trees in town centres is required as trees always improve public realm and streetscape.</p> <p>Passage West and Monkstown</p> <p>This submission outlines some of the best attributes of these towns including:</p> <ul style="list-style-type: none"> • waterside location and development of amenity • Importance of and need for guidance on the Architectural Conservation Areas • Rich heritage of the town • Large waterfront sites with redevelopment potential <p>Creating on street vibrancy</p> <p>Residential conversion of formerly commercial units with ground floor street frontage should not be permitted as an absence of commercial facilities impacts vibrancy as well as representing a loss of rates to the Council.</p>	<p>Car parking – standards should not be relaxed in residential estates</p> <p>Develop a Tree Strategy for County Cork</p> <p>Passage West and Monkstown - need for guidance on the Architectural Conservation Areas</p> <p>Need for measures to create on street vibrancy – including off street car parking/bin storage</p>	<p>Retail.</p> <p>Noted, car parkignstandards will be reviewed.</p> <p>The draft plan will set out policies to protect the green infrastructure.</p> <p>Heritage section of the plan will be reviewed to provide additional guidance where appropriate.</p> <p>Noted, see Volume One, Section 2-Housing Density and Placemaking, Town Centres and Retail.</p>



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		<p>The Plan should encourage living above the shop initiatives. Both the building regulations and fire regulations have proved to be particular inhibitors to redeveloping above shops and the Council needs to work with project proposers to overcome these difficulties. Whilst encouraging town centre living it is important to identify appropriate areas for car parking that are not on street. Needs to be a commitment to assisting town centres with the provision of municipal private bin storage areas.</p> <p>Enabling remote working</p> <p>Should be a stated aim of the Plan to provide remote working opportunities in each settlement. Desirable that these are close to home rather than having to travel to the next town in order to maximize benefits. CPO powers could be used to assist in the delivery of such facilities. The payback in town centre vibrancy, reduced carbon footprint, lessening the need for car ownership, reducing parking demand and minimising wear and tear on roads can be multifold.</p> <p>Tackling Dereliction</p> <p>Cork County Council need to become genuinely active in relation to dereliction which is a scourge of many town centres by using their CPO powers. This should be emphasized within the plan. Painting and Signage Schemes initiated and supported by Municipal Districts are very welcome and to be encouraged.</p> <p>Zoning in Town Centres</p>	<p>Enabling remote working</p> <p>Tackle Dereliction</p>	<p>Noted, the plan review will consider the implications of remote working.</p> <p>The plan review will consider identifying regeneration sites which may be subject to the Vacant Sites levy</p>



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		<p>Town centres need to be planned and the CDP needs to at a minimum identify key sites where providing key town centre facilities should be a key aim. These include:</p> <ul style="list-style-type: none"> - Designated amenity/green space - Market space - Communal municipal bin storage - Municipal car parking - Older people's housing - Community centres/youth centres. <p>In addition, the survey of town centres should identify commercial opportunities which may be particularly lacking e.g. lack of a café in Passage West.</p>	<p>Need for a coherent approach to allocating land uses in our town centres</p>	<p>Noted, see Volume One, Section 2-Town Centres and Retail, Housing Density and Placemaking.</p>
<p>Clr Marcia D'Alton</p>	<p>PDP223883174</p>	<p>The submission outlines the conservation and enhancement of our built heritage and historic environment contributes to the overall quality of life for the citizens of County Cork by providing a sense of place and by offering an attractive county within which to live, work and do business and visit. Our built heritage is also the foundation of some of our most successful tourist offerings.</p> <p>It requests that the following observations relating to Built Heritage would be given consideration in the review of the County Development Plan.</p> <p>The Record of Protected Structures Objective He 4-1 in the Cork County Development Plan 2014 had a stated aim of extending the Record of Protected Structures during the lifetime of the Plan. My</p>	<p>It highlights that conservation and enhancement of our built heritage contributes to quality of life by providing a sense of place and offering an attractive County in which to live, work and do business. It is also the foundation of some of the County's most successful tourist offering.</p> <p>It outlines that Objective HE-4-1 to extend the Record of Protected Structures during the lifetime of the Plan has not been achieved. It acknowledges the gap between the NIAH list and Record of Protected Structures within the County and the intention of the inventory to inform the listing process of the Record of Protected Structures.</p>	<p>These issues are noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 Built Heritage.</p>



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		<p>understanding is that this aim was not achieved. Some 6,500 structures of architectural merit have been identified in the National Inventory of Architectural Heritage. One of the main purposes of this survey was to guide local authorities in choosing additions to their Record of Protected Structures. Whilst it is acknowledged that Cork is a big county and the job of distilling NIAH recommendations is not a small one, it is time that this work was started. It would be tragic if Cork's built heritage were to be afforded less protection simply because the County is so big.</p> <p>In this regard it is requested that the former Carrigaline railway station and building would be added to the Record of Protected Structures.</p> <p>It is also requested that two early 19th century, possibly 18th century, single masonry arched bridges in the Carrigaline area would be added to the Record of Protected Structures. The NIAH has confirmed that both were omitted in error from their surveys. One is at Kilnagleary (51.807531, -8.370743) and the other is Kilnagleary Bridge itself (574129 562096). Both bridges were likely associated with the nearby demesnes of Kilnagleary House or Bayview House.</p> <p>Ensuring the protection of all structures (or parts of structures) contained in the Record of Protected Structures is an objective stated in the current County Development Plan. However it is not sufficient to simply list buildings in the RPS, as in itself does not guarantee them protection. It is critical that Cork County Council would actively work to have the structure of that building preserved and not permit it to decay over time. Section</p>	<p>A number of structures are recommended for inclusion on the RPS including:</p> <ul style="list-style-type: none"> • Former Carrigaline Railway Station and Building; • Kilnagleary Bridge (which it states was omitted in error from NIAH) and • another Bridge at Kilnagleary (geopositioning included). <p>Listing alone is not sufficient but that measures to prevent decay are critical and powers available under the Act should be employed where and when necessary.</p>	



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		<p>58 of the Planning and Development Act 2000 imposes an obligation on the owners and occupiers of protected structures. If a protected structure is endangered, Section 59 of the Act allows the planning authority to serve a notice on the owner or occupier requiring them to carry out any work that it considers necessary to protect the structure. If the owner or occupier does not do so, the Council is given latitude under the Act to take enforcement action. It is requested that the County Development Plan would include a commitment from Cork County Council to use its powers under this legislation when necessary.</p> <p>Architectural Conservation Areas are designations to protect the special character of streetscapes. It is important that Cork County Council would continue to provide constructive guidance for sensitive rehabilitation of buildings within the Architectural Conservation Areas such that they can perform modern functions.</p> <p>It states that often the County Council and other utility companies are the worst offenders in Architectural Conservation Areas. Elegant and historic streetscapes are so often cluttered with street signage, a plethora of overhead wiring, thoughtlessly placed litterbins and more. It is requested that the County Development Plan would have an aim of decluttering the streetscape within Architectural Conservation Areas such that the special character of the buildings can shine. In addition, it is requested that the County Development Plan would have a stated aim of a) taking a new look at how signage, litterbins and other street furniture are placed by Council</p>	<p>Requests are made that constructive guidance for the sensitive rehabilitation of buildings within Architectural Conservation Areas be employed so these areas can continue to perform modern functions.</p> <p>Cork County Council needs to provide leadership when undertaking works within Architectural Conservation Areas, especially regarding the placement of street furniture. It requests that policies in the Plan Review aim to achieve decluttering of streetscapes in ACAs.</p>	



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		<p>staff and b) working with businesses in what are often constrained town centres to provide the necessary bin stores, etc. out of sight such that the presence of necessary modern facilities does not detract from the special character of the streetscape. It is also requested that the County Development Plan would state an aim of working towards undergrounding public street lighting in all Architectural Conservation Areas.</p> <p>The submission also seeks World Heritage Status for the Napoleonic landscape of Cork from the mouth of Cork Harbour to the Ballincollig Gun Powder Mills, including Spike Island</p> <p>Eleven military installations that stretch from the Cork Harbour mouth all the way to Ballincollig are indivisible parts of a whole that form a Napoleonic landscape beyond par. These military installations are:</p> <ul style="list-style-type: none"> - Spike Island (Fort Westmoreland/Mitchell) - Fort Camden/Meagher - Fort Carlisle/Davis - Ringaskiddy Martello Tower - Haulbowline Island Martello Tower - Haulbowline Island naval buildings - the Belvelly, Rossleague and Monning Martello Towers - Collins Barracks - Ballincollig Royal Gunpowder Mills. <p>Each is listed on the Record of Protected Structures because of its inherent heritage value. But what is not protected is their collective landscape. It is that which makes their heritage unique and of special world class value.</p> <p>The architectural value of this network, its construction (much of which was by prison labour), its function within</p>	<p>The submission also seeks World Heritage Status for the Napoleonic landscape of Cork extending from Cork Harbour to the Powder Mills in Ballincollig, including 11 military fortifications/ installations.</p>	<p>The policy response to the protection of historic landscapes will be set out in the draft plan and any such policies need to balance the need to recognise such landscapes where appropriate in the plan while at the same time facilitate population and jobs growth.</p>



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		<p>the wider Cork landscape and its intimate relationship to a period of social history now gone would, in their own right, qualify for consideration for the World Heritage List. But to put forward this military landscape with the massive 1300 year old heritage of award-winning Spike Island would surely clinch it. Of particular relevance to Cork is Kingston, Ontario, where the collective of five British built military coastal defence fortifications and the upstream Rideau Canal were entered on the World Heritage List in 2007. The parallels are myriad. The quality of what we have to offer in Cork is undoubtedly of World Heritage status.</p> <p>It is requested that this world-class aspect of Cork's maritime heritage would be, in conjunction with Cork City Council, noted in the County Development Plan with an aim for its promotion to government and to the OPW for inclusion on Ireland's tentative list so that it can be nominated for inscription on the World Heritage List.</p>		
Cllr Marcia D'Alton	PDP223767480	<p>This submission requests that the new County Development Plan (CDP) would have a stated aim of producing a Special Local Area Plan for Cork Harbour in order to plan for the multi-faceted assets of the harbour in a holistic and balanced way and reflect the ethos that the water joins us it does not divide us.</p> <p>The submission also notes that Cork Harbour also offers a massive opportunity for transport which could provide relief to road congestion and a greater range of sustainable options and that the County Development Plan should recognise this and commit to supporting appropriate proposals for improving water transport.</p>	<p>Suggests that the new County Development Plan (CDP) would have a stated aim of producing a Special Local Area Plan for Cork Harbour.</p> <p>County Development Plan should recognise that Cork Harbour offers an opportunity for transport which could provide relief to road congestion and a greater range of sustainable options and that the CDP should commit to</p>	<p>The issues raised in this submission are addressed in Volume One Section 2, in the section dealing with Marine Spatial Planning and the National Marine Planning Framework (NMPF).</p> <p>Proposals and opportunities for sustainable transport options, including those of CMATS will be considered in the draft plan.</p>



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		<p>The submission requests that it is a stated aim of the CDP to make the Cross River Ferry publicly subsidised, thereby making it more affordable and offering greater consistency.</p> <p>The submission requests that noise, dust and air quality in Ringaskiddy and Passage West where residents and port facilities co-exist is monitored and controlled and suggests that the CDP would commit to the installation of permanent environmental monitors. In addition, the submission requests that there is also a need to control night-time port-related traffic movement noting that there is a concern that this impact may be magnified by the new and expanded facilities in both Ringaskiddy and at Marino Point.</p> <p>It is suggested that when zoning for industry or any other development, a strip of land along the water's edge is kept in public ownership such that it can perform as public amenity and that when industry or any waterside development is given planning permission, visual screening from the water must be regarded with the same importance as zoning from the land.</p> <p>It is further suggested that the planners need to sit in a boat in the middle of the harbour and mark off envelopes of land which need to remain undeveloped to maintain this sensitive, nationally important landscape and that there is a need to plan for the sort of visual mitigation that would work for all industrially zoned sites.</p> <p>The submission argues that accessibility to the water needs to be enhanced with slipways, marinas and pontoons with parking provision for boat trailers and</p>	<p>supporting appropriate proposals for improving water transport.</p> <p>Requests a stated aim of the CDP to make the Cross River Ferry publicly subsidised.</p> <p>CDP commit to the installation of permanent environmental monitors of noise, dust and air quality in Ringaskiddy and Passage West where residents and port facilities co-exist. Requests that there is also a need to control night-time, port-related traffic movement in light of the new and expanded Port Facilities</p> <p>When zoning for development generally ensure that a strip of land along the water's edge is kept in public ownership such that it can perform as public amenity</p> <p>Visual screening from the water must be regarded with the same importance as zoning from the land and that this would include a visual mitigation that would work for all industrially zoned sites.</p>	<p>It is outside the remit of the County Development Plan to propose to make the Cross River Ferry publicly subsidised or to commit to the installation of environmental monitors for port related traffic.</p> <p>The draft plan will include policies relating to control of noise, dust and light pollution.</p> <p>The landscaping of individual sites is a matter for development management.</p>



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		<p>enhancing the waterside amenity is critical by providing seating, litter bins and picnic tables in appropriate places and by having a stated aim to underground public street lighting along the waterfront.</p> <p>Finally, the submission suggests that the County Development Plan (in conjunction with the City Council) would aim for the promotion of the Napoleonic landscape of Cork from the mouth of Cork Harbour to the Ballincollig Gun Powder Mills, including Spike Island firstly to government and to the OPW for inclusion on Ireland's tentative list so that it can be nominated for inscription on the World Heritage List.</p> <p>The submission names the structures and military installations and states that the importance of their collective landscape is what makes it of special world class value, drawing comparisons with Kingston, Ontario, which was entered on the World Heritage List in 2007.</p>	<p>Accessibility to the water needs to be enhanced with slipways, marinas and pontoons with parking provision for boat trailers and enhancing the waterside amenity is critical by providing seating.</p> <p>Requests that the County Development Plan (in conjunction with the City Council) would aim for the promotion of the Napoleonic landscape of Cork from the mouth of Cork Harbour to the Ballincollig Gun Powder Mills, including Spike Island firstly to government and to the OPW for inclusion on Ireland's tentative list so that it can be nominated for inscription on the World Heritage List.</p>	<p>The draft plan will consider further how best to ensure appropriate access to water bodies.</p> <p>These issues are noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 Built Heritage.</p>
Cllr Susan McCarthy	PDP223876170	<p>The submission addresses the subject of housing, particularly housing densities, and the subsequent potential impacts on economic viability, suitability and availability of amenity to produce both vibrant and sustainable communities.</p> <p>The CDP, while having regard to national guidelines as set out in the NPF and RSES, must strive to achieve greater flexibility when applying housing densities, particular in urban areas such as Midleton and Carrigtwohill along the rail corridor. While it is desirable to maximise densities along the rail corridor to encourage better practice for commuters, and having regard to the urgent need for</p>	<p>The submission addresses the subject of housing, particularly housing densities, and the subsequent potential impacts on economic viability, suitability and availability of amenity to produce both vibrant and sustainable communities.</p> <p>Submission seeks greater flexibility regarding housing densities, particular in urban areas such as Midleton and Carrigtwohill along the rail corridor.</p> <p>Recognises the need to maximise densities</p>	<p>The issues raised in this submission are discussed in Volume One, Section 2 Housing Density and Placemaking and will be further considered in the preparation of the Draft Plan.</p>



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		<p>housing in the East Cork area; housing development must also reflect the specific urban settlement and the needs of specific markets.</p> <p>High density and Medium A pose significant challenges for development in provincial towns and villages, as opposed to Cities. A greater mix of house types would be more practical and preferable.</p> <p>Higher densities predicate the need for a greater ratio of apartments, duplexes and terraced houses. Apartments are generally viewed as low value, low return (with the exception of student accommodation and high end apartments), costly and generally a stepping stone to more traditional housing. A change of attitude to apartment living is welcome but not reflective of current market trends.</p> <p>Apartments incur higher costs and lower margins for developers which leads to stymieing development for many years.</p> <p>Midleton is a historic market town which has grown exponentially in recent years. The densities set out are suited typically to urban city type development which have a greater range of amenities such as parks, swimming pools, running tracks, MUGAs. Midleton would need these type of amenities prior to accommodating high density development.</p>	<p>along the rail corridor to promote sustainable transport and delivery urgently needed housing but raises concern relating to viability and market demand for higher density housing and apartments in particular.</p> <p>States that Midleton would need to have a greater range of amenities prior to accommodating higher density development.</p>	



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Cllr Susan McCarthy	PDP223884868	<p>This submission relates to placemaking and the provision of amenity for the town of Midleton. The submission states that while the town of Midleton has grown significantly in the last number of years, there is a lack of amenity and outdoor green space in the town. The submission refers to the current rates of population growth, current housing development and future development in the town including the Water-Rock Masterplan and states that it is vital to have particular regard to the subsequent potential impacts on the community of the town and to ensure availability of amenity to produce both vibrant and sustainable communities. The submission refers to amenities such as parks, swimming pools, running tracks, playgrounds, MUGAs etc. and states that consideration to the provision of such amenity must be given priority in advance of such high density development in the town.</p>	<p>Recognise the importance of place making and the provision of amenities such as parks, playgrounds, MUGA's etc. in the town of Midleton given current housing developments in the town and plans for future development in the town including the Water-Rock UEA.</p>	<p>The review of the County Development Plan will recognise the importance of placemaking and include more guidance on applying principles of placemaking, designing higher density communities and recognising and working with the existing urban form. See Volume One, Section 2 Housing Density and Placemaking.</p> <p>The provision of additional land for Open Space, Sports, Recreation and Amenity will be considered at a settlement level in the preparation of the Draft Plan.</p>
Cllr. Danny Collins	PDP223374415	<p>Bantry This submission is in relation to Bantry town, and makes the following points in relation to why the town hasn't reached its potential in the past 40 years;</p> <ul style="list-style-type: none"> • Population has decreased in comparison to an increase in other West Cork towns; • Limited parking especially during summer months • No new housing estates or factories in recent times. • Road infrastructure going out of town to Glengarriff is described as diabolical. <p>Positive attributes include the shore line Bantry Abbey</p>	<p>Describes a number of issues/ challenges facing Bantry Town, including falling population, limited parking, inactivity in Housing and Factory development and deteriorating road infrastructure.</p> <p>Also, highlights positive attributes include the shore line Bantry Abbey down to the Beicin.</p> <p>Requests that the CDP supports the RTP1 proposal on behalf of Bantry Community</p>	<p>In line with regional policy, the draft plan will support an enhanced role for Bantry as a Service centre driving growth in the West Cork region. The issues raised in the submission will be given further consideration in the Draft Development Plan. See Volume One Section 2 Population and Core Strategy, Housing Density and Placemaking and</p>



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		down to the Beicin. It is requested that the County Development Plan work with the proposals prepared last year by the RTPI on behalf of Bantry Community Harbour CLG, who prepared design options for the future development and betterment of the town, in consultation with the public.	Harbour CLG.	Water Services.
Cllr. Frank O'Flynn	PDP214085424	This submission requests that Doneraile be designated as a town in the Cork County Development Plan/Fermoy Municipal District Local Area Plan. The submission also requests that the policy on backland housing be modified. Finally the submission highlights the need for a hotel in Fermoy town and suggests that a site for such should be identified as part of the preparation of the plan.	<p>Proposes the inclusion of Doneraile as a town in the Cork County Development Plan.</p> <p>Requests that the policy on backland residential development be modified to meet the needs of a family member.</p> <p>The need for a hotel in Fermoy.</p>	<p>The overall settlement network will be reviewed as part of the preparation of the draft Core Strategy. See Volume One Section 2 Population and Core Strategy of this report.</p> <p>There is currently no formal policy on "backland" development. Such proposals are assessed by reference to normal standards of proper planning and sustainable development.</p> <p>Suitable sites for a hotel in Fermoy will be given further consideration as part of the review of the Plan.</p>
Cllr. Ian Doyle	PDP223797498	Submission requests that Cork County Council: 1. Utilise lands in its ownership in Charleville to provide social and affordable housing 2. Improve Charleville Town Centre public realm to assist onward retail and commercial activity 3. Look at the lease of Market Court House on Main Street with a view to handing over to Heritage Society for future	Raises a wide range of issues relating to Chareville	This submission raises a number of issues/opportunities specific to the settlement of Charleville. These will be given further consideration during the drafting of the Development Plan where appropriate.



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		<p>development i.e. Museum</p> <p>4. Look at lands on northern side of Charleville to provide car park facilities for Church and Town</p> <p>5. Develop a tourist amenity incorporating Moatville House in discussion with Kerry Group to enhance a tourist trail in North Cork</p> <p>6. That Cork County Council would develop a cycle trail around Charleville Town connecting to the Ballyhoura Cycle trail</p>	<p>Using council lands to provide social and affordable housing</p> <p>Need for public realm improvements to stimulate retail and commercial activity</p>	<p>This is a matter which can be further considered in the housing strategy and the housing needs demand assessment which will inform the draft plan.</p> <p>These issues will be given consideration in the drafting of the Plan. See Volume One, Section 2 Housing Density and Placemaking.</p>
<p>Cllr. Ross O'Connell and Fastnet Trail Committee</p>	<p>PDP225052004</p>	<p>The submission requests that the Capstone Bridge in Toormore, Goleen be added to the Record of Protected Structures. It is believed the bridge dates to the 1740s and is a feature on the Toormore Loop Walk (part of the Fastnet Trails). There is a crack on the capstone and there is concern that the bridge will deteriorate further.</p>	<p>It is requested that the Capstone Bridge in Toormore, Goleen be added to the Record of Protected Structures.</p>	<p>This will be considered as part of the Review of the County Plan. See Volume One, Section 1 Built Heritage.</p>
<p>Cllr. Seamus McGrath</p>	<p>PDP223379602</p>	<p>This submission is in relation to Carrigaline.</p> <p>It states the CL-T-01 Objective in the existing Ballincollig-Carrigaline LAP must be significantly updated. The construction of the inner relief road is very close and a coherent and overriding planning policy must be developed for the Town Centre lands which will be accessible as a result of the relief road. It suggests avoiding a piecemeal planning approach. It states individual planning applications are likely to be forthcoming in the near future and that is understandable. However, these applications must be considered in the context of a clear planning policy</p>	<p>Regards settlement and placemaking issues and amenities needed in Carrigaline</p> <p>Suggests current Objectives lack coherence and fears it could see a piecemeal and disjointed approach to development unless they are significantly revised.</p>	<p>These issues will be considered as part of the Review of the County Plan.</p> <p>The proposed Carrigaline TPREP aims to set out objectives for walking and cycling throughout the town. These will inform the Plan Review process for Carrigaline.</p>



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		<p>context for the site. It notes it is essential that the planning objectives for this site be specific and also seek to achieve some key overall aims. It suggests the current Objective lacks coherence and fears it could see a piecemeal and disjointed approach to development unless it is significantly revised.</p> <p>The submission states the Community Uses in the Objective is not clear on what exactly will be delivered. It states some flexibility in this respect was important, but now that the time for development is approaching, it needs to be more specific. The submission suggests the focus be on a Cultural & Civic Centre for Carrigaline and beyond. As part of a recent SECAD 'My Town' initiative, the development of this multi-purpose community facility was one of two final objectives which the group of participants agreed, as it states this is a badly needed facility. It is intended that it would facilitate performances on stage for the many artistic groups in Carrigaline. It could also serve a wider geographical area and there is a determined group of people locally who would like to make this a reality.</p> <p>The submission states the Owenabue River is an outstanding natural asset in the Town, and there is a need to dramatically enhance this feature in Carrigaline. It notes the river itself can be used for recreational purposes, riverside walks can be developed, but the feature of the river must be a focal point in Carrigaline, and become core to the public realm.</p> <p>It states in relation to a wider point about the Carrigaline</p>	<p>Suggests clarity on Objective regarding Community Uses in CL-T-01.</p> <p>Need for Cultural and Civic Centre for Carrigaline.</p> <p>Need to enhance the River Owenabue as a feature in Carrigaline.</p> <p>Requests the Plan prioritises the</p>	<p>The wording of Objective will be reviewed as part of the draft plan preparation.</p> <p>This matter will be given further consideration as part of the plan review.</p> <p>This issue will be addressed further at a settlement level as part of the review of the County Development Plan.</p> <p>This matter will be given further</p>



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		<p>Municipal District, the development of the Harbour Greenway is essential. This County Development Plan must significantly prioritise the development of this greenway, connecting Crosshaven, Carrigaline, Ringaskiddy, Monkstown, and Passage West with the existing Passage West to City Greenway. However, it stresses that existing walking routes on established footpaths, such as from Glenbrook to Monkstown must be preserved, and an engineering solution must be found to deliver appropriate facilities for cyclists and pedestrians along the constrained points of this overall route.</p>	<p>development of the greenway, connecting Crosshaven, Carrigaline, Ringaskiddy, Monkstown, and Passage West with the existing Passage West to City Greenway.</p>	<p>consideration as part of the plan review.</p>
Cobh Zero Waste	PDP223380259	<p>Two parts to submission. One document comprises a plan for Cobh town developed by local community groups which aims to increase community resilience in the face of climate change by reducing waste, producing energy and facilitation of off road accessibility for locals and visitors thereby helping community to play its role in achieving the Sustainable Development Goals and Paris Climate Change Agreement, both of which Ireland is signatory to.</p> <p>Outlines 2 projects to facilitate climate action at a local level, while also promoting engagement with biodiversity and the great outdoors. Sets out expected cost of projects, identifies possible funding streams and proposes timelines and structures for delivery.</p> <p>-Circular Economy on Great Island with long term objective of a Community Owned Renewable Energy Project beginning with solar energy production and storage on a prominent community building and the establishment of a community energy co-op for</p>	<p>Need to increase resilience to climate change by reducing waste, increasing renewable energy production, facilitating active travel.</p> <p>Consideration of the role and potential of community owned renewable energy projects in addressing climate change.</p> <p>Consideration of potential for development of off road walking/cycling routes and a specific route on Great Island.</p> <p>Consideration of management of public waste within towns and, specifically, consideration of installation of segregated Big Belly bins in Cobh town.</p>	<p>This submission raises interconnected issues in relation to Climate Change, biodiversity and well being. These are issues will permeate the plan and will be given further consideration during its preparation.</p> <p>Climate change, and mitigation and adaption measures will be a key consideration of the draft County Development Plan. See Climate Change, Volume One Section 2 of this report where this is discussed in more detail.</p> <p>Policies to promote renewable energy and energy efficiency will be given further consideration during the preparation of the</p>



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		<p>developing other community-owned projects in the longer-term, and short term objective of a Reusable Container Scheme in take-away businesses</p> <ul style="list-style-type: none"> - Active Community on Great Island Community - The Great Island Off Road Project – beginning with re-establishing the 21 ditches walkway for community use and as, in part, the beginning of a circular off road route around the island. <p>Supports these proposals with detailed town profile for Cobh, detailed research, details of the consultation process regarding the proposals, and detailed SWOC and PESTLE analysis of ideas.</p> <p>A 2nd document proposes the installation of a series of multi-stream, segregated Big Belly bins in Cobh town centre as a move towards responsible recycling of public street waste. These bins have 3 separate units:</p> <ol style="list-style-type: none"> 1. General Waste unit with compactor - built in solar-powered compactor which gradually compacts the rubbish and creates 5 times the capacity of regular bins. The bin signals the local authority when it is nearing full capacity and reduces collections by up to 80%. 2. Recycling unit – This is a separate bin exclusively for recyclable items such as paper, hard plastic containers and coffee cups. 3. Composting unit – This unit is for food waste and compostable coffee cups and containers which are becoming increasingly popular. <p>States that these bins have been trialled in Kilkee, Co. Clare and that distributors for the bins have offered a trial in Cobh. Submitter has consulted with community groups,</p>		<p>plan. See Energy, Volume One Section 2 of this report.</p> <p>The plan will integrate land use and transport considerations to reduce the need to travel and promote sustainable travel (including active travel and sustainable transport). See Transport and Mobility, Volume One Section 2 of this report.</p> <p>Other issues raised in this submission are noted and will be considered in the draft plan where appropriate however the issue of the installation of Big Belly bins in Cobh town is largely outside the scope of the County Development Plan.</p>



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		businesses, Clean Tech centre in UCC and the local litter warden; has assessed the validity of the proposal; and has proposed a delivery structure for same.		
Coillte	PDP223786220	<p>Submission provides an overview of the Coillte Group's activities as the largest forest company in Ireland with a diverse forest estate of 396,000 ha of land.</p> <p>Tourism / recreation / community: Coillte works with communities to develop accessible recreational, community and sporting facilities and has been involved in the development of Centre Parcs in Longford. Within Cork it is considered the Coillte estate is in a strong position to play a key role in supporting the provision of new tourism and recreation uses including thematic tourism/ recreational uses and tourist accommodation at suitable locations.</p> <p>Infrastructure and Development: Coillte supports the development of green infrastructure and can also support the sustainable development of water and wastewater infrastructure (e.g. proposed constructed wetlands at Saleen), telecommunications or transport infrastructure. Coillte also has land close to towns and villages across the county that could contribute to the sustainable development of the county.</p> <p>Renewable energy: Coillte is very active in renewal energy and requests that the targets of the National Climate Action Plan are included in the Draft Plan. It is noted that it is taken over 20 years to achieve the current level of renewable energy contribution to the grid and target now is to achieve twice as much again in the next</p>	<p>Potential of Coillte's extensive land bank throughout the county to contribute to the sustainable social, economic and environmental development of the county across many sectors.</p> <p>Need to include policies and objectives in the Plan that recognise, promote and facilitate on-shore wind and commit to ensuring the renewable energy potential of the County is maximised to achieve national targets.</p> <p>Recognise and respond to the scale and urgency of climate change as part of the County Development Plan review process by developing a Renewable Energy Strategy for the county based on the new national targets and the principles of the SEAI Local Authority Renewable Energy Strategies (LARS).</p> <p>The current wind strategy / map needs to be reviewed and updated. Ensure a consistent approach to identifying suitable lands and categorising landscape sensitivity and ensure that wind speed and existing grid capacity issues are not considered constraints in identifying suitable lands for wind farm developments.</p>	<p>The issues raised will be considered as part of the preparation of the Draft Plan, and the review of the wind energy strategy, as appropriate.</p> <p>The draft plan will be prepared in close alignment with national and regional policies.</p> <p>It is intended that climate change adaptation and mitigation will be a key consideration to be addressed in all aspects of the draft plan.</p>



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		<p>ten years. The scale and urgency of the climate change means that plan led renewal energy strategies are therefore required in accordance with the objectives of the RSES and an updated strategy for Cork should be incorporated into the new Draft Plan. The current wind strategy / map needs to be reviewed and updated to clarify which areas are “No- Go”, “Open to Consideration” and “Preferred” for renewal energy. Update should include a review of which landscapes are considered sensitive to wind energy development and wind speed and grid constraints should not be used in identifying areas suitable for on shore wind.</p> <p>Other : Energy sector is a key area for future job creation.</p> <p>Coillte supports collaboration with all parties and communities in the development of energy projects and is committed to ensure that communities benefit through Community Benefit funds.</p> <p>Development Plan should promote the use of sustainable timber products in the Development Plan policies and objectives.</p>		
Coillte Renewable Energy & Brookfield Renewable Ireland Limited	PDP223659518	<p>This submission focuses on the Cork County Council energy policy, in particular renewable energy.</p> <p>This submission firstly outlines the need for Cork County Council to adopt a pro-active and plan-led approach to wind energy development in the county in order to meet national wind energy development targets. The submission refers to the importance of national policies</p>	<p>The Wind Energy Strategy and strategy map for the county are out of date and need to be updated and reviewed having regard to targets in the National Climate Action Plan, RSES, NPF, Draft Guidelines etc. Constraints re wind speeds, grid infrastructure and scenic landscape / routes etc., need to be reconsidered so as not to</p>	<p>The issues raised in this submission will be considered further in the preparation of the draft plan and as part of the update of the wind energy strategy for the county.</p> <p>The draft plan will be consistent</p>



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		<p>to support the transitioning to a low carbon economy and states that the key issue for the CDP is to update the policies and objectives of the plan to reflect those set out in the Regional Spatial and Economic Strategy (RSES), the National Climate Action Plan (CAP) and the National Energy and Climate Plan (NECP). The submission also refers to the DHPCLG 'Interim Guidelines for Planning Authorities on Statutory Plans, Renewable Energy and Climate Change' and actions outlines in that document. The submission states that wind energy is of strategic importance to the County both in addressing Climate Change and in growing the Cork economy and employment.</p> <p>Secondly, the submission sets out suggested solutions to the key challenges facing renewable energy in Cork in the areas of ;</p> <ul style="list-style-type: none"> - Wind Energy Strategy methodology <p>It is recommended that the Wind Energy Strategy should be reviewed to remove two constraints i.e. wind speeds and grid infrastructure thereby extending the areas within the county that are considered 'Acceptable in Principle'.</p> <ul style="list-style-type: none"> - Landscape Views & Prospects <p>It is recommended that policy objectives GI 7-2 and GI 7-3 of the current County Development Plan 2014 should be reviewed and recognition given to the ability of wind energy to be absorbed into the landscape in areas proximate to scenic routes by virtue of their locational requirements in a rural setting and their unique scale and massing i.e. slender and tall structures. The submission includes a list of values that is recommended by associated with scenic amenity and weighted by</p>	<p>constrain any areas with potential and to potentially extend the areas within the county that are considered 'Acceptable in Principle'.</p> <p>Policy objectives GI 7-2 and GI 7-3 re scenic routes should be reviewed and updated to include development management criteria.</p> <p>The benefits of taller wind turbines with regard to energy output and landscape impact should be recognised.</p>	<p>with national and regional policies.</p>



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		<p>landscape professionals when determining the sensitivity of a particular Scenic Route/sections of Scenic Routes. It is recommended that policy objectives GI 7-2 and GI 7-3 of the current County Development Plan 2014 should be updated to include development management criteria included in the submission.</p> <p>- Achieving Maximum Energy Generation Providing fewer, larger turbines with greater power output is in line with industry trends. This option increases energy efficiency, improving the energy output to the national grid per turbine, thus reducing the cost of energy for the consumer. The submission recommends that Cork County Council in the making of the Cork County Development Plan 2022 – 2028 recognises the benefits of taller turbines with regard to energy output and landscape impact.</p> <p>Thirdly, the submission discusses the suitability of the site of the proposed Ballinagree Wind Farm project to accommodate wind energy development and demonstrates how the project can help Cork County Council contribute further to national and regional energy and climate change policies.</p>		
Colman O'Flynn	PDP223527257	<p>This submission refers to objective RCI 5-6: Long Established Uses in the Greenbelt and contends that the current policy / objective of the County Development Plan is not strong enough to support the expansion of existing uses in greenbelt areas.</p> <p>Submission refers in particular to refusals of planning permission on appeal from An Bord Pleanála near Fermoy, notwithstanding this objective.</p>	Need to review objective RCI 5-6: Long Established Uses in the Greenbelt in the context of the support it offers long established uses that wish to expand.	The issues raised in this submission will be considered in the context of the review of the County Development Plan.



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		Submission therefore seeks a revision of policy / objectives in relation to long established uses in greenbelt areas that places more positive emphasis on the appropriateness of the expansion of such uses.		
Community Council Glenville	PDP223889288	This submission refers to the importance of scenic routes surrounding Glenville and notes some of the fantastic views and popular locations by users. Submission highlights that the area is proposed for wind turbines and has concerns over how the turbines will affect the amenities in Glenville, a village that is recognised as a heritage village at European level. The submission is seeking that all turbines, solar power and battery storage units should be at least 3km from any of these amenities.	Seeking a 3km setback distance for wind turbines, solar power and battery storage from scenic routes and views in Glenville.	These issues will be considered as part of the review of the Wind Energy Strategy and solar policy for the county.
Compass Homes Ltd	PDP223111025	The submission outlines the strategic and local planning issues relevant in Bandon. It specifically relates to lands at Compass Hill and the planning history relevant to same. In light of the decision issued by An Bord Pleanala, the submission requests that the fine detail of the current objectives and accompanying text regarding housing growth and delivery in Bandon be reviewed.	A decision issued by An Bord Pleanala requires a new approach to the fine detail of current objectives and accompanying text regarding housing growth and delivery in Bandon.	The population and housing targets for Bandon will be considered as part of the County Development Plan Review, see also Volume One Section 2 Population and Core Strategy and Housing Density and Placemaking.
Con & Ann Ring	PDP223521470	The submission outlines Crossbarry is strategically located approximately 17km from Cork City and 12km from Bishopstown. It is situated north of the N71 and is accessed by the R589 Regional Road. The NPF provides a renewed emphasis on the importance of villages in the spatial development of rural areas. The main strength of villages identified by the NPF, is their capacity to accommodate residential and other forms of development on the basis of their comparative advantage in terms of lower costs and a quality of life, which is attractive to many people. The NPF stresses the	Crossbarry is located in a strategic location and has good proximity to Cork City. It has the potential to consolidate and strengthen its rural hinterland and support economic growth. The restriction on the scale of growth applied to the village needs to be reviewed.	These issues will be considered as part of the Review of the County Plan.



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		<p>importance of the role local authorities in optimizing the potential of villages.</p> <p>It outlines the Regional Spatial and Economic Strategy has allocated a significant amount of the region's growth to Cork City and County - 262,620 people and up to 60% of the growth. Cork's allocation is a very significant vote of confidence in the ability of the county as a whole to contribute to the sustainable growth and development of the country and the region.</p> <p>RSES identifies rural towns and villages as the local drivers for their surrounding areas. It is an objective of the RSES to ensure that development plans tailor the appropriate planning response to the scale, nature and location of the settlement.</p> <p>The 2014 Cork County Development Plan sets out the planning policy and objectives for the County. The Cork County Development Plan (CCDP) establishes a hierarchical network of settlements in the County, allocating related population and housing growth projections. In relation to the strategic aims for 'Villages' Objective CS 3-2 of the 2014 CDP (Network of Settlements) it is an objective to establish key villages as the primary focus for development and encourage population growth at an appropriate scale commensurate to its infrastructure provision.</p> <p>Crossbarry is located in a popular location for development due to its strategic location just north of the N71 National Primary Route and its attractive rural setting. It is critical that villages such as Crossbarry</p>		



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		<p>achieve a mix of uses, including residential and employment uses to provide a balance between residential and employment and it is essential that the forthcoming development plan ensures that adequate and suitable provision is made for both residential and employment uses within the village of Crossbarry.</p> <p>It is therefore submitted that lands south of the development boundary should maintain its existing land use category within the Crossbarry development boundary. The subject site is located 500m from the existing village with excellent connectivity provided by the existing footpath which runs from Cluain na Croise residential estate to Crossbarry village.</p> <p>It is important to highlight the existing infrastructural deficiencies in Crossbarry. At present, existing dwellings mainly have individual treatment units. The village of Crossbarry would significantly benefit from infrastructure investment to the existing private Waste Water Treatment Plant.</p> <p>The village of Crossbarry is a well-established settlement with a significant population base of 368 (according to 2016 census) with community facilities and services. An upgrade to the WWTP would provide a sustainable village and encourage a significant proportion of new development within the area. The village of Crossbarry needs to avail of upgrades to the public infrastructure. New infrastructure must be sized to accommodate future population growth of the village and the surrounding area. The upgrade to the waste infrastructure is a vital</p>		



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		<p>project that must be addressed to enhance the local environment and provide a platform for social and economic development of Crossbarry for the future.</p> <p>The village has a good range of community facilities including a convenience store, service station, soccer pitch, local commercial businesses, a school and a crèche. The village is also serviced by a public bus service to Cork City (Bus No. 239).</p> <p>The objectives for the village should be revised to remove the current restriction of “up to 75 additional dwellings’ within the development boundary of the village. It outlines that these restrictions are not only inconsistent with the existing facilities and infrastructure within the village, it is also not consistent with the strategic growth envisaged for the area.</p> <p>Within the settlement and placemaking issues paper it is outlined that more emphasis needs to be placed on making towns and villages more attractive and liveable places so they can act as local drivers for the surrounding area, supporting homes, jobs clusters of services. Crossbarry has the opportunity to provide a liveable place given its rural settling and close location to the City.</p> <p>It concludes that the Issues Paper sets out in section 5.1.3 ‘in rural areas...creating the environment to support job creation will be a key enabler to rejuvenate rural towns and villages, sustaining vibrant rural communities and reversing population decline’. Given Crossbarry’s strategic location and proximity to Cork City, it has the potential to</p>		



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		consolidate and strengthen its rural hinterland and support economic growth.		
Con Lehane	PDP223807832	In order to re-start residential development in Castlemagner village, the existing foul water treatment systems serving the village need to be upgraded and extended and the maximum number of houses per phase / individual development increased from five to fifteen minimum, as these will be required to make reasonable contributions towards the upgrading of the existing foul water systems.	Need for wastewater systems upgrade in village.	The draft plan will consider appropriate policies to support the servicing of settlements in the settlement hierarchy including the provision of wastewater infrastructure.
Conrad Jones	PDP222123032	<p>The submission refers to an objection to a proposed wind farm development (Brookfield). The submission is of relevance to the energy chapter in the plan and the Wind Energy Strategy. The submission suggests the following issues with a wind farm development in the Musheru area:</p> <ul style="list-style-type: none"> a) Impact on the ancient archaeology and heritage; b) Damage to the local environment by causing water displacement and flooding; c) Poses a threat to wildlife with turbines causing harm to bats, birds and endanger the hen harrier. d) Have a negative impact on local tourism; e) The industrial vehicles will disturb the peace and tranquillity in the area. 	Objecting to a wind farm proposal on the Musheru Mountain.	These issues will be considered as part of the update of the Wind Energy Strategy for the county.
Construction Industry Federation	PDP221408730	<p>Submission notes that, while the CIF supports the principle of compact growth and urban focused development, it is also critical to ensure that policy objectives in the county support the viability of future development.</p> <p>Response to the Covid-19 Pandemic: This submission discusses the impact of the Covid-19 Pandemic on Ireland noting that it has emphasised the</p>	Critical to ensure that policy objectives in the county support the viability of future development. The forthcoming CDP needs to put in place objectives that will support the economic recovery by including objectives that will stimulate construction and population growth in the towns and urban areas;	Many of the issues raised in this submission, particularly regarding Population and Core Strategy, Housing Density and Placemaking, Water Services, Transport and Mobility are addressed in Volume One, Section 2 of this report.



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		<p>need to provide balanced regional development, by accelerating the decline of city and town centres, creating market anxiety over compact growth and higher density development, while an increased movement towards homeworking has also highlighted the need to provide good and accessible public amenity spaces. The submission states that in response to these challenges, the forthcoming CDP needs to put in place objectives that will support the economic recovery by including objectives that will stimulate construction and population growth in the towns and urban areas; prioritise the delivery of infrastructure to facilitate development; ensure adequate supply of zoned land and reflect market demand in zoning and density objectives; introduce policies to support development in town centres including flexible zoning; and, policies for Cork County Council to take the lead in delivering appropriate recreation and amenity infrastructure at a community level including walking and cycling routes so that new development is not overburdened in terms of costs imposed by development contributions.</p> <p>Target Urban Areas: This submission suggests that a larger portion of the County's population growth should be targeted to urban areas than was provided in the current (2014) Core Strategy with a suggested maximum of 10% of the County's projected population growth targeted to villages and rural areas. It is also requested that the CDP contain a commitment that Cork County Council will seek to co-ordinate the implementation and delivery of housing infrastructure for towns and urban areas in County Cork, to ensure economic and population growth targets can be</p>	<p>Prioritise the delivery of infrastructure to facilitate development and ensure an adequate supply of zoned developable land and to carefully calculate capacity.</p> <p>The CDP needs to reflect demographics, market demand in zoning and density objectives.</p> <p>Regarding Density: outside public transport corridors, settlements in Cork County should have a density range of 25 to 35 units per hectare and within public transport corridors, while there should be no upper limit on density, densities in the range of 30 to 50 units per hectare should be considered. Introduce policies to support development in town centres including flexible zoning.</p> <p>Take the lead in delivering appropriate recreation and amenity infrastructure at a</p>	<p>It is important to note that the future growth of the County will be formulated having regard to government guidance emanating from the National Planning Framework and the Regional Spatial and Economic Strategy (RSES) for the Southern Region.</p> <p>The delivery of water services and transport infrastructure is key to delivering the population and housing targets in the plan.</p> <p>Noted.</p> <p>See Volume One, Section 2 Housing Density and Placemaking.</p> <p>It is intended that the draft plan will seek to develop social</p>



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		<p>met within the lifetime of the development plan.</p> <p>Density: The submission argues for flexibility in density targets, with higher density objectives focused on appropriate locations within the Cork Metropolitan area and that outside public transport corridors, settlements in Cork County should have a density range of 25 to 35 units per hectare. Within public transport corridors, while there should be no upper limit on density, densities in the range of 30 to 50 units per hectare should be considered, where it can be demonstrated that developments are contributing to self-sufficient neighbourhoods and / or supporting home-working trends. The submission notes that while higher densities in some of the suburban areas of Cork City may be achievable, there is a need for far greater flexibility in other settlements. Demographics and market demand also needs to be considered in terms of appropriate density. The submission also notes and includes extracts from the CIF and Cork Chamber's report 'Viability & Affordability of Apartment Buildings in Cork City', July 2019, which carried out an assessment on the delivery cost of apartments compared with average household incomes of first time buyers and identified a considerable viability gap for apartment developments, concluding that the development delivery prices of new apartments is generally above the price which a potential first buyer working couple can afford. In addition, the submission also notes that the need to accelerate high density development is founded in projections that Irish Household size will converge with the European average, however, it also notes that there is no evidence that this convergence will occur. It is considered that a push</p>	<p>community level including walking and cycling routes so that new development is not overburdened in terms of costs imposed by development contributions</p> <p>Suggested maximum of 10% of the County's projected population growth targeted to villages and rural areas.</p> <p>Considerable viability gap for apartment developments, concluding that the development delivery prices of new apartments is generally above the price which a potential first time buyer working couple can afford.</p> <p>It also notes that there is no evidence that Irish Household size will converge with the European average.</p>	<p>infrastructure such as education, and health and community facilities in tandem with population and jobs growth.</p> <p>Noted, see Volume One, Section 2 Population and Core Strategy.</p> <p>The other issues raised, including those relating to housing provision, specialised housing requirements, provision of apartments and the socio economic impact of Covid-19 are noted and will be considered where appropriate in the draft plan and / or the Joint Housing Strategy and Housing Needs Demand Assessment.</p> <p>It is also intended that the Joint Housing Strategy and Housing Needs Demand Assessment will review the position regarding household size and this will inform the Core Strategy of the County Development Plan. In addition, the points regarding net and gross density and having an evidence base for the unit allocation on infill / brownfield</p>



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		<p>towards higher densities within all towns in Cork County will constrain housing delivery and exacerbate housing shortage.</p> <p>Land Supply Measures: Identification of an appropriate land supply is considered critical to housing supply, land prices, the viability of development and house prices. Planning Authority has a responsibility to zone lands that are developable and to carefully calculate capacity. The submission puts forward a number of measures which it argues will ensure an adequate supply of zoned land during the lifetime of the development plan, by 1. Calculating the requirement for zoned lands based on net density, rather than gross density 2. Ensuring that the allocation of units to be provided on infill / brownfield sites is evidence led. The submission also includes reference to the Co Council's Urban Capacity which it says provides an indication of the variation in capacity for infill/ brownfield sites throughout the county and demonstrates that a unilateral allocation of 30% for all urban areas in the County is not appropriate and 3. Recognising the constraints to bringing infill/ brownfield sites forward to the market that the CDP should assume no more than 50% of potential units identified in the UCS will be brought forward during the lifetime of the forthcoming development plan and that 4. A minimum of 25% headroom on zoned lands should be applied to all County towns. In addition, it argues for other lands considered suitable for zoning to be identified as 'Strategic Land Reserve' (SLR). It further suggests that a policy objective should be provided that will allow planning applications on SLR lands to be considered, should there be a constraint in bringing residential zoned</p>	<p>CDP must ensure an adequate supply of zoned land by calculating the requirement for zoned lands based on net density, rather than gross density.</p> <p>Need to ensure that the allocation of units to be provided on infill / brownfield sites is evidence led.</p> <p>The unilateral allocation of 30% for all urban areas in the County is not appropriate and that there are constraints to bringing infill/ brownfield sites forward to the market that the CDP should assume no more than 50% of potential units identified in the UCS will be brought forward during the lifetime of the forthcoming development plan and that A minimum of 25% headroom on zoned lands should be applied to all County towns.</p> <p>Other lands considered suitable for zoning to be identified as 'Strategic Land Reserve' (SLR) and that the CDP should include an objective to allow planning applications on SLR lands to be considered, should there be a constraint in bringing residential zoned lands forward to the market.</p> <p>Should introduce policies to support</p>	<p>sites are noted.</p> <p>Noted, see Volume One, Section 2 Population and Core Strategy.</p> <p>Noted, see Volume One, Section 2 Population and Core Strategy.</p> <p>Noted, see Volume One, Section 2 Population and Core Strategy, Housing Density and Placemaking.</p> <p>The future role of lands designated as Strategic Land Reserve will be considered in the context of the NPF, RSES, Population and Core Strategy and the amount of zoned residential land required over the Plan period</p> <p>The issues raised in relation to</p>



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		<p>lands forward to the market.</p> <p>Avoid De-zoning and support Town Centres: The submission states that the CDP should avoid substantial downzoning or 'de-zoning' of residential zoned lands, to avoid a loss of investor confidence in the development market and that it should introduce policies to support development in town centres, including flexible zoning objectives and allowing for change of use from commercial zonings to mixed use (including office and residential uses).</p> <p>Recreation and Amenity: The submission requests that Cork County Council to take the lead in delivering appropriate recreation and amenity infrastructure (including walking, cycling and running routes) at a community level, to serve existing and future populations, and to include an objective to that effect.</p> <p>Data Centres, Logistics: It is argued that the CDP should take a proactive approach to facilitate the development of data centres to further grow the ICT sector in Cork and that it should identify additional lands for logistics/ distribution, industrial facilities, and the Biotechnology sector where policy objectives should be focused on site selection criteria, rather than being location specific.</p> <p>Implementation Submission notes that policy objectives re compact growth, density, infill/ brownfield sites will have a considerable impact on the construction industry and housing market and the planning framework needs to provide flexibility in zoning objectives and have regard to viability. Delivery of infrastructure to enable development is also key, and the Council must take a lead role on this if</p>	<p>development in town centres, including flexible zoning objectives and allowing for change of use from commercial zonings to mixed use (including office and residential uses).</p> <p>Review should avoid dezoning land CDP should take a proactive approach to facilitate the development of data centres where policy objectives should be focused on site selection criteria, rather than being location specific.</p> <p>Planning framework needs to provide flexibility in zoning objectives and have regard to viability.</p> <p>Delivery of infrastructure to enable development is also key, and the Council must take a lead role on this if targets are to be met during the life of the Plan.</p>	<p>flexibility in zoning objectives and allowing for change of use from commercial zonings to mixed use (including office and residential uses) are noted. In this context it is important to note that the Planning and Development (Amendment) (No. 2) Regulations 2018, introduced an exemption from planning permission on certain vacant properties including vacant spaces over shops, where there is a proposed change of use to residential.</p> <p>Noted, see Volume One, Section 2 Population and Core Strategy</p> <p>Noted, see Volume One, Section 2 Population and Core Strategy.</p> <p>Noted, see Volume One, Section 2 Population and Core Strategy, Water Services, Transport and Mobility, Community.</p>



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		<p>targets are to be met during the life of the Plan.</p>		
<p>Coom Green Energy Park Limited</p>	<p>PDP223813588</p>	<p>This submission by CGEP focuses on Cork County Council's energy policy and in particular renewable energy. It outlines the need for Cork County Council to adopt a proactive and plan-led approach to wind energy development in the County in order to meet national wind energy development targets and to realise the economic / job creation opportunities in the sector.</p> <p>The submission raises the following points;</p> <p>Urgent need to review the Wind Energy Strategy / Strategy Map for Cork to reflect new targets for renewable energy, new draft guidelines etc., so that developers have a clear and measurable policy direction to located energy development in appropriate locations. In selecting areas that are acceptable in principle for wind farms, wind speed and proximity to grid infrastructure should be disregarded. Wind speed can be addressed by improved turbine technologies and grid infrastructure can be upgraded - both are constraints for a developer to address and should not limit the areas suitable for wind farm developments.</p> <p>Further clarity is also needed in relation to landscape character and scenic routes and their relationship with the identification of areas suitable for wind farm developments having regard to the ability of wind energy to be absorbed into the landscape. This needs to be further considered in the review of the Energy Strategy Map. Inclusion of clear and measurable development management criteria to assist in the visual impact</p>	<p>A plan-led approach to wind energy required in the county via a comprehensive review and update of the wind energy strategy and strategy map in light of best practice approaches, improvements in technology, National Climate Action Plan, reviewed approach to scenic routes, wind speeds, grid connections etc.</p> <p>Wind strategy should be aligned with policies such as scenic routes and further guidance is required in relation to assessment of visual impacts.</p>	<p>The issues raised in this submission will be considered as part of the update of the Wind Energy Strategy for the County.</p>



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Cork Airport	PDP223757795	<p>assessment of wind farms near scenic routes is requested and various criteria are suggested in the submission.</p> <p>Submission highlights that there are a number of zones pertaining to Cork Airport that are within Cork County and highlights the following issues that it hopes will be considered in the preparation of the CDP:</p> <ul style="list-style-type: none"> • National Aviation Policy • Safeguarding for the Safe Operation of Aircraft & Airport Operations • Criticality of Land use management adjacent to Cork Airport <p>Specifies a number of specific objectives which it would like to see included in the County Development Plan regarding the following:</p> <p>Support for A National Aviation Policy for Ireland, Acknowledgement of economic benefits of Cork Airport, Recognition and reflection of the issue of noise zones associated with Cork Airport, Recommendations of the ERM Report “Public Safety Zones, 2005” (or any update thereof) commissioned by the Department of Transport and the Department of Environment, Heritage and Local Government, in assessing proposals for development falling within Airport Public Safety Zones, Regard to the precautionary principle concerning potential risk to aircraft safety, RSES RPO 143 which requests the protection of regional assets such as Cork Airport through effective land use management.</p>	<p>CDP preparation to consider National Aviation Policy, Safeguarding for the Safe Operation of Aircraft & Airport Operations, and Criticality of Land use management adjacent to Cork Airport.</p> <p>Seeks acknowledgement of economic benefits of Cork Airport.</p> <p>Raises issues of noise zones and public safety zones associated with Cork Airport.</p> <p>Refers to RSES objective, RPO 143 which requests the protection of regional assets such as Cork Airport through effective land use management.</p>	<p>The Strategic Role of Cork Airport is recognised and the County Development Plan will support this in line with Southern RSES objective RPO143 and MASP policy objective 14 which is specific to Cork Airport.</p>
Cork Chamber of Commerce	PDP223789572	<p>This submission notes that there is considerable opportunity for this development plan to pave the way for greater social, economic and community resilience for</p>	<p>The provision of adequate fully serviced development land capacity within the metropolitan area and the key identified</p>	<p>Many of the issues raised in this submission are addressed in Volume One, Section 2Population</p>



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		<p>Cork and is envisioned by the UN Sustainable Development Goals, the National Planning Framework (NPF) and supported by the Regional, Spatial and Economy Strategy (RSES). The submission acknowledges that Cork has all the necessary credentials, to provide a solid foundation for the anticipated growth of the City and County area, the provision of adequate fully serviced development land capacity within the metropolitan area and the key identified centres of this future growth in the County including regional towns and a clear strategy to accommodate forecasted growth is critical to the achievement of this ambition.</p> <p>Settlements, Placemaking and Housing Delivery The submission notes that the housing crisis is demanding significant growth in the delivery of housing and this must be provided in a way that meets the needs of a growing population but also achieves the goals of the NPF of sustainability, placemaking and reducing urban sprawl. It is also noted that over the course of the development plan, community focus will be essential to ensure that social housing, affordable housing and private housing is seamlessly integrated and harmonious.</p> <p>The submission identifies a further challenge in that many of the most promising settlements in the County, that have been identified as locations for growth, have a substantial infrastructural deficit, which means that these areas are not fully prepared for accelerated development. It is also suggested in the submission that these areas could fall into the Tier 2 category of areas identified for growth under the NPF and possibly be dezoned if infrastructure cannot be delivered in a prescribed time.</p>	<p>centres of this future growth in the County including regional towns and a clear strategy to accommodate forecasted growth is critical to the achievement of the NPF and RSES Ambition.</p> <p>Significant growth in the delivery of housing and this must be provided in a way that meets the needs of a growing population but also achieves the goals of the NPF.</p> <p>Community focus will be essential to ensure that social housing, affordable housing and private housing is seamlessly integrated and harmonious.</p> <p>Some of the most promising settlements in the County, that have been identified as locations for growth, have a substantial infrastructural deficit and lands could be dezoned if infrastructure cannot be delivered. Suggests that a coordinated approach to funding and delivering each of the required services on a targeted "growth areas" to ensure that these areas are not just planned growth areas but areas where growth is delivered on.</p> <p>Suggests that rural towns should be a focus for local housing and employment growth, based on regeneration and development that will include derelict site transformation and</p>	<p>and Core Strategy, Housing Density and Placemaking, Town Centres and Retail, Water Services, Transport and Mobility. The other issues raised, including those relating to Housing provision are noted and will be considered where appropriate in the draft plan and / or the Joint Housing Strategy and Housing Needs Demand Assessment and Retail Strategy.</p> <p>Regarding town centre initiatives following the impact of Covid – 19 on our towns and public spaces, Cork County Council initiated Project 'Act' (Activating County Towns). Project ACT is a series of measures by Cork County Council designed to give confidence to the business, retail and community sectors through prioritised and targeted funding and it is intended to promote this through the policies and objectives of the County Development plan.</p> <p>In addition, the County Council's</p>



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		<p>The submission suggests that a coordinated approach to funding and delivering each of the required services on a targeted "growth areas" wide basis needs to be addressed with close liaison, and concerted agreement, between the Council and Irish Water (IW), Transport Infrastructure Ireland (TII), the NTA, Bus Éireann, Iarnród Éireann, ESB, Gas, National Broadband, LDA, IDA and EI to ensure that these areas are not just planned growth areas but areas where growth is delivered on.</p> <p>Town Centres and Urban Capacity The submission suggests that amending the public realm to accommodate cycling and walking will help return vibrancy to our towns, it will encourage spending and attract tourism. The submission cites objectives of the NPF which seek to strengthen and diversify rural towns to be a focus for local housing and employment growth, based on regeneration and development that will include derelict site transformation and new technology, such as low carbon and energy efficiency and digital connectivity. The submission also notes that town centres will play a vital role in the County's economic recovery when Covid-19 restrictions begin to ease and that they are the key to the Council's increased focus on placemaking, creating sustainable density and making a greener environment for citizens by reducing absolute dependency on car transport. The submission also notes that the proposed Retail centre in East Cork will provide a massive challenge to achieving these goals as it will encourage people away from our city and towns and into their cars and it is suggested that the council to look at alternatives such as enhancements to our existing towns through its recently</p>	<p>new technology, such as low carbon and energy efficiency and digital connectivity.</p> <p>Notes that the proposed Retail centre in East Cork will provide a massive challenge to achieving these goals as it will encourage people away from our city and towns. The council to look at alternatives such as enhancements to our existing towns through its recently announced funding programmes and those available nationally that would make them more liveable and encourage visitors.</p>	<p>Digital Strategy in parallel with the National Broadband Plan will help leverage our connectivity infrastructure to continue to attract ICT investment and it is intended to promote this through the policies and objectives of the County Development plan.</p> <p>Climate Change and mitigation and adaption measures will be a consideration of the draft County Development Plan. See Volume One Section 2 Climate Change.</p> <p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 Town Centres and Retail.</p> <p>Noted, see Volume One, Section 2 Transport and Mobility.</p>



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		<p>announced funding programmes and those available nationally that would make them more liveable and encourage visitors.</p> <p>Transport and Mobility The submission notes that one of the principal objectives of the Chamber is to put in place the essential infrastructure to achieve a step-change in the use of public transport, to secure a transition to a low-carbon economy and to ensure that our transport infrastructure continues to unlock the economic potential of Cork. The submission also references the Cork Cycle Network Plan and CMATS as providing a roadmap to the required infrastructure in development and planned for the future of Cork, for the car, but also the significant bus and rail infrastructure and this will further enhance the attractiveness of towns and walking and cycling to reduce the amount of vehicular traffic on the road and also provide benefits to both the individual and society. Additionally, it is proposed that the connection of existing planned greenways can help create viable and safe cycling and walking links between urban and rural locations. Indeed, it is noted that the Council can use this opportunity to rebrand the bike as a tool not only for fitness and leisure pursuits but as a viable part of their transport mix. The submission further suggests that the importance of transport infrastructure to the growth plans of the county indicate that it would be highly beneficial for the NTA to have a Cork office focused on delivery in complement to the work of the Council. The submission proposes that the Little Island Transportation Study must be fully rolled out or there is a</p>	<p>Cork Cycle Network Plan and CMATS as providing a roadmap to the required infrastructure in development and planned for the future of Cork, for the car, but also the significant bus and rail infrastructure.</p> <p>It is proposed that the connection of existing and planned greenways can help create viable and safe cycling and walking links between urban and rural locations.</p> <p>Would be beneficial for the NTA to have a Cork office focused on delivery in complement to the work of the Council.</p> <p>Little Island Transportation Study must be fully rolled out or there is a risk of damaging the potential for future investment in the area.</p> <p>CDP should commit to undertaking a thorough investigation into the viability of water-based transport solutions as a means of easing traffic congestion and reducing reliance on cars in areas such as Ringaskiddy.</p>	<p>Noted, see Volume One, Section 2 Green Infrastructure. Transport and Mobility.</p> <p>Noted.</p> <p>Noted, this matter will be considered further in the draft plan.</p> <p>Noted, this matter will be considered further in the draft plan in the context of CMATS.</p>



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		<p>risk of damaging the potential for future investment in the area. It is also proposed that reduced speed limits of 30kph are introduced in towns and villages and that following CMATS, the CDP should commit to undertaking a thorough investigation into the viability of water-based transport solutions as a means of easing traffic congestion and reducing reliance on cars in areas such as Ringaskiddy.</p> <p>Economy and Employment The submission notes that a major factor in Cork's success in attracting manufacturing FDI has been the availability of high quality serviced lands in strategic city environ locations, in particular, Ringaskiddy, Little Island and Carrigtwohill and it is suggested that a strategic review be undertaken of how the plan can specifically support the future growth of the manufacturing sectors and in particular the established clusters of life science, ICT and food technology in the greater Cork region and a review of the quantum, status and suitability of greenfield lands available for short, medium and long term industrial development should inform a road map for re-establishing Cork as the location of choice for high tech manufacturing.</p> <p>The submission notes that the 'Ratio Project' report states that the main challenges for rural based SME's are workforce retention, access to a skilled workforce, physical infrastructure of broadband and transport, access to finance, rural transport, access to markets and difficulty in sourcing innovation partners and it further argues that the CDP has the capacity through its remit to address these challenges in a holistic way in conjunction</p>	<p>Review of the quantum, status and suitability of greenfield lands available for short, medium and long term industrial development should inform a road map for re-establishing Cork as the location of choice for high tech manufacturing.</p> <p>The main challenges for rural based SME's are workforce retention, access to a skilled workforce, physical infrastructure of broadband and transport, access to finance, rural transport, access to markets and difficulty in sourcing innovation partners. Specialist incubation centres could be replicated in other towns and supported by the Rural Development Funds and the rollout of the National Broadband Plan.</p> <p>Council should closely monitor the evolution of the EU Green Deal which will yield significant funding opportunities for those</p>	<p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 Economy.</p> <p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 Economy.</p> <p>Noted.</p>



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		<p>with bodies such as the Cork Chamber. The submission also suggests that specialist incubation centres could be replicated in other towns and supported by the Rural Development Funds and the rollout of the National Broadband Plan and it is noted that the County Council's Digital Strategy in parallel with the National Broadband Plan will help leverage our connectivity infrastructure to continue to attract ICT investment. It is also suggested that the CDP should also incorporate the high likelihood that remote working may increase after the Covid-19 lockdown measures are removed.</p> <p>In addition, it is proposed that the area of the green economy can be further explored and that the Council should closely monitor the evolution of the EU Green Deal which will yield significant funding opportunities for those best positioned and aligned to EU goals.</p> <p>Tourism Tourism is a critical sector to Cork and in addition to the existing unique selling points such as Ireland's Ancient East corridor, Wild Atlantic Way Corridor and Ireland's Maritime Paradise, there is an opportunity through the advancement of the greenways and blueways by linking Cobh to Midleton and onwards to Cork or link the Youghal Greenway onwards to Dungarvan. Additionally, regarding the Harbour, it is suggested that Cork should look to replicate the success of the Wild Atlantic Way with a dedicated cycle and walking path of the harbour taking in the amazing beaches, inlets, woodlands and towns.</p> <p>The submission also suggests that key tourist towns such as Kinsale would benefit from enhanced pedestrianisation</p>	<p>best positioned and aligned to EU goals. There is an opportunity through the advancement of the greenways and blueways by linking Cobh to Midleton and onwards to Cork or link the Youghal Greenway onwards to Dungarvan.</p> <p>It is suggested that Cork should look to replicate the success of the Wild Atlantic Way with a dedicated cycle and walking path of the harbour.</p> <p>Key tourist towns such as Kinsale would benefit from enhanced pedestrianisation in the small streets or at least to slow and calm traffic movement to ensure it is as passive and non-disruptive as possible.</p>	<p>Noted. The development of walkways and cycleways will be considered further in the draft plan.</p> <p>Noted, see Volume One, Section 2 Transport and Mobility.</p>



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		<p>in the small streets or at least to slow and calm traffic movement to ensure it is as passive and non-disruptive as possible.</p> <p>Environment and Climate Change The submission states that limiting warming global temperatures to within 1.5 degrees requires a decrease of CO2 emissions to fall by approximately 45% from 2010 levels by 2030, and in supporting the Cork County Climate Adaptation Strategy 2019 - 2024 that mitigation can still be a priority within the CDP. The submission, while noting the extensive progress in wind and solar production in Cork which it states should be highlighted in the plan - that the CDP must also cater to the wide range of technologies including hydrogen, anaerobic digestion, waste to energy, gas injection facilities, and our ever critical gas and electrical transmission systems as areas that should be progressively supported in the plan. Finally, it is noted that as the interplay between terrestrial and marine planning policies continues to evolve, the CDP should also look favourably on the development of offshore windfarms off the coast of Cork.</p> <p>The submission notes that most of the Metropolitan area is commutable by bike or electric bike and encourages this method of transport. The submission also suggests that the All-Ireland pollinator plan and the value of indigenous planting must be emphasised in the CDP.</p> <p>Energy The submission notes that supporting a diverse mix of renewable energy technologies is crucial to decarbonizing</p>	<p>Supporting the Cork County Climate Adaptation Strategy 2019 - 2024 that mitigation can still be a priority within the CDP.</p> <p>CDP must also cater to the wide range of technologies including hydrogen, anaerobic digestion, waste to energy, gas injection facilities, and gas and electrical transmission systems as areas that should be progressively supported in the plan.</p> <p>CDP should also look favourably on the development of offshore windfarms off the coast of Cork.</p> <p>Most of the Metropolitan area is commutable by bike or electric bike and encourages this method of transport.</p> <p>Supporting a diverse mix of renewable energy technologies is crucial to decarbonizing sectors including agriculture, which is clearly recognized in the Renewable Electricity Support Scheme (RESS).</p> <p>Role of cooperatives is also highlighted in the</p>	<p>Noted, see Volume One, Section 2 Climate Change.</p> <p>Noted, see Volume One, Section 2 Economy, Energy.</p> <p>Noted, see Volume One, Section 2-Energy.</p> <p>Noted, see Volume One, Section 2 Transport and Mobility.</p> <p>Noted, see Volume One, Section 2-Energy.</p> <p>Noted.</p>



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		<p>sectors including agriculture, which is clearly recognized in the Renewable Electricity Support Scheme (RESS). The submission mentions specific infrastructure improvements being promoted by EirGrid's preparations for a Single Electricity Market and also Gas Network Ireland through renewable gas injection points and Bio-CNG refuelling stations. The role of cooperatives is also highlighted in the submission as it offers opportunities in the RE sphere to overcome development and generation barriers offering numerous support mechanisms and influencing local attitudes and culture (including community involvement).</p> <p>It is suggested that the plan should encourage energy efficiency in areas of transport and in new development in towns and villages and follow the guidance in the NPF in terms of planning for waste treatment requirements to 2040 which expressly provides that this will require Waste to Energy (WtE) facilities which treat the residual waste that cannot be recycled in a sustainable way delivering benefits such as electricity and heat production.</p> <p>The submission further states that in light of a growing population and the associated greater volumes of waste, an identified policy need for further progress towards self-sufficiency due to the continued dependency on the waste export market and more ambitious waste legislative targets contained in the Circular Economy Package, there is now a vital need for additional strategic waste treatment capacity in the Southern Region as underlined in the National Planning Framework and which is necessary if the region is to grow and expand in an environmentally sound and circular manner.</p>	<p>submission as it offers opportunities for Renewable Energy.</p> <p>CDP will need to take guidance from the NPF in terms of planning for waste treatment requirements to 2040 which expressly provides that this will require Waste to Energy (WtE) facilities.</p> <p>Circular Economy Package: there is now a vital need for additional strategic waste treatment capacity in the Southern Region as underlined in the National Planning Framework.</p>	<p>Noted, see Volume One, Section 2-Water Services.</p> <p>Noted, see Volume One, Section 2-Energy, Water Services.</p>



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		<p>Maritime Cork</p> <p>The submission reinforces the importance of The Port of Cork and the ongoing Port of Cork Redevelopment Project in the Lower Harbour which will enhance the ability of Cork to maximise the potential for increased sea freight direct to mainland Europe post Brexit. The submission also notes the M28 is a strategic national primary route serving the EU TEN-T core transport and a critical component for unlocking the full potential of the Port of Cork, industry and IDA strategic land holdings, and must be firmly recognised as a critical piece of national infrastructure to be completed within the lifetime of this development plan.</p> <p>The submission also points to the work undertaken by the Irish Maritime and Energy Research Cluster (IMERC) in Ringaskiddy, noting its importance as a unique asset, and stating that the vision of the IMERC partners is to promote Ireland as a world-renowned research and development location that unlocks Ireland's maritime and energy potential.</p>	<p>The M28 is a strategic national primary route serving the EU TEN-T core transport and a critical component for unlocking the full potential of the Port of Cork, industry and IDA strategic land holdings, and must be firmly recognised as a critical piece of national infrastructure to be completed within the lifetime of this development plan.</p>	<p>The draft plan will highlight the importance of delivering the M28 for the future development of Port of Cork and the wider regional economy.</p>
Cork Cooperative Marts	PDP223774383	<p>The submission broadly welcomes the revised approach outlined which aims to streamline the approach to policy and land use zoning in a single Development Plan.</p> <p>The aim to concentrate growth and development across a number of key growth areas that have the infrastructural capacity to take development in a sustainable manner is welcomed. In particular the focus on densifying and consolidating the sustainable locations that are connected by rail highlighting a deliberate and strategic commitment to reducing car dependency in accordance with the principles of proper planning and sustainable</p>	<p>Concentrated growth and development across a number of key growth areas with infrastructural capacity and the focus on densification and consolidation in locations connected by rail is applauded.</p> <p>Town centre densification and the consolidation of existing built up areas that</p>	<p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 Population and Core Strategy.</p> <p>This issue is noted and will be</p>



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		<p>development is applauded.</p> <p>It is considered that the consultation document does not go far enough in its approach to prescribing ways in which the forecasted growth in the existing towns could be facilitated. Town centre densification and the consolidation of existing built up areas that are walking and cycling distance to all local services and amenities should be the main priority of the plan (particularly in consideration of the very ambitious growth targets) as such, this submission feels that the forthcoming Draft Cork County Development Plan needs to be innovative and flexible in pioneering the approach to strengthening town centre populations in sustainable locations. This, it is considered, can be achieved in a number of ways:</p> <ol style="list-style-type: none"> 1. Looking at the large amount of 'business' and 'industrial' zonings that are located within town centre zonings and consider how realistic it is that these locations will be developed in such vast quantities over the lifetime of the plan. 2. Seeking to address the inherited issues with the historical mapping system and the previously archaic and often conservative approach to the drawing of town development boundaries and the areas between existing residential zoning/existing built up areas and proposed industrial and business zonings. 3. Looking at brownfield sites and be innovative and flexible about proposals for reoccupation in light of the fact that these are often more costly to develop, particularly in County Towns. 4. Increasing Flexibility in Land Use Zoning: The consultation review document does not seek to address 	<p>are walking and cycling distance to all local services and amenities should be the main priority of the plan. The Plan needs to be innovative and flexible in pioneering the approach to strengthening town centre populations by looking at business and industrial land available in towns; updating mapping inaccuracies; looking at brownfield lands and introducing increased flexibility in landuse zoning by introducing a matrix.</p>	<p>given further consideration in the drafting of the Plan. See Volume One Section 2 Housing Density and Placemaking.</p>



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		<p>the rigidity contained in the current plan in land use zoning terms and this submission calls for an increased amount of flexibility in land use zoning similar to other Local Authorities (as discussed in the Case Study).</p> <p>The introduction of a zoning matrix [which is a standard and accepted planning policy tool] is called for so that proposals for residential development are 'Open for Consideration' on a case by case basis across all of the existing land use zoning categories provided that:</p> <ul style="list-style-type: none"> • The residential development proposed does not inhibit or undermine the ability of the adjoining lands to be developed in the future or other objectives of the Plan • Sufficient buffer zones are provided between the proposed residential scheme and the adjoining land use • A 'Justification Test/Development Impact Assessment' accompanies the planning application which addresses all of the key issues and puts forth a robust case for residential development in the interests of proper planning and sustainable development. • Provided it meets all of the other national and local criteria and standards for High quality residential development. <p>Cork Cooperative marts have a number of sites across the county that are changing their purpose as the nature of our industry is also changing and evolving and in many cases the sites are no longer needed. It states the company would like to build upon relationships we have built with approved housing bodies and develop the sites that are within established towns and villages for social housing purposes. This point is made with specific reference to the Bandon, Midleton and Mitchelstown areas and an example of this cooperation is Market Green</p>	<p>It states that rural Mart sites are brownfield in nature and may not be suitable for</p>	<p>This issue will be addressed at a settlement level as part of the</p>



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		<p>Knockgriffen in collaboration with Respond.</p> <p>On other more rural sites within the Marts ownership that may not be suitable for housing, these sites have established access and use and are brownfield sites essentially and we appeal to the local authority to think outside the box in being flexible to the type of development proposals that will be acceptable for these lands. This point is made with specific reference to the Fermoy area. The adoption of a zoning matrix will be a useful guide in this regard.</p> <p>The evidence contained with the submission demonstrates that a strong case can be made in favour of considering sites for residential development within the development boundary/existing built up areas of Bandon. The inclusion of lands such as these as being open for consideration for residential development would not result in a drastic change to the existing approach to land use zoning for the town, however, their inclusion could provide immediate benefits and go a significant way towards achieving the aspirations articulated in the consultation document as well as achieving key national and regional development priorities.</p> <p>The Cork County Development Plan 2014 outlines that there is insufficient headroom in the residential zoned land within the Metropolitan region [with no headroom in Midleton] and this needs to be urgently addressed. A major challenge now presents itself, which is undermining the development of the Midleton area as key settlement in Metropolitan Cork, in that the quantum of land that is</p>	<p>housing. Alternative uses need to be considered, specifically for Mart sites in Fermoy.</p> <p>Evidence has been presented to support consideration of residential development for Mart sites within existing towns, such as Bandon.</p> <p>It states the need for additional headroom within the Metropolitan Area is a major issue.</p>	<p>review of the County Development Plan.</p> <p>This issue will be addressed at a settlement level as part of the review of the County Development Plan.</p> <p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 Population and Core Strategy.</p>



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		<p>available for housing is not adequate and this will have far reaching consequences for Cork and the Metropolitan area.</p> <p>The fact that so many local authorities have employed Zoning Matrices is widespread acknowledgement that they can be an effective and necessary spatial planning tool and evidence that sometimes rigidity in policy terms can lead to unsustainable development patterns where unavailability of suitable land will force development elsewhere to less sustainable settlements as single housing market demand can span across many areas including into rural areas and it is up to local authorities to guide development towards those locations that have the infrastructural capacity and adequate services to take that development.</p> <p>It advocates the approach taken by Dun Laoghaire Rathdown is particularly commended as it directly relates to the nature of the lands that are in the ownership of Cork Cooperative Marts but also the idea of the 'transitional zones' is very logical and we are inclined to agree with the principles of the DLRD Plan insofar as the area between two distinct land zonings warrants a different approach. A transition if you will and this applies to lands owned by Cork Marts in Bandon and Midleton.</p> <p>The criticism and negative implications of inflexibility cannot be overstated and based on a balanced and evidence-based consideration of other local authorities approach to zoning it is considered that Cork County Council needs to adopt more ways of encouraging</p>		



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		<p>residential development within its functional area. It has been evidenced in the foregoing submission that there is a strong case to be made and that action is needed to support this need for growth and that with respect to the towns of Midleton and Bandon in particular [where many key sites are peripheral and vacant for a long time] that the status quo is no longer acceptable.</p> <p>The submission calls for flexibility in zoning terms, in areas zoned industry and business for the towns of Midleton and Bandon for residential development in certain circumstances.</p>		
Cork Cycling Campaign	PDP22388600	<p>Submission makes the following points of relevance to the promotion of utility and recreational cycling in Cork:</p> <p>Growth, Development and Densities: Direction of population and employment growth into areas along rail corridors and key towns is essential priority for the new CDP;</p> <p>General Mobility: Integration of all transport modes for seamless interchanges and multi-modal travel options is essential;</p> <p>Cycling Infrastructure: • Dedicated safe cycling infrastructure is necessary to attract significantly more people to cycling as a transport mode and to meet mode share targets for active travel, • key destinations and public transport nodes in county towns and in the Cork Metropolitan Area must be made accessible via safe cycling infrastructure, and • all new built roads with higher speeds than 30km/h in and around towns shall have protected cycle lanes or paths.</p> <p>Greenways:</p>	<p>The promotion of recreational and utility cycling to be supported by the following:</p> <p>population and employment growth at appropriate density along rail corridors and in key towns, provision of cycling infrastructure and connectivity, improved data gathering and monitoring, pre project design consultation, appointment within the council of active travel officer, Establishment of local NTA office in Cork.</p>	<p>The draft plan will integrate land use and transport planning and will seek to reduce the need to travel and increase sustainable travel.</p> <p>The draft plan will seek to maximise public transport opportunities.</p> <p>The draft plan will seek to promote active travel and enhance pedestrian and cycle connectivity and permeability.</p> <p>See Transport and Mobility Volume One Section 2, of this report.</p> <p>Other issues raised in this</p>



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		<ul style="list-style-type: none"> • Strategic greenways should be defined in the county for both leisure and commuting use. • Greenways shall connect into towns and villages, link to housing areas, schools, shops and workplaces. • Connection to public transport must be provided, with attractive Bike+Ride facilities at key bus stops and stations. • Suitable cycle parking or storage facilities must be provided for all new residential developments and collective secure cycle parking should be provided in residential areas where parking on the premises is not a viable option. • Cargo bikes, enabling an alternative approach to urban micro logistics should be reflected in cycle parking provision. • The availability of secure residential cycle parking must attain the same relevance as car parking. <p>Integrating Cycling with Public Transport:</p> <ul style="list-style-type: none"> • The combination of cycling and attractive and reliable public transport holds huge potential for a shift towards sustainable travel. • Cycling and public transport shall be integrated as much as possible, through safe access routes to public transport nodes, secure B+R cycle parking (and e.g. including repair services), and public bike sharing schemes at destinations to cover the “last mile”. • The carriage of bicycles on trains and key bus routes shall be facilitated. • Public BikeSharing (like e.g. CokeBikes, or Clonakilty’s ClonBikes) shall be promoted in all towns and be made an integrated feature of public transport. • The potential of cycle traffic with E-bikes is still widely 		<p>submission are noted and will be considered in the draft plan where appropriate.</p>



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		<p>underestimated and little reflected in planning documents like e.g. CMATS, and should be fully acknowledged in the CDP.</p> <p>Data Basis on Active Travel:</p> <ul style="list-style-type: none"> • Census captures a small cut-out of the population's travel patterns, as it only asks for the primary mode on the way to work or education. This results in a severe underrepresentation of multi-modal travel, or other trip purposes which by far outweigh the share for the commute, and are more likely to happen locally and on foot or by bicycle. More accurate data gathering is needed to get the full picture of transport in the County. <p>Implementations and Targets:</p> <ul style="list-style-type: none"> • Both RSES and CMATS formulate high ambitions and targets for a modal shift towards sustainable travel, including walking and cycling. A stringent monitoring process is needed in order to achieve the mode share targets. • As a coordinating post, the County should appoint a Cycling or Active Travel Officer. • For the realisation of the work programme that is set out, particularly in CMATS, a local NTA Office in Cork seems necessary. • When planning for active travel, the widely existing expertise "on the ground" e.g. in communities and cycling advocacy groups should be used and included through project consultations at pre-design stage. 		
Cork Education and Training Board	PDP223767497	The submission makes observations and comments regarding education under the following headings: 1: Vision Statement, 2: People and places, Rural Housing, Settlements and Placemaking, 3: Employment and	Notes that the areas and themes within the plan have been presented separately, however, many themes are interrelated and co-dependent in their aspirations and will	The issues addressed in this submission will be considered as part of the review of the County Development Plan.



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		<p>Economy, 4: Community, 5: Fostering Heritage, Culture and Creativity in rural communities, 6: Older People and Suggestion and Additions. The key comments/observations are seen below:</p> <p>It notes the breadth and detailed focus of the plan is welcomed. The submission suggest that the achievement of the vision for Cork County, and the detailed areas and actions within the plan, are significantly dependent on the provision of appropriate services and that there should be consideration given to including a direct reference to quality services within the statement to reflect this. It notes that for clarity, the areas and themes within the plan have been presented separately, however, many themes are interrelated and co-dependent in their aspirations and will need to be considered in this way if they are to be developed properly.</p> <p>The submission regards the delivery of education, training and youth work across all communities in County Cork, and would suggest that an underpinning theme and focus to be addressed within these inter-related areas, and one to be explicit rather than implied or merely associated with the provision of appropriate, sustainable housing, in urban and rural areas, is a proactive planned provision for education training and youth work facilities, as part of the essential support service/facilities required for such sustainable development. It states settlement planning should include:</p> <ul style="list-style-type: none"> Identifying, in conjunction with Education and Training providers, including Cork Education and Training Board (CETB), the Departments of Education and Higher and 	<p>need to be considered in this way if they are to be developed properly.</p> <p>It outlines points to which settlement planning such include regarding the delivery of education, training and youth work across all communities in County Cork.</p> <p>Where the provision of Education and Training Facilities are being considered for smaller, rural settlements, that Cork County Council consider the possibilities for the</p>	



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		<p>Further Education, Innovation and Research, a realistic planning requirement for current and future education and training provision in each area.</p> <ul style="list-style-type: none"> • The designation of suitable spaces within the settlement zone for the development of education and training facilities. • Integrated plans for the provision of suitable pedestrian and cyclist routes to service the identified areas for education and training provision. <p>The submission suggests as part of the settlement planning consideration, where the provision of Education and Training Facilities are being considered for smaller, rural settlements, that Cork County Council consider the possibilities for the designation of suitable areas for education and training development that are located or aligned within a “cluster” of rural settlements, rather than solely focusing on the current model where most education facilities are located within, or on the outskirts, of the larger urban areas.</p> <p>The submission recognizes the requirements of planning and local development regulations and welcomes the focus in the plan to ensure that education and training requirements are embedded within the plan as a whole and the individual settlement plans to be derived from same. It states the Cork Education and Training Board would welcome the opportunity for further partnership and consultation in the provision of these facilities for the communities of Cork County.</p> <p>It states the plan should make specific reference to, and</p>	<p>designation of suitable areas for education and training development that are located or aligned within a “cluster” of rural settlements, rather than solely focusing on the current model where most education facilities are located within, or on the outskirts, of the larger urban areas.</p> <p>Requests to engage with the Council.</p> <p>Suggests to include provision for the development of appropriate Adult and Community education and Training facilities within the settlement areas, to support the viability of these communities and promote priority areas such as homeworking, micro enterprise development etc.</p> <p>Suggests that to support and ensure the viability of employment such as e-business and home-working, and its future development.</p>	



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		<p>include provision for, the development of appropriate Adult and Community education and Training facilities within the settlement areas, to support the viability of these communities and promote priority areas such as homeworking, micro enterprise development etc.</p> <p>The submission suggests that to support and ensure the viability of employment such as e-business and home-working, and its future development, the plan should provide for:</p> <ul style="list-style-type: none"> • Local e-business and home working support “hubs” within communities and settlements, providing a focus for companies and individuals who are involved in this form of work • That these support hubs should include facilities for education and training delivery to support the business and enterprises within the area/region • Explicit provision for high quality, next generation data communication network provision <p>It states the proposed infrastructural developments in association with building projects, to accommodate the increasing population, are very important to foster sense of community. It states the continuation of identifying and addressing opportunities for community development can make Cork County a great place to live and learn for all.</p> <p>It notes it is important to develop strategic integrated policies for the development of inclusive communities and providing opportunities for people to be active and engaged in their communities.</p>	<p>States the continuation of identifying and addressing opportunities for community development can make Cork County a great place to live and learn for all.</p> <p>Need for strategic integrated policies for the development of inclusive communities and providing opportunities for people to be active and engaged in communities.</p> <p>Notes arts and cultural activities have a role in community development, and further projects of such should be identified.</p> <p>States it would welcome a focus on identifying areas in the county that would facilitate investment in “hubs” and activities for the ageing population.</p>	



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		<p>It notes community based arts and cultural activities have a role in community development and there should be further areas identified for projects of this kind, helping to further develop and enhance arts and culture in Cork County.</p> <p>The submissions states it would welcome a focus on identifying areas in the county that would facilitate investment in “hubs” and activities for the ageing population to help “promote and respect older people’s engagement in economic, social, cultural, community and family life, and foster better solidarity between generations”. (Ireland National positive ageing strategy) The submission notes young people can and do build positive and mutually beneficial and supportive relationships with older members in communities when the opportunities and arrangements to support these are put in place. It states the plan should attempt to make provision to support and foster these links.</p> <p>The submission suggests that Youth and Young people have been overlooked within the plan. It suggest that Youth be given a specific theme or focus in the overall plan, and that this should include consideration of the following:</p> <ul style="list-style-type: none"> • Provision with community/settlement panning for the provision of Youth specific services and amenities, including Youth Centres, Youth cafes and Youth work Services • Recreational and sporting amenities that engage young people 	<p>States the plan should attempt to make provision to support and foster links between young and older people in communities.</p> <p>Suggests that Youth be given a specific theme or focus in the overall plan.</p> <p>It notes, regarding people with disabilities and additional needs, the consideration of their needs in planning and the provision and delivery of services, necessitates specific inclusion.</p>	



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		<p>The submission suggests a specific focus on consideration for people with disabilities and additional needs. It states if Cork's aspiration is to be truly one of inclusion and community growth and development, specific and direct reference to meeting the needs of this cohort, and the consideration of their needs in planning and the provision and delivery of services, necessitates specific inclusion.</p>		
Cork Environmental Forum	PDP223874542	<p>This submission recommends a new Vision for the Plan that captures more of the transition the county needs to make –e.g. the vision of this Plan is to develop low carbon, nature rich communities that support peoples' wellbeing and provide balanced societal and economic opportunities in an equitable manner.</p> <p>Plan needs to support the delivery of the transformative actions needed for the county to develop in a more sustainable way, to help address climate change and biodiversity loss and to deliver wellbeing for all of its residents.</p> <p>Opportunity to take account to the lessons learnt from the Covid 19 lockdown – people's ability to embrace change, how quickly nature can recover when given a reprieve, importance of capacity to work remotely from home or a local hub and the potential benefits of this for the environment and quality of life / wellbeing. Availability of communications technology and hub space essential to support remote working.</p> <p>With regard to housing, settlements and place making, emphasis needs to be on building thriving communities,</p>	<p>Need for a new vision for the plan that captures more of the transition the county needs to make to develop in a more sustainable way.</p> <p>Opportunity to learn for lessons of Covid 19 re environmental recovery, ability to change quickly, remote working, importance of well being, importance of access to technology.</p> <p>Need to build thriving communities, not just houses. Development should not add to impacts of biodiversity loss or climate change.</p> <p>Council needs to be more involved in direct provision of housing.</p> <p>Avoid unsustainable development in areas</p>	<p>A new vision will be developed as part of the preparation of the new plan.</p> <p>In preparing the draft plan the issues raised by Covid 19 will be given careful consideration across a range of sectors See Volume One Section 2, of this report.</p> <p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 Population and Core Strategy and Water Services.</p>



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		<p>not just houses; new housing needs to be future proofed and should not add to the impacts of biodiversity loss or climate change. Cork County Council needs to be more directly involved in provision of housing. The significant constraints re water services must be recognised and further unsustainable development avoided in areas where water services capacity constraints exist, on flood plains and in areas designated for nature conservation.</p> <p>Furthermore, more public housing is required; more one and two beds units are needed; social housing needs to be mixed throughout the county; compact growth should be based on criteria for viable urban centres – it's not sustainable if majority have to commute elsewhere for work: developer lead developments should have travel plans and include biodiversity and habitat benefits; development should include for water harvestings and only one off houses that contribute to a cluster of development should be permitted : in developing urban centres development needs to be balanced for all areas to realise their assets and have an opportunity to thrive provided they can meet essential service requirements and support active / sustainable travel etc.</p> <p>Plan needs to address the EU Landscape Convention, including Seascapes, and “promote the protection, management and planning of the landscapes”. Council should employ a professional landscape architect to inform the planning process on an ongoing basis. Plan needs to prioritise nature, both its protection and nature based solutions. Rather than just looking at building better buildings we need to build the best possible green</p>	<p>where water services capacity constraints exist, on flood plains and in areas designated for nature conservation.</p> <p>Need for more public housing.</p> <p>Landscape protection management and planning.</p> <p>Need to engage community</p>	<p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 Green Infrastructure</p> <p>Noted.</p>



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		<p>town/ village and the whole environment. Sustainable Development Goal 17 is the most important goal that Cork County Council can proactively engage with communities on. When planning and building the elements of sustainable urban drainage, water harvesting, the use of storm overflows to create wetlands, gardens, and green recreational spaces should be part of all applications.</p> <p>Jobs and Employment Potential of Circular Economy Directive to create new job opportunities. There may be job opportunities in the transport and energy sectors, retrofitting houses etc. Cork County can accelerate the shift to a lower carbon economy by helping to support training centres that allow people to transition to greener jobs. Incubation units such as those operated by Údarás na Gaeltachta could be an option to accelerate start-ups. Areas with good infrastructure such as broadband, transport, services, educational facilities, good community recreational and public realm facilities and thriving biodiversity are more appealing for working and living. Resilience can be inbuilt by a more diversified economic model. The recent Cork Social Innovation fund was very oversubscribed, there needs to be more resources ring fenced through partnership to allow innovation and engagement in a range of areas to be realised.</p> <p>Horticultural sector is underdeveloped and Cork is already well placed to further develop in this area, with excellent producers, great farmers markets and innovative and skilled people. This is an opportunity for the County in</p>	<p>Jobs in the Circular Economy</p> <p>Can the plan support training initiatives / incubation units</p> <p>Building economic resilience</p> <p>Employment potential of Horticultural sector</p>	<p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 Economy, Population and Core Strategy.</p>



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		<p>terms of jobs and to retain value in the food chain as well as better for consumers and health. The County Council in conjunction with Cork Food Policy Council could support development of a Food Strategy for the County to allow greater reassurance of the commitment to build a better and more sustainable food system.</p> <p>Out coastal resources can also provide jobs including small scale algae/seaweed farming initiatives on both land and in the sea.</p> <p>Urban Capacity Town centres need to evolve to be centres for the population of the town, as social meeting spaces not just shopping. The public realm spaces should be multi-purpose and aim to eliminate motorised traffic and parking except for limited space for people with disabilities with greater pedestrian/ bike only streets. These spaces need to welcome all ages and incorporate play areas for children and spaces for older people. Other ways of making the centre attractive is allow outside space for businesses, fair rates, give space to attract food and refreshment outlets and useful social enterprises such as bike repair. Incorporate art and cultural and heritage elements as well as maximising restoration and engagement in local biodiversity. By redirecting people back to town and village centres that are relaxed and safe to enjoy without noise and risk of traffic the vibrancy of the community will be reignited.</p> <p>Water : Water quality continues to deteriorate in some catchments. Greater engagement and articulation of the</p>	<p>Employment potential of coastal resources</p> <p>Need for attractive urban spaces and public realm in order to attract people to live in towns</p> <p>Water quality continues to deteriorate</p> <p>Need to embrace softer water conservation and flood management measures in conjunction with communities.</p>	<p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 Housing Density and Placemaking, Town Centres and Retail.</p> <p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 Population and Core Strategy, Water Services.</p>



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		<p>shared responsibility with other agencies with regard to water quality is needed. More emphasis needed on conservation measures and rainwater harvesting as abstractions can also be an issue. From a water quality and environmental perspective, the hard engineering solutions carried out in conjunction with the OPW to address flooding in Bandon, Clonakilty and Skibbereen are regretful. Far more could be done in conjunction with local communities to implement nature based solutions for flooding and natural catchment management which would deliver many co-benefits.</p> <p>Transport accounts for almost a third of our GHG emissions and is the area which we have made the least inroads on. An easy low cost win in this regard would be the designation of lower speed limits on some L-roads to 30km and prioritising them as priority cycling and walking routes with some signage. This is very doable in many areas as there are often 2 if not 3 routes from one town to the next village/ town. We would like to see this be rolled out as a co-design pilot with local communities – provide safe routes to school etc. The route from Bandon to Inishannon on the north side of the river is a case in point and there are many more such opportunities.</p> <p>For new developments there needs to be a rethink of provision of car parking spaces, taking account of other travel options. A no car to low car and EV only policies will need to be incorporated. With regard to active travel permeability & connectivity in towns and villages are crucial. Speed limits should be reduced and need to address gaps/ permeability issues for safe routes to</p>	<p>Need to lower transport emissions and quickly develop more attractive walking and cycling measures.</p> <p>Significantly reduce parking requirements and enhance permeability in towns and villages.</p>	<p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 on Transport and Mobility.</p>



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		<p>schools/ town centre/ recreational facilities. Audits for walking & cycling, including desire lines should be carried out with a cross section of the local community.</p> <p>Health/ Community Facilities: To address intergenerational issue and increase social cohesion some community facilities could be multi-functional. There is also a need to provide decent adequate spaces and activities for teenagers and younger adults. It is vital that there are activities and facilities that people can become engaged in e.g. community garden/ access to allotment or woodland, river walks etc. Trees in urban communities are essential for health of populations, mental and physical, and also absorb toxins from pollutants. Tree planting of native trees in stands in towns and villages is both aesthetically and economically valuable.</p> <p>Energy : Understanding how energy is used (quantify energy demand and identify energy consumption patterns throughout the county) is essential to the development of a sustainable energy policy. Cork should prepare a an energy road map like Kerry has, which would allow greater public engagement and public participation and an identification of resources within each area that have the potential to contribute to renewable sources of energy.</p> <p>Maritime Cork : The Maritime assets of the county are undervalued. Policies are needed in areas such as sea weed harvesting, coastal erosion, light pollution etc. Cork is ideally positioned to lead in the protection and sensitive use of such a valuable resource and could in fact be a pilot</p>	<p>Need for multi functional and mutigenerational community facilities to address social cohesion.</p> <p>Importance of trees to wellbeing</p> <p>Need for an energy road map for the county</p> <p>Maritime assets of the county are undervalued. How to optimise them?</p>	<p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 on Community.</p> <p>Noted.</p> <p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 Energy.</p> <p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 Marine Spatial Planning.</p>



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		<p>county to roll out many of these policies. Potential of Marine Protected Areas to deliver exponential social, economic and environmental benefits and the opportunity for Cork to lead on designating MPAs and bring stakeholders is discussed.</p> <p>Submission highlights that Citizen Science is an important tool and source of data which can also facilitate citizen engagement and building understanding and knowledge of the marine environment is crucial and could also facilitate engagement in MPA designation as well as fill some considerable data gaps.</p> <p>Light pollution is identified as an issue that can affect coastal locations, species in the near shore and offshore.</p> <p>More information needed on the marine environment in order to plan it properly. Water quality an issue in some areas due to eutrophication. Need policies on coastal erosion, bio security, access to coastal infrastructure etc.</p> <p>Biodiversity : It is essential that the Plan prioritises Biodiversity as the foremost indicator determining if the county is in a healthy status or not. The County needs to refocus biodiversity as a priority and integrate into all planning, respecting the Birds and Habitats and other Natura designations. Cork County Council needs to have an up to date Biodiversity Plan and employ at least one Biodiversity Officer dedicated to the role to display any commitment to such a crucial area and liaise with communities on these issues.</p>	<p>Importance of citizen engagement and building understanding of environmental matters</p> <p>Light pollution in marine environment</p> <p>Lack of knowledge / information on marine environment.</p> <p>Essential that the Plan prioritises Biodiversity as the foremost indicator determining if the county is in a healthy status or not.</p> <p>Up to date Biodiversity Plan</p>	<p>Noted.</p> <p>Noted.</p> <p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 Biodiversity.</p>
Cork Harbour	PDP223660760	As part of a campaign over the last twenty years	A Zero Waste policy should be introduced	The potential for a Zero Waste



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Alliance for a Safe Environment (CHASE)		<p>C.H.A.S.E. has promoted Zero Waste as a principle and an aspiration in waste management which will have even more application now in the post Covid recovery. We will have to restart our economy in a different way and one of those is to look seriously at Zero Waste policy, with respect to waste management.</p> <p>Other countries have engaged with the principles of Zero Waste and have created new economic opportunities while developing their society. It cannot be business as usual.</p> <p>The draft Programme for Government (PfG) states that there are " no measures which would support the introduction of further commercial incineration in Ireland. With regard to district heating and combined heat and power, there are a number of options for application which do not involve the proliferation of incineration in Cork or otherwise.</p> <p>District heating is not directly linked to incineration, and no link is implied in the document. The PFG favours greater reliance on reduction and recycling to meet 2035 targets and does not support the development of new commercial incineration infrastructure."</p> <p>The Draft PFG commits to the development of a new National Waste and Circular Economy Action Plan.</p>	<p>with respect to waste management, which could present new economic opportunities.</p> <p>There are options for application of district heating and combined heat and power that don't involve the proliferation of incineration or new incineration infrastructure.</p>	<p>Policy will be considered along with the economic opportunities that might arise from such a policy. The policies and objectives of the current plan will be updated to reflect newer or updated policy/ guidance including the Southern Region Waste Management Plan 2015-2021.</p> <p>The potential for wider application and support for district heating and combined heat and power where appropriate will be given consideration in the drafting of the Plan.</p>
Cork ICMSA	PDP223846201	<p>This submission suggests that vacant units in cities and towns should be prioritised for development to increase housing availability in urban areas and that the population growth within the county should be directed to towns, villages and country areas where there is an ageing population and where local amenities such as post offices and schools face the threat of closure.</p> <p>The submission notes that to alleviate the stress on</p>	<p>Suggests that vacant units in cities and towns should be prioritised for development to increase housing availability in urban areas. The population growth within the county should be directed to towns, villages and country areas where there is an ageing population to support local amenities and existing facilities.</p>	<p>The future growth of the County will be formulated in line with government guidance emanating from the National Planning Framework and the Regional Spatial and Economic Strategy (RSES) for the Southern Region. See Volume One Section 2</p>



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		<p>housing, it is important that planning permission for one off housing in the countryside is promoted, particularly for family members and those local to a region. The submission also requests that services to rural dwellings are improved including the availability of broadband so that people are afforded the opportunity to work from home as was highlighted during the Covid-19 lockdown. The submission also recommends that a proportion of the development charges paid by rural dwellers should be ring-fenced for the management of invasive species in the community so that they are controlled and eliminated. The submission argues that to encourage people to live in town centres, they must be attractive places and that consideration must be given toward putting a limit on certain outlet types within the town centre and allowing retail units such as clothing boutiques, enthusiast shops, and gourmet food outlets to pay lower rates as ultimately such units raise the profile of the town centre. The submission argues that those commuting from North and West Cork should be encouraged where possible to work from home or in community hubs in their own locality as this would contribute positively to the climate challenge and also combat rural decline. As the submission notes that Dairy farming directly or indirectly is a significant employer in the County Cork, it is recommended that Cork County Council waive the standard development charges on any investments on farm that contribute positively to the environment. Other supports that are identified in the submission include investment in water and wastewater infrastructure, also in the rural road network, and where necessary, farm underpasses on all public roads in Cork</p>	<p>Requests that services to rural dwellings are improved including the availability of broadband so that people are afforded the opportunity to work from home. Recommends that a proportion of the development charges paid by rural dwellers should be ring-fenced for the management of invasive species. Consideration must be given toward putting a limit on certain outlet types within the town centre CDP should allow retail units such as clothing boutiques, enthusiast shops, and gourmet food outlets to pay lower rates Those commuting from North and West Cork should be encouraged where possible to work from home or in community hubs. It is recommended that Cork County Council waive the standard development charges on any investments on farm that contribute positively to the environment. Where necessary, farm underpasses on all public roads in Cork should be facilitated in a straightforward, pragmatic and cost-efficient manner. Planning exemption for solar panels on farm sheds and the relevant infrastructure be applied such that surplus energy can be put back onto the grid The Council or the developer of a greenway should provide underpasses to dairy farmers whose land has been severed by the</p>	<p>Population and Core Strategy and Housing Density and Placemaking for more guidance on these issues.</p> <p>In addition, the County Council's Digital Strategy in parallel with the National Broadband Plan will help leverage our connectivity infrastructure to continue to attract ICT investment and it is intended to promote this through the policies and objectives of the County Development plan.</p> <p>The other issues raised, including those relating to Housing provision and the socio economic impact of Covid-19 are noted and will be considered where appropriate in the draft plan and / or the Joint Housing Strategy and Housing Needs Demand Assessment.</p> <p>The provision of grants, the waiving of a particular development charge and the planning exemptions are outside the scope of the County Development Plan review.</p>



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		<p>should be facilitated in a straightforward, pragmatic and cost-efficient manner.</p> <p>The submission suggests that a planning exemption for solar panels on farm sheds and the relevant infrastructure be applied such that surplus energy can be put back onto the grid, providing an additional funding stream for farmers and reducing the county's dependence on energy from fossil fuels.</p> <p>The submission suggests that the Council or the developer of a greenway should provide underpasses to dairy farmers whose land has been severed by the greenway.</p> <p>The submission also suggests that grants should be provided to farmers to restore farm buildings which would contribute positively to the rural landscape. It is noted that while a grant existed for GLAS applicants, few dairy farmers were eligible for this grant.</p>	<p>greenway.</p> <p>Suggests that grants should be provided to farmers to restore farm buildings which would contribute positively to the rural landscape.</p>	<p>Solutions required for the design and building of Greenways, and in particular underpasses, is best resolved on a case by case basis and is not a matter for the plan review.</p>
Cork Institute of Technology	PDP223138431	<p>The Computer Science Department of Cork Institute of Technology has with international partners been funded under the EU Atlantic area Interreg VB Programme to undertake the BODAH project. The submission notes that the project addresses the use of big and open data for the development of new processes in the promotion and protection of local heritage, within partner regions. The submission highlights that big and open data, when deployed in support of tourism and heritage locations, can deliver a new level of SMART management and planning technologies to monitor, plan and sustainably manage tourism and heritage locations while also assisting in the maximising levels of environmental and ecological protection to such sites.</p> <p>The submission is seeking that the County Development Plan Review will make specific reference to the potential</p>	<p>Seeking the county development plan review will make specific reference to the potential use of big and open data for tourism and heritage management in areas of County Cork.</p>	<p>The proposal made in this submission has been noted and will be considered further in the preparation of the draft plan.</p>



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Cork LNG Limited	PDP223328288	<p>use of big and open data for tourism and heritage management in areas of County Cork.</p> <p>This submission outlines the merits of an Irish-owned company to develop an independent LNG (Liquefied Natural Gas) terminal in Ireland and indicates that such development would have the following benefits:</p> <ol style="list-style-type: none"> 1. Ensure security of energy supplies at a time when gas production is in decline in both Ireland and the UK whilst gas consumption is on the increase. 2. Comply with EU directives on energy security and market interconnectivity. 3. Tie in with existing gas infrastructure in Cork to provide a transition energy source until the production of renewables, e.g. Offshore Wind Power, increases to a sustainable rate. 4. Reduce CO2 Emissions by eliminating dependency on Coal and other higher emitting fuels. 5. An LNG terminal will create local jobs during construction of the pipeline and potential jetty, in addition to ongoing jobs at the terminal when operational. Additionally the LNG terminal can cooperate with NMCI regarding training opportunities with a potential to establish a "Centre of Excellence" for LNG at NMCI. 6. Create opportunities for LNG fuelling of Cruise ships and LNG4Transport. 	<p>Outlines the merits of an Irish-owned company to develop an independent LNG terminal.</p> <p>The need for other sources of renewable energy to be used rather than onshore wind in order to protect mountain regions in Cork and proposes to locate wind farms in more remote areas where there will be less disturbances and reduced visual impact.</p>	<p>Cork County Council recognises the importance of having a secure supply of gas to serve the energy needs of the country and the potential benefits of gas storage facilities.</p> <p>The issues raised in this submission will be considered in more detail as part of the preparation of the draft plan and in the context of national policy on such facilities.</p> <p>See Volume One, Section 2 Energy.</p>
Cork Nature Network	PDP222561960	<p>The submission makes the following points in relation to the SEA Scoping Report:</p> <ul style="list-style-type: none"> - There is an inadequate baseline for assessing impacts on biodiversity as little is known about the condition of sites and species outside of Natura 2000 sites. - Biodiversity in Cork is likely to follow national trends of 	<p>There is an inadequate baseline for assessing impacts on biodiversity and this should be acknowledged in the Scoping and Environmental Reports.</p>	<p>The SEA Environmental Report will be completed in accordance with the requirements of the Regulations and all available data in relation to the environmental baseline will be included</p>



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		<p>loss and deterioration.</p> <ul style="list-style-type: none"> - These facts should be acknowledged in the Scoping Report and Environmental Report and makes its analysis against this information deficit. - Obligations of the Habitats Directive and Regulations are highlighted including; maintain and restore favourable conservation status to Annex I habitats and Annex II species not just those in Natura 2000 sites; provide measures to manage and avoid deterioration and disturbance; specifically cover biodiversity beyond Natura 2000 sites. - Requests that the Scoping and Environmental Reports acknowledge the probability that biodiversity is in decline and baseline information is weak and that this places a greater obligation to halt further loss and set goals and targets to actively restore. - Further bullet point should be included in Section 7.0 to restore favourable conservation status of both Natura 2000 sites and the network in which they are connected. - Under Section 8.1 amend objective to include halt the loss of biodiversity and enable major scale habitat and species restoration as current wording of 'and, where appropriate' is too weak. 	<p>The obligations of the Habitats Directive and Regulations in relation to habitats and species apply.</p> <p>The Scoping and Environmental Reports should acknowledge the probability that biodiversity is in decline.</p> <p>Restoration of favourable conservation status of both Natura sites and network to which they are connected should be included in Section 7.0.</p> <p>Under section 8.1 include objective to halt biodiversity loss and enable major scale restoration.</p>	<p>including the source of this data. As new and better data becomes available this will be utilised.</p> <p>The threats to biodiversity and biodiversity decline are recognised and will be addressed in the Environmental Report.</p> <p>The issues raised will be considered in the Final Scoping Report.</p>
Cork Nature Network	PDP207861361	<p>Submitter requests that the overarching narrative set out in draft Plan be much more ambitious and imply significant shifts away from current environmentally damaging trends and should set out a series of pathways that would enable County Cork to develop while enshrining the large-scale restoration of biodiversity and place this alongside the urgent need to place climate change at the core of the economic and social strategy. Recommendations include policies for biophilic</p>	<p>Need a move away from environmentally damaging trends.</p> <p>Climate Change/Biodiversity crisis – Need for large scale restoration of biodiversity/ecosystems (in particular Cork Harbour/Corks islands).</p> <p>Biodiversity and climate change to be at the</p>	<p>Climate change, and mitigation and adaption measures will be a key consideration of the draft County Development Plan. See Climate Change Volume One, Section 2, of this report where this is discussed in more detail.</p> <p>Threats to biodiversity and</p>



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		<p>settlements, a County Green New Deal, nature as an economic asset, Nature Based Solutions for water problems, suitable sites for renewable energy, unlocking the potential of Maritime Cork, restoring the ecosystem of Cork Harbour, nature restoration across Cork's islands, preference for Green Infrastructure over grey, protection of heritage and addressing the biodiversity crisis.</p>	<p>core of economic and social strategy.</p> <p>Need to take an ecosystems based approach to creating vibrant, healthy communities by developing nature rich green and blue spaces in our settlements. Need to support biophilic settlements</p> <p>Need to develop policies to enable a European Green Deal approach to achieving sustainable economic growth.</p> <p>Need to promote and reference nature as an economic asset.</p> <p>Need to adopt nature based solutions to water management and promote Green Infrastructure over Grey</p> <p>Protect and enhance biodiversity.</p> <p>Protect heritage and monitor same.</p> <p>Ensure a low carbon energy future and identify suitable sites for renewable energy production with consideration of ecological sensitivity.</p> <p>Unlock potential of Maritime Cork as economic and natural asset and restore ecosystems in Cork Harbour and Islands and their waters.</p>	<p>biodiversity decline are recognised and the draft County Development Plan will seek to protect and enhance biodiversity. See Biodiversity Volume One, Section 2 of this report where this is discussed in more detail.</p> <p>See also Green Infrastructure and Marine Spatial Planning Volume One, Section 2 of this report.</p> <p>Other issues raised in this submission are noted and will be considered in preparation of the draft plan where appropriate.</p>



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Cork Simon Community	PDP223786227	<p>This submission makes the case for including of a goal of ending long term homelessness in County Cork in the County Development Plan. The submission sets out three pillars by which this can be achieved: (i) Homeless prevention – much work is already undertaken in this area via advice and mediation, support through HAP and MABS (ii) Housing First – the submission welcomes Cork County Council's commencement of a new 'Housing First' service soon aimed at ending homelessness for people who are long term homeless with Concrete Support needs (iii) Rapid Rehousing and Tenancy Sustainment initiatives again, it is noted that Cork County Council already has some tenancy sustainment services in place and the submission suggests that the further development of such initiatives to support people who are long term homeless or at risk of long term homelessness who do not meet the assessment criteria to participate in Housing First programmes but who do have significant support needs allied to the prioritisation of such individuals for available housing can have a major impact in ending long term homeless in the county. The submission recommends the following 4 actions be undertaken to end long term homelessness in County Cork:</p> <ul style="list-style-type: none"> i Comprehensive prevention and early intervention measures. ii Rapid rehousing for people who are newly homeless and a Housing First / Housing Led type approach for those long term homeless. iii Access to affordable housing / Social Housing as necessary iv Adequate support for people once housed including 	<p>CDP should include a goal of ending long term homelessness in County Cork in the County Development Plan.</p> <p>Three pillars to ending homelessness: Prevention, Housing First, Rapid Rehousing and Tenancy Sustainment Initiatives.</p> <p>Plan needs to include comprehensive prevention and early intervention measures including, rapid rehousing for people who are newly homeless and a Housing First / Housing Led type approach for those long term homeless, access to affordable housing /</p> <p>Social Housing as necessary, adequate support for people once housed including housing support, clinical support and supports towards community reintegration, as necessary.</p> <p>That the allocation of just a small fraction of the 3,000 units to be provided yearly for people who are experiencing or at risk of long term homelessness together with housing supports, clinical supports (where necessary) and supports towards social integration will be sufficient to achieve this major social goal.</p>	<p>Some of the issues raised in this submission are addressed in Volume One, Section 2 particularly regarding Population and Core Strategy.</p> <p>As noted in the submission, Cork County Council already has some tenancy sustainment services in place. The further development of such initiatives to support people who are long term homeless or at risk of long term homelessness who do not meet the assessment criteria to participate in Housing First programmes is under review with cooperation of the Department of Housing, Planning and Local Government.</p> <p>Other initiatives, either existing or proposed, will inform the preparation of the draft plan and / or the Joint Housing Strategy and Housing Needs Demand Assessment, with a particular emphasis on specialised housing requirements.</p>



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		<p>housing support, clinical support and supports towards community reintegration, as necessary.</p> <p>The submission notes that the plan includes provision for the addition of an average of more than 3,000 units per year across the County during the lifetime of the plan and states that the allocation of just a small fraction of the social housing element of this target for people who are experiencing or at risk of long term homelessness together with housing supports, clinical supports (where necessary) and supports towards social integration will be sufficient to achieve this major social goal.</p>		
Cork South West Green Party	PDP223684139	<p>In March 2019 Cork County Council voted to remove some litter bins and ruled out the use of recycle bins. In compliance with EU regulations, Cork County Council needs to take the necessary measures to ensure that systems are set up to provide for: (a) the return and/or collection of used packaging and/or packaging waste from the consumer, other final user, or from the waste stream in order to channel it to the most appropriate waste management alternatives; (b) the reuse or recovery including recycling of the packaging and/or packaging waste collected.</p> <p>If a bin is full, people are more likely to dump their rubbish next to it, or somewhere else. Monitoring plans are needed in all towns in Cork County to identify hot spots and develop a more efficient collection schedule. A communications and education plan will be needed help to make bins more effective as part of a long term litter prevention strategy.</p> <p>Strategies suggested include more, or re-positioned bins, adding recycling bins next to general waste bins and targeted enforcement. Overhead signage is a key element</p>	<p>Cork County Council needs to take the necessary measures to ensure that systems are set up to provide for: (a) the return and/or collection of used packaging and/or packaging waste from the consumer, other final user, or from the waste stream; (b) the reuse or recovery including recycling of the packaging and/or packaging waste collected.</p> <p>Monitoring plans are required so as to develop a more efficient bin collection system and a communication plan to make bins more effective as part of a litter prevention strategy.</p>	<p>The policies and objectives of the current plan will be updated to reflect newer or updated policy/guidance including the Southern Region Waste Management Plan 2015-2021.</p>



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		<p>to public place recycling.</p> <p>Include in the 2022 Plan a public recycle litter bin policy for all the towns in County Cork from 2022, ensuring the separation and recycling of all waste including composting.</p>	<p>A public recycle litter bin policy for all the towns of the county should be included in the Plan.</p>	
Cork South West Green Party	PDP223674370	<p>The submission outlines the growing popularity of Ireland as a surfing destination and the significant direct and indirect economic benefits generated from surfing tourism and facilities. The submission requests that the Plan considers the construction of a permanent lifeguard Station and ancillary infrastructure to support surfing, such as changing rooms, toilets, & showers in a sustainable manner within the lifetime of the plan at Garrettstown Beach.</p>	<p>Advocates enhanced facilities in Garrettstown/ Garrylucas to support surfing tourism.</p>	<p>This issue will be considered as part of the Review of the County Plan where appropriate.</p>
Cork South West Green Party	PDP223700242	<p>The submission observes that population growth of 28% since 2006 and target 40% growth via existing zoned housing land together means much of the new population of Kinsale will be located on the western and northern peripheries of the town. The main education centres, Scoil Naomh Eltin, Kinsale College, Kinsale Community School and Kinsale Gaelscoil are all located in very close proximity to each other clustered on or near the Bandon Road. Concerns are raised that there is a high intensity of car journeys delivering and picking up each morning, afternoon and evening.</p> <p>Cycling doubles up as useful transport and exercise, helping children (and adults) meet HSE guidelines and maintain a healthy weight. In the Draft County Development plan it identifies that less than 1% of all commuters travel to work by bicycle. If the council is to meet its own commitments in terms of climate change,</p>	<p>The submission advocates for a mobility plan in Kinsale focusing on green modes.</p>	<p>This issue will be addressed at a settlement level as part of the review of the County Development Plan, see also Volume One Section 2 Transport and Mobility, Housing Density and Placemaking.</p>



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		<p>active towns, CO2 mitigation, and sustainable travel it must start to prioritise walking and cycling over car journeys. Cork City and County has the highest percentage of Secondary school students driving their own cars to school in the country (fig 5.6).</p> <p>Ireland's First National Cycle Policy Framework identifies that many road sizes in smaller towns like Kinsale are inappropriate for shared cycling and car infrastructure and better use linking access roads in mixed use developments for more "as the crow flies" routes would shorten travel distances for cyclists and pedestrians.</p> <p>To help reduce emissions from traffic and create a safer route for children to walk and cycle to school it is proposed that traffic calming measures with pedestrian crossings be instituted above and below all main junctions to school routes including:</p> <ul style="list-style-type: none"> • R605 Bandon road and Woodlands Junction (new route to Gaelscoil) • R605 Bandon road and Abbey Lands Junction (route to Community School) • R605 Bandon road and Abbey Court Junction (route to Gaelscoil) • R605 Bandon road and Abbey Lane Junction (route to St. Eltin's Primary S.) • The Rock & Catholic walk (new route) • The Rock to Stone Well (new route) <p>All new development should be required to consider as the crow flies pedestrian and cycle and connections to the town, shopping and education centres. Cycling or walking</p>		



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		<p>instead of driving contributes to safer, safer-feeling and more pleasant neighbourhoods, so the whole community benefits.</p> <p>The submission calls on County Council to include in the 2022 Development a mobility plan to promote walking and cycling to schools in Kinsale by linking 'as the crow flies' routes from main residential areas to education centres.</p>		
Cork South West Green Party	PDP223695211	<p>The submission highlights that the rapid increase in numbers of private vehicles from both an increase in tourist numbers and town population, has created many transportation related issues like chronic congestion, limited pavement space, collisions, pollution, noise etc. and these effect the medieval heritage town of Kinsale.</p> <p>The Georgian core of the town was built on reclaimed land and many buildings are being impacted from subsidence and vibration from heavy traffic. The physical environment, in these areas has degraded leading to a loss of amenity, character and increased vacancy rates. The submission advocates that the only feasible way to upgrade mobility and the environment in such special areas is to pedestrianise them.</p> <p>Cork has one of the lowest numbers of children cycling and the highest percentage of teenage drivers in the country. Pedestrianisation policy can also address issues like obesity, the threat of online shopping to bricks and mortar retail and the continued degradation of our physical heritage and can contribute to a more attractive environment for tourism. Pedestrianisation results in a</p>	<p>The submission highlights the need for measures to divert traffic from traversing the heritage town, Kinsale, consideration of a park and walk location on the periphery of the town connecting to a potential greenway and to the proposed relief road and the permanent pedestrianisation of a number of streets within the town centre.</p>	<p>This issue will be addressed at a settlement level as part of the review of the County Development Plan.</p>



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		<p>greater use of bicycling and public transport, as people shift from private modes to sustainable modes.</p> <p>The submission requests that the County Development Plan Review considers the following issues in Kinsale: Measures to divert traffic from traversing the heritage town, Kinsale; A park and walk location on the periphery of the town connecting to a potential greenway and to the proposed relief road; The permanent pedestrianisation of the streets in attached map of Kinsale, fund an upgrade to the public realm in these areas with accessibility as a top priority. The submission requests a focus on the following streets:</p> <ol style="list-style-type: none"> 1. L-32340-0 Short Quay, Kinsale 2. L-9719-0 Market Street, Kinsale 3. L-9720-0 Main Street, Kinsale 4. L-97200 Crowley's Quay, Kinsale 5. Market Square, Kinsale 		
Cork South West Green Party	PDP223676610	This submission from The Cork South West Green Party proposes that County Council designates and provides funding for a Smart Grid pilot project for the town of Kinsale whereby residents can sell and buy surplus micro generated renewable energy locally. A microgrid is a peer-to-peer energy exchange, where a blockchain of users share surplus locally generated electricity between households, businesses and schools in a distributed production network.	Seeking funding for a smart grid pilot project for Kinsale whereby residents can buy and sell surplus micro generated renewable energy locally.	The County Development Plan is not the forum for adjudicating on requests for funding for individual projects of this nature.
Cork South West Green Party	PDP223688632	This submission relates to the provision of sustainable public lighting by Local Authorities. The submission states that as we move towards GHG emissions targets all local authorities are tasked with increasing energy efficiency of	Seeking local authorities to increase energy efficiency of their public lighting stock. Proposes a high chromatic quality and a lower	This is an operational matter outside the scope of the County Development Plan Review.



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		<p>their public lighting stock. In doing this we are shifting from High Pressure Sodium fittings to LED. The submission states that too much light pollution has consequences: it washes out starlight in the night sky, interferes with astronomical research, disrupts ecosystems, has adverse health effects and wastes energy.</p> <p>The submission specifically refers to Kinsale and states that in a heritage town like Kinsale a high chromatic quality (CRI+80%) and a lower colour temperature is required for LEDs. The submission gives an example of a poor lighting replacement at the Marion Terrace milk market junction. The extremely white blue light gives a very poor rendering of both colour and architectural feature.</p> <p>In Cork County Council Public Lighting Manual and Product Specification 2018 (2) they specify using 4000k colour temperature. The submission requests that Cork County Council include a revised specification for replacement LED lighting Warm White (3000k temperature) with low height installations not exceeding 3m and a colour rendering index (CRI) of 80% or higher in the Cork County Development Plan 2022. It recommends that Daylight sensors need to be adopted and all lanes and roads should have minimum lighting levels of 1 lux at surface for safety and security. All replacement units should include integrated solar PV unless adversely overshadowed.</p>	<p>colour temperature for LEDs in towns like Kinsale.</p> <p>Seeking Cork County Council to include a revised specification for replacement LED lighting Warm White (3000k temperature) with low height installations not exceeding 3m and a colour rendering index (CRI) of 80% or higher in the plan.</p> <p>Recommends that Daylight sensors need to be adopted and all lanes and roads should have minimum lighting levels of 1 lux at surface for safety and security.</p> <p>All replacement units to include integrated solar PV.</p>	
Cork South West Green	PDP223686628	Submits that public transport linkages, greenways, car sharing and park and ride are the only solutions to reduce	Need to reduce GHG emissions and increase sustainable travel using measures such as	The draft plan will seek to reduce the need to travel and will



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Party		dependence on private car commuting and reduce GHG emissions. In that context it seeks rebranding and marketing of Local Link, extending dedicated commuting routes from towns to the city and night time services, with a view to broadening its demographic and growing passenger numbers. It suggests trialling a specific route from Kinsale.	public transport linkages, greenways, car sharing, park and ride. Consideration of optimisation of public transport opportunity - need to rebrand local link and expand its use.	promote sustainable travel. It is intended that the draft plan will support the Local Link Rural Transport Strategy. See Transport and Mobility and Climate Change Volume One, Section 2 of this report where these issues are discussed in more detail.
Cork South West Green Party Group	PDP223818973	The proposal seeks the highest levels of transparency and accountability in the pursuit of the objectives that will be defined in this plan. It proposes the Council create a dedicated website for the lifetime of the Plan, publish all established metrics, baselines and quantifiable objectives that are part of the completed plan and includes regular updated reports on the progress of the objectives in the plan on the website. The publication of the PDF form is insufficient for informing people on how the plan is progressing. Under the 'Local Area Plan – Guidelines for Planning Authorities', local authorities are encourage to periodically review the success or otherwise of the implementation of the policies and objectives of a local area plan by effective monitoring systems and it is requested that these monitoring systems are implemented in such a way that the public has easy access to them and can assess the progress in the relevant areas during the lifetime of the plan. It is suggested that a dedicated website with a social media presence could be established for this purpose. Attention is also drawn to the requirements of the SEA	In order to promote transparency and accountability, a dedicated website should publish all established metrics, baselines and quantifiable objectives of the plan and include regular updates on progress. Monitoring systems should be implemented in such a way that the public has easy access to them and can assess the progress in the relevant areas during the lifetime of the plan. Requirements of the SEA Directive and the	The most effective and transparent means of monitoring the outcomes and progress of the plan, including effective communication of this, will be given careful consideration in the drafting of the plan and SEA Environmental Report. The requirements of the Directive



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		<p>Directive as outlined in the EPA document 'Integrating Climate Change into Strategic Environmental Assessment in Ireland' (2015).</p> <p>It is proposed that all reports as to the performance of Cork County Council could be published through the same channels such as the National Oversight and Audit Commission performance report.</p> <p>It is highlighted that the 2020 report 'A Profile of Local Government Climate Actions in Ireland' by the LGMA, indicates that the Council is not sufficiently active in the following areas:</p> <p>Specific Climate change actions; Citizen training & Education on climate change; Urban Woodland Strategy; Climate Change Action Plan (no KPIs); Biodiversity Action Plan (no KPIs). A variety of key EU Directives are highlighted.</p> <p>Although the information, referenced above, can be accessed by the public through 'Access for Environmental Information' requests, this new County plan should involve the public sharing of baselines which are updated annually or bi-annually. Accountability and transparency will help the Council achieve the objectives, and great socio and economic benefits gained if the public performance of our strategies are seen to be creating an environment for people and nature that is sustainable, resilient and progressive. The spirit and the law included in EU directives directs our statutory bodies to be open and informative about the plans, policies and strategies that affect our environment.</p>	<p>EPA document on 'Integrating Climate Change into Strategic Environmental Assessment' should be applied.</p> <p>Reports on Council performance should be published on the same channels as the National Oversight and Audit Commission performance report.</p>	<p>and EPA guidance will be given due consideration.</p> <p>This is not a matter for the review of the County Development Plan.</p>
Cork South West Green Party Group	PDP223813458	<p>Skibbereen</p> <p>This submission proposes that Cork County Council develops a dedicated West Cork Museum in Skibbereen</p>	Proposes that Cork County Council develops a dedicated West Cork Museum in Skibbereen town centre to complement the existing	The Council recognises the rich and diverse cultural and historical heritage of West Cork. The Draft



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		<p>town centre to complement the existing Heritage Centre and West Cork Arts Centre. Skibbereen is seen as an appropriate location in West Cork for this museum, located on the N71, therefore easily accessible for visitors, and having one of the deepest and richest histories in Ireland. FA museum could become a focal point for many of the historical societies throughout West Cork, with opportunities for research, partnership with UCC and other institutions, potential for achieving financial assistance as an EU project. A no. of benefits that would accrue to the economy and the culture of West Cork are listed as follows;</p> <ul style="list-style-type: none"> • Creation of a focal point for many cultural activities in West Cork; • Creation of synergies with the West Cork Arts centre in the areas of shared exhibitions and residencies, enhancing cultural tourism; • Economic benefits include job creation, enhancing marketing and brand value; • Enhancing the much-needed regeneration of Skibbereen and its future as a modern, cultural, artistic and economic centre; • Encouraging community participation in research and educational projects; • Some of the top visitor attractions in Europe are major museums and galleries; • An online presence would not just benefit the Museum but Skibbereen and West Cork. 	<p>Heritage Centre and West Cork Arts Centre</p>	<p>Plan will seek to support proposals and opportunities to enhance and complement the tourism offering of the region.</p>
Cork South West Green Party Group	PDP223811146	<p>This submission proposes that Cork County Council establish community owned anaerobic digesters throughout the county. The submission includes a report 'Kinsale Community Digester Project Detailed Feasibility</p>	<p>Seeking Cork County Council support for the establishment of community owned anaerobic digesters throughout the county and has a proposal for Kinsale as the pilot</p>	<p>Cork County Council recognises that renewable energy developments can produce significant environmental,</p>



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		<p>Study 2011' which provides detailed information on how it is possible to achieve and maintain a well-integrated AD project. The study concludes that it is financially and technically viable for a 1,380m digester project to be developed and to bring significant socio-economic benefits to the community of Kinsale and other towns such as Clonakilty, Bandon, Skibbereen, Bantry etc.</p> <p>The submission states that a well-integrated AD project developed for the benefit of the community, can contribute to turning things around and assist in building a resilient local economy. The submission concludes with a proposal that the Council begin piloting this project in the first stage of the County Development Plan with further roll-out of the project in viable locations during the lifetime of the plan.</p>	<p>project.</p>	<p>economic and social benefits and will review the policy for anaerobic digestion in the draft plan.</p>
Cork South West Green Party Group	PDP223815438	<p>Submission makes reference to the European Commission's Europe Green Deal and its relevance into the coming decades, as the climate crisis assumes centre stage, to limit Europe's greenhouse emissions to make the European Union carbon neutral by 2050 and meet its sustainable development goals.</p> <p>Proposes that Cork County Council adopt the concept of the EU's Smart Villages initiative for the framing of future development in the towns and villages of Cork County stating that rural Cork can be a trail setter in making progress towards Green Deal aims.</p> <p>Believes that focus on the following areas (under which it sets out detailed proposals) will be to the long-term benefit of communities and economies throughout County Cork and will feed into tourism marketing strategies, business development, and remote working</p>	<p>Climate change considerations to be central to the plan.</p> <p>Proposes adoption of the concept of the EU's Smart Villages initiative for the framing of future development in the towns and villages.</p> <p>Climate action measures will have a positive economic impact.</p> <p>Drive a more ambitious climate action program that will lower fuel costs, increase investment, and create jobs and business opportunities.</p> <p>Climate action measures will include</p>	<p>Climate change, and mitigation and adaption measures will be a key consideration of the draft County Development Plan. See Climate Change, Volume One, Section 2 of this report where this is discussed in more detail.</p> <p>Threats to biodiversity and biodiversity decline are recognised.</p> <p>Issues regarding energy efficiency and biodiversity will be given further consideration during the drafting of the plan. See Energy</p>



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		<p>initiatives:</p> <ol style="list-style-type: none"> 1. Increasing the Climate Ambition. States that Cork County Council can drive a more ambitious program that will establish lower fuel costs, increase investment, and create jobs and business opportunities. 2. Supplying clean, reliable and affordable energy. Makes reference to community energy developments of varied forms from community heating initiatives to shared ownership of community renewables and the Council's potential role in planning pathways for community projects that could develop community-owned energy projects. 3. Mobilising industry for a clean and circular economy. Suggests that incentives or publicity campaigns with the objective of removing waste and encouraging circularity in recycling or repurposing could be run by the Council. 4. Preserving and restoring ecosystems and biodiversity & Zero pollution towns and villages – submits that the creation of Zero pollution initiatives would drive awareness for towns and villages on the liabilities that accrue to their economies due to local pollution or perceived losses of natural environments. The increase of emphasis on urban woodlands and effective biodiversity measures would also drive the economic attractiveness of towns and villages for tourism, business and population growth. 5. Farm to Fork – proposes that the growth in recent years of the farmer's markets is a trend that should be encouraged with economic and environmental benefits from high-quality food producers establishing small to medium enterprises. 6. Following Europe – states that much of the progress 	<p>innovative renewable energy initiatives for which the Council could develop pathways, raising awareness and mobilising industry for a greener economy, promotion of waste reduction, preservation and restoration of ecosystems, promotion of farmers markets.</p> <p>Funding model for development could move from an application lead process to one whereby the Council develops the relevant project ideas for which funding is subsequently applied for.</p>	<p>and Biodiversity in Volume One, Section 2 of this report.</p> <p>The policies and objectives of the current plan will be updated to reflect newer or updated policy/guidance including the Southern Region Waste Management Plan 2015-2021.</p> <p>The other issues raised in this submission are noted and will be considered in the draft plan where appropriate.</p>



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		<p>made on developing rural towns and villages has already been achieved in many locations throughout the EU, that the current funding model is based on an application process and that this is strategically mistaken, and that a reversal of this model would produce better outcomes. Sees an opportunity for Cork County Council to develop project ideas, for which funding is available, and make these project-kits accessible to communities who have particular needs that are being met elsewhere in Europe but not in County Cork.</p>		
Cork South West Green Party Group	PDP223812770	<p>County Plan should incorporate the Town Centres First policy from the new Programme for Government 2020 for all the towns and villages in Cork County.</p> <p>Urgent need to strategically approach the problem of vacant buildings and unused land in order to repopulate our towns and villages in order to promote the communities and economies therein.</p> <p>Need to engage with communities to consider all the local needs and relevant circumstances when proceeding with this policy. New modes of communication will need to be established in relation to this and be based on collaboration.</p> <p>Such a town centres policy (as per approach in Scotland) should prioritise the following objectives:</p> <ol style="list-style-type: none"> 1. Adopt an approach to decisions that considers the vibrancy of town centres as a starting point. 2. Ensure that the health of town centres features in decision making processes. 3. Ensure that decision making is open and transparent and considers the medium and long-term effects of any 	<p>Plan should incorporate the Town Centres First policy with Skibbereen as a model town.</p> <p>Need to address vacancy and underused land within town centres.</p>	<p>This submission raises a number of issues that will be further considered in the preparation of the Draft Development Plan. See Volume One, Section 2 Town Centres and Retail and at an individual settlement level.</p>



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		<p>Council decisions on the town centres. The Council should follow the principle that economic development and regeneration is co-dependent. Skibbereen town centre is proposed as a model for the introduction of this policy. Planning decisions for the development of towns must be coherently in line with the social and economic activities necessary for a healthy and sustainable environment. Real-world strategies are required that will enable vacant properties to become habitable again. Such changes of use should not involve excess red tape.</p> <p>Town centres including their businesses and entrepreneurs need support to adapt, prove resilient to further challenge and be equipped to identify and increase investment opportunities. Community-led regeneration supporting local people to take responsibility for the economic, social, and environmental action will make a difference within communities.</p> <p>Continue to prioritise our towns as working environments that are at the forefront of the digital revolution to help further cement County Cork's place as a world class digital region by 2028. Town centres need development that is coherent, sustainable and in line with the objectives of the Town Centre policy.</p> <p>A link is attached to the submission (2013 Town Centre Action Plan: Scottish Government) as a model for how Cork County Council can follow new Government policy.</p>	<p>Town centres and their stakeholders need support to adapt</p> <p>Resilience - Community engagement / Community-led regeneration in town centres is vital.</p> <p>Digital economy - prioritise our towns as working environments that are at the forefront of the digital revolution</p>	



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Costello Landholdings, Charleville	PDP218971899	<p>The Development Plan should provide a strong growth target for Charleville, reflective of its strong employment base, its role as County Town in North Cork and Boundary Town to drive sub regional growth in shared hinterlands with Co. Limerick. The RSES recognises Charleville's significant role in North Cork particularly as part of an Agri Food Network.</p> <p>A target population to 2027 of 4,662 is suggested and appropriate for towns such as Charleville to support their significant hinterlands and provide alternatives to one-off housing. In line with NPF principles, a smaller portion of population growth should be allocated to villages and rural areas i.e. a maximum of 10% of growth. There is an inherent need for flexibility in land supply to avoid market constraints. At an absolute minimum need to apply the 25% headroom as set out in the NPF Implementation Road Map to the assessment of zoned lands required in Charleville.</p> <p>Infrastructure investment should be prioritised to support this growth; in particular there is an urgent need to address constraints to development associated with capacity of the Waste Water Treatment Plant.</p> <p>To fulfil the goals of compact growth and active and vibrant town centres outlined in the NPF and RSES, Charleville must prioritise central developments over those on the periphery. To unveil its development potential Charleville should also support and promote mixed use and residential developments in central locations and provide attractive alternatives to houses in</p>	<p>Plan should provide a strong growth target for Charleville to 2027 of 4,662.</p> <p>Proportion of population growth allocated to villages and rural areas should be a maximum of 10% of growth.</p> <p>Infrastructure investment should be prioritised in Charleville to support growth.</p> <p>The application of residential density levels appropriate to individual town's development pattern is supported.</p> <p>Provide sufficient headroom in zoned lands.</p> <p>Prioritise the zoning of lands within the plan that are deliverable, accessible and consolidate existing and permitted development.</p>	<p>These issues will be given consideration in the drafting of the Plan. See Volume One, Section 2 Population and Core Strategy and Housing Density and Placemaking.</p>



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		<p>the countryside. Charleville provides a good mix of comparison retail and department stores as well as discount and convenience retail. Future zonings in central areas should be aiming for attractive mixed-use developments and allow more flexibility.</p> <p>The submission proposes the following:</p> <ul style="list-style-type: none"> • Density levels should be reflective of Charleville's existing pattern of development and market demands as a county town with a large rural hinterland. Higher density levels appropriate for cities or city suburban areas will not be viable in Charleville. Density objectives for more than 35 units are appropriate in town centre/brownfield and other areas should have a range of 25 to 25 units per hectare. • A realistic approach should be used in terms of town centre zoning objectives and land zonings in proximity to the town centre to prioritise infill / brownfield developments and support compact growth during the lifetime of the development plan. • A revision of the retail objectives for the town is required to ensure Charleville can service its significant hinterland. More flexible zoning objectives are required to allow for future adjustments and avoid vacancies. • In prioritising the zoning of lands regard should be had to their deliverability, accessibility, and capacity to consolidate urban development. A significant amount of existing zoned lands are not developable for housing for a variety of reasons. 73% of lands zoned are outside a 1km radius (10 min walking distance) from the town centre. 		
Cotter Estates	PDP223807420	This submission focuses on strategic issues affecting the	Population targets for Kinsale should reflect	



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		<p>future development of Kinsale in recognition of its role as a Ring Town in County Cork. The main points emphasised in this submission are:</p> <p>Population targets for Kinsale should reflect the important role of the settlement and its development potential as a County Ring Town;</p> <p>Subsequently sufficient land should be zoned allowing for adequate headroom in the event that sites do not come forward for planning or permissions are not implemented in appropriate time;</p> <p>The County Development Plan should encourage the development of compact development on suitable sites within town the town boundary in accordance with national and regional planning policies and guidance;</p> <p>The County Development Plan should set out clear policy objectives and guidance on the application of housing density requirements in County Cork that are reflective of factors including market demands, demographic trends and locational circumstances. The promotion of compact growth forms does not necessarily mean high density development;</p> <p>The current Development Plan flexibility on the application of residential densities is supported and it requests that the emerging plan be similarly flexible and that zonings reflect existing and likely future demand. It is furthermore advocated that flexibility in land use zonings and the application of development management standards be considered.</p>	<p>the important role as a Ring Town and adequate headroom should be provided for in the event that sites do not come forward for planning or permissions are not implemented in appropriate time.</p> <p>It supports the current flexible approach to density within the current Plan.</p>	<p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 on Population and Core Strategy, Housing Density and Placemaking.</p>



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		<p>The submission make reference to the Issues Papers which included a comprehensive analysis of Urban Capacity within the former Town Council Areas including Kinsale to identify the potential for additional housing to be accommodated within these town centres. The Study demonstrates that Kinsale performs very well in terms of people living within the town centre. The predominant land use is residential which represents about a quarter (26%) of the building stock in the town. While the Study identified some further opportunities for residential use in the town centre it does not take account of the significant constraints that could prevent some of these town centre sites coming forward. These include environmental, topographical and infrastructural constraints, historical and heritage designations and market viability to name a few.</p> <p>It is also important to consider that some town centre units will likely not be suitable for family accommodation. It also notes that more people will likely be working from home into the future and therefore require more spacious homes from which to work.</p>		
County Nature Trust	PDP223850471	<p>Submission is concerned with the unsustainable impact of humans on the environment resulting in climate change and loss of biodiversity. In particular it raises particular issues in relation to Crosshaven area as well as across the wider county.</p> <p>Actions required for Crosshaven and Environs:</p> <ol style="list-style-type: none"> 1. Planning practices need to focus on conservation of this unique area as capacity in terms of development has been reached. Village should be designated as a proposed architectural heritage zone. Historic features such as the 	<p>Biodiversity loss and climate change are important considerations for the plan.</p> <p>Submission identifies a series of actions specifically sought in relation to Crosshaven village. Some need wider consideration in the plan such as:</p> <ul style="list-style-type: none"> • Need for additional architectural protection areas and protection of 	<p>Threats to biodiversity and biodiversity decline are recognised and the draft County Development Plan will seek to protect and enhance biodiversity. See Biodiversity Volume One, Section 2 of this report where this is discussed in more detail.</p> <p>Climate change, and mitigation</p>



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		<p>Quay Walls and Point House are identified as being of particular importance.</p> <p>2. Need for an amenity park for people to walk or exercise.</p> <p>3. Filling in areas of wetland habitat for parking is not appropriate. A new commercial centre (developed away from the waterfront) is needed or the council should acquire brownfield lands to provide parking.</p> <p>4. A cycling initiative using electric bikes for residents to commute to and from the town centre should be introduced to relieve pressure on the foreshore/town centre and to promote a healthier low carbon lifestyle.</p> <p>5. A lack of Tree Preservation Orders on historic trees in the village leaves them susceptible to damage or removal.</p> <p>6. Templebreedy National Monument and Environs should be protected due to its history and biodiversity (A map of the area is included in the submission). The last remaining Yellowhammer and Meadow pipit breed in this area and face extinction if development is allowed.</p> <p>7. Crosshaven Foreshore and mudflat should be protected (map included) - natural foreshore and important site for wintering waders, gulls, and otters. It is contiguous to the Owenaboy SPA and contains the Knocknagore channel which is important to wildlife.</p> <p>Other matters raised:</p> <ul style="list-style-type: none"> • The council must invest in community farms in protected zones for sustainable futures, for the transfer of skills, and the growth of an organic mode of food production locally. • Use of glyphosate should be ceased on all Council properties and a 'don't mow let it grow' approach 	<ul style="list-style-type: none"> • built heritage • Need for additional public spaces • Prioritisation of brownfield redevelopment • Introduce smarter travel solutions to benefit a healthier low carbon lifestyle • Need to consider tree protection including TPOs and the appointment of a Tree Officer • Need to give protection to unprotected areas of biodiversity • Need to manage public lands for biodiversity • Need to include biodiversity in new developments <p>Establish an anonymous peer review committee for all planning applications</p> <p>Wind energy - proposals should benefit the community directly</p> <p>Acquire Clogheen Marsh near Clonakilty and Commogue marsh in Kinsale</p> <p>Identify and manage the River Valley in Tracton as a major tourist attraction for biodiversity</p>	<p>and adaption measures will be a key consideration of the draft County Development Plan. See Climate Change, Volume One Section 2 of this report where this is discussed in more detail.</p> <p>SEA and AA processes provide environmental oversight of plan.</p> <p>Other issues raised in this submission are noted and will be considered in preparation of the draft plan where appropriate.</p>



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		<p>adopted during the summer months.</p> <ul style="list-style-type: none"> • A tree protection officer should be appointed. • An anonymous peer review committee for all planning applications should be established. • New housing schemes should include the use of nesting bricks in the eaves of houses to encourage nesting for certain species • A bird hide should be built for educational purposes in Carrigaline • Population growth in Crosshaven should be limited in order to prevent the necessity for a new bridge across the Owenaboy River. Such a project would have significant impacts on the SPA. • No further planning should be granted along the shores of the SPA's in Cork Harbour. • Any new wind energy plans should benefit the community directly. • The council should acquire Clogheen Marsh near Clonakilty and Commogue marsh in Kinsale. • The River Valley in Tracton should be considered a major tourist attraction for biodiversity and incentives should be provided to landowners to farm to this effect. 		
Courtmacsherry Development Association	PDP223579256	<p>The submission outlines plans in Courtmacsherry which are presently underway by the Development Association such as the new Rowing Club House, the reformation of the Sailing School, the Council plans for their acquired amenity lands at the Pier, some necessary dredging planned at the Pontoon and the important Tourism initiatives that are being driven by Seven Heads Peninsula Tourism and others.</p> <p>It outlines that the completion of the Courtmacsherry/</p>	It advocates that the future Plan includes policy objectives for Courtmacsherry that includes provisions for Sheltered Housing/Nursing Home, more recreational amenities and facilities that will create employment and living accommodation for the village's youth.	These issues will be addressed at a settlement level as part of the review of the County Development Plan.



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		<p>Timoleague Sewerage scheme this year is a huge achievement and will be the single biggest catalyst to the development of the area in the years ahead. The inclusion of the village of Courtmacsherry on the Wild Atlantic Way from summer 2019 was also a major achievement and the addition of the Seven Heads Peninsula to same is an abiding goal of all to achieve. The achievement of winning the coveted Pride of Place Award late last year was a great boost for our Village and demonstrates the potential that the area has. The Community Shop is the greatest example of Community Spirit at its best in the last few years and a huge addition to village life.</p> <p>It is also hugely important that the policy objectives for our Village includes provisions for Sheltered Housing/Nursing Home, more recreational amenities and facilities that will create employment and living accommodation for our youth in the decades ahead.</p> <p>It is of vital importance that the policy objectives for our Village is forward thinking so that the area can survive the difficult and different economy ahead as the country copes with Covid 19.</p> <p>It sets a series of proposals in relation to specific areas within the village as follows:</p> <p>Main Village Park across from Church. It acknowledges this is a beautiful facility in the Village developed by Cork County Council over many decades. It proposes to make a plan to upgrade and improve this</p>	<p>It requests that a detailed masterplan be undertaken for the Main Village Park.</p>	



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		<p>Village Park in conjunction with Council, It requests that a detailed Masterplan should be undertaken on the Park area to include: Trees to be manicured to reveal the real beauty of a water side location and to propel the Park as a focal point of the Village; Walkway to be considered on the outside with a Boardwalk on the seaside in areas if required; Join up the path from Timoleague to the Community Hall and through the Park. This should be prepared by a competent person.</p> <p>A Skate Park was proposed in a number of submissions to the Community Association Plan and this could be along the lines of the Bandon Skate Park or the many Skate areas evident in the towns and villages across Europe. Other amenity suggestions include installation of outdoor exercise and Gym equipment to be used by all; a Multi Use Games Area (MUGA) as proposed by Council which could be designed as a themed area as well (Boats, ships, Pirates); upgrade the Ball playing Area with new fencing on the Sea side, upgrade the Seats and Picnic areas; better Lighting for evening use; outdoor Boules or crazy golf area for a variety of population ages.</p> <p>Council Land acquired by Pierhead. It outlines that this land as acquired by Cork County Council at the Pier is the subject of a current review by another subcommittee of the Development Association appointed in late 2017. It was so important that this remaining seaside land stayed in public ownership for the benefit of the community of the area. Items from recent public consultation process were the inclusion of an amphitheatre, the Inclusion of the Lusitania Sculpture</p>	<p>A number of amenity facilities including a skate park, marine themed playgrounds and walks are proposed to enhance local facilities.</p>	



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		<p>that was the subject of a competition as organised as part of the Lusitania's Centenary Committee commemorations of 2015 and other ideas that also were contained in the 2018 submissions to the above committee.</p> <p>The Tennis Court and Promenade. Develop as the Mid Village attraction.</p> <p>A general Revamp needs to be carried out on the area of Tennis Court and Promenade to ensure its well-being for the next decade. Consideration should be given to the setting up of a Tennis Club. A detailed review of entrances should be carried out and discussions initiated with adjoining landowners engaging in joined up thinking on an amenity to the east that would create safer access. A recent Council amenity grant of €3,000 has been allocated towards this project.</p> <p>Village Parking / Speed: The major issue raised in the village relates to parking in busy periods. This is an issue that must be addressed going forward as the advancement of the inclusion in the Wild Atlantic Way and the advancement and promotion of the Haven Coastline by Bord Fáilte, will see extra people visit our Village in the years ahead. The Wild Atlantic Way Discovery point is proposed for the End of Village at the Beach area, hence this will be an area where more traffic will accumulate. There will be many quiet days throughout the year in Village Traffic but we must cater for peak time activity.</p> <p>Development of More Walking Routes including looped walks designed for different abilities (5k/10k/ 15k).</p>	<p>Parking and traffic speeds need to be addressed, given increased demands from visitors on the Wild Atlantic Way.</p>	



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		<p>Walking has huge potential for Tourism in the Parish. The Seven Heads Walk Committee have achieved so much over the past years in propelling the beauty of the parish walks and this has resulted in an influx of walkers and tourists.</p> <p>Seven Heads Walks have recently secured funding for Signage etc. It is essential the Council protect areas against Coastal Erosion especially at Point of Wood and Broadstrand.</p> <p>It also suggests the reactivation of other local walks such as Walk at School Boureen / Bouratoureen, Esplanade Walk, Kingragie Walk and Big Tree.</p> <p>It requests that consideration be given to the possibility of lights along the route to Timoleague. There is talk about a greenway route all the way to Clonakilty and this should be the long term aim. It questions whether there is a requirement for parking lay-bys to observe the beauty and wildlife.</p> <p>The Harbour/Pier/Pontoon.</p> <p>Courtmacsherry is unique in West Cork as it is the only safe and easily accessible working and berthing Harbour between Kinsale and Union Hall. This puts our location as much sought by the boating fraternity in the pursuits of Sea Angling, Commercial Fishing, Pleasure Boating, Yachting etc. The benefits of improving our Harbour are huge but will come at a high cost. Necessary Dredging of the Harbour Channel and surrounds is a must over the next few years before it is too late. There is an independent Pier and Harbour Committee and they are</p>	<p>It sets out a number of requests regarding marine infrastructure and facilities including upgrading of the pier/ pontoon/ slipways, dredging, provision of toilets, showers and better signage.</p>	



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		<p>working hard to achieve such goals.</p> <p>The maintenance/restoration/upgrading of the Pier/Pontoon/Slipway and Dock is being actively advanced by the same Harbour and Pier committee in conjunction with the relevant Authorities. Cork County Council are progressing with some dredging works around the existing Pontoon and an allocation of funding has been secured for same.</p> <p>A detailed study of the Harbour is currently being completed by this Committee in conjunction with the Dutch Delft University and the Cork Institute of Technology. The results of same will be of great benefit in the future plans for the entire Pier and Harbour. The Committee also advise that a handling derrick will shortly be erected at the jetty which will be a great benefit to all. This committee are also working on the provision of better signage on the pier area. Council are appointing a Constable to see after the entire Pier Area and Harbour.</p> <p>Further suggestions for this area include: Extension to pontoon and control of usage; Possibility of Community Showers in the lower area of the Council Public toilets with an upgrade to same; Repairs to existing Pontoon; Dedicated area for Dingies lay-up for discussion; Dredging of Dock which has silted up since last carried out; Provision of Diesel facility on 24/7 basis; General tidiness of Pier and removal of material that is not of current usage; Lining of the pier area re parking; Possible provision of some Lockers for Lifejackets.</p>		



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		<p>The Village Beach by Hotel / Rowing Club Development / Re-start of Sailing School.</p> <p>The Village Beach by the Hotel was a thriving amenity area in decades gone by with the white sandy beach, a haven for visitors and locals alike. Last year, the Beach made a reappearance to the joy of all. With the advent of the New Timoleague/ Courtmacsherry Sewerage now being in operation, there is no reason that this Beach area cannot be restored to its former glory. We should aim for a Blue Flag for same within the timeline of the five year plan. This is the general area as proposed for the Wild Atlantic Way feature sign and discussions to be initiated on same and exact location.</p> <p>Consideration should be given to the inclusion of the following in the future plans of the Beach area in the Village: Extend it as much as possible without upsetting any plants or insects of interest; Restoration of the Stablehouse across the road which is in private ownership - Floodlight same; Acquisition of the Seaside Cottage, which is a protected structure, for future use or liaising with owners re the future plans on same; Provision of Public Toilets in the Proposed Rowing Club facility.</p> <p>One of the busiest Organisations in the Parish is the Rowing Club which caters for a multitude of Members of all ages. The great plans for the Rowing Clubhouse facility at the Beach area is through the planning process and advancing at build-out stage. This will be a huge asset to the Village and the entire area.</p>		



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		<p>Consideration should be given to the inclusion of the following in the future plans of the Rowing Club in this Area: Allow for the expansion of same down the line in all future plans; consideration of the provision of coastal protection wall from Boathouse towards Rowing Clubhouse; Provision of some more Benches in the Area; Create a Rowing Championship Course outside the Clubhouse that could be achieved in conjunction with Dredging of Harbour; provision of Public toilets in Clubhouse that would cater for this area; provide facilities in the Clubhouse that would cater for Sailing School activities as well.</p> <p>Sailing School re-formation. The Sailing School was set up by a Local Group in 1999 to cater for Sailing and Leisure activities and was run with employees including ISA Instructors until taken over by a private entity in C 2006. The Sailing activities ceased in 2016 and are a huge loss to the area. The re-formation of same is being progressed by a new committee at present and is vital for the provision of more and more facilities for the Village, for the youth and not so young. It is the intention that the Activities will commence again for this summer.</p> <p>Consideration should be given to the inclusion of the following in the future plans of the Sailing Facility in the Village: Provision of Stand up Paddle Boarding; Provision of Gear for Hire.</p>	<p>The Plan should allow for the expansion of the rowing club.</p>	



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		<p>Tourism. The Community Development Association Five year plan seeks to be ambitious in the advancement of the Tourism for our area. Seven Heads Peninsula Tourism Group have made great steps in the advancement of same over the past few years and the fruits of their endeavours are evident.</p> <p>The Council Local Area Plan Review needs to be updated and consideration should now be given to upgrade the Planning objectives for the Village as contained in the Current 2017 plan which is disappointing in its content. This should contain references to the area that the community are aspiring to achieve such as a destination for Angling and Deep Sea Fishing / Whale and Wildlife Watching which is being superbly promoted over the decades by the Courtmacsherry Sea Angling Centre.</p> <p>Consideration should be given to the inclusion of the following in the future plans for the advancement of the Tourist Industry in our Area: Create a Tourism App that visitors can download; Businesses in village to do a joined up marketing campaign; Create cycle ways to be promoted; Better signage of the Village from Cork City and surrounding towns like Kinsale, Bandon, Clonakilty, etc; Large Maps of area to be Printed and distributed by Businesses; Create a Tourism Information Centre during Summer Months such as in the Community Shop; Try and get the old Train to be displayed in Village; Create a dedicated Camper Park area; Use St John's Church as a centre for Special Exhibitions;</p>	<p>The Plan needs to provide greater focus on existing village facilities and its marine environment.</p>	



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		<p>Enhance and promote the Country Market at weekends; Provide outdoor seating, Kitchen, Barbeque for Community Events; More Irish Themed Evenings to attract foreign visitors to the Village and to keep them here; Provide organised historical walks during the summer season and organised hikes; Provision of a Pitch and Putt Course in a land acquisition or land reclamation; Create a Cultural Centre in the Community Centre daily during the summer months. Use the Lusitania Pop ups and other material gathered over the past few years in the various events that have been held by the very active Historical Society and others. History talks weekly to be held; Create a Mindfulness Weekend to add to the many events that are held in the Village throughout the year as evident in the Event Sign as erected at the Entrance to the Village</p> <p>The Lifeboat and associated Lifeboat activity on and off shore has Pride of place in the Village. Courtmacsherry and the surrounding area have a proud tradition of having a Lifeboat since 1825 and was the first RNLI Station established in Ireland.</p> <p>The Station will hopefully expect a new Lifeboat in the next 3/4 years. This boat may require its own pontoon and it will be jet propelled and the same speed as the Trent Class that is presently there.</p> <p>Consideration should be given to the inclusion of a Lifeboat Pop Up shop during summer or at event times. This could be located in the Community shop if practical; A Lifeboat Heritage Centre to be provided for Village with an aim for the 200 year anniversary in 2025;</p>		



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		<p>Signposting. Creating a themed signpost for the Village. The submission proposes a complete overhaul of the directional signposting to be undertaken and an attractive themed sign (maybe railway theme) to be created in conjunction with Cork County Council for the signposting of the various attractions around the area. This should be a continuation to the very attractive Building signs that were created and provided by the Tidy Towns Committee a few years ago. These create a great interest in the Village.</p> <p>Consideration should be given to the inclusion of the following in the future plans of Signage for the Village:</p> <p>To best promote the rich Heritage in the area; Review of the Entrance signs at both ends of the Village; Removal of the entrance sign at Barryroe side as it is considered too far out and in a dilapidated state; Highlight areas such as the Mass Rock at Ballinafrin, Patrick Keohane Monument etc.; Make the Church Corner sign be a feature for the Village. Currently it needs attention.</p> <p>Bird Watching and Flora/Fauna. Courtmacsherry and its surrounds is a rich territory for various species of bird life and this tourism area should be explored in relation to what extra facilities should be provided to cater for the needs of persons that have a great interest in the wildlife.</p> <p>Consideration should be given to the inclusion of the following in the future plans for the advancement of the Bird/Flora/Fauna life in our Area:</p>	<p>The creation of themed signposting would be welcomed.</p> <p>It seeks to promote the natural marine habitats and species as a community initiative and another tourism attraction in the village. This may require laybys for birdwatchers.</p>	



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		<p>It questions whether lay-by parking for Birdwatchers should be considered in this regard; Promote a Foraging Weekend; Set up a local action group with the plan to protect and increase the biodiversity of local plant life, insects, bird and wildlife, under the Irish National Biodiversity Project and investigate ways to market this to the tourist sector; Re-planting regime for the coveted Bluebells at Point of Wood with is a natural beauty. Repairs, Renewal and Maintenance of what we have. Protecting the beauty that we already have.</p> <p>Repair, Renewal and Maintenance of what already exists The existing stone walls of the village to be shown in best state. Repairs to some areas are required. All to be done in conjunction with the existing Tidy Towns Committee and the existing Community Employment programme; Make a plan with utility providers such as ESB and Eircom to take the Village cables underground and take away various Poles and overground cables; Chase Broadband providers to bring cable internet to all the Village area; as this will only get worse in the years ahead; Some properties are extremely dilapidated and owners should be approached re same; Grass cutting and regularity on same was expressed as a concern in suggestions; Provision of an Electric Charging point in village; Provide some more disabled parking spaces in Village.</p>	<p>Recommends a number of Placemaking actions including removing overground cabling, repairing existing stonewalls, providing for electric charging points and more disabled parking.</p>	
Craigfort Construction Ltd.	PDP223348709	<p>The submission is seeking a number of strategic policy objectives for Fermoy. The submission has the following proposals for the forthcoming development plan:</p> <ul style="list-style-type: none"> • A strong population growth target for Fermoy so it can effectively function as a Ring Town and achieve its 	<p>Need for a strong (increased) population growth target for Fermoy.</p> <p>That a maximum of 10% of future population growth be allocated to villages and rural areas, in order support growth of the towns.</p>	<p>These issues are noted and will be given further consideration in the drafting of the Plan. See Volume One, Section 2 on Population and Core Strategy,</p>



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		<p>strategic objectives.</p> <ul style="list-style-type: none"> • In tandem with a higher target for Fermoy, the submission suggests that, in line with NPF and RSES, a smaller portion of population growth should be allocated to villages and rural areas to ensure that Ring Towns are developed. The submission is proposing a maximum of 10% to be allocated to villages and rural areas. • Residential density levels for Fermoy should be appropriate for the current urban development pattern and market viability. Flexibility is required for the density objectives for Fermoy. Submission suggests that densities above 35/ ha should only be sought in the town centre, with densities of 25-35/ha appropriate elsewhere. • An appropriate allocation of the percentage of residential units to be delivered on infill / brownfield lands, having regard to the Urban Capacity Study and challenges of bringing such sites / units forward. Submission suggests that a maximum of 50% of the capacity identified in the Urban Capacity Study should be assumed to be deliverable. • The provision of sufficient headroom in zoned lands to ensure that no shortage in supply arises during the lifetime of the development plan. Submission suggests headroom of 25% should be applied to zoned land in Fermoy. • In support of this principle, to provide for a Strategic Land Reserve to ensure that the longer-term development objectives for Fermoy can be realised. • To maintain current land supply within the 	<p>Need for greater flexibility in the density objectives for Fermoy town to reflect the existing pattern of the development.</p> <p>Capacity of the existing built up area to deliver housing units over the life of the plan.</p> <p>Need for 25% additional headroom on zoned land in Fermoy to ensure that no shortage in supply arises during the lifetime of the development plan.</p> <p>Need for a Strategic Land Reserve to ensure that the longer-term development objectives for Fermoy can be realised.</p> <p>New plan should prioritise the development of lands that are deliverable, accessible and consolidate existing and permitted developments as outlined in the principles of the NPF and RSES.</p>	<p>Housing Density and Placemaking.</p>



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CS Developments	PDP223752863	<p>forthcoming development plan where lands are deliverable, accessible and consolidate existing and approved development.</p> <p>This submission focuses on strategic issues affecting the future development of the settlement of Whitegate and Aghada in recognition of its role as a Key Village in County Cork. The submission raises the following issues;</p> <ul style="list-style-type: none"> - Whitegate and Aghada is a strategically important national employment location. The Development Plan must make provision for sufficient housing development to cater for existing workers and future workers as existing industries expand and new employment development opportunities arise. - The Development Plan should encourage more compact multi-unit residential schemes in key villages such as Whitegate Aghada to meet projected population growth. - The Development Plan should allow for flexibility in the application of density having regard to market demand and the locational circumstances of the settlement. - The submission is made in the context of national, regional and local planning policy outlined in the NPF, the Regional Spatial and Economic Strategy for the Southern Region, The current Cork County Development Plan and the East Cork Local Area Plan. 	<p>Provision of sufficient housing development in the Key Village of Whitegate and Aghada to cater for existing and future workers as existing industries in the area expand.</p> <p>Need for more compact multi-unit residential schemes in key villages to meet projected population growth.</p> <p>The CDP should allow for flexibility in the application of density having regard to market demand and the location of a settlement.</p>	<p>These issues are noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 on Population and Core Strategy, Housing Density and Placemaking.</p>
Cuain Developments Ltd.	PDP221208651	<p>The purpose of this submission is to seek the following strategic policy objectives for Courtmacsherry:</p> <ol style="list-style-type: none"> 1. Provide stronger population projections to reflect the NPF and RSES and the very significant investment in 	<p>Provide stronger populations projections to reflect the NPF/ RSES and the very significant investment in infrastructure within the village and provide a less restrictive approach to the</p>	<p>These issues are noted and will be given further consideration in the drafting of the Plan. See</p>



Name of Interested Party	Unique Reference Number	PPU Submission Summary	Principal Issues Raised under Section 11(4)(b)(iii)	Chief Executive's Opinion 11(4)(b)(iii)
		infrastructure within the village. 2. Provide a less restrictive approach to the scale of development for Key Villages.	scale of development for Key Villages.	Volume One Section 2 on Population and Core Strategy, Housing Density and Placemaking.
Cycle Sense	PDP223756950	Submits that transport is a key feature of society and that cycling can be seen as a solution for change that will bring about improvements in the areas of community; local and tourist economy; health and well being; air and noise conditions; climate change. To reduce reliance on private car all facilities need to be local and accessible by active transport on safe routes or on efficient public transport. The need to carry goods/loads must be met. Reducing the need to travel by private car, promotion of sustainable travel, parking standards, EV charging, attractiveness of our estates and towns and employment and housing are all interlinked. Submission also details a range of recommendations including the following points: <ul style="list-style-type: none"> • 30km/h in all town centres and estates • Delivery Services – to facilitate people walking / cycling to town • School Streets • E-Cargo bike subsidy • Remote parking for private cars – supported with shuttle bus / bike share / safe routes • EV charging for e-bikes in town centres. EV charging for private cars in remote parking • Desire line walk / cycle ways • Priority for cyclists at junctions • Cycling infrastructure • Wider footpaths, seating, shade, art, 	Services and facilities need to be accessible by active transport on safe routes or on efficient public transport. Active travel has economic, environmental, social and well being benefits. Reducing reliance on private car requires a range of measures including promotion of sustainable transport, development of attractive, multi functional, public realm, and integrated land use and transport planning. Consider measures to increase safety of active travel such as reduced speed limits in town centres and estates Consider facilitation of load carrying/delivery for people walking/cycling. Subsidise e-cargo bikes. Provide park and rise facilities. Consider Transport and Mobility Plan and Walk and Cycleways plan for Skibbereen.	The draft plan will seek to reduce the need to travel and promote sustainable travel, including cycling. Many of the issues raised in the submission will be considered in this context. See Transport and Mobility, Volume One Section 2 of this report where this is discussed in more detail. Other issues raised in the submission are noted and will be considered in the preparation of the draft plan where appropriate. Some of the issues raised are outside the scope of the County Development Plan.



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		<ul style="list-style-type: none"> • Crossings rose to effect compliance of 30km/h • Through traffic excluded if possible through towns and villages. • Increased public transport • Shuttle bus – looping the town for work / schools / destinations e.g. beaches. Local membership and tourist deals <p>Sets out suggestions for a Transport and Mobility Plan for Skibbereen and for a 'Greenway and Desire Line Walk & Cycleways' in the Skibbereen area.</p>		
Dairygold Co-operative Society Limited	PDP223638392	<p>This submission relates to the landholdings of the Dairygold Co-operative Society in Midleton, Carrigaline, Mallow, Mitchelstown, Ballinacurra, Ballinhassig, Ballyclough and Cloughduv. Submission includes a map of each site, an outline of the activities carried out at each site and some relevant planning history. Submission highlights the importance of the company's activities to employment and economic growth in the county and their connection to the community.</p> <p>Holdings include the strategic food ingredients facility at Castlefarm in Mitchelstown; the flagship Nutritional Campus and co-op store in Mallow town centre; the co-op store and retail warehouse complex at Market Green in Midleton town centre; co-op store, garden centre, agri store and yard in Carrigaline; three sites in Ballinacurra comprising warehouses / agriculture / storage buildings; agricultural store in Ballinhassig; site of a former creamery now demolished in Ballyclough; site of former co-op store and yard at Cloughduv; site of former Galtee Factory and adjoining lands in Mitchelstown, and lands at Quarters town and Parkdalane/ Ballyvorisheen in Mallow.</p>	<p>Strategic importance of the agri sector to North Cork and the employment base and economy of the county as a whole and the importance of the Draft Plan continuing to support the sector, which in turn supports communities across the county.</p> <p>The potential of suitably located sites across the county to contribute to regeneration and compact growth of the towns and villages should be considered in the new plan.</p> <p>Economic policies of the plan must continue to support existing businesses.</p>	<p>These issues are noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 on Population and Core Strategy, Economy and Employment.</p>



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		<p>Submission notes Mallow's designation as a Key town and the recognition given to the North Cork Agri- Food Cluster in the RSES, as well as other policies re supporting towns and villages etc.</p> <p>In light of the future population and employment growth requirements of the county as outlined in national and regional policy, requirements for compact employment led growth and reuse of brownfield land etc., the submission requests that the Council continues to support established employment uses and their expansion through its policies and objectives; recognises the positive multiplier effect of the agri sector in North Cork; gives consideration generally to the potential of the lands to support the regeneration of towns and villages.</p> <p>With regard to proposals included in the public consultation / background documents to review the employment land supply, submission notes the need for a flexible approach to respond to different employment needs and opportunities.</p>		
Daly Barry & Associates	PDP223317405	<p>The submission welcomes the opportunity to contribute to the Plan Review. It draws attention to the need to support urban renewal within town centres. Particular reference is made to Protected Structures and Architectural Conservation Areas, considering that a good proportion of the buildings in the core of towns fall within one category or the other.</p> <p>Incentives and stimuli are required to ensure that the aspiration to regenerate town centres can move forward. Without a package of financial incentives, there is a risk that regeneration will not progress and many small towns will have a high level of dereliction in the central core.</p>	<p>It supports the need for urban renewal within town centres. It makes particular reference to built heritage designations within town centres and the fact that a large proportion of town centre properties are either Protected Structures or within Architectural Conservation Areas.</p> <p>A package of incentives and stimuli are required to activate town centre regeneration and avoid dereliction within town cores.</p>	<p>These issues will be considered further as part of the Review of the County Plan. See Volume One, Section 2 Built Heritage.</p>



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Dan Connolly & Michael O' Neill	PDP223397076	<p>Clonakilty This submission highlights the strategic importance of Clonakilty and the critical need for development objectives for the town in a manner which builds on its strengths and creates the right conditions to support sustainable growth. This is discussed with respect to the NPF requirement for a major new policy emphasis on renewing and development existing settlements. It references Table 3.3 and RPO 23 of the RSES, citing the sub-regional role of the town in a network of strong towns, significant employment role with potential for an enhanced employment role in combination with other West Cork settlements. The submission notes that Cork County is under delivering in terms of its housing targets, and that figures for single houses are extremely high and are unsustainable. The submission notes that over the last intercensal period, the rural population of Cork County grew by 6,946 people representing the largest rate of such growth nationally. It is therefore requested that the sustainable growth of settlements be prioritised in the new Development Plan.</p> <p>It is suggested that the regional hierarchy of towns needs to reflect the new higher order designation of Clonakilty relative to the other towns in West Cork. It also seeks a re-calibration of growth targets in favour of Clonakilty over the villages & village nuclei in West Cork which have growth targets of 800 units despite the lack of water services infrastructure. The submission sets out the potential broad locations for future residential growth referring to the suitability of the southwest of the town. The submission identifies that 71% of permitted</p>	<p>Highlights the strategic role of Clonakilty and the critical need for development objectives for the town in a manner which builds on its strengths and creates the right conditions to support sustainable growth.</p> <p>Notes Table 3.3 & RPO 23 of RSES with reference to the sub-regional role of the town in a network of strong towns, significant employment with potential for an enhanced role in combination with other West Cork settlements</p> <p>Cork County is under delivering in terms of housing targets – citing the figures for single dwellings as extremely high and unsustainable.</p> <p>Highlights that the regional hierarchy of towns reflecting new higher order designation of Clonakilty relative to the other towns in West Cork</p> <p>Seeks a re-calibration of growth targets in favour of Clonakilty over the villages & village nuclei in West Cork which have growth targets of 800 units despite the lack of water services infrastructure</p> <p>The south-west of the town is identified as a broad location for residential growth based on the RSES sustainable place framework</p>	<p>The Draft Plan Core Strategy will set out a settlement hierarchy for the county having regard to the NPF and RSES. See Volume One Section 1 Population and Core Strategy.</p>



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		<p>residential units in Clonakilty in the past 8 years has been in the south west of the town, and lists the local amenities supporting residential development in this location. In accordance with the RSES, a sustainable place framework is required based on the concept of 'ten-minute' neighbourhoods. Focused measures are requested in the forthcoming plan to reconcile access and connectivity issues in support of consolidated growth. The submission outlines some road improvement proposals to overcome existing network deficiencies and to help deliver the RSES objectives promoting 'multi-modal local transport initiatives' in the town.</p> <p>Finally, the submission refers to the landscape constraints study that underlay the 2009 Town Development Plan, which they state appears to have been arbitrarily drawn and does not seem to relate to the contours in the area. It suggests that there is an opportunity to provide high quality landscape features and parkland amenity space to address the significant lack of open space provision in Clonakilty.</p>	<p>concept of 'ten-minute' neighbourhoods</p> <p>Requests focused measures to reconcile access and connectivity issues in support of consolidated growth</p> <p>Identifies road improvement proposals to overcome existing network deficiencies and to help deliver the RSES objectives promoting 'multi-modal local transport initiatives' in the town</p>	
Dan Kelleher	PDP218372666	<p>Settlement: Inse Geimhleach / Inchigeelagh</p> <p>This submission is from the Inchigeelagh / Inse Geimhleach local development committee Croi na Laoi and concentrates primarily on the village of Inchigeelagh. This submission sets out the many heritage and landscape assets of the Inchigeelagh area and surrounding area including its hills, rivers and lakes, Gugan Barra and the renowned Gearagh. It sets out the current infrastructure including broadband available in the village as well as industry, tourism and public amenities in the village including 'the Island', picnic areas, swimming area, fairy</p>	<p>The submission sets out a number of requests including the updating of the hall, provision of a crèche and after school, a Hub for those working from home, more business in the village, the repair of the bridge over the River Lee at Carrignacur Castle.</p> <p>Requests that further work is done on the River Lee as the submission notes there is a constant worry of overflowing.</p>	<p>The issues addressed in this submission will be considered at a settlement level as part of the review of the County Development Plan. In some instances, and as noted in the submission, some of the requests are outside of the scope of the plan making process.</p>



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		<p>garden. The submission notes that the village acts as a focus for a number of annual events and has a good sense of community, which is further evidenced by the attached Croi Na Laoi Newsletter which sets out the many groups, activities, clubs, fundraisers organised in the village. The submission sets out a number of requests including the updating of the hall, provision of a crèche and after school, a Hub for those working from home, more business in the village, the repair of the bridge over the River Lee at Carrignacur Castle and further work to be done on the River Lee as the submission notes there is a constant worry of overflowing.</p> <p>The submission also appends a list of questions which were submitted to the Macroom MD regarding a wide range of areas some of which relate to the upkeep and repair of existing amenities, including village grants, landscaping, speeding through the village, lighting in the village and footpath upgrades at a number of locations.</p>	<p>Requests regarding the upkeep and repair of existing amenities, including village grants, landscaping, speeding through the village, lighting in the village and footpath upgrades at a number of locations (previously submitted to the Macroom MD).</p>	
Dan O'Riordan	PDP214381278	<p>The submission states that the purpose of the submission is to seek the following strategic policy objectives for Carrigaline and Ringaskiddy:</p> <p>1: A strong population growth target for Carrigaline to reflect its status as an important Metropolitan Town. 2: Optimising sites that have existing infrastructure connections that will facilitate the growth targets of Carrigaline and 3: Promote the development of Ringaskiddy as a Strategic Employment Area suitable for both large scale and industrial developments, and smaller light industrial to serve the larger strategic industrial activities.</p> <p>The submission provides a profile of Carrigaline and</p>	<p>Requests the following strategic policy objectives:</p> <ul style="list-style-type: none"> -A strong population growth target for Carrigaline to reflect its status as an important Metropolitan Town. -Optimising sites that have existing infrastructure connections that will facilitate the growth targets of Carrigaline and -Promote the development of Ringaskiddy as a Strategic Employment Area suitable for both large scale and industrial developments, and smaller light industrial to serve the larger strategic industrial activities. 	<p>These issues are noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 on Population and Core Strategy,.</p>



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		<p>Ringaskiddy, discussing its location, Carrigaline's distinctive identity as a Metropolitan Town which serves as an important residential alternative to Cork City and its Environs, and Ringaskiddy being a significant employment area within the County Metropolitan Strategic Planning Area.</p> <p>The submission outlines Carrigaline and Ringaskiddy's role, referencing the National Planning Framework (NPF), Regional Spatial and Economic Strategy for the Southern Region (RSES), County Development Plan 2014, Cork Metropolitan Area Transport Strategy and Carrigaline Area Transport Study. It states the NPF and RSES consider that the key to achieving the ambitious housing targets is through compact growth, which focuses on the prioritisation of housing developments in locations within and contiguous to existing urban footprints where it can be served by public transport, walking and cycling. It states it requires a greater portion (40%) of future housing development to be within or close to the existing footprint of built-up areas, and housing be located where people have access to a high standard of life.</p> <p>The submissions states If Carrigaline is to deliver on its strategic function as a Metropolitan Town, driving growth to a sufficient scale and influence at a sub-regional level, the strategic planning policy context must support viable housing development during the lifetime of the forthcoming Development Plan. It states that within the County Development Plan 2014 the core strategy included a modest population for Carrigaline. It proposes that Carrigaline should be allocated a higher portion of</p>	<p>The proposal is aligned with high level documentation, such as the National Planning Framework.</p> <p>States the strategic planning policy context must support viable housing development during the lifetime of the forthcoming Development Plan.</p>	



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		<p>the Metropolitan Cork growth, in comparison to other Metropolitan Towns, as such a target would be consistent with the planning for infrastructure investment that is already proposed for Carrigaline, and in line with the discussed principles of RSES, which will further improve connectivity between Carrigaline and the Strategic Employment Centre of Ringaskiddy.</p> <p>Promoting the development of Ringaskiddy as a Strategic Employment Area was discussed, as the submission states Ringaskiddy is a significant centre of pharmaceutical manufacture and has earned international reputation as a location of choice for mobile pharmaceutical investment. It states Ringaskiddy creates high-quality employment opportunities while contributing to both the local and national economy. The submission considers that the quantum of industrial lands in Ringaskiddy may not be adequate to support the employment targets as there are restrictions, such as flood risk, on some of the zoned lands which reduce the available land for development.</p> <p>The submission states that concentrating development to the east of Carrigaline should be prioritised to optimise the key infrastructure investments and to promote sustainable transport between the residential area of Carrigaline and the economic hub of Ringaskiddy. It also states as Carrigaline provides the main supply of housing land for Ringaskiddy connections between the two are of critical importance. Optimising Infrastructural Investment was further discussed in the submission.</p> <p>The submission refers to the report of Strategic Land</p>	<p>Notes the quantum of industrial lands in Ringaskiddy may not be adequate to support the employment targets as there are restrictions, such as flood risk, on some of the zoned lands which reduce the available land for development.</p> <p>Suggests concentrating development to the east of Carrigaline, and stresses connections between Ringaskiddy and Carrigaline are important.</p> <p>Reference made to Strategic Land Reserves.</p>	



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		Reserves (SLR) which had previously been undertaken by the Development Committee of Cork County Council in 2018 to identify the lands that may have the best chance of delivering housing in the short to medium term.		
Danielle Lynch	PDP220816446	<p>Rural Housing</p> <p>This submission highlights the current rural housing policy and how rural area types are delineated. It highlights situations whereby a primary residence might be within a particular zone for example the Rural area under strong urban influence, but a family landholding might be within the metropolitan greenbelt zone. It notes that this might restrict the making of an application within the greenbelt if the primary residence is also not within the same zone. Submission seeks to have the boundaries of the rural housing area "rural areas under strong urban influence" extended to include a site currently located within the Metropolitan Greenbelt south of Killumney/ Ovens.</p>	Highlights the need for rural housing policy to allow for movement, in relation to one off rural housing, between the different Rural Housing Policy Area Types.	This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 on Rural Housing.
David Borgman	PDP223627149	The submission requests that the Council review the current policy on replacement dwellings in the County Development Plan Review, including the qualifying applicant's status.	Requests review of policy on replacement dwellings.	This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 on Rural Housing.
David Good	PDP223193902	<p>The submission outlines that Sandycove is identified as an 'Other Location' in the 2017 Bandon Kinsale Municipal District Local Area Plan (LAP).</p> <p>It requests that the Council review the status of Sandycove within the settlement hierarchy to that of a "Village nucleus" as it would bring the following benefits:</p> <ul style="list-style-type: none"> • It will encourage growth to be located within the already established village of Sandycove and in turn help achieve the Council's objective to facilitate and encourage 	It recommends that the status of Sandycove be reclassified as a "Village Nucleus" within the Plan Review process in order to facilitate more orderly development and to facilitate the development of critical infrastructure.	This issue will be addressed further at a settlement level as part of the review of the County Development Plan. See also Volume One, Section 2 Population and Core Strategy.



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		<p>growth in existing villages;</p> <ul style="list-style-type: none"> • Provide a more coherent and planned form of development in the area as opposed to the current piecemeal, sporadic and unserved form of development and in turn help to improve the existing services and infrastructure for the village; • Facilitate the development of critical infrastructure in the area. 		
David Herbert	PDP205946311	<p>This submission questions the accuracy of the flood zone mapping for Ballindangan. Submitter's lands are shown to be partially at risk of flooding. The lands are said to be 5.1m above the lowest point of the flooding, and sloping, so it is considered that the lands cannot be at risk of flooding as any water accumulating on the land will fall away to the lowest point.</p>	<p>Questions the accuracy of the flood zone map for Ballindangan.</p>	<p>The Councils countywide policy on flooding will be set out in the draft plan to give guidance for future development.</p>
David Maddox	PDP222424529	<p>The submission refers to the needs of the disabled and elderly in Castlemartyr. It states the Community Council want disabled parking to access a social inclusion seating/viewing area moved from where it is in Castlemartyr to a place more appropriate to their needs. Five images of the viewing/seated area and the parking facilities accompanied this submission. It states that with the virus being prevalent this viewing/seating area is the only space for the elderly and disabled to go, as other seating within the town is blocked as a result of the virus. The submission states they want the voices of the disabled and elderly heard in the future when concerning their area, as this has not been the case before. They ask that disabled and elderly people be included in conversations or consultations with regard to their communities.</p>	<p>References location of disabled parking for a viewing point in Castlemartyr and its impracticalities.</p> <p>Requests the voices of disabled and elderly to be heard and involved in conversation when development happens in their community.</p>	<p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 , Community.</p>
Dawn Meats	PDP223858122	<p>This submission relates to promoting the ability of land to</p>	<p>Requests to facilitate the site designated for</p>	



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		<p>come forward for development through the consenting process, and facilitating the timely release of such land by removing any unnecessary barriers to their development vis-à-vis the policies or objectives of the County Development Plan (CDP). It states as the principal statutory planning policy instrument for the County, it is imperative that the CDP, and any related statutory plans, provides appropriate planning and development control for Cork County Council, yet accounts for necessary flexibility and efficiency for investment and development-realisation based on economic conditions and forward planning horizons.</p> <p>It notes, where the following criteria/ instances are met, the future CDP should provide an objective or policy intervention that facilitates alternative development on such lands:</p> <ul style="list-style-type: none"> • On those lands which are designated for provision of future school facilities, or if a portion of a larger plot of zoned land is the subject of reservation for a future school site, if those lands are not the subject of a planning application by the Department of Education and Skills, or others as appropriate, they will be considered for alternative development forms. These alternative development options will be subject to integration with adjoining land zonings and/or existing uses and/or pattern of development on adjoining sites; • On those lands which are designated for provision of future school facilities, but where it can be demonstrated to the satisfaction of Cork County Council (and other prescribed bodies where appropriate) that there is sufficient provision and capacity locally in existing school 	<p>school delivery to be capable of coming forward for alternative forms of development based on adjoining land uses/zonings, patterns of development and where school requirements do not warrant reservation of sites.</p> <p>Suggests the future County Development Plan provide objectives or policies intervention that facilitates alternative development on lands as described within the submission.</p>	<p>The issues addressed in this submission will be addressed at a settlement level as part of the review of the County Development Plan.</p>



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		<p>facilities, both presently and based on consideration of future settlement population, these lands will be considered for residential or other forms of development as appropriate;</p> <ul style="list-style-type: none"> • Where lands that are designated for provision of future school facilities on the basis of a Local Area Plan, alternative forms of development will be considered on these lands in instances where the Department of Education and Skills school delivery programme does not identify a requirement for a school on these specific lands. • Consideration will also be given to the proportion of land-take/reservation designated for future school sites, rather than effectively sterilising more lands than necessary from other forms of development that may be appropriate, such as wider community infrastructure uses and residential uses. <p>It states if it is clear that there are no plans by providers to deliver a school development on the site, nor is there a clear requirement for an additional school, the land should be made available for other forms of suitable development.</p> <p>It states the new CDP should coordinate its responsibility to uphold the active land management principles set out within national and regional plans, with the formulation of its policies and objectives so that an evidence led planning system for the County is secured for 2022-2028.</p> <p>It notes against the backdrop of Covid 19, the new CDP must be designed to respond effectively to challenging</p>	<p>Considers it is the responsibility of the Development Plan to uphold the active land management principles, with the formulation of its policies and objectives.</p> <p>States the County Development Plan must be designed to respond to challenging economic</p>	



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		<p>economic and societal circumstances which are likely to prevail, as places recover from the impact of the pandemic.</p> <p>It states it is critical that the new CDP proactively leads and manages the development process throughout Cork and is facilitating of appropriate and timely development proposals brought forward for consideration on strategically located sites across the county.</p>	<p>and societal circumstances, as a result of Covid 19.</p> <p>States it is critical that the County Development Plan leads and manages the development process throughout Cork.</p>	
Deborah & Patrick Coleman on behalf of Coleman Family	PDP222965317	<p>The submission outlines the strategic and local planning issues relevant to Kinsale. It outlines how the town has the largest number of housing completions in the County since 2011.</p> <p>It recommends that some of the allocated growth to lower order settlements should be reallocated to Kinsale given the infrastructure and services available as it would enable further sub-regional growth.</p> <p>It sets out that there has been a significant amount of housing developed to the north and west of the town over the past 10-15 years. It requests that the plan review should consider lands outlined in the submission to the north-east of the town due to its proximity to the town centre, ability to deliver unmet objectives pertaining to the Northern Relief Road and meets key principles outlined in the RSES.</p> <p>It also requests that lands between the New Road and Old Railway Line be considered for high density, infill development.</p>	<p>Some of the growth allocated to the lower order settlements should be reallocated to Kinsale where services are available.</p>	<p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 on Population and Core Strategy.</p>
Declan O'Mahony	PDP220354711	<p>Submission raises a number of issues in relation to various topics for the County Development Plan as follows:</p> <p>Settlements & Placemaking</p>	<p>Sustainable models of living should be considered in the Plan</p>	<p>It is considered that innovative solutions/approaches to the</p>



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		<p>Cloughjordan Eco Village as an Irish example of a very successful European model of sustainable building and living. Community gardens, car sharing, public transport and living sustainably become the focus. The eco-village is robust in renewable technology, food and community with an ecological footprint that is the lowest measured in Ireland at 2 global hectares (gHa).</p> <p>Water Services</p> <p>The conservation and protection of our water resources is one of the most important issues. It is our most essential and precious resources and we are contaminating it and wasting it for far too long. Educational programmes for schools such as those developed by Streamscapes in Coomhola, Bantry should be compulsory. EPA reports note there are significant factors that contribute to the deterioration in the groundwater and in our streams and rivers. Multiple studies exist and need to be acted upon by government.</p> <p>Energy</p> <p>Wind farm operators are being incentivized to build windfarms with public service obligation (PSO) levies which are charged to electricity bills as a flat charge hence there is no benefit to using electricity frugally. The Chief Scientific Advisor to the UK Department of Energy and Climate Change from 2009- 2014 estimates average UK citizen usage would require 600,000 wind turbines which would cover half the area of Britain or 300</p>	<p>The conservation and protection of our water resources is a vital issue.</p> <p>A reduction in our energy consumption is required. The transformation of rural landscapes into industrial energy fields is the wrong approach.</p>	<p>development of housing and communities will be addressed in the Draft Plan. See Volume One, Section 2 Housing Density and Placemaking.</p> <p>The most effective and appropriate means of conserving and protecting our water resources will be given consideration in the drafting of the Plan.</p> <p>It is intended that climate change adaptation and mitigation will be a key consideration to be addressed in all aspects of the draft plan. How best to address this issue will need to be considered during the preparation of the draft plan. See Volume One, Section 2 Climate Change and Energy.</p>



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		<p>nuclear power stations. Climate scientists are insisting that we need a 90% reduction in our energy consumption. We are faced with an enormous dilemma and enormous lifestyle change and no choice if we want to secure our future on the planet. Our rural landscapes are being transformed into industrial energy fields and this is clearly the wrong path.</p> <p>Maritime Cork</p> <p>Submission queries whether the concerns of the people of Cork are being addressed in relation to the protection of our natural resource in Cork Harbour and the decisions being made there. Marine resources should be managed in solidarity with the people on the ground who care about our natural resources and our health. CHASE is an alliance of groups campaigning since 2001 to stop the construction of a large incinerator in Cork Harbour. Their message is simple that an incinerator in Cork Harbour is unnecessary, unsafe and unacceptable.</p> <p>Green Infrastructure</p> <p>Ireland has currently less than 2% native woodland cover which is extremely low. The Native Woodland Trust are rolling out reclamation and conservation projects that can be supported and taken on board throughout the County of Cork. This submission outlines the aims of the Native Woodland Trust and the principles under which they operate. Planting of native trees, re-wilding and creating spaces for citizens to walk and enjoy the landscape are crucial for our future health and well-being. Citizen</p>	<p>Marine resources such as Cork Harbour should be managed in solidarity with those on the ground who care about our natural resources and health.</p> <p>Native Woodland Trust projects should be taken on board and supported by the Council. Planting of native trees, re-wilding and creating spaces for citizens to walk and enjoy the landscape are crucial for our future health and well-being.</p>	<p>This issue will be given consideration in the drafting of the Plan.</p> <p>The draft plan will consider appropriate policies to support strengthening and delivery of enhanced green infrastructure and biodiversity.</p>



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		<p>projects like the Manch Estate in Dunmanway have led the way over the past 20 years in this area http://greeneconomyfoundation.ie</p> <p>Biodiversity</p> <p>Bantry Bay is an example of the type of biodiversity that we need to protect and the licence granted to mechanically harvest an extensive area of native kelp in Bantry Bay should be investigated and rescinded by the Minister.</p> <p>Bantry Bay is an area of outstanding beauty that is home to many Harbour Seal colonies, White Tailed Eagles, Otters, Choughs, Dolphins to name but a few species. Humpback Whales, Basking Sharks etc all come to feed in the rich marine waters of the bay annually. Tourism is the main industry of this area as Bantry is located on the Wild Atlantic Way. To allow this harvest of native kelp to go ahead, would be catastrophic for the ecology of the bay and may result in the whole balance of Bantry Bay being disturbed and irreparably damaged.</p> <p>Environmental Overview</p> <p>County Cork has the greatest number of rivers of any county in Ireland. The Gearagh is one of only four inland river forest deltas on the planet. It has every right to be designated as a national park with full protection of all plant and wild life.</p> <p>This was a gigantic oak and yew forest with hundreds of small islands. The perfect winter flood barrier for the lower reaches as winter rains swelled the Inchigeelagh</p>	<p>Bantry Bay is an area of outstanding beauty and biodiversity which should be protected. Licensed harvesting of kelp should not be permitted.</p> <p>The Gearagh as one of only four inland river forest deltas on earth should be designated as a National Park and allowed to regenerate.</p>	<p>This issue is noted and will be given further consideration in the drafting of the Plan. Cork County Council is not the licensing authority in relation to harvesting of seaweed and this matter is outside the scope of the review of the County Development Plan.</p> <p>This matter would need to be raised with the National Parks and Wildlife Service. There are certain criteria and standards set for National Parks as set out by the International Union for the Conservation of Nature (IUCN) which it is a policy of the Department to have regard to.</p> <p>This issue is noted and will be</p>



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		<p>lakes. The submission suggests that interventions can be made to allow the forest to regenerate. It requests that that the development plan prioritise the protection and management of our natural heritage in particular along the River Lee which has suffered enormous ecological degradation. It references in particular the Free the Lee campaign.</p>	<p>Need to prioritise the protection and management of our natural heritage particularly our rivers.</p>	<p>given further consideration in the drafting of the Plan. The most effective and appropriate means of protecting and managing our natural heritage including our rivers will be given consideration in the drafting of the Plan.</p>
Deirdre Brougham	PDP222973779	<p>Rural Housing This submission supports the ability of farming family members to be able to build their homes on the family farm without penalty or undue stringent planning requirements, based on the following points:</p> <ul style="list-style-type: none"> • Urgent need for housing by families of the farming community; • Keeping rural Ireland vibrant by building new homes on family farm; • Support for the ageing parents with offspring living close by; • No need for long commuting to work as 'remote' working now the norm thus keeping the environment green and clean; • City dwelling is expensive and out of the reach of many young families; • Quality of life far better surrounded by extended family members and a clean environment; • Need for farming community to stay and live and bring up families in their local environment 	<p>Supports the ability of farming family members to be able to build their homes on the family farm without penalty or undue stringent planning requirements</p>	<p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 on Rural Housing.</p>
Denis Withers	PDP223319661	<p>Rural Housing This submission is in relation to rural housing policy and suggests that the development plan needs to be altered</p>	<p>Requests that rural housing policy be altered to allow houses on lands owned by the parents of applicants in rural areas.</p>	<p>This issue is noted and will be given further consideration in the</p>



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		<p>to allow planning permissions for housing on land owned by the parents of the applicants in rural areas. Furthermore, it is requested that the planning process be altered to treat all individuals in a fair way and as a minimum; 1.)Allow the right of reply /request for further information rather than a blatant refusal with any planning application made for single rural housing and 2.)Allow planning permissions on sites that have previously been granted permission for single rural housing and where considerable expense has been spent in providing access roads etc. The submission outlines details of a particular planning application at Shronebeha, Banteer, Co. Cork (19/04389) for Brendan Weathers which was refused planning permission. The interpretation of objective RCI 4-4 Part (c) of the current development plan is discussed. Submission contends that the County Development plan needs to be revised to treat sons/daughters of landowners in a fair and equitable way and allow planning permissions. Otherwise the Council is imposing unwanted additional financial burdens and stress on young people trying to make a start in life.</p>	<p>Revise the interpretation of objective RCI 4-4 Part (c) to treat sons/daughters of landowners in a fairly.</p> <p>Alter planning process to allow the right of reply /request for further information rather than a blatant refusal</p> <p>Allow planning permission on sites that have previously been granted planning permission Recognise where applicants have invested privately in roads upgrades to secure permission</p>	<p>drafting of the Plan. See Volume One Section 2 on Rural Housing.</p> <p>These matters are beyond the scope of the CDP review.</p>
Department of Culture, Heritage and the Gaeltacht	PDP223718417	<p>The submission makes the following observations/ recommendations:</p> <p>Underwater Archaeology – Most of the county's coastal towns and village developed as a direct result of maritime links and the CDP should have definitive section/ policies on the importance and subsequent protection and adequate assessment of the County's known and potential terrestrial and underwater cultural heritage. These assessments could inform other planning policy including cultural tourism, local amenity needs and</p>	<p>The plan should have a definitive section / policies on the protection and assessment of known and potential terrestrial and underwater cultural heritage.</p>	<p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 Built Heritage</p> <p>This issue will be considered in</p>



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		<p>zoning. Flood Risk Assessments and Coastal Protection Assessments can also inform the cultural heritage potential for areas impacted by proposed flood relief or coastal protection measures. The Shipwreck Inventory of Ireland does not record the exact location of all wrecks so many remain to be discovered. The Record of Monuments and Places identifies archaeological sites but is not an exhaustive list. Attention is drawn to the Department's published policy in relation to archaeological assessment of large-scale developments where there are no previous recorded monuments. Historic towns such as Youghal, Bandon and Kinsale and their associated defences are protected including views to and from these defences and their settings and the Department have published national policy on protection of town defences. The Council should continue to protect archaeology and have regard to Department advice in relation to granting/ refusal of permissions and any conditions recommended. This similarly applies to watercourses, lakes and reclaimed areas.</p> <p>Archaeological Assessments – Circumstances in which archaeological assessments are required are outlined including location, size or nature of development and a list of what may constitute archaeological heritage is provided and a recommendation that cognisance be taken of this in the CDP.</p> <p>Nature Conservation – The consultation document is commended for highlighting Biodiversity issues including the status of the Freshwater Pearl Mussel and welcomes the clear focus on halting biodiversity loss. The following</p>	<p>Flood risk assessments and Coastal Protection Assessments can inform cultural heritage.</p> <p>Regard should be had to the Department's published policies on archaeological assessment of large scale development and protection of town defences.</p> <p>Circumstances in which archaeological assessments are required including location, size or nature of development and a list of what may constitute archaeological heritage is provided and it is recommendation that cognisance be taken of this in the CDP.</p>	<p>the drafting of the Plan.</p> <p>All relevant government policy and guidance will be given appropriate consideration in the drafting on the plan.</p>



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		<p>nature conservation issues are key matters with potential impacts from the proposed CDP on European sites, national biodiversity sites, protected species and biodiversity in general:</p> <ul style="list-style-type: none"> • Development in the Beara peninsula relying on water from Glenbeg Lake (water abstraction affecting the freshwater pearl mussel in the Owenagappul River). • Development in the freshwater catchment of the Munster Blackwater cSAC (waste water discharges affecting freshwater pearl mussel). • Development in Dunmanway near the Bandon River cSAC (waste water discharges affecting freshwater pearl mussel). • Windfarm renewals in the Stacks and Mullaghareirk Mountains SPA (compensation requirement for hen harrier habitat and it assessment). • Great Island Channel – wastewater discharge (Carrigtwohill) • Motorway development and barn owls. • Greenways, blueways & tourist trails – assessment & biosecurity. • Siting of housing close to rivers and wetlands. <p>Each of these issues is expanded on in greater detail. The need to integrate environmental assessments (including SEA and AA) in to the plan making process is highlighted.</p>	<p>Key nature conservation issues include:</p> <ul style="list-style-type: none"> • Development in the Beara peninsula relying on water from Glenbeg Lake (water abstraction affecting the freshwater pearl mussel in the Owenagappul River). • Development in the freshwater catchment of the Munster Blackwater cSAC (waste water discharges affecting freshwater pearl mussel). • Development in Dunmanway near the Bandon River cSAC (waste water discharges affecting freshwater pearl mussel). • Windfarm renewals in the Stacks and Mullaghareirk Mountains SPA (compensation requirement for hen harrier habitat and it assessment). • Great Island Channel – wastewater discharge (Carrigtwohill) • Motorway development and barn owls. • Greenways, blueways & tourist trails – assessment & biosecurity. • Siting of housing close to rivers and wetlands. 	<p>Nature Conservation issues will be addressed in the Draft Plan and SEA Environmental Report.</p>
Department of Education & Skills	PDP223654514	<p>The submission highlights how the population growth projected in the National Planning Framework combined with its focus on compact growth and sustainable development requires a collaborative engagement between the Department of Education and Skills and planning authorities in order to support the provision of additional and enhanced education facilities in our</p>	<p>Requests collaborative engagement between Department and Cork County Council in order to support the provision and additional and enhanced educational facilities in communities that come under the Council's remit, particularly with the projected population growth.</p>	<p>The draft plan will continue to set out policies and objectives to support and facilitate the delivery of educational facilities at a countywide and site specific level.</p>



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		<p>communities.</p> <p>It states in considering potential emerging and future education accommodation requirements, the Department will work with Cork County Council to identify projected population growth to a circa ten-year horizon in order to make sufficient provision for the planning and construction of school and other education accommodation where necessary.</p> <p>It states that in existing developed areas, in particular, the Department will seek to protect opportunities for potential longer-term requirements in order to ensure that sustainable communities can be supported with appropriate education provision throughout the lifetime of the National Planning Framework.</p> <p>As more specific population and housing growth figures become available, the Department will analyse these in the context of existing and planned school provision in order to identify potential additional school and other education accommodation requirements and welcomes an opportunity to engage on this matter at an early stage of the Council's process of drafting the new Plan would be welcome.</p> <p>The submission requests a number of specific observations and matters to be included in the Cork County Development Plan 2022 - 2028 as follows: 1. Explicit support for the provision of school accommodation, including the development of new schools and the expansion or alteration of existing ones.</p>	<p>Notes the Department will seek to protect opportunities for longer-term requirements in order to ensure that sustainable communities can be supported with appropriate education provision.</p> <p>Requests to engage with the Council at an early stage of the Council's process of drafting the new Plan regarding potential additional school and other education accommodation requirements.</p> <p>Requests a number of specific observations and matters to be included in the Cork County Development Plan, (incl. explicit support for the provision of school accommodation).</p>	



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		<p>Policy objectives on both the provision of new schools and the protection of existing schools and the development of wider infrastructure and amenities objectives within the Plan to support both categories of school serving your communities.</p> <p>2. An equivalent objective to the current objective (ZU 3-3) be included in the new Plan.</p> <p>3. It notes the current objective ZU 3-1 and Section 14.3.5 relating to Existing Built Up Areas and the absence of specific school site provision in such locations can significantly challenge the delivery of required school places associated with intensified residential development. This is particularly relevant in the context of NPF objectives around the development of brown-field sites for housing. Given the 30% requirement for such brownfield development in the NPF, it is critical that explicit provision for school development to meet that projected population growth be made in Existing Built Up Areas.</p> <p>4. It refers to how the inclusion of buffer zones and land use designations that support education development adjacent to existing and established schools (where required to facilitate potential future expansion) will be critical in meeting school accommodation requirements arising in Existing Built Up Areas and how in some instances, such provision may present the only viable solution for the provision of school places to meet the needs of the local community.</p> <p>5. Support for urban-design schools, as per the DES guidelines, in established areas would be welcomed and in particular, measures to facilitate reduced requirements for onsite parking and set-down and to support access to</p>		



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		<p>off-site public amenities and facilities is essential to achieving the delivery of schools in the urban carbon-neutral model promoted in the NPF.</p> <p>6. It refers to how it is critical in the context of challenges experienced by the Department, that any school sites required to meet current needs or planned population growth, as may be identified by this Department, should be explicitly supported by means of an appropriate zoning provision and/or by a Specific Local Objective on the subject site in the relevant Plan.</p> <p>7. The proposed development of sites which have already been identified by this Department for school provision to meet immediate school place requirements should also be explicitly supported by means of an appropriate zoning and/or by a Specific Local Objective on the subject sites in the relevant Plan.</p> <p>8. The Department requests that Cork County Council would actively facilitate the principle of permitting schools, both permanent and temporary in as many zoning categories as possible.</p> <p>9. The DES' current Technical Guidance Documents on school site identification and suitability assessment (TGD 25 and TGD 27) can be used to inform the selection of proposed school sites and that revised guidelines for schools designed for urban sites will be published by the Department in 2020 and Cork County Council should monitor the Department's website as guidelines for school developments may be updated from time to time.</p> <p>10. Cork County Council should consider potential synergies with adjacent public (and commercial) facilities in the proposed siting of schools or vice versa, particularly opportunities to locate schools adjacent to open space or</p>		



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		<p>recreation amenities, childcare provision and/or other community facilities.</p> <p>11. That the capacity of existing schools and any planned schools, as published by the Department, be considered as "supporting infrastructure and facilities" and given high priority in Cork County Council's assessment of the suitability of specific lands for residential development.</p> <p>12. Where a designated school site forms part of a wider development it is critical that the granting of permission for that wider development be contingent upon the provision of infrastructure and services to the school site as part of that development and such infrastructure and services must be specified to the standard which is required for any future school provision at that location.</p>		
Department of Transport, Tourism and Sport	PDP209033988	<p>The submission welcomes background documents published by the Council and states that many of the themes in Background Document 8 are also key themes in the Department's review of sustainable mobility policy. It sets out an overview of its sustainable mobility policy review which it states will put in place a new policy that supports a shift from the private car to greater use of active travel and public transport; travel by greener transport; and comfortable and affordable journeys. It states that the new policy will be closely aligned with National Strategic Outcomes of Project Ireland 2040 (its forthcoming Planning Land Use and Transport: Outlook policy document will ensure this) and will also need to consider the impacts of COVID-19. It supports the recognition in Background Document 8 of aligning land use and transport policies and it acknowledges the Avoid-Shift-Improve principle which it states is internationally recognised as a best practice approach. It sets out the</p>	<p>Supportive of CDP public consultation background documents.</p> <p>Concurs with many of key themes of Background Document 8, in particular the principles of aligning land use and transport policies and adopting the Avoid-Shift-Improve approach.</p> <p>Important for the CDP to highlight public transport and active travel programmes which have been committed to in Project Ireland 2040 and CMATS.</p> <p>Also seeks reflection in the CDP of Local Link Rural Transport Programme Strategic Plan 2018-2022; the National Disability Inclusion Strategy (NDIS) 2017-2021; and the</p>	<p>The draft plan will integrate land use and transport policy and will adopt the Avoid-Shift-Improve approach.</p> <p>The draft plan will reflect the Local Link Rural Transport Programme Strategic Plan 2018-2022; the National Disability Inclusion Strategy (NDIS) 2017-2021; and the ratification by Ireland in 2018 of the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD).</p>



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		<p>importance of highlighting public transport and active travel programmes which have been committed to in Project Ireland 2040 and CMATS. It lists other relevant policy developments since the last County Development Plan which should be reflected in the plan: NTA's Local Link Rural Transport Programme Strategic Plan 2018-2022; the National Disability Inclusion Strategy (NDIS) 2017-2021; the ratification by Ireland in 2018 of the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD); and, to make public transport fully accessible, a 'whole journey approach' which refers to all elements that constitute a journey (in which regard it sees local authorities as a key stakeholder in the context of ensuring a universal design approach to the built environment).</p>	<p>ratification by Ireland in 2018 of the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD).</p> <p>Departmental review of sustainable mobility policy, to closely align with NPF, is in progress.</p>	<p>See Transport and Mobility Volume One Section 2 of this report for a more detailed discussion of these issues.</p>
Dominic Carroll	PDP223618924	<p>The submission outlines that Castlerefere Our Woods Our Walks has previously contacted Cork County Council to propose that remedial work be resumed on Rathbarry medieval church (RMP CO143-076003), a ruined church with thirteenth-century features. Architecturally the church at Rathbarry (near Clonakilty) is unusual in that it contains two well-preserved features of thirteenth-century character: the triple lancet window and the piscina. There are urban churches in County Cork which have such features, but in a rural context, such as Rathbarry, they are probably unique in the county. For a late medieval church it retains a high proportion of its structure. Remedial work commenced some years ago, but was halted, and the church has been left inaccessible and surrounded by metal barriers.</p>	<p>The submission requests that remedial works resume at Rathbarry Medieval Church (RMP CO143-076003).</p>	<p>This matter is outside the scope of the review of the County Development Plan.</p>
Donal O'Reilly	PDP223637822	<p>Submits that there is a need to ensure that Key Villages, such as Watergrasshill, remain the primary focus for</p>	<p>Raises the issue of the appropriate growth target for Key Villages, specifically</p>	<p>This issue is noted and will be given further consideration in the</p>



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		<p>residential development, to guarantee there is sufficient availability of developable lands located within these villages to deliver 9% growth target (current growth provision), and in doing so, to achieve the critical mass within smaller settlements necessary to retain and improve their existing services.</p> <p>Suggests a comprehensive review of the established settlement boundaries of Key Villages as part of a new overall strategy to reverse the continuous trend of sprawled residential development, looking to identify opportunities for the appropriately scaled expansion of these settlements, and not just retain those opportunities that have formed part of a succession of previous plans without yet being realised.</p> <p>Submits that such a review would also highlight those settlements that have significant potential for expansion based on sustainable development principles such as the availability of suitable lands in the right location and the availability of the necessary services and infrastructure to facilitate development in a timely manner.</p>	<p>Watergrasshill, the need for critical mass to retain services, and availability of sufficient land to meet growth.</p> <p>Consideration of infrastructure availability when allocating settlement growth targets.</p>	<p>drafting of the Plan. See Volume One Section 2 Population and Core Strategy.</p>
Donncha Kavanagh	PDP222952574	<p>This submission is generally supportive of the vision and ideas contained in the public consultation document and background documents but also makes the following comments regarding same.</p> <p>Firstly, it is suggested that different future population growth scenarios need to be considered and notes that the past is not necessarily a good indicator for the future and population decline should also be considered. The submission notes that the documents don't mention two key challenges – funding and power both of which</p>	<p>Suggests that a number of future population scenarios is explored.</p> <p>Questions what funding mechanisms will be available to implement the plan.</p> <p>Suggests that online retailers pay tax which should go to local authorities.</p> <p>Suggests that revitalising the Irish language</p>	<p>The issues raised in this submission will be given further consideration in the plan review where appropriate. See Volume One Section 2 Town Centres and Retail, Economy and Employment of this report.</p> <p>The other issues raised, including those relating to Housing</p>



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		<p>are considered to be a vital part of the plan and delivering the plan. It is suggested that elements from the 1973 Kenny Report (extract included in an Appendix 1) should be adopted to address these two issues, particularly around the area of CPO powers which it argues the Co Council should be using more widely.</p> <p>The submission notes that online shopping will adversely affect town centres and the Council's income from rates and that this needs to be addressed by overhauling the commercial rates system, providing for a more granular system and getting online retailers to pay more tax which could be ring-fenced for local authorities.</p> <p>The submission states that retaining and revitalising Irish as a living language should be included as one of the plan's key challenges, and notes that placenames in the Gaeltacht should be shown in Irish (only) throughout the plan and its maps in the spirit of the Placenames Order.</p> <p>The submission notes that there is no Irish language version of the consultation document available and suggests that there needs to be special planning conditions to protect the Irish language in Gaeltacht communities.</p> <p>Regarding Housing, the submission suggests in our towns and villages where there is significant urban blight that a demolish and rebuild strategy should be driven by the Council, and in addition regarding rural housing it suggests that the plan should seek to address big ugly one-off houses in rural areas where it suggest that they should be confined to designated off-road hamlets, with a single shared entrance and that the Council should identify suitable sites for such hamlets using a variant of the Designated Area Scheme proposed in the Kenny</p>	<p>should be one of plan's key challenges – including objectives regarding place names and special conditions for Gaeltacht communities.</p> <p>The Council should promote a 'demolish and rebuild' strategy in areas of significant urban blight.</p> <p>Use the Designated Area Scheme (per Kenny Report 1973) as designated areas for Rural Housing.</p> <p>The plan should include timely Covid -19 provisions including working from home and set targets regarding a move to the digital government.</p> <p>Supplement the CMA cycle Network Plan by a range of actions including a multi-year budget.</p> <p>Issue of whether speed limits and development boundaries be decoupled. Request that a focused study on how best to use the Green Belt is undertaken. Suggest that all new developments must incorporate a rainwater harvesting system to provide water for non-drinking purposes. Notes some inconsistent data on % renewables, Clarity on what is the 'retail comparison</p>	<p>provision and the socio economic impact of Covid-19 are noted and will be considered where appropriate in the draft plan and / or the Joint Housing Strategy and Housing Needs Demand Assessment.</p>



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		<p>Report of 1973.</p> <p>The submission notes that the Development Plan should include a section progressing the conversation on the post-Covid 19 'new normal' where working from home is much more common, focusing on what we need to do to make this new normal happen, be sustainable and attractive and that the Council should set its own targets regarding a move to digital government, meetings online, enable widespread working from home.</p> <p>The submission suggests that the CMA Cycle Network Plan of 2017 needs to be supplemented with a multi-year budget and prioritisation plan, where rural bikeways should be developed in lightly-trafficked roads using speed ramps and signage. The submission suggests that the Council should decouple speed limit zoning from development zoning in its Strategy Plan and make it clear that reduced speed limits do not imply a change in development zoning. The submission suggests a focused study on how best to use the Green Belt and that a new planning requirement that all new developments must incorporate a rainwater harvesting system to provide water for non-drinking purposes. The submission queries if the previous planning policies regarding sustainable travel haven't worked why might we believe that the new plan will?</p> <p>Finally, the submission makes a number of observations about the graphics and presentation, vague hand-waving language of the data in the published document, notes some inconsistent data on % renewables, queries what is the 'retail comparison sector', suggests that using the word 'can' in a planning policy is not a statement of desire, or action, suggests that managed grass cutting on</p>	<p>sector'.</p> <p>Suggests that using the word 'can' in a planning policy is not a statement of desire, or action,</p> <p>Suggests that managed grass cutting on 27 acres to enhance habitats for pollinators is not much in a County the size of Cork.</p>	



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		27 acres to enhance habitats for pollinators is not much in the County the size of Cork.		
Doonpeter Graveyard & Holywell Committee	PDP221504676	The submission requests the provision of a public access / right of way to the Doonpeter graveyard and Holywell, near Glenville. The submission notes that there is currently a right of way for a horse and cart. Submission highlights the aging population and the difficulty for locals who are not mobile trying to access the graveyard and holywell. Submission is requesting a public access to be provided.	Seeking provision of public access / right of way to the Doonpeter Graveyard and Holywell near Glenville.	The draft plan will be set out the Council's policy approach to rights of way.
Doyle Shipping Group	PDP223144777	Submission outlines significance of Cork Dockyard and requests the following: That the upgrade of the R624 regional route is given priority status in the forthcoming CDP to facilitate the economic growth of the Town. That the forthcoming CDP recognises the Cork Dockyard as a Category A facility ("For the purposes of meeting the requirements of the offshore renewable energy sector including waves and tidal) and hub for the offshore marine energy sector with the necessary infrastructure and facilities including quayside lengths, water depth, hinterland and dry dock to support operational, maintenance and servicing of offshore windfarm installations. That the CDP should ensure the potential of Cork Dockyard is maximised in term of land use and employment generation.	The R624 access road to Cobh requires upgrading to facilitate growth in Cobh. Seeks recognition in the CDP of Cork Dockyard of its Category A facility status (for the purposes of meeting the requirements of the offshore renewable energy sector including waves and tidal) and hub for the offshore marine energy sector. Maximisation of the potential of employment land and specifically of Cork Dockyard.	The upgrading of the R624 Regional Road linking N25 to Marino Point and Cobh is listed in the Southern RSES as a transport priority for Metropolitan Cork and the issues raised will be considered as part of the Review of the County Development Plan. The employment role and potential of Cork Dockyard will be considered as part of the Review of the County Development Plan. Policies to promote renewable energy and energy efficiency will be given further consideration during the preparation of the plan. See Economy, Transport and Mobility and Energy in Volume



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Dzeko Limited	PDP223297174	<p>This submission raises strategic and local issues relating to Inishannon Village. The purpose of this submission is to seek consideration of strategic policy objectives for Inishannon, with reference to lands north and contiguous with the built envelope of the settlement, namely:</p> <ol style="list-style-type: none"> 1. Provide stronger population projections to reflect the NPF and RSES and the very significant investment in infrastructure within the village 2. Provide a less restrictive approach to the scale of development for Key Villages; 3. The provision of sufficient headroom in zoned lands to ensure that no shortage in supply arises during the lifetime of the development plan. In support of this principle, to provide for a Strategic Land Reserve to ensure that the longer-term development objectives for Inishannon can be realised. 4. To prioritise residential lands within the forthcoming development plan that are deliverable, accessible and consolidate existing and approved development. 	<p>The purpose of this submission is to seek consideration of strategic policy objectives for Inishannon, with reference to lands north and contiguous with the built envelope of the settlement</p>	<p>One Section 2 of this report.</p> <p>The issues raised in this submission will be addressed at a settlement level as part of the review of the County Development Plan.</p>
Edgefield Property Investments Ltd.	PDP222801160	<p>Submission seeks a number of policy objectives for Carrigtwohill including a continued strong population growth target for Carrigtwohill to reflect its Metropolitan town status; prioritisation of the delivery of infrastructure investments to facilitate growth targets for the town and, in particular, the Carrigtwohill North Urban Expansion Area; revision of phasing of lands in the UEA to allow greater flexibility; application of appropriate residential densities; and acknowledgement of the development potential of areas at risk of flooding within key settlements. The submission sets out some planning</p>	<p>Consideration of appropriate growth targets for towns, in particular Carrigtwohill.</p> <p>Need for prioritisation of delivery of infrastructure.</p> <p>Consideration of a more flexible approach to phasing of development.</p> <p>Consideration of development potential of lands at risk of flooding.</p>	<p>The settlement hierarchy and the appropriate level of growth in settlements, with regard to existing or expected infrastructure provision, will be given consideration during the preparation of the Core Strategy of the draft plan in alignment with NPF objectives. See Population and Core Strategy Volume One Section 2 of this</p>



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		<p>policy context with references from the National Planning Framework, the Regional Spatial and Economic Strategy, and the 2014 County Development Plan.</p>		<p>report.</p> <p>The overall approach to flood risk and zoning is set out in the current plan and this will be updated as appropriate in the new plan.</p>
EirGrid PLC	PDP223788666	<p>Eirgrid is responsible for the safe, secure and reliable transmission of electricity and develops, manages and operates the electricity transmission grid. The grid brings power from where it is generated to where it is needed throughout the country. The distribution network then brings power to the homes, businesses and other users that need it.</p> <p>This submission requests that the Draft Cork County Development Plan is consistent with Project Ireland 2040 (National Planning Framework) and the Regional Spatial and Economic Strategy (RSES) for the Southern Region and any other national plans, policies or strategies as the Ministers determine relate to proper planning and sustainable development of onshore and offshore territory of Ireland.</p> <p>EirGrid considers that policies and objectives which support a safe, secure and reliable supply of electricity need to be explicit in the Draft Development Plan in order to assist EirGrid in the successful implementation of its Grid Development Strategy - Your Grid, Your Tomorrow (2017) (ENCL2). This is imperative to meeting national targets for electricity generation, climate change targets, and security of energy supplies.</p>	<p>The Draft Development plan needs to recognise the strategic importance of the electricity transmission grid. The grid will need to be continually developed and expanded to capture and integrate all the additional onshore and off shore renewable energy development planned in accordance with Government policy to meet Irelands targets under the Climate Action Plan and to accommodate diverse power flows and to facilitate future growth in energy demand across the region.</p> <p>The draft plan should be consistent with the energy policies and objectives of the NPF and RSES, and any other national plans or policies. The policies and objective of the Draft Plan need to be explicit in supporting the development of a safe, secure and reliable supply of electricity in order to assist EirGrid in the successful implementation of its Grid Development Strategy.</p> <p>For the Celtic Interconnector project it is critical that future zoning and land-uses or</p>	<p>Cork County Council recognises the strategic importance of further developing and maintaining the electricity transmission grid and this will be reflected in the Draft Plan.</p> <p>The draft plan will have regard to the policies and objectives of the NPF and RSES, and any other national plans or policies.</p> <p>The Council support the principle of the Celtic Interconnector project.</p> <p>The plan will consider the development of offshore renewables to support onshore infrastructure.</p>



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		<p>Submission acknowledges the significant level of wind energy produced in the county and the potential for off shore renewal energy off the coast of Cork together with plans to bring the Celtic Interconnector ashore at Youghal. In terms of electricity transmission the submission refers to a number of important Government Policy documents namely:</p> <ul style="list-style-type: none"> • Department of Communications, Energy and Natural Resources (2012) Government Policy Statement on the Strategic Importance of Transmission and Other Energy Infrastructure • Department of Communications, Energy and Natural Resources (2015) White Paper On Energy: Ireland's Transition to a Low Carbon Energy Future 2015-2030; • Department of Communications, Energy and Natural Resources (2019) Climate Action Plan; • Department of Housing, Planning and Local Government (2019) National Planning Framework . • Department of Housing, Planning and Local Government (2019) Draft National Marine Planning Framework. • EirGrid's (2017) Grid Development Strategy - Your Grid, Your Tomorrow; • EirGrid (2020) Tomorrow's Energy Scenarios: Planning our Energy Future. <p>In relation to Emerging Policy Areas the submission states that particular attention be given to the following policy</p>	<p>other policy objectives will not act to inhibit the progression of this vital infrastructure. The Plan should support the development of Offshore Renewables and bring a strategic spatial focus to the development of data centres so their needs can be planned for.</p>	



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		<p>areas; Offshore Renewables and Large Demand Centres (i.e., Data Centres).</p> <p>In relation to the Celtic Interconnector Project the submission states that it is critical that future zoning and land-uses or other policy objectives in this vicinity will not act to inhibit the progression of this vital infrastructure project.</p> <p>The submission states that in order to ensure Ireland's sustainable development and growth, EirGrid requires appropriate and robust policy and objectives for planning the national grid infrastructure and prioritising it appropriately in order to deliver national, regional and local benefit. EirGrid requests that the importance of the grid is acknowledged as a strategic issue in the Draft Development Plan.</p>		
Elaine Cooney	PDP223736463	<p>The submission seeks the following strategic objectives for Glounthaune, having regard to the SLR 10 Strategic Land Reserve:</p> <ul style="list-style-type: none"> -A strong population growth target for Glounthaune to reflect its status as an important Key Village within Metropolitan Cork located on a public transport corridor; -Optimisation of infrastructure improvements, and specifically transport infrastructure, to facilitate the projected growth for Metropolitan Cork. <p>The submission is made in the context of current planning policy including the 2014 County Development Plan, the Cobh MD Local Area Plan and the Cork Metropolitan Area Transport Strategy. It is stated that CMATS places a particular emphasis on enhancing the suburban metropolitan rail network and bus and cycle routes to encourage future residential development to integrate</p>	<p>Raises issue of appropriate population growth target, and appropriate scale and density of residential development for settlements, specifically Glounthaune key village in consideration of its location on the rail corridor and the need to optimise infrastructure investment and achieve consolidated growth.</p>	<p>The population and housing targets for the County will be reviewed in preparation of the Core Strategy of the plan. See Population and Core Strategy Volume One Section 2 of this report.</p> <p>Allocation of growth to appropriate locations benefitting from a rail link will be an important consideration regarding achieving modal shift from use of private car. See Transport and Mobility, Section Volume One, Section 2 of this report.</p>



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		and align with public transport services in order to achieve compact growth and more sustainable travel led developments.		
Elaine Spillane	PDP222993676	<p>Kilcrohane – Flood Maps</p> <p>This submission questions the accuracy of the flood mapping for Kilcrohane. The submitter's lands are shown to be within Flood Zone A. A flood risk assessment was submitted with a recent planning application whereby permission was granted for three dwellings on the lands. (copy of flood risk assessment report attached to submission). The reporting engineer concluded that there was no risk of fluvial or tidal flooding in the area. The submitter is concerned now that it will be difficult to obtain property insurance because of the Flood Zone A designation. It is suggested that the Flood zone A designation is unsubstantiated and unwarranted, that there is no evidence and no history of flooding. It is requested that the lands shown on the map submitted, which is on higher ground to the north of the Kilcrohane River be re-zoned from Flood Zone 'A' to Flood zone 'C' (at low or no risk).</p>	Requests a review of the Flood risking mapping in Kilcrohane to reflect the outcome of a site specific flood risk assessment which concluded that a particular site was not within Flood Zone A or B.	The Council's general policy approach across the County to Flooding Risk Management will be set out in the Draft Plan. The issue raised will be considered accordingly having regard to the agreed overall approach.
Electricity Supply Board	PDP223351119	<p>This submission requests that the draft County Development Plan gives due consideration to the issues raised in its submission and that the Plan includes the clear policies outlined in relation to the following;</p> <ul style="list-style-type: none"> • Backing the delivery and continuation of a secure and resilient supply of energy that optimises the use of the renewable energy resources of the County to address climate change, support job creation and the move to a competitive low carbon Green Economy, while also protecting the environment and amenities of the county. 	<p>Policies and objectives of the plan need to :</p> <ul style="list-style-type: none"> • support the strategic nature of the electricity transmission and supply network and the continuation of a secure supply of energy that optimises the use of renewable energy resources in the county. • Safeguard existing strategic energy corridors. • Protect the county's future capacity of electricity transmission and 	<p>Cork County Council recognises the strategic importance of the electricity transmission and supply network and the need for a secure supply of energy into the future and this will be reflected in the Draft Plan.</p> <p>The Council will be reviewing the support needed for improvements to the</p>



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		<ul style="list-style-type: none"> • Safeguarding existing strategic energy corridors from encroachment by other developments that could compromise the delivery of energy networks. • Protecting the County's future capacity for the development of electricity Transmission and Distribution infrastructure. • Facilitating expansion and improvement in telecommunications infrastructure and to help position the county to attract intellectual and physical capital. • Promoting, encouraging and facilitating the use of sustainable modes and patterns of transport including electric vehicles and including Parking Standards that will set minimum levels of parking provision for EVs. <p>The submission states that the NPF and the RSES contain promoting policies in relation to Energy Infrastructure and that the ESB fully supports the reinforcement of these policies at a local level that will accommodate the ongoing generation, transmission and distribution of electricity.</p>	<p>distribution infrastructure.</p> <ul style="list-style-type: none"> • Facilitating expansion and improvement in telecommunications infrastructure. • Encourage and facilitate sustainable modes of transport and electric vehicles. 	<p>transmission network in the draft plan.</p> <p>Cork County Council supports the installation of charging points for Electric Vehicles at suitable public locations throughout County Cork in line with the Climate Action Plan proposals.</p>
Eoin McElroy	PDP223151597	Submission recommends that the County Development Plan identify and map the most suitable and feasible route for the Lee to Sea Greenway; support and safeguard the Greenway in 2 phases - phase 1, Passage West to Crosshaven, and, Phase 2, Inniscarra Dam to Ballincollig Regional Park; and create an action plan for phasing, funding and associated delivery. It references support for the Greenway in CMATS.	Seeks delivery of Lee to Sea Greenway referenced in CMATS.	Noted. See discussion of this issue in Transport and Mobility, , Volume One Section 2 of this report.
Eoin Quill	PDP223869063	Settlement: Beal Atha an Ghaorthaidh (Ballineary)	Requests that a GB1-2 is considered north of	Generally, GB1-2 areas are



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		<p>Submission requests an area similar to the GB1-2 to the North of Macroom be considered north of the village of Beal Atha an Ghaorthaidh (Ballingeary). The submission argues that by designating such an area that could be developed in low density serviced sites (e.g. 5-8 houses) within the woodlands all serviced by one combined entrance, individual treatment systems and bored wells - it could go some small way in relieving the pressure without having a detrimental impact of the surround high value landscape, scenic routes and water quality.</p>	<p>the village of Beal Atha an Ghaorthaidh (Ballingeary).</p>	<p>located in town Green Belts which are located around the main towns of the County rather than around villages. It would not be appropriate to include a GB1-2 in a location that currently does not have a Green Belt surrounding it.</p>
Erins Own GAA Club	PDP223532042	<p>The submission states the GAA Club needs to purchase additional land to cater for the demands of an ever expanding community, as the club is a community centric association and deem their facilities to be at breaking point.</p> <p>The Club considers that developers in the area should be able to deliver, or contribute to the delivery of, capital projects being progressed by community organizations such as sporting clubs in lieu of development contributions.</p> <p>The submission asks that the designation of Caherlag as a village nuclei be removed in the forthcoming plan. It further outlined the clubs attempts to purchase land for the expansion of the sporting facilities which were unsuccessful primarily due to price sought by the vendor and confusion relating to designations in the Local Area Plan.</p>	<p>The Club seeks to purchase additional land to cater for demands of an expanding community.</p> <p>The Club considers developers in the area should be able to deliver, or contribute to the delivery of, capital projects being progressed by community organisations such as sporting clubs in lieu of development contributions.</p> <p>Requests the designation of Caherlag as a village nuclei be removed from the forthcoming plan.</p>	<p>These issues will be considered as part of the Review of the County Plan.</p>
Ervia	PDP222859437	<p>Submission notes that ERIVA is a commercial semi state company responsible for the delivery of gas and water infrastructure and services in Ireland, through Gas</p>	<p>Seeking the Draft Plan Objectives include actions and targets that would enable the County to become carbon neutral as part of</p>	<p>Cork County Council acknowledges the requirements of the Climate Action Plan, 2019</p>



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		<p>Networks Ireland and Irish Water. It also provides broadband infrastructure.</p> <p>Ervia recommends that Draft County Development Plan 2022 – 2028 have due regard to the Government's Climate Action Plan, 2019, which integrates effective climate action measures into national policies. Climate Action should be a key overarching theme of the entire Plan.</p> <p>The submission states that the Draft Plan Objectives should include actions and targets that would enable the County to become carbon neutral as part of the national obligation for Ireland to achieve a net zero target by 2050, and in the short term achieve a national reduction in (non-ETS Sector) greenhouse gas emissions consistent with a 30% reduction by 2030, relative to 2005 levels - this means a reduction per year of approximately 7%. As part of this, Ervia recommends that policy objectives reflect the three priority areas identified by the RSES for action, namely decarbonisation, resource efficiency and climate resilience, and those which can bring about a Transition to a Low Carbon Economy and Society.</p> <p>Ervia supports the recommendation that the County Development Plan needs to continue to support investment in sustainable energy production in Cork to meet local and national needs and to support jobs and investment. In addition to meeting its own energy needs, Cork will benefit through its contribution to national renewable targets, in a renewable energy framework that will also ensure the protection of local environmental assets.</p>	<p>the national obligation for Ireland to achieve a net zero target by 2050.</p> <p>Recommends that policy objectives reflect the three priority areas identified by the RSES for action - decarbonisation, resource efficiency and climate resilience,.</p> <p>Recommends that the draft plan facilitate action on climate change across all strategic areas and in all economic sectors.</p>	<p>and the national requirement to become carbon neutral by 2050.</p> <p>The suggestions for action included in this submission are noted and will be considered further as appropriate as part of the preparation of the draft Plan.</p> <p>The draft plan will be prepared in alignment with national and regional policies.</p> <p>Climate Change is acknowledged as an important issue facing the county. It is intended that climate change adaptation and mitigation will be a key consideration to be addressed in all aspects of the draft plan.</p>



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		<p>In particular Ervia recommends that the Draft Plan should facilitate action on climate change across all strategic areas and in all economic sectors, including:</p> <ul style="list-style-type: none"> • Decarbonisation in the Agricultural Sector by enabling the development of the necessary facilities and infrastructure to enable on-farm production of biomethane and the associated biomethane gas injection facilities at relevant locations to allow blending of biomethane with natural gas in the national gas network; • Decarbonisation in the Residential Heat Sector by enabling the introduction of renewable (e.g. biomethane or hydrogen) gas into the existing gas network; • Decarbonisation in the Transport Sector by enabling the development of clean energy, zero and low carbon fuelling and electric vehicle charging stations and infrastructure at the appropriate locations including consideration of electric, hydrogen, and Compressed Natural Gas (CNG)/biogas; • Decarbonisation in the Power Generation Sector by supporting and facilitating the sustainable development, maintenance and upgrading of electricity and gas network grid infrastructure to integrate renewable energy sources; • Where appropriate, to facilitate the reuse of existing infrastructure and/or support the development of new plant and infrastructure (including pipeline and port facilities if relevant) to capture, transport and store carbon dioxide (CO₂), (Carbon Capture and Storage – CCS), which offers the potential to decarbonise electricity generation, energy intensive industries and CO₂-producing industrial processes; 		



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		<ul style="list-style-type: none"> Supporting and enabling the development within the County of small to medium (pilot) scale plants associated with energy research initiatives to accelerate diversification away from fossil fuels to green energy, including the potential of wind, wave, solar, biomass, biofuels, biogas and hydrogen in the County; and Supporting and enabling the development of port / harbour facilities and infrastructure to enable hydrogen and CCS supply chains. <p>The rationale behind these recommendations is set out in more detail in the submission.</p>		
Fachtna Hayes Building Contractor Limited	PDP223290625	<p>Clonakilty</p> <p>This submission outlines the key role of Clonakilty, its strengths and attributes, suggesting the town should be a focus for targeted growth in the new development plan. It references Table 3.3 and RPO 23 of the RSES, citing the sub-regional role of the town in a network of strong towns, significant employment role with potential enhanced role, in combination with other West Cork settlements. The submission argues that there is a need to increase the allocation of population and housing growth in Clonakilty in the forthcoming development plan on the basis of the following;</p> <ul style="list-style-type: none"> Cork County is under delivering on its housing target; One-off rural housing is dominating; Regional hierarchy of towns – need to reflect the new higher order designation of Clonakilty relative to the other towns in West Cork. Villages & Village nuclei in West Cork with growth targets in excess of 800 units despite the lack of water services infrastructure will mean this quantum of units will not come forward – re- 	<p>Highlights the key role of Clonakilty, its strengths & attributes, which should be a focus for targeted growth.</p> <p>Highlights the required sub-regional role of the town in a network of strong towns, significant employment with potential for an enhanced role in combination with other West Cork settlements.</p> <p>Need to increase allocation of population & housing growth in Clonakilty on the basis that the county is under delivering on its housing target and one-off rural housing is dominating.</p> <p>Seeks a re-calibration of growth targets in favour of Clonakilty over the villages & village nuclei in West Cork which have growth targets of 800 units despite the lack of water</p>	<p>Clonakilty is designated as a Key Town in the settlement typology. It is intended that the draft plan will formulate policies to build on its inherent strengths, whilst protecting and enhancing the natural environment of Clonakilty Bay, and while acknowledging the significant water services constraints currently impacting on the town. The issues raised in the submission will be given further consideration in the Draft Development Plan. See Volume One Section 2 Population and Core Strategy, Housing Density and Placemaking and Water Services.</p>



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		<p>calibration of growth target required with focus on Clonakilty.</p> <ul style="list-style-type: none"> • Employment led growth – noting that Clonakilty has 1.3 jobs per resident worker, Clonakilty has one of the best job ratios in the County. <p>The submission sets out the potential locations for future residential growth in the town and considers the south – west of the town as a suitable location for further residential growth. The submission identifies that 71% of permitted residential units in Clonakilty in the past 8 years has been in the south west of the town, and lists the local amenities supporting residential development in this location. In accordance with the RSES, a sustainable place framework is required based on the concept of 'ten-minute' neighbourhoods. Focused measures are requested in the forthcoming plan to reconcile access and connectivity issues in support of consolidated growth. Finally the submission outlines some road improvement proposals to overcome existing network deficiencies and to help deliver the RSES objectives promoting 'multi-modal local transport initiatives' in the town.</p>	<p>services infrastructure</p> <p>Clonakilty has one of the best job ratios in the County at 1.3 jobs per resident worker</p> <p>The south-west of the town is identified as a broad location for residential growth based on the RSES sustainable place framework concept of 'ten-minute' neighbourhoods</p> <p>Requests focused measures to reconcile access and connectivity issues in support of consolidated growth</p> <p>Identifies road improvement proposals to overcome existing network deficiencies and to help deliver the RSES objectives promoting 'multi-modal local transport initiatives' in the town</p>	
Fáilte Ireland-National Tourism Development Authority of Ireland	PDP223797623	<p>This submission is made on behalf of Fáilte Ireland and is seeking to enhance the partnership approach between the County Council and the National Tourism Development Authority to ensure that the expertise of both organisations is shared. The submission notes the wide range of tourist attraction in County Cork which provide much needed revenue and employment and wishes this to be acknowledged in the plan.</p> <p>The submission has the following requests to make in the</p>	<p>Requesting a continuance of the dedicated tourism chapter in volume 1 of the forthcoming development plan which would</p> <p>a) encompass all of the policies and objectives relating to tourism, b) recognise the significance role that tourism plays in the overall operation and development of the County.</p> <p>Seeking the incorporation of both tourist brands, Wild Atlantic Way and Irelands</p>	<p>The issues raised in this submission have been noted and will be addressed further where appropriate in the draft plan. Cork County Council already has a standalone Tourism Strategy, which was jointly developed with Cork City Council and supported by Fáilte Ireland, Tourism Ireland and relevant industry</p>



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		<p>forthcoming development plan 2022-2028:</p> <ol style="list-style-type: none"> 1. Requesting a continuance of the dedicated tourism chapter in volume 1 of the forthcoming development plan which would a) encompass all of the policies and objectives relating to tourism, b) recognise the significance role that tourism plays in the overall operation and development of the County. 2. The submission gives a detailed description of two developed Regional Experience Brands, the Wild Atlantic Way and Irelands Ancient East in Appendix A and B which are both relevant to County Cork. The submission is seeking the incorporation of both tourist brands into the tourism policies of the new county development plan. 3. The submission gives details in Appendix C of the key principles of sustainable tourism development that should be incorporated into the new development plan. 4. The submission is seeking more maps to be incorporated in the tourism chapter of the plan similar to Figure 8.1 in the current plan but more exhaustive. Tourism should be planned for spatial use 5. Submission is requesting the key nodes of tourism activity (both existing and proposed), existing transport links, identified walking /cycling trails, greenways and blueways to be identified in the new plan. 6. Proposal to provide strategic tourism centres in principal towns and villages. 7. Submission is seeking the 27 Wild Atlantic Way Discovery Points in County Cork to be managed, maintained and highlighted as a priority in the plan. 8. Identify areas of unrealised tourism potential where proactive policies will aim to encourage the development of this sector. 	<p>Ancient East into the tourism policies of the new county development plan. Proposes principles of sustainable tourism development that could be incorporated into the new development plan. More maps to be incorporated in the tourism chapter of the plan similar to Figure 8.1 in the current plan but should be more exhaustive. Requesting the key nodes of tourism activity (both existing and proposed), existing transport links, identified walking /cycling trails, greenways and blueways to be identified in the new plan. Proposal to provide strategic tourism centres in principal towns and villages. Seeking the 27 Wild Atlantic Way Discovery Points in County Cork to be managed. Identify areas of unrealised tourism potential where proactive policies will aim to encourage the development of this sector. Provide proactive planning policies with the provision of supporting infrastructure such as parking, toilets café or catering facilities.</p> <p>Seek sustainable travel between sites with promotion of public transport along key routes. Protection and enhancement of the tourism source with information and interpretation provided Requests the Council develop a dedicated Renewable Energy Strategy and include a</p>	<p>stakeholders in 2016, and which may be the most appropriate vehicle to address some of these issues. The new Plan will continue to have a chapter dealing with Tourism and policy, objectives and maps will be updated as appropriate as part of the review. It is intended to incorporate the tourism brands, Wild Atlantic Way and Irelands Ancient East in the tourism policies of the draft plan. With regard to the mapping of facilities, Cork County Council launched an interactive 'Rediscover Cork County' map in June 2020, providing information on tourism attractions and activities across the county. The Wind Energy Strategy and issues relating to Marine Spatial Planning are addressed further in Volume One Section 2 of this report. It is the intention for the plan to align with national, regional and local policies and objectives.</p>



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		<p>9. Provide proactive planning policies with the provision supporting infrastructure such as parking, toilets café or catering facilities.</p> <p>10. Seek sustainable travel between sites with promotion of public transport along key routes.</p> <p>11. Protection and enhancement of the tourism source with information and interpretation provided.</p> <p>12. The submission also requests the Council develop a dedicated Renewable Energy Strategy and include a map which identifies areas suitable and unsuitable for the siting of wind turbines.</p> <p>The submission answer in detail some key issues for the emerging plan to address:</p> <ol style="list-style-type: none"> 1. Highlights the key challenges facing Cork County 2. Notes the ways we can promote sustainable travel in County Cork as tourism and transport go hand in hand. 3. Gives a detailed account of how we can effectively manage our marine resources in Cork. 4. Suggests policies for coastal communities including our island that can be included in the new plan. 5. Suggests how greater access to the natural, built, and archaeological heritage can be facilitated while having regard to the sensitive nature of many sites. 6. Requesting to identify areas of the county that are particularly sensitised to development. 7. Identify how the plan will support tourism across the county and what are the constraints to the development of tourism and is seeking for a policy to be included to support the delivery and implementation of VEDP'S. 8. Outlines the potential tourist attractions including experiential tourism which remain to be developed in 	<p>map which identifies areas suitable and unsuitable for the siting of wind turbines.</p> <p>Seeking policy objectives to be included in the plan to support the development and implementation of various Visitor Experience Development Plans.</p> <p>Include an objective to achieve Good Environmental status of Marine waters, Engagement with the sea, a fundamental objective and requirement to be acknowledged in plan.</p> <p>The Draft County Plan should align with and support the strategy, objectives and actions set out in the Flag South- Fisheries Local Action Group Local Development Strategy 2016.</p> <p>A strong heritage policy with tourism.</p> <p>Consideration should be given to improving cycling and walking trails, information signage, digital platform's to educate the public on the best way to interact with and protect, sensitive sites and environments.</p> <p>Requesting the fundamental link between tourism and many other sectors be acknowledged in the draft plan.</p> <p>Seeking a strategic aim relating specifically to tourism in the Core Strategy.</p> <p>Highlights the potential tourist attractions remaining to be developed in Cork.</p> <p>Notes how we can better link key tourism attractions with our towns and villages.</p>	



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		<p>Cork.</p> <p>9. Suggests how we can better link key tourism attractions with towns and villages.</p> <p>10. Identifies how we can enhance the public realm of our towns and villages and make them more appealing to visitors and encourage them to stay longer.</p>		
Fermoy Forum	PDP223567204	<p>Submission is made by the Fermoy Forum, a voluntary organisation of local people addressing the needs of Fermoy town and Hinterland. The goal of the forum is to work in partnership with our local businesses, community groups and the local authority to develop and communicate opportunities and implement plans for the economic, social and environment development of Fermoy town. Submission outlines a number of objectives, strategies and recommendations for Fermoy and other settlements in County Cork in the forthcoming Development plan.</p> <p>The submission gives a detailed account of a number of initiatives and objectives to include in the plan under the following headings:</p> <ol style="list-style-type: none"> 1. People and Places- Vacancy and Density 2. Settlement and Placemaking 3. Town Centres and Urban Capacity 4. Economy and Employment 5. Water Services 6. Transport and Mobility 7. Community- age friendliness, youth activities, Knockananig Reservoir 8. Energy 9. Green Infrastructure 10. Heritage and tourism- Digital Archive/ Gallery, Rights 	<p>A policy of acquiring vacant properties and renovating to provide living over the shop opportunities within settlements and help address the eye sore dereliction can create. Request to apply a town centre first policy to siting new residential and commercial developments.</p> <p>Develop a shared space initiative in Fermoy. Encourage a 'walk and stride' initiative to school and work and provide designated parking on the edge of town for the initiative. Provide more mapping of areas. Development of a "local Work Hub" across the county in towns and large villages. provide safe cycling infrastructure between local towns and villages e.g. between Mitchelstown through Fermoy to Rathcormac, Reopen the old railway network in north Cork. Reopen the old viaduct at Fermoy as a walking loop. Waste water treatment facilities a priority in the County Development Plan. Seeking age friendly initiatives and requesting more public outdoor recreational facilities.</p>	<p>A number of issues raised in this submission will be considered further at a settlement level as part of the review of the County Development Plan.</p>



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		of Way, Dereliction 11. Biodiversity 12. Climate Change 13. Environmental Overview	Expand accessibility at Knockanag Reservoir. Support for the micro generation of electricity Seeking a Digital Archive/ Gallery of the history, maps, walks etc. in Fermoy Suggesting Cork County Council opens a publicly informed log-book for rights of way and the Council to inform landowners of possibilities of providing access while protecting their property. Promoting local action and participation is a key to success in maintaining and enhancing biodiversity. Promote opportunities for farmers and industry to enhance biodiversity within their own farms and industrial sites. Include measures to assist in the promotion of sustainable environmentally friendly food production. Engage with state agencies and community stakeholders to identify and develop specific local and regional projects to promote and enhance biodiversity. Remediation strategies for climate change should central to the county development plan and also needs to link to the national strategy to map the way towards a low carbon economy. Cork County Council should seek to establish itself as the national leader in the use of Electric Cars and have car charging facilities installed in every town and suitably sized	



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			<p>villages in the county. Support opportunities for town markets selling local produce. Green infrastructure needs to be prioritised in the plan. County development plan should secure and enhance the special status of the River Blackwater. Include a hydro-electric facility which would provide sustainable energy and have a water quality monitoring station that would provide real-time read-outs and trends of the river water quality.</p>	
<p>Finbarr O'Donovan and Bill O'Flynn</p>	<p>PDP223121826</p>	<p>This submission regards the upgrade of the Mountain Road to form part of the Relief Road.</p> <p>Design of Relief Road: It compares the proposed infrastructural development to the development of the already constructed sections of the Southern Relief Road as it would be carrying the same amount of traffic and states that the proposed upgrade of Mountain road should be designed to the same standard and provide a road which is acceptable to pedestrian and traffic safety aspects.</p> <p>Traffic Safety: It states the proposed route includes the frontage of private houses with direct vehicular access onto both the R611 and Mountain Road, which is undesirable and has been avoided on the constructed sections of the Relief Road to date. It notes there is significant pedestrian use of the Mountain Road both by residents to access the bus route and shops and by the</p>	<p>The submission outlined reasons why the upgrade of Mountain Road to form part of the Relief Road around Carrigaline should be reconsidered in the new Cork County Development Plan</p>	<p>The issues raised in this submission are noted and will be considered further in the drafting of the plan where appropriate. The proposed Carrigaline TPREP will also be considering roads proposals and this work will help inform the draft plan.</p>



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		<p>larger community as an amenity walk, and states the safety of pedestrians would be compromised by the increased traffic volume and increased turning movements through the proposed major road junction.</p> <p>Environmental Impact: It highlights that there are numerous mature trees on both sides of the Mountain Road, and the natural hedgerows are intact over a significant length of the road frontage (preserved by Planning Conditions in some cases). It states the proposed widening of the road is of such a scale that none of these are likely to survive. It notes the replacement by paved surfaces will dramatically increase the storm water runoff, and the (limited) existing roadside ditches currently discharge to a small stream which occasionally floods. It states this will be exacerbated by the proposed construction and in conflict with the objective in LAS – 01 to maintain local areas of biodiversity.</p> <p>Impact on Amenity: It states the Mountain Road is used as an amenity walk by the larger community, particularly during the recent pandemic Lock Down. It notes there is a specific proposal in the LAP to connect an amenity walk (CL-U-08) to the Mountain Road, and states the value of the road and the proposed walkway as amenities would be diminished by the destruction of the natural environment on the Mountain Road.</p> <p>Construction Costs: It states the existing structural condition of the Mountain Road is insufficient to withstand the proposed increase in traffic volumes and subsidence is visible in several places. It notes with the</p>		



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		<p>exception of that portion fronting onto Wrenville housing estate, there is no surface water drainage apart from some unmaintained ditches and ponding is evident after rain, therefore be necessary to construct the proposed road from scratch and no value would accrue from the existing road. It notes at present there is no alternative access to the houses and farms along the Mountain Road so closing the road to allow construction is not an option without a diversion route suitable for residents, agricultural users and emergency vehicles, and such a route will only become available after development of the land to the south.</p> <p>Cost: It states the construction cost of the proposed road would be significantly higher than a similar road constructed through a green field site. The impact of potential land/houses acquisitions, and the appropriate accommodation works would also prolong the design and procurement of a construction contract. It states the funding for the construction of the proposed Link Road will be directly by the County Council and is unlikely that such a substantial project would be funded prior to final decisions on the Western Relief Road.</p> <p>Delivery: It states there are construction and funding constraints with this development. It notes the Mountain Road at present would be incapable of taking the construction traffic associated with the development of this land, let alone the additional residential traffic. An upgrade of the Mountain Road must precede its use for the construction of any new residential development. It states an access route through CL-R-10 would be</p>		



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		<p>necessary to allow an upgrade of the Mountain Road to be constructed. A provision to this effect should be incorporated into the zoning of the development land.</p> <p>Alternative Routes: It proposes an alternative route through the development lands CL-R-10 which would be constructed and funded by the developer of the land and thus delivered in a timely manner. It states it would create the conditions to upgrade the Mountain Road in a manner appropriate to its use as a residential access road, at lower cost to the County Council and for the benefit of the community. It states the second alternative is to route the Link along the Forest Road (L2493) to its intersection with the proposed Western Relief Road, as the Forest Road is a larger road and has fewer residential access points. It states traffic diversion is also possible to facilitate road works.</p>	<p>Submission suggests an alternative route for the proposed Relief Road around Carrigaline.</p>	
Fiona Vincent	PDP222478226	<p>This submission suggests that the overall vision for the plan needs climate change mitigation and adaptation built in to it, to ensure that the vital components of the climate change plans do not get missed as all elements of the plan are interwoven and all affect climate change and biodiversity.</p> <p>The submission argues that as the greater percentage of the population prefer to live in rural areas and value the quality of life that being in a rural area offers; that these areas should be where the greatest emphasis should be put with regard to development for work and for supporting the 63% of the population who live there. The submission states that the Council need to take into account lessons from other countries with regards to economic health and puts forward a case study of an</p>	<p>Requests that the Vision statement for the CDP adequately address issues such as climate change and adaptation.</p> <p>Requests that the plan put more emphasis and funding on the rural areas of the county.</p> <p>The plan should include timely provisions including working from home. And reflect on the impact this might have on the settlement policy.</p> <p>Requests that the current development plan preparation encourages more</p>	<p>Further consideration will be given to the vision for the county development plan and housing strategy.</p> <p>Climate change is a key consideration for the County Development Plan – see Climate Change, , Volume One Section 2 of this report.</p> <p>As regards collaboration, the Council welcome the contribution of all groups, sectors and individuals from all over the</p>



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		<p>industrial area in Sicily where heavy industry had been developed in areas previously reliant on and known for agriculture and tourism and the health of the people in those areas declined along with the economic health of the area as tourism and agriculture failed and the Italian government have had to develop and implement rehabilitation plans for these areas.</p> <p>In Cork, it is argued that we need to be acutely aware of the environment, of biodiversity and of climate change and plan for a future that is not just business as usual but is truly respectful of the environment.</p> <p>The submission also points to the recent Covid-19 Pandemic and asks 'How do we encourage businesses to enable remote working?' and "How do our settlements facilitate remote working?" so that many more people can be employed by large corporations and yet can for the most part work from home or from hubs very close to their home. The submission states that good practice would be to distribute funds more evenly to Rural towns for development and to allow for 'new blood' including young people to be part of the town teams making the decisions with regard to re-opening after the Covid 19 lock-down. The submission states that the West Cork area is heavily reliant on volunteers creating better towns, better villages and a better environment and that the Council needs to provide better support particularly with volunteers working on the ground, many of whom feel that they are in a constant fight as there is no collaboration and no support.</p> <p>Finally, the submission states that the current way of building the development plan is outdated, stifles collaboration, and reduces input from a wide range of</p>	<p>collaboration.</p>	<p>County during the public consultation periods for the development plan review.</p>



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Fisher Street Limited	PDP225015287	<p>people with knowledge and expertise and as detail is written into the sections of the plan, the whole plan must link and interweave.</p> <p>The submission requests that a requirement for a masterplan on Town Centre Expansion lands in Kinsale be removed. The current objective relates to delivery of a "Town Centre Expansion Area incorporating mixed use development." It outlines that the Expansion Area relates to two separate plots which are separated by The White Lady and a steep cliff face.</p> <p>Both sites have different site characteristics. The Outdoor Education Centre is in separate land ownership, has a separate access and has independent connection to services.</p> <p>The owners have also explored the viability of development in conjunction with 2 separate land owners associated with another adjacent town centre plot but this was unsuccessful.</p>	Request made to amend a development objective relating to Town Centre Expansion lands in Kinsale.	This issue will be addressed at a settlement level as part of the review of the County Development Plan.
Frances Kingston	PDP223230262	<p>This submission suggests that the current review of the County Development Plan is the first opportunity to prepare an integrated plan for Midleton Town and Environs since the 2005 Special Local Area Plan. The submission also states that the review will provide an opportunity to consider placemaking in the distribution of population and employment in the town. The submission states that Ballinacurra has the potential to accommodate a significant share of the projected population increase for Midleton as:</p> <ul style="list-style-type: none"> • Connectivity to the rail service can be provided by the existing bus services and the implementation of the 	<p>To recognise the importance of place making in the distribution of population and employment in Midleton.</p> <p>Potential of Ballinacurra to accommodate a significant share of the projected population increase for Midleton with the implementation of planned improvements to the pedestrian and cycle networks, retention of the historic urban structure and provision</p>	<p>The review of the County Development Plan will recognise the importance of placemaking and include more guidance on applying principles of placemaking, designing higher density communities and recognising and working with the existing urban form.</p> <p>The housing land supply issue will be considered further at</p>



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		<p>planned improvements in the pedestrian and cycle networks.</p> <ul style="list-style-type: none"> • Redevelopment and expansion of the historic port quarter of Midleton would help to retain the historic urban structure and achieve the placemaking objectives for the town. • The infrastructural constraints in the area can easily be addressed and will be required to service the existing built up area. 	<p>of required infrastructure to service the existing built up area and future development.</p>	<p>settlement level as part of the review of the County Development Plan following the preparation of the Core Strategy.</p>
Frank Ross	PDP223706561	<p>This submission is of the view that the current rural housing policy in the Cork County Development Plan does not fully comply with the Guidelines for Planning Authorities on Sustainable Rural Housing 2005, or Circular Letter PL 2/2017 because the Planning Authority has failed to make adequate provision for local housing need in the Shanballymore area of North East Cork. Submission identifies the potential for rural housing near the village of Shanballymore and suggests that Shanballymore should not be designated as a “strong” rural area as it is:</p> <ol style="list-style-type: none"> Structurally weaker than the areas which are closer to the major North Cork settlements; Less sensitive from a landscape viewpoint than the Blackwater Valley and the scenic upland areas; Not subject to any significant pressure for urban generated housing. <p>The submission notes the village environs has the capacity to support sustainable housing development that is financially viable and meets local housing demand in this relatively remote rural area. The submission request the relaxation of rural housing policy for the area around Shanballymore to allow small clusters of detached houses in the immediate environs of the village e.g. within a 1km</p>	<p>That current rural housing policy does not fully comply with the Guidelines for Planning Authorities on Sustainable Rural Housing 2005, or Circular Letter PL 2/2017 and does not make adequate provision for local housing need.</p> <p>Suggests that Shanballymore should not be designated as a “strong” rural area.</p> <p>Seeking the relaxation of the rural housing policy for the area around Shanballymore.</p>	<p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 on Rural Housing.</p>



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Fred Graepel	PDP223861379	<p>radius of the church and within the catchment of the village waste water treatment plant.</p> <p>The submission objects to the Passage West through to Raffeen section of the proposed Lee to Sea Greenway, as a greenway with cycleway. The submissions lists reasons as to why this proposed development is inappropriate on this section, such as there not being enough room for a cycle path along this area as there are too many narrow areas that don't comply with EU regulations and this would allow for accidents to occur. It notes the very popular footpath in this area is a designated Sli Na Slainte route, used by pedestrians young and old and does not have room for bicycles without increasing the danger to pedestrians. It states the road would need to be widened or the shoreline extended into the sea to ensure safety for all parties.</p> <p>It states the new Cork to Ringaskiddy road being built is an ideal opportunity to incorporate a fully compliant greenway/Commute.</p>	<p>Objection to the Lee to Sea Greenway section which passes from Passage West through to Raffeen.</p> <p>States the new Cork to Ringaskiddy road is an ideal opportunity to incorporate a compliant greenway/</p>	<p>This will be considered further as part of the Review of the County Plan.</p>
Freddie Pedersen	PDP223725191	<p>Submission, in relation to Transport and Mobility, details a traffic issue in Glounthaune whereby the road from Johnstown Close to the local school is very narrow and with no footpath most of the way and traffic is getting heavier in line with new housing developments in the area. Proposes, to reduce speed of cars and to reduce use of private cars to travel to school and make the school road safer so the kids can walk to school, the 60 kph speed limit should be lowered, traffic calming measures should be implemented, and footpath should be constructed.</p> <p>Submission, in relation to Town Centres and Urban Capacity requests that, to cater for young and old all</p>	<p>Need for measures to increase road safety for pedestrians, specifically in Glounthaune.</p> <p>Need for community facilities to be developed in tandem with residential development.</p>	<p>The provision of appropriate community facilities will be given consideration during the preparation of the draft plan. See Community, Volume One Section 2 of this report where this is discussed in more detail.</p> <p>Other issues raised in this submission are noted and will be considered in the preparation of the draft plan.</p>



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		<p>facilities i.e. pharmacy, homes for the elderly, sports hall etc. should be in place at the same time as houses and developments are complete.</p> <p>A copy of the Glounthaune Development Plan 2001-2007 prepared In May 2000 by the Glounthaune Community Association accompanies the submission.</p>		
Future Kinsale	PDP223579016	<p>The submission raises issues for consideration in two sections:</p> <p>Part 1 sets out how the County Development Plan should ensure it integrates the Climate Action Plan as outlined in the 'Report of the Joint Committee on Climate Action – Climate Change: a cross-party consensus for action (2019)'. The County Development Plan should be planning for a transition to a low carbon climate resilient future from now – in line with our commitments to the Paris Agreement, the EU New Green Deal and the potential yearly 7% reduction in our GHG emissions as per the Programme for Government June 2020. It should outline how the Climate Action Plan and other directives will be devolved locally. Energy generation; land use planning; transport; housing; waste management; economic development and agricultural practices, all need to be considered in this context. The aspirations in our National Policy Documents and in County Development Plans need to be resourced actions in our Local Area Plans. We also need to create a culture where biodiversity, and its protection, is at the forefront of decision making in our county instead of an add-on.</p> <p>To ensure the biodiversity of our area is protected and enhanced over the timeframe of this plan Transition Town</p>	<p>The Plan Review needs to integrate Climate Action Plan objectives into the County's new strategic planning framework, including the local actions.</p> <p>Biodiversity needs to be afforded a greater role in the planning process.</p>	<p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 Population and Core Strategy, Housing Density and Placemaking, Biodiversity, Energy.</p>



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		<p>Kinsale propose a number of local authority staffing and landuse policy and zoning actions.</p> <p>Part II Comments under specific headings in the County Development Plan Public Consultation Document - with relevance to Kinsale Area.</p> <p>People and Places - Priority Objectives There are a number of housing issues that need consideration including do we need to create innovative partnerships to develop cost effective housing; new Policies whereby housing stock cannot be left empty (after a given time period) and to encourage vacant business properties in towns to be utilised (reduced rates for reduced rents); Planning policies which create more attractive high-density development in our urban areas; Provision of sheltered housing in housing developments or near town centres so that living in the community is a viable option to living in a Care Home with increased care needs with zoning assigned for such development. Allocation of Housing for those who have come to live here through refugee or asylum status so that the Direct Provision system can be abolished or used only for a short interim period; Cost, sustainability and availability of public transport and service provision for one off housing in future planning applications. Feasibility of district heating in estate housing developments. TTK would advocate for an effective community programme to facilitate the energy efficiency upgrading of our housing stock. This could be led by the Council who have programmes in place to do this with Local Authority</p>	<p>A number of strategic housing issues are raised, including how to develop cost effective housing, address vacancy, encourage more attractive high density development in urban areas and the delivery of housing for specialised needs (sheltered housing/ refugees) close to town centres.</p> <p>Energy efficiency upgrades to the existing housing stock should be encouraged.</p>	



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		<p>Housing. Taking the learning from this process to effect the same in private estates across the county. - Effective participatory decision making regarding the design and upgrade of urban infrastructure – town squares, new urban space. - Reimagining our town centres as space for people (not cars!).</p> <p>Settlements and Placemaking Transition Town Kinsale commend the aspiration outlined in Table 3.3.1. Following involvement with the SECAD My Town, My Plan Programme Transition Town Kinsale would propose the following for Kinsale and hinterland.5 - Formation of Kinsale & Hinterland Community Council - Creating an enviro-socio-economic plan for the area so community can see possibilities for developments – an asset-based approach where under-utilised resources and possibilities for area enhancement can be realised and highlighted - Establishment of a social enterprise hub and a 'local hub' for home working - Development of Blueway - Greenway network to connect the area.</p> <p>Cork County Council needs to protect all established right of ways with regard to connectivity of town and heritage access and consider them in both zoning and planning applications e.g. connectivity with Saile (including Kinsale's Community Orchard) to Cappagh and directly to Commogue Marsh (along Bee Bole Wall); green road connecting Compass Hill and Commogue Marsh; Ballymacus Lane to Ballymacus Strand; lane to Ferrypoint.</p> <p>Town Centre Transition Town Kinsale would advocate innovative</p>	<p>A number of local actions are recommended in Kinsale including creation of a Community Council, development of a network of blueways/ greenways and creating a local business hub.</p> <p>Rights of ways need to be protected.</p> <p>The promotion of pedestrian priority and</p>	



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		<p>thinking around the use of the car in Kinsale Town Centre which has a unique architectural heritage and streetscape (which should be protected and enhanced). A letter to our Local Councillors is included in the Appendices where we advocated exploring the concept of 'completely car free' at the weekends in the Summer.</p> <p>Potential for a one-way system and options to increase pedestrian zones should be explored and implemented. Reduced town centre car parking (relocated to 'satellite car parks') to improve and expand pedestrianised spaces should be considered with limited town centre parking reserved for those with mobility issues.</p> <p>Transition Town Kinsale propose the development of a Looped Walk of the town (or a series of walks) which would integrate its heritage network, biodiverse zones and edible food and birds 'n bees planting.</p> <p>Enterprise and Employment The submission supports the development of an innovation hub for social enterprise and 'work from home' venue – support innovation and diversification in the agriculture sector – harness the benefits of renewable energy as a means of regional regeneration and supports life learning and opportunities for upskilling for all.</p> <p>Energy As Cork County is the largest producer of energy in Ireland it could also be the leader in the conversion to a sustainable energy supply and a reduction in GHG emissions. Transition Town Kinsale look forward to seeing</p>	<p>innovative means of dealing with the car within the historic town centre needs to be considered.</p> <p>A series of looped walks linking heritage networks, biodiversity zones and edible foods should be considered.</p> <p>Cork County should be the leader in sustainable energy as it is the largest producer of energy in Ireland.</p>	



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		<p>how this is mapped out in the County Development Plan Review.</p> <p>Community The submission advocates the formation of a community council for Kinsale and Hinterland as a means of increased involvement of all in the decision making around our communities' development. Promotion of innovative community care through the provision of sheltered housing in housing developments. Alongside our Primary Care Centres create Climate Action Centres (Sustainability Hubs/ Earth Centres) to drive the change so that all our community buildings are carbon neutral. Facilitate the development of the following community initiatives: Library at the Mill Building, the Municipal Hall as a Theatre Space and for community use, Completion of Saile Community Centre, Rezone commercial zoned site adjacent to Commogue Marsh to create a biodiversity zone with area for bird watching. Kinsale Museum - reestablishment of Artwork by Eilís O'Connell 'The Great Wall of Kinsale' to its original state and support the development of an artist space</p> <p>Water Services The Review should ensure adequate water services are in place as further development takes place in Kinsale collaborating with Irish Water. - Ensure private wastewater treatment systems are being maintained - Engagement with communities to protect our waterways.</p> <p>People in Kinsale's community are living in areas which are considered to be at risk of increased flooding are</p>	<p>Supports soft and green long term strategies to address flooding in the town as per the</p>	



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		<p>already experiencing the economic consequences, through the non-availability of house-insurance etc. TTK would support, as a long-term strategy for flood prevention, green engineering and 'soft strategies' such as forestation in the river catchment area; wetland management, consideration of alternative agricultural techniques and protection of green spaces as per the Flood Directive.</p> <p>Maritime Cork and Green Infrastructure TTK is delighted to see the progress that is being made in the development of Greenways etc. and hopes that the development of the Cork-Kinsale route is reconsidered. TTK has previously highlighted cycle routes in the Kinsale area which could be simply highlighted with signage to promote cycling in the area (as outlined above). These are included in Appendix 2. The Military Trail which has been proposed for Cork County could include a cycle trail of the Kinsale Battlefield and this has been advocated for in previous plans.</p> <p>With the development of routes near Carrigaline it would be great to see a link in some way to Kinsale and on to Clonakilty. This would open up the possibility of connecting to the Wild Atlantic Way directly from the Ferry at Ringaskiddy by bicycle.</p> <p>Culture and Creativity Promote access to the arts and enhance cultural facilities in rural communities – support the development of the Municipal Hall in Kinsale as a theatre space.</p>	<p>Flood Directive.</p> <p>Promotes access to the arts and enhanced cultural facilities in the town.</p>	



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		<p>Infrastructure Reconsider mobility in Kinsale giving priority to the pedestrian - Improve our footpath network - improve public transport connectivity to both Cork City and to the surrounding areas - assess flood relief measures and how they can be improved – improve broadband connectivity in local 'blackspots'.</p> <p>Heritage Kinsale is valued as a priority heritage town both by those who live there and those that visit. Emphasis is put on the value of this throughout the plan and on protecting its unique characteristic. Integration of different aspects of the plan is required to do this. We would highlight: - The creation of a car free town centre would promote the built heritage of the town. - The development of the blueway – green way would help create connection with the heritage of the area and its stories and its biodiversity. - Development of the Kinsale Museum as a repository of local stories.</p>	<p>The town's unique heritage should be protected and this needs to be integrated through various parts of the Plan.</p>	
Gallanes Developments Ltd.	PDP217386343	This submission seeks to have land, which is currently located within the greenbelt of Clonakilty and described as "fully serviced", included instead within the rural housing control zone policy area 'GB1-2' Greenbelt area, to facilitate residential development. It is argued that this would help deliver the housing units needed in Clonakilty to meet the projected growth in population of the town / county, and reduce pressure for housing in unserved rural areas.	Need for additional GB 1-2 rural areas in Clonakilty to meet projected growth in population of the town and reduce pressure for housing in serviced rural areas	This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 on Rural Housing.
Gannon Homes Ltd.	PDP223539759	The submission outlines that Kinsale is currently administered under two Development Plans and a Local	It advocates that future growth be allocated in close proximity to Kinsale town centre to	This issue is noted and will be given further consideration in the



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		<p>Area Plan with different policies and objectives resulting in inconsistencies in how development is assessed in different parts of the town. The opportunity to finally provide consistency in the County as part of the review of the County Development Plan is welcomed.</p> <p>The Southern Region Regional Spatial and Economic Strategy (RSES) discusses Kinsale's importance within Cork County and its relationship with the Cork Metropolitan Area. RSES states "there is a close network and functional relationship between the city, metropolitan area and settlements such as the ring towns of Kinsale". The 'Cork MASP Policy Objective 4' sets an objective to support strengthened connectivity between the Cork Metropolitan Area and ring towns such as Kinsale.</p> <p>National and regional planning policy, through the National Planning Framework (NPF) and the Southern Region Assembly RSES place a strong emphasis on compact growth and the consolidation of Ireland's urban areas. The NPF has set a target of at least 40% of new residential development to be located within the existing built footprint of urban areas. This will mean utilizing currently underused brownfield land but will also mean looking to utilise well located greenfield sites close to town and village centres.</p> <p>Land holdings in close proximity to Kinsale town centre should be prioritised to ensure the objectives of compact growth are met. The lands at 'Island field' are located approximately 1 km north from Kinsale town centre providing easy access to local services and amenities and</p>	<p>ensure the objectives of compact growth are met. Lands north from Kinsale town centre can provide easy access to local services and amenities and ensures that sustainable means of transport such as walking, and cycling are a real and convenient choice.</p>	<p>drafting of the Plan. See Volume One Section 2 Population and Core Strategy.</p>



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		<p>ensures that sustainable means of transport such as walking, and cycling are a real and convenient choice.</p> <p>The review of the County Development Plan is the first opportunity to replace the Kinsale Town Development, which was adopted in excess of 10 years ago, with policies and objectives which are in line with current standards for development. It outlines that the delays in replacing the development plan have resulted in growth being pushed to the outskirts of the town where the policies and objectives of the County Development Plan and Local Area Plan apply while lands with the former town council boundary have failed to meet their potential.</p> <p>Kinsale's role within the settlement hierarchy ensures it is a key growth settlement with the Greater Cork Ring SPA. For Kinsale to reach its population growth targets, and to reach its full potential as a Main Town, adequate land must be available for residential development. To ensure the sustainable development of the town, residential land should be located as close to the town centre as possible.</p> <p>This corresponds to the idea of compact growth, as outlined in national and regional planning policy objectives. The idea of compact growth will see the consolidation of Ireland's urban areas with 40% of all new residential development occurring in the existing built footprint of settlements. Ensuring land areas such as the subject site are available for residential development will assist in achieving these objectives.</p> <p>In preparing the draft County Development Plan, we</p>		



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		request that the Council consider the works undertaken as part of the preparation of the Draft LAP 2016 to provide a better framework for development in Kinsale Town and apply the policies and objectives that were initially proposed as part of this review process and which meet the larger objectives of the RSES for compact growth and sustainable communities.		
Gas Networks Ireland	PDP199532872	The submission states that Gas Networks Ireland have reviewed the documentation and have no comment to make regarding the review of the County Development Plan.	No comment to make on the review of the plan.	Noted.
Gas Networks Ireland	PDP220741024	<p>Gas Networks Ireland is involved in the development of renewable gas injection infrastructure and Compressed Natural Gas Infrastructure which can benefit County Cork. The submission suggests how the plan can promote sustainable provision of energy in line with national targets and policies by a) using favourable language around decarbonisation technologies b) reference back to national policy document c) include examples of where the council embraced renewable energy technologies e.g. electric vehicles and solar panels and d) high level explanations of new technologies like renewable gas and CNG to be included in plan to improve public awareness.</p> <p>The submission suggests the plan can support the sustainable reinforcement and provision of new energy infrastructure by considering and interacting with the infrastructure already established. The submission notes the plan can support our transition to a low carbon, climate resilient and environmentally sustainable economy by supporting low carbon solutions such as renewable gas and CNG.</p>	<p>The plan to promote sustainable provision and use of renewable gas in line with national targets.</p> <p>The plan to support specific solutions like encouraging new housing to connect to the existing gas network.</p> <p>Need to review policy in relation to anaerobic digestion plants.</p> <p>The plan to include a policy on the provision of compressed gas refuelling stations.</p> <p>Need to update terminology and references in the energy chapter.</p>	<p>Cork County Council intends to update energy and renewable energy objectives in the Draft County Development.</p> <p>Cork County Council recognises the need to explore different options with regard to the generation of renewable energy, both onshore and offshore, and will review the policy for anaerobic digestion and compressed gas in the plan.</p>



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		<p>The submission refers to a number of the County Development Plan Background Documents summarised below:</p> <p>1. Population and Housing: Submission notes that Gas Network can play a part in transitioning domestic heating to renewable energy. Submission refers to completed studies that have shown that renewable gas is the lowest cost option to decarbonise the domestic heat sector and will be relevant to the council when evaluation the options for decarbonising council housing stock.</p> <p>2. Settlements and Place-making: Submission highlights the most effective way of transporting energy is through gas pipelines. The submission includes a suggested bullet point to be including in the plan under Capacity of Development, relating to gas services and how settlements close to the existing network should consider gas for heating new and existing homes.</p> <p>3. Economy and Employment: Submission wishes to note the development of renewable gas production in Cork will provide significant economic benefits to the local agriculture sector and rural economy. Anaerobic digestion (AD) plants located in rural area will provide additional revenue sources for these communities. Agricultural sector emissions are reduced as the AD process captures greenhouse gases that could otherwise be released to the atmosphere. GNI has</p>		



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		<p>proposed additional wording to support renewable gas in rural areas in the Economy and Employment section of the new CDP.</p> <p>4. Transport and Mobility: The submission highlights how Compressed Natural Gas (CNG) has the potential to replace diesel and reduce greenhouse emissions with carbon neutral transport the submission recommends including in the plan a reference to “the National Policy Framework: Alternative Fuels Infrastructure For Transport in Ireland”. Submission has also recommended a specific text relating to Compressed Natural Gas (CNG) Refuelling Stations and to include an expanded reference on RPO93 'CNG & EV Infrastructure' from the Regional Spatial & Economic Strategy. Finally under the section “Planned Transport Investment” a recommended text referring to Compressed Natural Gas Infrastructure.</p> <p>5. Energy: The submission includes a number of points in relation to the background Energy document.</p> <ul style="list-style-type: none"> • The submission suggests an additional sentence to be included in the plan referring to the Kinsale Gas Field approaching end of life. • The submissions requests that a comment referring the current study being undertaken by Ervia in relation to Carbon Capture Storage be included in the plan. • The submission notes that the current plan mentions the study undertaken on Ireland’s resilience to long term gas disruption which has now been completed and recommends a new up to date paragraph to be included 		



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		<p>in the plan.</p> <ul style="list-style-type: none"> • The submission has provided a paragraph explaining renewable gas and recommends including it in the plan. • The submission requests the text referring to National Gas Infrastructure (section 5.3.1) be updated to change the name Bord Gais Networks to the current name Gas Networks Ireland. • The submission recommends another section to be included referring to the introduction of renewable gas into the Irish gas grid along with the recent introduction of Tesco Ireland converting their waste into biomethane and injecting it into the gas network. • Lastly, the submission has suggested a new block text to be included in the plan referring to the role that CNG/ renewable gas has to play in decarbonising transport <p>6. Built Heritage: The submission notes that GNI is cognisant of the natural environment and is committed to minimising any environmental impacts to the biodiversity and archaeology during any construction and development activities.</p>		
Geoff Birch	PDP223789697	This submission states that Cork needs a new hospital. It states they see provision for extra jobs, transport, people, homes etc. but nothing regarding a hospital plan or additional healthcare facilities.	States there is a lack of hospital provision/healthcare facilities in County Development Plan.	This matter will be considered further in the plan review and additional policy support provided where appropriate.
Geological Survey Ireland - DCCA	PDP190520063	The submission from the Geological Survey Ireland (GSI) is a response to both the consultation on the Plan and the SEA Scoping Report. This response highlighted the wide array of data available to Cork County Council (updated regularly), which the GSI believe will assist in both the	Availability of GSI data to assist in the preparation of the County Development Plan	Noted. Role of this data in assisting in the preparation of the Draft Plan will be further considered.



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		<p>content, and the environmental assessment of the plan including:</p> <ul style="list-style-type: none"> - geological mapping (bedrock and subsoils), - groundwater data including national aquifer and recharge maps, - geohazards including landslide susceptibility and GW Flood Groundwater Flooding, - geothermal energy including geothermal suitability mapping and - natural resources (minerals/aggregates) mapping. <p>The GSI were pleased to see the inclusion of several data sets in the Scoping Report including the reference to County Geological Sites (CGS). Information with regard to CGSs will be available if the audit of Cork County is completed prior to the finalisation of the Draft Plan.</p>		
Gerald McCarthy Architect	PDP223872817	<p>Settlement: Beal Atha an Ghaorthaidh (Ballingeary)</p> <p>This submission, makes policy suggestions regarding Rural Housing Policy for the Village of Ballingeary and its rural environs, suggesting that where an applicant has lived all their lives (7 years or more) within the settlement boundary of Ballingeary village and where they cannot get a site for a house within the village, be it by lack of available houses, available sites or lack of public infrastructure to service the site, that subject to proper planning and development, the housing policy be relaxed to allow them build on a suitable site the local rural hinterland which is within the national school going area.</p>	Requests that the Rural Housing Policy be relaxed in the local rural hinterland of the village of Beal Atha an Ghaorthaidh (Ballingeary), where an applicant has lived within the settlement boundary but cannot get a site within that same boundary.	This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 on Rural Housing.
Geraldine Jennings	PDP204782820	<p>Clonakilty</p> <p>This submission relates to a Bypass for Clonakilty which is stated to be under review for many years. The submission questions the viability of the original route, and seeks confirmation that a new viable alternative has been</p>	Seeks clarity on the proposed Clonakilty Northern Relief Road/Bypass, questioning the overall viability of the original route, and highlighting the possible need for the route in the future in order to relieve town centre	The Draft plan will seek to support the delivery of a Clonakilty Northern Relief Road, the provision of which is an objective of the current Town



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		<p>chosen. It is also argued that an increase in population of the town to the extent suggested in the development plan would lead to many logistical traffic problems in the town, particularly at peak times. Accordingly, the submission highlights that the bypass may become necessary in the future in order to relieve the town centre of unnecessary traffic.</p>	<p>congestion.</p>	<p>Plan, and is recognised as a Key Infrastructural requirement in support of the role of Clonakilty as a key town in the RSES.</p>
Geraldine McCarthy	PDP221497075	<p>The submission states the current Local Area Plan (LAP) proposes that the Mountain Road be upgraded to form part of the Relief Road around Carrigaline and to add a further housing estate in area zoned CL-R-10 and CL-R-07. This submission sets out reasons why this should be reconsidered in the new County Development Plan, seen below:</p> <ul style="list-style-type: none"> • Mountain Road is a rural road with local access to numerous houses, and farmland fronting onto it, and should be retained as such • A proposal to make it part of the Relief Road would result in a dramatic change which is inappropriate and less safe for both vehicles and pedestrians • During the recent lockdown, the Mountain Road has been in constant use as a safe walk, jog and cycle way for the local area. It states having this facility within two kilometres of around twenty housing estates, had a very beneficial effect on the mental health of the users. • The submission states Mountain Road is typically 3.5m wide and is used as an amenity walk by the Community • The proposed route would involve the destruction of mature trees and hedgerows • The increased storm water runoff would need to be considered to avoid flooding 	<p>The submission outlined reasons why the upgrade of Mountain Road to form part of the Relief Road around Carrigaline should be reconsidered in the new Cork County Development Plan.</p> <p>Objection to the proposal to route the Link Road along the Mountain Road.</p> <p>Objection to the proposal for medium density development while there is no proper traffic system in place for the south side of Carrigaline.</p>	<p>The issues raised in this submission will be considered in the drafting of the Plan.</p> <p>The Carrigaline TPREP will consider roads options and this work will inform the draft plan.</p>



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		<p>Within the submission it states why an alternative route is more appropriate as this would deliver:</p> <ul style="list-style-type: none"> • A road which is safer for both traffic and pedestrians • A more economical solution for the County Council as they consider the proposed route would require acquisition of additional land which would add to construction costs. They state that after initial consideration of the proposed route that it may also involve demolition of some houses • Better protection for the environment and amenity for the Community • The potential for a more appropriate upgrade of the Mountain Road <p>It states the new Development Plan should:</p> <ul style="list-style-type: none"> • Abandon the proposal to route the Link Road along the Mountain Road • A section of CL-R-10 is bogland and this should be maintained as such and further studies carried out on its flora and fauna. • Building on the legacy in safeguarding the planet • Reduce the environmental impact of this development • Abandon the proposal for medium density development while there is no proper traffic system in place for the south side of Carrigaline. • Develop the area as an amenity walk/ jog/cycle area for the south side of the village. <p>It states this will achieve:</p> <ul style="list-style-type: none"> • An area which is safer for traffic, pedestrians and cyclists • A more economical solution for the County Council 	<p>Requests to develop the area as an amenity walk/ jog/cycle area for the south side of the village.</p>	



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		<ul style="list-style-type: none"> • Better protection of the environmental and amenity value for the Community • The potential for a more economic and appropriate upgrade of the Mountain Road <p>It refers to Ballincollig Carrigaline Municipal District Local Area Plan 2017 (LAP) and discusses in detail the various proposed and existing relief roads within Carrigaline in the LAP.</p> <p>The submission states a significant part of traffic congestion is due to north/south through-traffic needing to use one of the two bridges in the town centre.</p> <p>It states the proposal to route the Link Road (i.e. Relief Road) through the mature residential area of Mountain Road rather than through the as yet undeveloped land (LAP Ref. CL-R-10) to the southern end of the Western Relief Road is seriously flawed. It notes that any upgrade to Mountain Road should be appropriate to its function as a residential road with footpaths and traffic calming measures, all of which could be constructed within the existing boundaries.</p> <p>It compares the proposed infrastructural development to the development of the already constructed sections of the Relief Road as it would be carrying the same amount of traffic and states that the proposed upgrade of Mountain road should be designed to the same standard and provide a road which is acceptable to pedestrian and traffic safety aspects.</p>	<p>States that good quality infrastructure, with no direct vehicular access from houses and inclusion of footpaths and cycle lanes, should be a principle in the new Plan.</p>	



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		<p>It notes there is a specific proposal in the LAP to connect an amenity walk (CL-U-08) to the Mountain Road. It states the value of the road and the proposed walkway as amenities would be diminished by the destruction of the natural environment on the Mountain Road.</p>	<p>Suggests alternative route for Relief Road.</p>	
Geraldine Walker	PDP223742024	<p>This submission sets out reasons why the current Ballincollig/Carrigaline Local Area Plan (LAP) which proposes that the Mountain Road be upgraded to form part of the Relief Road around Carrigaline should be reconsidered in the new County Development Plan, some of which are seen below.</p> <ul style="list-style-type: none"> • Mountain Road is a local access road with numerous houses fronting onto it which at present is incapable of taking construction traffic, and currently needs to be upgraded to improve pedestrian safety • A proposal to make it part of the Relief Road would result in a change which is inappropriate and less safe for both vehicles and pedestrians • Alternatives are available for the route of the Relief Road • The submission states Mountain Road is typically 3.5m wide and is used as an amenity walk by the Community • The proposed route would involve the destruction of mature trees and hedgerows • The increased storm water runoff would need to be considered to avoid flooding <p>Within the submission they list reasons why an alternative route is more appropriate as it would deliver:</p> <ul style="list-style-type: none"> • A road which is safer for both traffic and pedestrians • A more economical solution for the County Council as they consider the proposed route would require 	<p>The submission outlines reasons why the upgrade of Mountain Road to form part of the Relief Road around Carrigaline should be reconsidered in the new Cork County Development Plan.</p>	<p>The issues raised in this submission will be considered in the drafting of the Plan.</p>



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		<p>acquisition of additional land which would add to construction costs. They state that after initial consideration of the proposed route that it may involve demolition of some houses</p> <ul style="list-style-type: none"> • Better protection for the environment and amenity for the Community • The potential for a more appropriate upgrade of the Mountain Road <p>It refers to Ballincollig Carrigaline Municipal District Local Area Plan 2017 (LAP) and discusses in detail the various proposed and existing relief roads within Carrigaline.</p> <p>The submission states a significant part of traffic congestion is due to north/south through-traffic needing to use one of the two bridges in the town centre. It also states that any upgrade to Mountain Road should be appropriate to its function as a residential road with footpaths and traffic calming measures, all of which could be constructed within the existing boundaries.</p> <p>It compares any proposed development to the development of the Southern Relief Road which it states so far has delivered quality infrastructure, as the design of the Southern Relief Road avoided direct vehicular access from the houses and included footpaths and cycle lanes. They state this should be a principle in the new County Development Plan to allow for the completion of the Southern Relief Road.</p> <p>The submission discusses in further detail the design of the relief road, traffic safety, environmental impact,</p>	<p>States that good quality infrastructure, with no direct vehicular access from houses and inclusion of footpaths and cycle lanes, should be a principle in the new Plan.</p> <p>Suggests alternative route for Relief Road.</p>	



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		<p>impact on amenity, construction constraints, funding, delivery and alternative routes. For example, it proposes an alternative route through the development lands CL-R-10 which would be constructed and funded by the developer of the land and thus delivered in a timely manner. It states it would create the conditions to upgrade the Mountain Road in a manner appropriate to its use as a residential access road, at lower cost to the County Council and for the benefit of the community. It states the second alternative is to route the Link along the Forest Road (L2493) to its intersection with the proposed Western Relief Road, as the Forest Road is a larger road with a 6m wide carriageway and with fewer residential access points. It states traffic diversion is also possible to facilitate road works.</p>		
Gerard Moore	PDP221784937	<p>This submission states that the River Lee requires to be managed as a distinct entity. It also suggests that due to the abolition of the Harbour Board and in the absence of legislation an adhoc Committee of the City and County Councils and principal stakeholders should be formed to undertake this function.</p>	<p>In the Absence of legislation the management of the River Lee should be taken over by an adhoc committee of the city and county councils and principal stakeholders.</p>	<p>Noted, however it is outside the scope of the County Development Plan Review to consider this proposal.</p>
Gerard O'Mahony	PDP225018956	<p>Union Hall – Proposed Marina Development This submission provides details of a proposed 50 berth marina, clubhouse, chandlery, storage and parking area on a site at the foreshore at Keelbeg, Ballincolla, Union Hall. Details of a similar development, permitted under planning reference no. 01/3175 and granted on appeal to ABP reference pl. 04.130804 are also included. This permission was not implemented and the submitter's states that he intends to reapply for the proposal in 2021. Various proposed design details, layout and servicing arrangements have been set out in the submission,</p>	<p>Proposed 50 berth marina, clubhouse, chandlery, storage and parking area on a site at the foreshore at Keelbeg, Ballincolla, Union Hall, similar to a development permitted under planning reference no. 01/3175 and granted on appeal to ABP reference pl. 04.130804.</p>	<p>The submission is noted. Any proposal for development on this site will be assessed on its merits by Development Management having regard to the CDP policy and legal planning policy framework in place at the time.</p>



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		<p>together with a copy of a Wave study previously completed in 2002 in support of the proposed development. The submission states that with proper berthing facilities for visiting yachts, marine traffic in Glandore Harbour will be better organised, removing the need for leisure vessels to berth at the fish landing pier. It is also of the view that there will be no effect on marine life. It is considered that the proposal will extend the tourist season in Union Hall and improve the village outlook. Copies of letters from the Irish Sailing Association and local Yacht club, dated in 2002 in support, together with an extract from section 7.1.5 of the 1996 CDP which noted suitability for a marina proposal is also submitted.</p>		
Gerard O'Sullivan	PDP223736808	<p>The submission advocates the provision of additional housing in villages where services are available, like Inishannon.</p>	<p>Additional housing should be provided in villages like Inishannon, where services are available.</p>	<p>This matter will be considered further in the plan review.</p>
Glenveagh Properties PLC	PDP223752203	<p>Glenveagh Properties Ltd are taking an innovative approach towards the planning, design and building of high-quality homes at densities consistent with the National Planning Framework and the Regional Spatial and Economic Strategy for the Southern Region.</p> <p>To meet the NPF aims of creating high quality vibrant settlements the Local Authority should give consideration to the following when drafting Development Plan:</p> <ul style="list-style-type: none"> • Looking beyond the conventional 3/4 bed semi-detached and apartment model Ireland has become accustomed to. • Consider innovative design principles to own door houses that facilitate higher density, appropriate levels of public and private open space provision, car parking, bike 	<p>Seeks to deliver high quality, vibrant settlements by creating innovating designs for own door houses that facilitate higher densities, beyond 3 & 4 bed semis and apartments, ensuring homes are flexible and adaptable, affordable and are designed to changing lifestyle needs such as home working with built in resilience.</p>	<p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 Population and Core Strategy, Housing Density and Placemaking, Transport and Mobility.</p>



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		<p>and bin storage ensuring that residential amenity is maintained.</p> <ul style="list-style-type: none"> • The need to provide market and affordable homes that meet the varied needs of our communities, from students to families to older people. • The need for more homes that are flexible in terms of their accessibility and adaptability. • How housing design responds to changing lifestyle demands e.g. working from home. <p>Building new communities in which people want to live requires considerable master-planning to ensure we have the right mix of homes in terms of sizes, types and tenures.</p> <p>The Council's policies and Development Management Standards should allow for a degree of flexibility, focusing on design led and performance-based outcomes, rather than applying absolute requirements in all cases.</p> <p>It is imperative that all sections of the community are catered for, responding to known pressures where established through evidence based data such as the HNDA. In addition, it is useful to review developments on the ground when considering design and development management policies/standards, reviewing policy direction which may no longer be fit for purpose to achieve what is needed.</p> <p>Delivering sustainable population growth: Delivering at least 30% of development within their existing built-up footprints requires a flexible approach to</p>	<p>It outlines building new communities requires considerable master planning.</p> <p>Policies and development management standards should allow for a degree of flexibility, focusing on design led and performance based outcomes rather than absolute requirements.</p> <p>Evidence based data should inform policy direction, including HNDA.</p> <p>Delivering at least 30% of development within the existing built up envelope of towns requires a flexible approach to design and development and needs to be informed by dialogue with key infrastructure providers.</p>	



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		<p>design and development, which must also be accompanied by dialogue with key infrastructure providers such as Irish Water and Irish Rail. A clear focus area for growth is in Metropolitan Area but it must be deliverable in line with services and facilities necessary to create strong and vibrant places and spaces.</p> <p>Housing typologies/models:</p> <ul style="list-style-type: none"> • The NPF places emphasis on the need to build resilience into housing, focusing on homes that can accommodate changing needs over its lifetime (NPO 34). Emerging policy must acknowledge that people live and work differently now, something which is likely to continue to shift over the Plan period. • In responding to what the market wants this submission supports the inclusion of a specific policy which ensures that a suitable variety and mix of dwelling types and sizes is provided for in developments to meet different needs, having regard to demographic and social changes which might occur over the lifetime of the Plan. • Glenveagh have devised a range of housing typologies which provide sustainable, liveable, welcoming and adaptive places to live. In doing so, compact growth is delivered along with a hierarchy of open spaces and environments which are not car-dominated. • Own-door housing can provide for better consumer choice and a more viable product. The use of contemporary and innovative design solutions should be encouraged with a flexibility in the application of development management standards. The ability to have adaptable spaces and a range of house typologies in residential developments promotes strong and vibrant 	<p>Housing typologies need to have built-in resilience to respond to changing demographics, housing tenure and size that may change over the Plan period.</p> <p>Compact growth needs to be delivered in parallel with a hierarchy of open spaces and environments that are not car dominated.</p>	



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		<p>communities.</p> <ul style="list-style-type: none"> • Lifecycles of developments is now more important than ever, with an aging population and high rental sector. The ability to create high-quality diverse living environments which are inclusive for all is key. To achieve this, it is necessary for a range of house types to be provided which can be, through innovative and sometimes minor design interventions, fully adaptable for a range of owners. <p>Density/Urban Design:</p> <ul style="list-style-type: none"> • The approach to density as set out in the current Plan should be carried forward however, the existing density standards per Table 4.3 of the Background Document does contain additional specifics regarding the application of density standards. The Planning Authority should be cautious of this approach. The submission refers to the need for development to be tested against qualitative standards as acknowledged in the Sustainable Residential Development in Urban Areas (2009). • Densities must be appropriate to site context, and to overarching national and regional policy in terms of land efficiencies whilst at the same time not requiring densities which make delivery of own door units not feasible. To achieve this, a flexible approach to development management standards must be adopted which avoids overly prescriptive requirements, which render all schemes repetitive and uninteresting. Instead the Plan should encourage residential schemes to adopt innovative design solutions which engender a strong community focus, provide practical mixed tenure and which create a sense of place and high residential amenity. • Emerging policy should ensure the delivery of a high- 	<p>It supports the current approach to density in the County Plan and urges caution on the new approach advocated. Instead densities should respond to the site context and against the qualitative standards in the current Guidelines, focussing on creating a quality built environment with innovative design solutions.</p>	



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		<p>quality built environment while ensuring innovative design solutions are encouraged and that proposals are viewed from a qualitative perspective first and foremost.</p> <p>Parking standards:</p> <ul style="list-style-type: none"> • Where practical consistency with new Guidelines, such as the 2018 Design Standards for New Apartments which call for reduction in parking provision in general terms. • Car usage must be catered for through a policy and design response which is realistic. <p>There are numerous large towns/suburbs which are not served well by public transport the result of which is a higher rate of car dependency however this in itself should not deprive such areas of residential growth. A 'one size fits all' approach would deliver negative outcomes for communities.</p> <ul style="list-style-type: none"> • Encourage the Council to address this issue by building-in some flexibility to emerging policy and standards, particularly where public transport/infrastructure deficiencies or limitations are apparent, adding that "Any deviation from these standards will require to be fully justified by the Applicant." <p>General Comments: A provision within the Development Plan is requested that facilitates innovative design and that meets the following suggested performance criteria:</p> <ul style="list-style-type: none"> • Privacy/Protection of Residential Amenity; • Acceptable level of quality private and public amenity space; • Appropriate management of shared spaces within a 	<p>A realistic approach to parking standards is recommended, given that numerous large towns are not well served by public transport. Some built-in flexibility is recommended in the forthcoming parking policy.</p> <p>Other issues emerging include a focus on innovative design that meets residential amenity standards, appropriate management of shared spaces, removal of cars off streets and appropriate bin storage and cycle parking locations within the curtilage of residential units.</p>	



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		residential development; • Removal of cars off the streets while maintaining Local Authority quantitative standards; • Appropriate bin storage and cycle parking locations within the curtilage of the unit Cork County Council should give further consideration to the ability of Development Management Standards to include a degree of flexibility with regards residential schemes in the context of layout, separation distances and private open space requirements whilst also recognising that the ultimate aim is to produce high-quality positive living environments where amenities of future/existing residents are not compromised. Such an approach would give developers and the Council the tools to achieve the policy objectives set out across all tiers of the planning hierarchy. Engagement with the house building sector is critical to ensure a fit for purpose Plan.		
Glenveagh Properties PLC	PDP223778386	As per PDP223752203	As per PDP223752203	As per PDP223752203
Glenveagh Properties PLC	PDP223780108	As per PDP223752203	As per PDP223752203	As per PDP223752203
Glenveagh Properties PLC	PDP223781121	As per PDP223752203	As per PDP223752203	As per PDP223752203
Glenveagh Properties PLC	PDP223779501	As per PDP223752203	As per PDP223752203	As per PDP223752203
Glenveagh Properties PLC	PDP223781989	As per PDP223752203	As per PDP223752203	As per PDP223752203
Global Energy Transition Limited	PDP223657798	This submission outlines the benefits of developing an Offshore Wind Project off the southern coast of Ireland which will have the following benefits;	Notes the benefits developing an offshore wind project in Ireland.	This issue is noted and will be given further consideration in the drafting of the Plan. See Volume



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		<p>1) Reduce CO2 Emissions 2) Create Local Employment 3) Meet Irelands National and EU Renewable targets 4) Create energy security for Ireland in the future by increasing the share of indigenous renewables in Ireland's power generation sources.</p> <p>The submission also outlines other opportunities around Offshore wind in Ireland including;</p> <ul style="list-style-type: none"> - Green Hydrogen and opportunities for energy storage. - Manufacturing and Assembly of turbines and other parts needed for wind turbines. - Exports of turbine products and build-up of in country knowledge. 		<p>One Section 2 Energy, Climate Change.</p>
<p>Glounthaune Sustainable Development Committee</p>	<p>PDP223631184</p>	<p>Proposes an overall vision for Glounthaune of a self-sufficient, identifiable settlement, with a clear village centre and with a provision of services and facilities commensurate with its planned population size. It details the character of the village in structural terms (topography, L3004 rd and rail line, lack of village centre or main street, volume of existing and planned housing). Submission is underpinned by analysis carried out by students from the Centre for Planning Education and Research, UCC.</p> <p>The Committee submits:</p> <ul style="list-style-type: none"> - Glounthaune should remain a key village; - That a development framework plan is essential for Glounthaune, addressing the deficiencies in community and social infrastructure; areas should be identified and zoned for a village centre and recreation and community facilities. - Protection should be given to heritage features, details 	<p>Seeks a distinct village core, strong public realm, appropriate provision of community, recreational facilities, and designated open space in Glounthaune, with development of the village to be guided by a detailed plan.</p> <p>Seeks retention of key village status for Glounthaune.</p> <p>Seeks recognition and protection of specific architectural and natural heritage features/sites.</p> <p>Seeks protection of greenbelt between Glounthaune and the city and protection of its village and landscape character.</p> <p>Seeks measures to enhance pedestrian safety</p>	<p>The settlement hierarchy will be given consideration during the preparation of the draft plan. See Population and Core Strategy, Volume One, Section 2 of this report.</p> <p>The creation of compact, attractive, welcoming settlements will be given consideration during the preparation of the draft plan. See Housing Density and Placemaking, Volume One, Section 2 of this report.</p> <p>The provision of appropriate community facilities will be given</p>



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		<p>of which are provided;</p> <ul style="list-style-type: none"> - The greenbelt between the City and the village and Carrigtwohill and the village and landscape character should be protected; - Roads in the village should be to DMURS standards, traffic calming measures installed on the main through road and footpaths and public lighting installed/ upgraded; - Footpath connection to Erin's Own GAA club is needed; - A more compact form of development is required with a strong public realm focusing on the lands within walking distance of the train station in accordance with the 10 minute neighbourhood concept in the RSES, walking effort and isochrone maps are included; - Designation of existing neighbourhood park areas as open space; - Site briefs, masterplans and a design led approach is an imperative; - In the absence of a masterplan and with the known challenges to identify/provide for community and social infrastructure, Glounthaune should not be permitted to develop; - Areas that are unsuitable for development due to lack of costly infrastructure, should be removed from residential zoning, until that infrastructure is budgeted and provided for; - Where residential zoning is permitted, it should have appropriate densities defined and a mix of house typologies, and give clear guidance to provide in the design for the sense of place and protect heritage and sensitivity of the area. - Recognition and support for Harper's Island Wetland. 	<p>and connectivity and seeks application of DMURS standards to village roads.</p> <p>Deliver appropriate residential densities, typology mix and design; compact growth and the 10 minute neighbourhood concept.</p> <p>Proposes that land should not be zoned in the absence of a funding commitment to deliver the infrastructure necessary for its development.</p>	<p>consideration during the preparation of the draft plan. See Community, Volume One, Section 2 of this report. See Volume One Section 1 Transport and Mobility of this report.</p> <p>Balancing the protection of heritage with development needs is an important element of the plan and will be given consideration during the preparation of the draft plan. See Biodiversity and Built Heritage, Volume One, Section 2 of this report.</p> <p>It is important that development is supported by necessary infrastructure. While there should be an expectation that the necessary infrastructure can be provided to support proposed development, the infrastructure does not need to be in place in order to zone land. See Volume One, Section 2 of this report.</p> <p>Other issues raised in the submission will be given consideration as appropriate</p>



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				during the preparation of the plan.
Gobnait O'Callaghan	PDP222850794	<p>This submission requests the review of the Cork County Development Plan has regard for the following in relation to Carrigaline.</p> <ul style="list-style-type: none"> • Carrigaline's place in the settlement Hierarchy; • Current population projections and zoned land in Carrigaline; and • Transport and infrastructure relating to the settlement. <p>This submission highlights the importance of the forthcoming Cork Development Plan (CDP) adopting policies to that reflect Carrigaline's importance within the County in terms of providing employment and housing for the County. It states as this is the first review of the County Development Plan following the Cork City Boundary Extension in May 2019 it provides an opportunity to highlight the importance of the County Towns in the providing economic growth and quality communities throughout the County.</p> <p>The submission provides context to Carrigaline, discussing its status as a Metropolitan Town, the significant amount of development which took place over the last few years, and its distinctive identity as a Metropolitan Town which serves as an important residential alternative to Cork City and its Environs</p> <p>It outlines Carrigaline role from a high level</p>	Regards Carrigaline's role in the settlement hierarchy, the population projections and zoned land for the settlement and transport and infrastructure within the town	This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 Population and Core Strategy.



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		<p>documentation perspective, referencing the National Planning Framework (NPF), Regional Spatial and Economic Strategy for the Southern Region (RSES), CDP 2014, Ballincollig Carrigaline Municipal District Local Area Plan 2017, and Cork Metropolitan Area Transport Strategy (CMATS). For example, according to the National Development Plan Cork is expected to increase population by 125,000 by 2040, with a significant portion required in Metropolitan Towns. This will require the provision of additional housing. The National Planning Framework and Regional Spatial Economic Strategy consider that the key to achieving the ambitious housing targets is through compact growth, which focuses on the prioritisation of housing developments in locations within and contiguous to existing urban footprints where it can be served by public transport, walking and cycling.</p> <p>It states the population of Carrigaline has encountered rapid population growth over the past number of years and that within the County Development Plan 2014 the core strategy for the County included a very modest population for Carrigaline, particularly in comparison to Midleton and Carrigtwohill. It states this imbalance needs to be addressed in the forthcoming CDP as Carrigaline does not have the significant infrastructural bottlenecks that other towns have.</p> <p>It states the RSES refers to Carrigaline's place in the settlement hierarchy as a key settlement within the Southern Region and within the Cork Metropolitan Area Strategic Plans (MASP) area and states it will play a key role within the largest and most important MASP area of</p>	<p>The proposals align with high level documentation, such as the National Planning Framework.</p> <p>Requests Carrigaline receive appropriate population growth in the forthcoming County Development Plan.</p> <p>Notes Carrigaline will be a key residential, employment and service centre within Metropolitan Cork contributing to the sustainable development of the region.</p>	



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		<p>the region. Therefore, Carrigaline will continue to be a key residential, employment and service centre within Metropolitan Cork contributing to the sustainable development of the region. In terms of retail, RSES identifies Carrigaline as being Level 2 in the retail hierarchy, second only to Cork City Centre with the general Metropolitan Cork area designated as the most important retail area of the Southern Region.</p> <p>The submission outlines the population projections for Carrigaline. The 2017 LAP set a population growth target of 3,095 persons up to 2023. The LAP estimated a requirement for 2,380 units to accommodate this level of population growth. It states many of these units will not be delivered in the short term, so it is important the Local Authority ensures enough suitable land is zoned to meet residential needs in the short-medium term. Of the 18 sites zoned for residential use, 15 were zoned at 'Medium A' density with the remaining three sites zoned as 'Medium B'.</p> <p>The submission discusses transport and infrastructure in Carrigaline and states the soon to be constructed Carrigaline Inner Western Relief Road has the potential to unlock development lands to the west of the town centre. These lands are located close to the town centre and will assist Carrigaline in achieving a more compact form of growth, directly in line with national and regional planning policy. It further states that future transport improvements, along with those already in place, such as the 24 hour 220 Carrigaline-Douglas-City Centre-Ballincollig bus service, will allow Carrigaline to continue</p>	<p>Considers it is important the Local Authority ensures enough suitable land is zoned to meet residential needs in the short-medium term.</p> <p>States with the transport and infrastructure constructed and proposed in Carrigaline it will grow as a key settlement within Metropolitan Cork.</p>	



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		to grow as a key settlement within Metropolitan Cork connected to the metropolitan area through high frequency public transport.		
Gordon Salter	PDP223198683	<p>Dunmanway</p> <p>This submission focuses on the following issues:</p> <ul style="list-style-type: none"> • The submission considers that the quantum of residential land zoned 'medium density' does not provide the flexible and range of housing mix required to attract people to live in the town; • It also suggests that there is further potential for the provision of lower density residential options within close proximity to the town i.e. GB 1-2 lands to provide a "realistic alternative to building individual houses in the countryside"; • The two existing designated GB 1-2 areas and Darkwood are not considered to have contributed any meaningful development under the 2014 CDP and have not deflected the pressure for housing within the remaining greenbelt lands; • The submission recommends that the forthcoming CDP should use a criteria-based approach to identify GB 1-2 lands i.e. deliverability, accessibility and consolidation. 	<p>Existing residential zonings do not provide for a flexible range of housing</p> <p>Further potential for GB 1-2 lands or lower density residential options close to the town</p> <p>Recommends that the forthcoming CDP should use a criteria-based approach to identify GB 1-2 lands i.e. deliverability, accessibility and consolidation.</p>	<p>The issues raised in this submission in relation to the provision of suitable lower density housing options in towns such as Dunmanway is noted. In line with national and regional policy, the preparation of the Housing Strategy and Housing Need Demand Assessment and Core Strategy will inform the housing requirements for the town. Furthermore, the draft plan will consider a new settlement typology for the county that will highlight the future role for towns such as Dunmanway in terms of housing, employment and service delivery.</p>
Graham Roberts	PDP223868233	<p>Submits the following:</p> <ul style="list-style-type: none"> • traffic is congested in the centre of Carrigaline particularly at rush hour with a significant part of this being due to North/South through traffic needing to use one of the two bridges in the town centre. The strategy to relieve this recommended by the Transportation Study is to provide an outer relief road to provide an alternative means of accessing the National Road network. • The current Local Area Plan (LAP) shows a Relief Road running from the South East (Crosshaven Road) around 	<p>Raises concerns in relation to route and width, and impacts of same, of the link road element of a relief road proposal for Carrigaline Plan, stating that the CDP should incorporate the route into the development land to the south of the Mountain Road.</p>	<p>The matters raised in this submission will be considered further in the plan review. The preparation of the Carrigaline TPREP will address roads and traffic issues and will inform the plan review.</p>



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		<p>the Southern, Western and Northern sides of the town terminating a short distance from the proposed N28 corridor.</p> <ul style="list-style-type: none"> • States that the plan describes this in three distinct parts: the “Southern Inner Relief Road”; the “Proposed Outer Western Relief Road” which is shown in schematic form with the route as shown not taking account of existing buildings, topographical constraints and multiple river crossings; and a “Link Road” between these two roads. • Submits that the absence of any reservation for a southwards extension of the Outer Western Relief Road indicates that this “Link Road” is intended to be an integral part of the circular route around the town rather than an access road, i.e. it is a Relief Road and assumes that it would be designed to the same standard as those sections of the Relief Road which have already been constructed since it would be carrying the same amount of traffic, and makes reference to the existing Relief Road as constructed, is 16.5 metres wide including the footpaths and cycle lanes. • Submits that the proposal to route the Link Road through the mature residential area of Mountain Road rather than through the as yet undeveloped land to the southern end of the Western Relief Road is seriously flawed: <ul style="list-style-type: none"> • construction of a 16.5 metre wide Link Road would require the acquisition of additional land along its entire length adding significantly to the construction cost and possibly involving demolition of some houses. • proposed route would result in a reduction in road safety for both vehicles and pedestrians - large number of properties with direct vehicle access onto both the 		



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		<p>Mountain Road and the R611, and the route includes the complex junction and pedestrian crossing at Upper Kilmoney Road/R611/Mountain Road which has limited sight distances.</p> <ul style="list-style-type: none"> • proposed route would involve the destruction of the mature trees and hedgerows on the Mountain Road and their replacement with paved surfaces. In addition to the removal of habitats the increased storm water runoff will need to be accommodated to avoid flooding, • these constraints and public cost means that it will be difficult to deliver. • upgrade of Mountain Rd should be appropriate to its function as a residential access road with footpaths and traffic calming measures, all of which could be constructed within the existing boundaries. <p>Compares proposal to the Southern Relief Road, the design of which has avoided direct vehicular access from the houses and includes footpaths and cycle lanes. Submits that the route for the Link Road shown in the current Local Area Plan does not best serve the public interest. The new Development Plan should incorporate the route into the development land to the south of the Mountain Road and thereby achieve</p> <ul style="list-style-type: none"> • A road which is safer for traffic, pedestrians and cyclists • A more economical solution for the County Council • Better protection of the environmental and amenity value for the Community • A Link Road that can be delivered within the foreseeable future • The potential for a more economic and appropriate upgrade of the Mountain Road 		
Great Island	PDP225036742	Submission raises the issue of consideration of	Consideration of appropriate uses in towns,	The issue of appropriate uses in



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Motors		appropriate uses within a town development boundary, specifically in the context of the submitter's business in Cobh which incorporates garage, car and van hire, car sales, car wash and petrol station facilities.	specifically in the context of a garage/car sales/ petrol station facility in Cobh.	towns will be given further consideration in the plan review.
Green Party Cork South West	PDP223667266	The submission advocates planning and implementation of age friendly and accessible pedestrian priority public realm works to streets and squares in Medieval Kinsale including; Market Square, Market Street, Market Quay and Main Street.	The submission deals with the design of public realm in Kinsale to meet age friendly and universal access principles.	These issues will be considered as part of the Review of the County Development Plan.
Greencore plc	PDP223274889	North Cork only currently has Tier 1 zoned land capable of accommodating 677 residential units and the plan needs to identify and zone further lands in Mallow to accommodate future population growth of the town. The Plan should target Mallow as a jobs growth centre and should introduce a series of planning policies and objectives which would facilitate and promote further growth in employment in the town. A sustainable energy campus targeted at attracting companies engaged in energy and a transition to a low carbon economy could be appropriate in Mallow. Opportunity to develop green infrastructure/greenway along the banks of the River Blackwater which would be a great amenity for the town.	There is a need to identify further Tier 1 zoned land in Mallow. Need to introduce policies to facilitate and promote further growth in employment in Mallow. A sustainable energy campus supporting the transition to a low carbon economy is appropriate in Mallow. The opportunity exists to develop green infrastructure/ greenway along the banks of the River Blackwater	This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 Population and Core Strategy, Economy and Green Infrastructure. The current local area plan already recognizes and seeks to enhance the amenity role of the River Blackwater. Further opportunities can be given consideration in the drafting of the Plan.
Grogan Properties	PDP223805363	The purpose of this submission is to highlight the strategic importance of Charleville to the settlement structure of North Cork and request supportive policies and objectives to help accelerate development in the town over the period of the Plan. As an anchor town for its rural hinterland, Charleville provides important commercial, social and administrative	Need for supportive policies and objectives to help accelerate the economic, social and community development of Charleville over the period of the Plan.	The strategic role of Charleville within North Cork and the County will be given further consideration in the preparation of the plan and its overall core strategy. See Volume One, Section 2, Population and Core Strategy.



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		<p>functions to its rural hinterland. The town has, in contrast to some other towns in the county, the latent potential to growth further and enhance its function as the key anchor town for its rural hinterland. Yet, it has not yet grasped this opportunity with development and population growth stagnant. A recent report from the Society of Chartered Surveyors Ireland "Rejuvenating Ireland's Small-Town Centres" found that small towns in Ireland are suffering a long-drawn-out decline with urgent action needed to ensure their survival.</p> <p>National policy through the NPF emphasises the need to encourage development in existing urban centres to meet rising housing and employment demand with compact growth/consolidated urban centres as a cornerstone of land use policies.</p> <p>Cork County Council, in recognition of the strategic importance Charleville will play in driving population and employment growth in North Cork should include strong and practical policies for the economic, social and community development for Charleville, so as to unlock the real potential of currently zoned sites and deliver necessary infrastructure in tandem.</p> <p>Land use strategies set out in the new statutory plans now being prepared should support the redevelopment of key opportunity sites in Charleville in a manner consistent with the economic planning framework established under national, regional and county level policy documents and be responsive to the changing nature of development and needs of the population in the town.</p>	<p>Land use strategies should support the redevelopment of key opportunity sites</p>	<p>This submission raises a number of issues specific to the settlement of Charleville. These will be given further consideration during the drafting of the Development Plan where appropriate.</p>



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		<p>In comparison to other main towns in the county of similar size to Charleville where population growth has been steadily increasing, it can be seen that Charleville has seen the greatest percentage increase. It is therefore vital that appropriate strategies and policies are put in place for Charleville to allow for new employment and community related services to develop in tandem with this population growth.</p> <p>Key to ensuring the implementation of any such strategy will be monitoring of development patterns on an ongoing basis throughout the lifetime of plans, ensuring that development is in the right place and initiating active land management to ensure appropriately zoned and serviced land is available and comes forward for development in a timely manner.</p> <p>It is also critical to address spatial development within the towns so as to get the most value out of existing development opportunities and strengthening existing community facilities like Rathluirc GAA for example.</p>	<p>Monitoring of development patterns and active land management over the plan period is vital.</p> <p>Address spatial development within towns so as to get the most value out of development opportunities</p>	
Hallmark Building Services Ltd.	PDP223685678	<p>This submission seeks the following strategic policy objectives for Midleton;</p> <ol style="list-style-type: none"> 1. A strong population growth target for Midleton to reflect its status as a Metropolitan Town and specific reference to the importance of the Baneshane neighbourhood; 2. Prioritizing the delivery of infrastructure investments that will facilitate the growth targets of Midleton as a Metropolitan Town. 3. The application of residential density levels appropriate to the urban development pattern and market viability of 	<p>Include a strong population growth target for Midleton in the CDP to reflect its status as a Metropolitan Town with specific reference being given to the Baneshane neighbourhood.</p> <p>The need to prioritise the delivery of infrastructure investments that will facilitate the population growth targets of Midleton.</p> <p>The need to apply residential density levels</p>	<p>This submission raises a number of key issues in particular dealing with population growth and housing supply in Midleton particularly in relation to the Baneshane area of the town. It is intended that the housing land supply issue will be considered further at settlement level as part of the review of the County Development Plan following the</p>



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		<p>Midleton.</p> <p>4. An appropriate allocation of the percentage of residential units to be delivered on infill / brownfield lands, having regard to the Urban Capacity Study and challenges of bringing such sites / units forward.</p> <p>5. To prioritise lands within the forthcoming development plan that are already serviced and deliverable to consolidate existing and approved development.</p>	<p>appropriate to the urban development pattern and market viability of Midleton.</p> <p>To allocate an appropriate percentage of residential units to be delivered on infill/brownfield lands having regard to the Urban Capacity Study and challenges of bringing such sites/units forward.</p> <p>The need to prioritise serviced and deliverable lands in the forthcoming CDP.</p>	<p>preparation of the Core Strategy in the Draft Plan. See Volume One Section 2 of this report for further information on the Core Strategy which sets out the population and housing requirements for the County.</p>
Hallmark Building Services Ltd.	PDP223689430	<p>Submission requests the following provisions for Whitechurch in the CDP :</p> <ul style="list-style-type: none"> • Stronger housing and populations projections to reflect the National Planning Framework and Regional Economic and Spatial Strategy objectives to deliver housing in areas where there has been significant investment in infrastructure. • Designation of Whitechurch as a Key Village within Metropolitan Cork. • Increase in the overall scale of development projected for the Key Village and provision of more flexibility in the size of individual residential schemes. <p>The request is set in the context of existing national, regional and local planning policy including the compact growth objective of the NPF and the strategic aims for villages (CS 3-2) of the current CDP. Existing community facilities and its waste water treatment and drinking water capacity.</p>	<p>Consideration of appropriate level of population growth and scale of development in settlements - specifically seeks stronger growth, at larger scale, for Whitechurch key village.</p> <p>Consideration of settlement hierarchy – specifically seeks retention of Key Village status of Whitechurch.</p>	<p>The population and housing targets for the County will be reviewed in preparation of the Core Strategy of the plan. See Population and Core Strategy, Volume One Section 2 of this report.</p> <p>The settlement hierarchy and scale of development in settlements will be reviewed in preparation of the plan. See Housing Density and Placemaking, Volume One Section 2 of this report.</p>



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Hallmark Building Services Ltd.	PDP223776218	<p>The forthcoming Cork County Development Plan should provide a strong growth target for Mallow, reflective of its designation as a Key Town. Infrastructure investment should be prioritised to support this growth, in particular there is an urgent need to address constraints to development associated with capacity of the Wastewater Treatment Plant and associated network.</p> <p>In identifying zoned land to facilitate Mallow's targeted growth, there is a need to ensure that the policies provide for a sufficient supply of land that is deliverable and at viable densities.</p> <p>Accordingly, it is submitted that the forthcoming CDP should include the following provisions:</p> <ul style="list-style-type: none"> • Prioritising the delivery of infrastructure investments, including wastewater treatment facilities that will facilitate the growth targets of Mallow as a Key Town. • A strong population growth target for Mallow to reflect its status as a Key Town within the RSES 2020 - it is submitted that an appropriate population target would be around 19,900 • The application of residential density levels appropriate to Mallow. Mallow should have a density range of 25 to 35 units per hectare. • Prioritise the zoning of lands within the forthcoming development plan that are deliverable, accessible and consolidate existing and permitted development. 	<p>Prioritise infrastructure investments, including wastewater treatment facilities that will facilitate the growth targets of Mallow as a Key Town.</p> <p>A population growth target to reflect its status as a Key Town is needed – 20,000 by 2027.</p> <p>The application of residential density levels appropriate to individual towns is supported. Generally a density range of 25 to 35 units per hectare.</p> <p>Prioritise the zoning of lands that are deliverable, accessible and consolidate existing and permitted development.</p>	<p>These issues will be given consideration in the drafting of the Plan. See Volume One, Section 2-Population and Core Strategy and Housing Density and Placemaking.</p>
Hallmark Building Services Ltd.	PDP223657764	<p>The purpose of this submission was to seek the following strategic policy objectives for Carrigaline and its town centre:</p> <ul style="list-style-type: none"> • A strong population growth target for Carrigaline to reflect its status as an important Metropolitan Town: • Optimise sites that have existing/planned infrastructure 	<p>Requests the following:</p> <ul style="list-style-type: none"> -A strong population target for Carrigaline -Optimise sites that have existing/planned infrastructure which can facilitate growth in Carrigaline. -Enhance zoning objectives in the 	<p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 Population and Core Strategy, Housing Density</p>



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		<p>and can facilitate the growth targets of Carrigaline:</p> <ul style="list-style-type: none"> Enhance zoning objectives in the forthcoming development plan to enable the deliverability of lands for development. <p>The submission outlines Carrigaline's role from a high level documentation perspective, referencing the National Planning Framework (NPF), Regional Spatial and Economic Strategy for the Southern Region (RSES), Cork County Development Plan 2014 (CDP) the Ballincollig Carrigaline Municipal District Local Area Plan 2017 (LAP), Cork Metropolitan Area Transport Strategy (CMATS), and Carrigaline Area Transport Study 2006 (CATS). For example, according to the National Development Plan, Cork is expected to increase its population by 125,000 by 2040, which will require the provision of additional housing to accommodate 2,400 people every year up to 2040.</p> <p>The submission states if Carrigaline is to deliver on its strategic function as a Metropolitan Town, driving growth at a sub-regional level, the strategic planning policy context must support viable housing development during the lifetime of the forthcoming Development Plan.</p> <p>It states the population of Carrigaline has encountered rapid population growth over the past number of years and that within the CDP 2014 the core strategy for the County included a very modest population for Carrigaline, particularly in comparison to Midleton and Carrigtohill. It submits that the forthcoming CDP should consider Carrigaline with a higher growth proportion given it is well</p>	<p>forthcoming plan to enable the delivery of lands for development.</p> <p>The proposal is aligned with high level documentation, such as the National Planning Framework.</p> <p>Notes the strategic planning policy context must support viable housing development during the lifetime of the forthcoming Development Plan.</p> <p>Submits that the forthcoming County Development Plan (CDP) should consider Carrigaline with a higher growth proportion given it is well served by infrastructure.</p>	<p>and Placemaking.</p>



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		<p>served by infrastructure in comparison to other Metropolitan towns which are experiencing significant infrastructural holdups which is hindering development.</p> <p>It is submitted that the forthcoming CDP should prioritise the zoning of land in Carrigaline according to the principles of the NPF and RSES with deliverability, accessibility, and the optimisation of existing infrastructure to be key considerations.</p> <p>It states that when considering which zoned lands to retain within the forthcoming development plan, priority should be given to lands where there is a demonstrated willingness and capacity to deliver units. It states the retention of zoned lands which are centrally located will ensure that future growth continues to consolidate the urban footprint of Carrigaline.</p>	<p>Submits the forthcoming CDP should prioritise the zoning of land in Carrigaline according to the principles of the NPF and RSES.</p> <p>States when considering which zoned lands to retain within the forthcoming CDP, priority should be given to lands where there is a demonstrated willingness and capacity to deliver units. Retention of zoned lands which are centrally located will ensure that future growth continues to consolidate the urban footprint of Carrigaline</p>	
Harvey Tucker	PDP223608221	<p>The submission raises concerns on the ability of Kinsale to deliver on its housing target given 55% of the target growth has already been delivered and the Covid -19 restrictions may reduce the number of units capable of being delivered in the short-term.</p> <p>It highlights that some of the land supply has significant road infrastructure constraints and some remain in agricultural use and so would result in c. 25 ha of land that will remain undeveloped. The failure of these lands to come forward will limit the deliverability of housing units in the town. In light of these issues it requests that consideration be given to providing for additional</p>	<p>Consideration needs to be given to allocating additional headroom in Kinsale as 55% of the target growth has already been achieved and given some of the remaining lands have constraints or are in agricultural use.</p>	<p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 Population and Core Strategy.</p>



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Hearthstone Investments Ltd	PDP223774942	<p>headroom on the northern periphery of Kinsale</p> <p>The submission outlines the strategic and local planning policy issues relevant to Kinsale. To accommodate the ambitious population targets that have been allocated to County Cork, it is imperative that sufficient housing land is available in recognition of the fact that not all development lands will be delivered in the short to medium term for a variety of reasons including delays in planning and constraints which delay the commencement of construction once planning is secured.</p> <p>To address any such issues, the Council should ensure that adequate headroom is allocated to ring towns such as Kinsale to ensure that they meet population growth. There are clear constraints to further development to the south and east of Kinsale.</p> <p>Future growth should be considered north of Kinsale where recent developments are being successfully delivered (including Kinsale Manor and Abbey Fort) which are a short walk to the town centre as shown in Figure 6. Improvements to roads and footpaths in this area are occurring in tandem with new development making lands to the north accessible.</p> <p>There are opportunities to infill the development boundary and identify sites to accommodate housing development (as identified in Figure 7). This would be in accordance with the sequential approach that should be applied when considering future lands to zone.</p> <p>Figure 7 of the submission shows the potential large</p>	<p>It recommends that sufficient headroom is available in Kinsale in recognition of the fact that not all zoned lands will be delivered in the short to medium term for a variety of reasons including delays in planning and constraints which delay the commencement of construction once planning is secured.</p>	<p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 Population and Core Strategy.</p>



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		<p>developable area to the north of Kinsale contiguous to the existing built up area. This northern area, with access in close proximity to the Northern Relief Road, could accommodate a substantial number of residential units and additional associated residential services of a local or neighbourhood scale, close to amenities and jobs.</p>		
Helen O'Dowd	PDP223875893	<p>Submission requests that respect for the natural world would be the touchstone upon which all council decisions are based and must permeate all parts of the organisation. The County Council have the power to support or destroy our ecosystem depending on the decisions they make. It is important that we look to nature, make a connection and learn so we can make informed choices.</p> <p>Suggestions on how Cork County Council could become leaders in the development of a healthy ecosystem:</p> <ul style="list-style-type: none"> • Build communities not just houses. Places with plenty of light and outdoor green spaces, where the children can play and the elderly can walk or sit in the sunlight, community gardens for growing vegetables and flowers and outdoor kitchens where communities can prepare food, eat together and socialise, so they will know their neighbours and be there to help when needed • Build eco green housing with green walls, green roofs, with nesting sites for birds, and large windows that look onto greenery. • Build play areas out of natural materials/gardens, etc where children can experience nature and use their imagination instead of building playgrounds for children out of metal and artificial matting • Use natural flood management and existing ecosystems to manage flooding instead of building walls 	<p>Have nature based considerations to at the heart of all decision making.</p> <p>Build resilient sustainable communities focused on nature.</p> <p>Build ecology friendly housing.</p> <p>Build play areas focused on nature.</p> <p>Use natural flood management to manage flooding.</p> <p>Build covered markets for local communities to operate.</p> <p>Protect biodiversity by retaining trees, hedgerows, etc.</p> <p>Aim to become a pesticide free county.</p>	<p>The threat to biodiversity and the decline of biodiversity are recognised and the draft County Development Plan will seek to protect and enhance biodiversity. See Biodiversity, Volume One Section 2 of this report.</p> <p>See also Green Infrastructure, Housing Density and Placemaking, and Water Services in, Volume One, Section 2 of this report.</p> <p>Other issues raised in this submission are noted and will be considered in preparation of the draft plan where appropriate.</p>



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		<ul style="list-style-type: none"> • Build covered market places with facilities and entertainment space where local producers, businesses and artists can promote their produce/talent. • Protect biodiversity by retaining trees and ditches and aim to become a pesticide free county. 		
Herbert Buttimer	PDP223391603	<p>Clonakilty This submission seeks to highlight the strategic importance of Clonakilty to the settlement structure of Cork County and requests supportive policies and objectives to help accelerate development in the town over the period of the plans. The submission discusses the town with reference to the policies and objectives contained in the NPF, RSES, national guidelines, CDP and local plan policies. Furthermore, it refers to some of the key actions for rural areas outlined in the Action Plan for Rural Development 2017. It notes some of the challenges facing rural towns, particularly competition from larger urban centres and the need to maintain investment in the retail and employment infrastructure. It argues that an ambitious and comprehensive planning strategy will be required in order to enhance Clonakilty's function as the key anchor town in the west. The submission considers that existing statutory plans are largely focused on its potential as an employment hub, with its potential and need to grow as a population base consistently downplayed. It is therefore requested that the strategic aims for the town in the new plan, should give equal if not more attention to the towns role as a residential growth location.</p> <p>Furthermore, the submission considers that there is an urgent need to counteract the unchecked development of</p>	Requests supportive policies and objectives to help accelerate development of Clonakilty to reflect its strategic importance in the settlement structure of the County.	<p>The Draft Plan Core Strategy will set out a settlement hierarchy for the county tailored to reflect NPF and RSES. Clonakilty is designated as a Key Town in the settlement typology. It is intended that the draft plan will formulate policies to build on its inherent strengths, whilst protecting and enhancing the natural environment of Clonakilty Bay, and while acknowledging the significant water services constraints currently impacting on the town.</p> <p>Having regard to the above, the draft plan core strategy will determine the quantum of appropriate population growth for the town.</p>



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		<p>unsustainable one-off housing in the open countryside, particularly in the immediate area of the town. The submission refers to the Sustainable Rural Housing Guidelines advice that towns and village should offer a range of attractive and affordable housing options to assist in mitigating the pressure for urban generated development in rural areas.</p>		
Horgan Carroll Architects	PDP223823192	<p>This submission highlights the importance of Street Life, Safe Routes and Riverside living in the town of Midleton and sets out a number of suggestions for the future development of the town as follows;</p> <p>Street Life - as a busy market town, the streets of Midleton have historically acted as a magnet for meeting, trading and social gatherings throughout the years. Recent uncompleted upgrade works to a portion of the main street public realm have enlivened a portion of the streetscape. This process of improvement could be added to with further public realm improvements and the addition of external dining pods that would add life and colour to the streets of the town. Vacancy rates and sustainable residential accommodation above ground floor retail should also be addressed, which would bring life back into the town centre throughout the day.</p> <p>Safe Routes - with the rise in popularity of cycling and walking and the decreasing dependency on cars, there is now greater importance on quality safe route design for all. With the current development of the East Cork Greenway between Midleton and Youghal, the area is now uniquely positioned to promote cycling and walking as a safe and healthy alternative. In order to promote this</p>	<p>To recognise the importance of Street Life in Midleton as a busy market town.</p> <p>The importance of quality 'safe route' design for cycling and walking in the town of Midleton particularly with the current development of the East Cork Greenway.</p> <p>Essential upgrades are required on number of key routes and junctions around the town in order to achieve quality 'safe routes'.</p>	<p>The issues raised in this submission will be considered further at settlement level and key issues and recommendations relating to Housing Density and Placemaking are discussed in further detail in Volume One, Section 2, of this report.</p> <p>The potential of the Owenacurra Riverside has been recognised in both the existing 2013 Town Plan for Midleton and the 2017 East Cork MD Plan as part of the Water-Rock Urban Expansion Area. The potential of the Riverside to provide cycle and pedestrian links through the town will continue to be recognised in the review of the County Development Plan.</p>



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		<p>modal shift, essential upgrades would be required to a number of key routes and junctions around the town of Midleton and its hinterland.</p> <p>Riverside Living - the Riverside way area of the town is currently dominated by vehicular traffic with limited local high-quality public amenity space for residents living and working locally. The Owenacurra riverside has the potential to provide an ideal counterbalance and an opportunity to reconnect with the natural surroundings.</p>	<p>Potential of the Owenacurra Riverside to provide an ideal counterbalance to vehicular traffic in Midleton and provide high quality local amenity space for residents living and working locally.</p>	
Hugh Killen	PDP222671394	<p>Submission recommends that the County Development Plan identify and map the most suitable and feasible route for the Lee to Sea Greenway; support and safeguard the greenway in 2 phases - phase 1, Passage West to Crosshaven, and, Phase 2, Inniscarra Dam to Ballincollig Regional Park; and create an action plan for phasing, funding and associated delivery. It references support for the greenway in CMATS.</p>	<p>Seeks delivery of Lee to Sea Greenway referenced in CMATS.</p>	<p>See discussion of this issue in Transport and Mobility Volume One, Section 2 of this report.</p>
Hunol Developments Limited	PDP223395291	<p>Settlement: Dripsey Model Village This submission aims to assist the Council in formulating strategic development options for the future development of Dripsey Model Village. It is argued that given the relative scale of development of the village in comparison to other village settlements within the Municipal District and the infrastructure investment into the area (Dripsey Wastewater Treatment Project in particular), it is requested that the housing growth targets for the settlement be accordingly increased. The submission puts this request in the policy context of the NPF and RSES policies and objectives, the County Council's current deficit in meeting its housing target and its reliance on rural housing. The submission argues that</p>	<p>Requests that given the relative scale of development of the village in comparison to other village settlements within the Municipal District and the infrastructure investment into the area (Dripsey Wastewater Treatment Project in particular)the housing growth targets for Dripsey Model Village be increased.</p>	<p>This submission is noted, and the proper planning and sustainable development potential of Dripsey Model Village will be taken into consideration during the formulation of the policies and objectives for all settlements during the preparation of the draft County Development Plan.</p>



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		Dripsey has been consistently overlooked in terms of the provision of appropriate housing and population growth and that a moderate increase in its future housing allocation would be reflective and proportionate to the settlements designation as a village settlement within the Macroom MD.		
Iarnród Éireann (Delivery Strategy Unit, Capital Investments)	PDP223192648	This submits that making rail more attractive to commuters through enhanced frequency and capacity will assist in the much needed mode shift away from car use. It sets out that rail is a major component of the Cork Metropolitan Area Transport Strategy and that Iarnród Éireann is developing an implementation strategy in response to CMATS, the initial development of which indicates a specific potential for accommodation of railway fleet depot, railway sidings, railway station, park & ride and bus depot, with possible commercial elements.	Increasing the attractiveness of rail will assist achievement of mode shift from car use. Rail is a significant component of CMATS and Iarnród Éireann's response indicates a location-specific opportunity for a transport hub type development.	The draft plan will integrate land use planning and transport and will seek to promote sustainable transport, including public transport. The plan will seek to optimise public transport opportunities. See Transport and Mobility, Volume One Section 2 of this report.
IDA Ireland	PDP223807182	This submission raises a number of observations on the issues raised in the Background Documents. The submission states that IDA Ireland are supportive of the policies outlined in the Consultation Document and the Background Documents however wish to have the following observations noted; 1) IDA Ireland wish to retain and extend their current land holdings in Cork County to cater for the demand for jobs generated by the anticipated growth in population. 2) Objectives which state that development should be employment led and aligned to settlements with high quality public transport could impact negatively on many of the County based IDA sites are located in areas which have a lack of public transport and on IDA job creation in	Retain and extend IDA current land holdings in Cork County. Objectives could impact negatively on IDA sites and on IDA job creation if they state that development should be employment led and located in settlements with high quality public transport as many IDA sites are located in areas which have no public transport. A possible review of employment zonings taking into consideration compact growth and reduced travel could have implications for currently zoned IDA lands.	These issues raised in this submission and are noted and will be consider further as part of the preparation of the new plan. See Volume One, Section 2 Economy. The new plan will consider how best to meet the objectives of the NPF, RSES and CMATS which place employment led growth, sustainable transport, compact growth and reducing the need to travel etc, at the heart of



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		<p>some areas of County Cork.</p> <p>3) The emphasis in the Background Documents on compact growth, reduced travel and mixed use areas and the possible review of the current approach to employment zoning could have implications for currently zoned IDA lands.</p> <p>4) Existing IDA sites are appropriate in area and the ability to extend them is of vital importance. The IDA acknowledge that there is a need for additional lands to be zoned for industry in prime locations.</p> <p>5) It is essential that the Cork County Development Plan protects existing key employment locations while at the same time promoting development in new locations.</p> <p>6) Need for the guidance in the CDP on the provision of electric vehicle charging points.</p> <p>7) Importance of retaining and improving connectivity within and outside the County in order for Cork to be an attractive location for future industry.</p> <p>8) The matter of non-compliance with Emission Limit Values set by the EPA needs to be resolved as that and the capacity of the sewerage system and the respective wastewater treatment plants in locations where IDA have land holdings are issues that may well impact on the ability to attract industry.</p>	<p>The need for additional industrial lands in prime locations.</p> <p>The need to protect existing key employment locations and also to promote development in new locations.</p> <p>The need for guidance on the provision of electric vehicle charging points.</p> <p>The retention and improvement of connectivity to ensure Cork is an attractive location for future industry.</p> <p>The need to resolve the issue of non-compliance with Emission Limit Value set by the EPA.</p> <p>The need to resolve limited capacity of the sewerage system and waste water treatment plants in locations where the IDA have landholdings.</p>	<p>sustainable planning.</p>
Indaver Ireland Limited	PDP223580198	<p>As well as the NPF and RSES, the CDP must be aligned with the provisions of the EU Waste Framework Directive (as amended), national waste policy 'A Resource Opportunity, Waste Management Policy in Ireland', the National Hazardous Waste Management Plan 2014-2020 and regional waste policy in the form of the Southern Region Waste Management Plan (SRWMP) 2015-2021. The following matters should be fully considered and</p>	<p>The Plan must align with the provisions of the EU Waste Framework Directive (as amended), national waste policy 'A Resource Opportunity, Waste Management Policy in Ireland', the National Hazardous Waste Management Plan 2014-2020 and regional waste policy in the form of the Southern Region Waste Management Plan (SRWMP)</p>	<p>The policies and objectives of the current plan will be updated to reflect newer or updated policy/guidance, as appropriate.</p>



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		<p>recognised in the plan:</p> <ul style="list-style-type: none"> Waste Management in the Southern Region The management of waste is a local strategic issue, having regard to the principles of sustainable development and the transition to a circular and climate resilient economy. Alignment with the policy provisions of the NPF, RSES and Regional Waste Management Plan for the Southern Region; Recognition in local economic and waste policies, including the respective zoning objectives, of the permitted Waste to Energy facility in Ringaskiddy; The role that Waste to Energy can play in helping achieve Ireland's mandated EU targets as laid down in the National Climate Action Plan. Sustainable and Environmentally Sound Management of Biosolids The critical need for alternative biosolid treatment infrastructure in the region than landspreading; Biosolids volumes are expected to increase due to improvement in WWTPs and population growth and Irish Water's National Wastewater Sludge Management Plan includes an objective for extracting energy and other resources where economically feasible. The practice of landspreading raises concerns in relation to water quality, heavy metal content, contribution to the presence of antimicrobial resistance genes in soil, microplastics particles and biodiversity. Phasing out of landspreading must be considered in order to achieve compliance with the Water Framework Directive; Contingency and Reserve Planning A 'reserve' or 'contingency' only landfill should be 	<p>2015-2021.</p> <p>Management of waste is a local strategic issue in the transition to a circular economy.</p> <p>The permitted Waste to Energy facility in Ringaskiddy needs to be given recognition as well as the role WtE can play in achieving Ireland's EU mandated targets.</p> <p>There is a critical need for an alternative treatment infrastructure to landspreading for biosolids.</p> <p>Biosolid volumes are expected to increase and the National Wastewater Sludge Management Plan includes an objective for extracting energy and other resources where economically feasible.</p> <p>A reserve landfill should be provided as a matter of urgency to deal with any serious</p>	<p>Opportunities to support the Circular Economy, including innovative technologies and practices in waste reduction and re-use, will be considered in the Plan.</p> <p>Other specific issues raised in this submission are noted and will be considered in preparation of the draft plan where appropriate.</p> <p>The policies and objectives of the</p>



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		<p>provided as a matter of urgency, to help to ensure that should a serious waste related event occur in the region, contingency is available and in place to deal with such an incident in a safe and effective manner. Potential locations for such a use would be required to be consistent with the land use policies of the new Cork County Development Plan.</p> <ul style="list-style-type: none"> Local Energy Policy & Deployment of Innovative Technologies <p>Recognition in the new Plan of the role that can be played by hydrogen in diversifying the County's energy systems away from fossil fuels and the transition toward more sustainable forms of fuels in the transport sector.</p> <ul style="list-style-type: none"> Bottlehill <p>Recognition of the specialised role of the Bottlehill facility for waste management and retention of the existing policy objectives relating to Bottlehill.</p>	<p>waste related event.</p> <p>The role to be played by hydrogen in diversifying the County's energy system should be acknowledged.</p> <p>The specialised role of Bottlehill should be recognised and the existing policy objectives retained.</p>	<p>current plan will be updated to reflect newer or updated waste policy/ guidance.</p> <p>The energy issue raised in this submission is discussed in Volume One Section 2 of this Report under the Key Issue of Energy.</p> <p>The specialised role of Bottlehill will continue to be recognised in the draft plan.</p>
Inland Fisheries Ireland	PDP211544688	<p>This submission advocates that in considering the protection of the aquatic environment/ habitat, the Development Plan must address not only water quality but also the protection of the physical environment, hydrological processes and biodiversity. In order to protect receiving waters, sufficient treatment capacity should be available both within the sewerage system and downstream of the plant. The importance of building a comprehensive and robust assessment of infrastructure needs and capacity is highlighted and where adequate treatment facilities are not in place planning permission should be refused or appropriate conditions attached to prevent connection to the sewer until the plant is upgraded. The submission welcomes the installation of</p>	<p>In order to protect the aquatic environment, the Plan should address not only water quality but also the physical environment, hydrological processes and biodiversity.</p> <p>Robust assessment of the adequacy of waste water treatment capacity is essential and where adequate capacity does not exist then planning permission should be refused or conditions attached to prevent connection until the plant is upgraded.</p> <p>Constructed Wetlands are welcomed as good</p>	<p>The need to protect the aquatic environment in the holistic sense is acknowledged and will be considered in the drafting of the Plan.</p> <p>The issues raised in this submission in relation to water services are discussed in Volume One Section 2 of this Report under the Key Issue of Water Services.</p> <p>It is considered that innovative approaches to surface water</p>



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		<p>Integrated Constructed Wetlands as good agricultural practice but cautioning on any associated surface water abstractions. It is requested that the CDP provide for the maintenance and preservation of all watercourses and associated riparian habitats. The benefits of a riparian buffer zone are expanded on, including for amenity and biodiversity. It is requested that the CDP include policies to ensure developments do not lead to the spread of invasive species and on the use of clear span structures where possible on fisheries waters. Best practice should be promoted in relation to water conservation in all developments including e.g. rain water harvesting and SUDS should be required in all development design proposals. Consideration should be given to River Management Policies including River Corridor Management Areas, Special Preservation Orders such as Aquatic Protection Orders and Special Amenity Area Orders.</p>	<p>agricultural practice.</p> <p>Riparian buffer zones have significant benefits for amenity and biodiversity and the Plan should provide for their preservation and maintenance.</p> <p>There is a need for policies to ensure development does not lead to the spread of invasive species.</p> <p>Clear span structures should be used on fisheries waters where possible.</p> <p>Best practice in relation to water conservation should be implemented and SuDS required as part of development design.</p> <p>Consider river management policies.</p>	<p>management will be addressed in the Draft Plan.</p> <p>The most effective and appropriate means of protecting the riparian zone will be given detailed consideration in the drafting of the Plan.</p> <p>Ways to limit the impact of invasive species in Biodiversity will be considered in drafting the Plan.</p> <p>The protection of fisheries waters will be given consideration in the drafting of the Plan.</p> <p>It is considered that innovative approaches to surface water management will be addressed in the Draft Plan.</p> <p>This issue will be given consideration in the drafting of the Plan.</p>
IQ Wind Ltd	PDP222821345	<p>This submission refers to a small existing wind farm in Cloyne, Co Cork, in an area where commercial wind energy development is normally discouraged in the current development plan. Submission notes that the wind farm has been operating since 2011 and is in an area of Cork Harbour which includes the Whitegate Energy Park. The submission requests that the new county development plan recognises the benefits of maximising the potential of existing renewable energy infrastructure in contributing to the transition to a low carbon and climate resilient society in Cork.</p>	<p>The new plan should recognise the benefits of maximising the potential of existing renewable energy infrastructure and existing windfarms.</p> <p>Need to review the “normally discouraged” designation in the area of the Whitegate Energy Park as it contradicts the objectives of the energy park to allow for major, large scale energy and renewable energy related development.</p>	<p>The issues raised will be considered as part of the update of the wind energy strategy and in the preparation of the Draft Plan.</p>



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		<p>The submission makes reference to the Background Document no.9 on Energy and number of national, regional and local policy objectives to support the issues outlined. The submission notes the planning history that has been recorded on the site and all relate to renewable energy. The submission outlines how the wind farm meets the criteria of the draft wind energy guidelines to meet Ireland's renewable energy targets. The submission suggests that the "normally discouraged" designation in the area includes White Gate Energy Park and contradicts the objectives of the energy park to allow for major, large scale energy and renewable energy related development.</p> <p>The submission notes that there is a positive policy focus for wind energy as a renewable energy source and acknowledges the need to have a balance between achieving delivery in wind energy and the protection of the natural and built environment and residential amenity.</p> <p>In the context of overall national policy and the draft revised wind energy guidelines, the submission is seeking the following:</p> <ol style="list-style-type: none"> 1. A recognition of the valuable contribution of existing commercial wind farms, including existing small-scale wind energy developments, to the renewable energy resource of the County; 2. A policy objective to maximise the potential of existing renewable energy developments, including existing small-scale wind energy developments; 3. An alignment between the policy objectives for Cork 	<p>Need to recognise the valuable contribution of existing commercial wind farms.</p> <p>Need for better alignment in the policy objectives for Cork Harbour, Whitegate Energy Park and the Councils Wind Energy Strategy.</p> <p>Alignment in policy between existing operating wind farms and the wind energy strategy.</p>	



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		<p>Harbour and Whitegate Energy Park and the Council's wind energy strategy,</p> <p>4. An alignment between existing operating wind farms, including existing small-scale wind energy developments, and the Council's wind energy strategy, with existing wind farms identified as areas where further wind energy development is permitted in principle, subject to compliance with development management criteria such as design and landscape planning, natural heritage, environmental and amenity considerations.</p>		
Irish Distillers International Limited (IDIL)	PDP223786521	<p>This submission seeks to highlight the importance of the Irish Distillers International Ltd facility in Midleton and in particular the Jameson Experience Midleton (JEM) which is a major tourist attraction in the town and the region. The submission requests that the Council formulate strategic development options and policy for the future development of Midleton, specifically in relation to facilitating the future expansion of JEM.</p>	<p>The need to recognise and highlight the importance of the Irish Distillers Ltd facility in Midleton and in particular the Jameson Experience as a major tourist attraction in the town.</p> <p>The need to provide strategic development options and policy in order to facilitate the future expansion of JEM.</p>	<p>The 2017 East Cork MD Local Area Plan and the 2013 Midleton town Plan both recognise the importance of the Old Distillery as a major industrial museum and the associated tourism it brings to the town of Midleton. The Old Distillery (The Jameson Experience) will continue to be recognised as a major tourist attraction for the town at a settlement level in the review of the CDP. Any strategic policies or land use objectives associated with the site will also be reviewed at a settlement level where necessary.</p>
Irish Distillers International Limited (IDIL)	PDP223565005	<p>This submission seeks to highlight the importance of the Irish Distillers International Ltd facility in Midleton (Midleton Distillery and Jameson Experience), as an important employment hub for the town and the region. The submission requests that the Council formulate</p>	<p>The need to recognise and highlight the importance of the Irish Distillers Ltd facility in Midleton (Midleton Distillery and Jameson Experience), as an important employment hub for the town and region.</p>	<p>The 2017 East Cork MD Local Area Plan and the 2013 Midleton Town Plan both recognise the importance of the Midleton Distillery as a major employer for</p>



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		<p>strategic development options for the future development of Midleton, specifically in relation to facilitating the future expansion of IDIL. The submission also refers to the Northern Relief Road route option in the East Cork MD LAP and requests that consideration be given to the rationalising of the section of the route to the east of the town to prevent it from being an obstacle to future development.</p>	<p>The need to provide strategic development options and policy in order to facilitate the future expansion of IDIL.</p> <p>Consider rationalising a section of the Northern Relief road route option to the east of Midleton town to prevent it from being an obstacle to future development in the area.</p>	<p>the town and provide scope for the expansion of the Distillery as required in the future. Any strategic policies or land use objectives associated with the IDIL will also be reviewed at a settlement level where necessary.</p> <p>The proposed route of the Northern Relief Road (Phases 2 and 3) as set out in the current East Cork MD LAP will be considered at a settlement level in the review of the CDP.</p>
Irish Water	PDP223788453	<p>Attention is drawn to Section 8.1 of the RSES which provides general policy direction in relation to the sustainable management of water supply and wastewater needs.</p> <p>Updates on national plans and programmes are provided as follows:</p> <p>Irish Water Investment Plan 2020-2024 - Draft Investment Plan is subject to the final determination by Irish Water's regulator the Commission of the Regulation of Utilities (CRU). A decision on the 2020-2024 investment plan is anticipated in July 2020.</p> <p>National Water Resource Plan – A 25 year strategic plan for public drinking water supply will outline how the balance between demand and supply will be maintained. A statutory public consultation will be launched in 2020 and 2021 on the draft plan. The full options assessment</p>	<p>The policy direction for sustainable management of water services advocated in the RSES should be followed.</p>	<p>The issues raised in this submission are discussed in Volume One Section 2 of this Report under the Key Issue of Water Services.</p>



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		<p>stage of the NWRP for the Cork water resource zones is currently progressing.</p> <p>Climate Change - Irish Water is preparing a strategy which will respond to global and national climate change legislative and policy frameworks for climate change action and fulfils the requirements of Irish Water's Water Services Strategic Plan 2015, The Water Services Policy Statement 2018 – 2025 and most recently the Climate Change Sectoral Adaptation Plan for Water Quality and Water Services Infrastructure 2019. Some of the impacts of climate change on water and wastewater are outlined including intensity and frequency of rainfall events, drought, less water for dilution and energy required for pumping.</p> <p>Zoning - Irish Water is available to assist the Council in identifying suitable zoned lands from a water services perspective, as per Appendix 3 and NPO 72 of the National Planning Framework. In order to maximise the use of existing water services, Irish Water encourages sequential development in areas with existing water services infrastructure and spare capacity. The Council is referred to the Wastewater Capacity Register for County Cork which was recently made available to the planning and water services departments.</p> <p>A suite of policies and objectives for inclusion in the Plan is provided including;</p> <ul style="list-style-type: none"> • To work closely with Irish Water to identify and facilitate timely delivery of water services. • To consult in relation to plans, SDZs etc. • Protect existing wayleaves and buffer zones around water services infrastructure; • To protect both ground and surface water resources 	<p>Irish Water can assist in the identifying of adequately serviced land in accordance with the requirements of the NPF.</p> <p>Sequential development should be encouraged to make best use of existing water services.</p> <p>Need to work closely with Irish Water, including through plan consultation processes, to achieve timely delivery of water services and protection of the water resource.</p>	<p>The Council welcome the input of Irish Water in assisting the identification of adequately serviced land which is reflective of the continuous dialogue that is ongoing between both organisations on the water servicing needs and requirements of Cork County.</p> <p>Sequential development and compact growth will be key pillars in the policy approach to settlement expansion and growth.</p>



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		<p>and to support Irish Water in the development and implementation of Drinking Water Safety Plans and the National Water Resources Plan</p> <ul style="list-style-type: none"> • To promote water conservation and demand management measures • To ensure that the Local Authority provides adequate storm water infrastructure and appropriate flood management measures; • To require all new development to provide a separate foul and surface water drainage system and to incorporate sustainable urban drainage systems; • To prohibit the discharge of additional surface water to combined (foul and surface water) sewers; • To refuse residential development that requires the provision of private waste water treatment facilities; • The provision of single house septic tanks and treatment plants in the Plan area will be strongly discouraged to minimise the risk of groundwater pollution. 	<p>Adequate and separate storm water infrastructure is required including incorporation of SuDS.</p> <p>Residential development that requires the provision of private wastewater treatment facilities should be refused.</p> <p>Single house septic tanks and treatment plants should be strongly discouraged.</p>	<p>Policy and objectives for Surface Water Management, including innovative approaches that have co-benefits for biodiversity, water quality and flood risk, will be considered in the drafting of the Plan.</p> <p>The issues raised in this submission are discussed in Volume One Section 2 of this Report under the Key Issue of Water Services.</p>
Irish Wind Energy Association	PDP223674952	<p>This submission from the Irish Wind Energy Association (IWEA) focuses on the Cork County Council energy policy and in particular wind energy.</p> <p>The submission outlines the need for Cork County Council to adopt a pro-active and plan-led approach to wind energy development in the County in order to meet national wind energy development targets and includes suggested solutions to the key challenges facing renewable energy in Cork. The submission is made in the context of National and Regional policies for renewable energy including the Regional Spatial and Economic Strategy and the National Climate Action Plan (CAP) 2019.</p>	<p>The Wind Energy Strategy and strategy map for the county are out of date and need to be updated and reviewed having regard to the targets in the National Climate Action Plan, Draft Guidelines etc.</p> <p>Constraints re wind speeds, grid infrastructure and scenic landscape / routes etc., need to be reconsidered so as not to constrain any areas with potential and to potentially extend the areas within the county that are considered 'Acceptable in Principle'.</p>	<p>The issues raised in this submission will be considered further in the preparation of the draft plan and as part of the update of the wind strategy for the county.</p>



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		<p>Based on the CAP assumption that renewable energy production requirements are to meet the 70% target by 2030, onshore wind will provide the majority of the required electricity yield out to 2030. In order to meet the National Target of 8GW of installed on shore wind energy by 2030, there is a requirement to double the current installed capacity of wind energy nationally over the next 10 years. Taking account of this, the submission states that Cork Co. Co. and all Local Authorities should be cautious when considering the designation of areas for renewable energy development going forward, so as not to constrain any areas which may have renewable energy potential, particularly for wind generation.</p> <p>The IWEA outlines a number of key challenges to wind production in its submission as follows;</p> <ul style="list-style-type: none"> - Wind Energy Strategy methodology It is recommended that the Wind Energy Strategy should be reviewed to remove two constraints i.e. wind speeds and grid infrastructure thereby extending the areas within the county that are considered 'Acceptable in Principle'. At present only 7 of the 38 commissioned wind farms in Cork are located within the area designated as "acceptable in principle". Wind speed is a developer's constraint that can be addressed by improved technology. Grid constraints is also a developer's constraint. The grid infrastructure can be updated to respond to a critical mass of consented projects. - Landscape Views & Prospects It is recommended that policy objectives GI 7-2 and GI 7-3 	<p>Policy objectives GI 7-2 and GI 7-3 re scenic routes should be reviewed and updated to include development management criteria.</p> <p>The benefits of taller wind turbines with regard to energy output and landscape impact should be recognised.</p>	



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		<p>of the current County Development Plan 2014 should be reviewed and recognition given to the ability of wind energy to be absorbed into the landscape in areas proximate to scenic routes by virtue of their locational requirements in a rural setting and their unique scale and massing i.e. slender and tall structures. The submission includes a list of values that it is recommended be associated with scenic amenity, and weighted by landscape professionals, when determining the sensitivity of a particular Scenic Route/sections of Scenic Routes. It is recommended that policy objectives GI 7-2 and GI 7-3 of the current County Development Plan 2014 should be updated to include development management criteria included in the submission.</p> <p>- Achieving Maximum Energy Generation Providing fewer, larger turbines with greater power output is in line with industry trends. This option increases energy efficiency, improving the energy output to the national grid per turbine, thus reducing the cost of energy for the consumer. The submission recommends that Cork County Council in the making of the Cork County Development Plan 2022 – 2028 recognises the benefits of taller turbines with regard to energy output and landscape impact.</p> <p>In conclusion the submission urges Cork County Council to review and update its Wind Energy Strategy in the context of the Climate Action Plan targets and review its designations for wind energy development in light of best practice approaches in the knowledge that wind speeds and proximity of grid nodes are not constraints to</p>		



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Ivan Kearns	PDP223609767	<p>development. The submission also requests that the Development Plan recognise the benefits of taller wind turbines with regard to minimising visual effects and being a sustainable approach to efficient land-use.</p> <p>Submission refers to submission PDP223332866 and requests that Cork County Council recognise and protect our local areas of biodiversity within the framework of Ireland's commitment to the Climate Crisis. Request that Cork County Council take into consideration the local river in the Tracton Area and surrounding marsh lands for the protection of local biodiversity, before it is lost forever.</p> <p>Requests that addressing waste-water treatment from our settlement be a vital part of planning and management strategy.</p> <p>Request that all future actions relating to developments in the Minane Bridge Village and Tracton should involve consultation with local groups and stakeholders.</p>	<p>Include measures in the plan to protect important biodiversity sites (identified and surveyed) in the Tracton area of Cork</p> <p>The plan must address climate change, including the need to protect local areas of biodiversity.</p> <p>Need to address waste-water treatment of settlements as a matter of priority.</p>	<p>The Council recognises the threat to and decline of biodiversity. The draft County Development Plan will seek to protect and enhance biodiversity. See Biodiversity, Volume One Section 2 of this report where this is discussed in more detail.</p> <p>Climate change, and mitigation and adaption measures will be a key consideration of the draft County Development Plan. See Climate Change Volume One , Section 2 of this report where this is discussed in more detail.</p> <p>See Water Services, Volume One Section 2 of this report where the issue of water services is discussed in more detail.</p> <p>Other issues raised in this submission are noted and will be considered in preparation of the draft plan where appropriate.</p>
J Kelleher	PDP223802568	Submission proposes the following:	Need to encourage and enhance biodiversity	Climate change, and mitigation



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		<ul style="list-style-type: none"> Plant buffer upland river areas with willows, hazel and bog iris where appropriate to prevent further flooding and encourage biodiversity. Encourage the development of organic vegetable farming, for which there is demand, amongst farmers. Encourage the cultivation of native plants and flowers and use them for planting in parks and public areas as opposed to imported species. Make it compulsory for all big supermarkets to install recycling bins of a specific capacity for their customers. When the supermarket is held responsible for the cost of disposal of all the plastic packaging etc. which they sell to us, they may be forced to consider less toxic alternatives. Ensure that ecologists are employed to oversee land developments. Implement the polluter pays policy in a serious and effective way. 	<p>and promote appropriate planting as a measure to address flood risk.</p> <p>Need to encourage sustainable agricultural practices.</p> <p>Need to promote waste reduction and pollution.</p> <p>Need to ensure that ecologists have oversight of development.</p>	<p>and adaption measures will be a key consideration of the draft County Development Plan. See Climate Change, Volume One Section 2 of this report where this is discussed in more detail.</p> <p>Measures to enhance and protect biodiversity will be given further consideration during the drafting of the plan.</p> <p>The role of biodiversity and green infrastructure in flood management will be given further consideration during the drafting of the plan.</p> <p>See Biodiversity, Water Services and Green Infrastructure in Volume One Section 2 of this report</p> <p>Other issues raised in this submission are noted and will be considered in the draft plan where appropriate.</p>
J. and N. Murphy LTD.	PDP223631934	<p>Settlement: Macroom</p> <p>This is a very detailed submission concentrating mainly on issues relating to the town of Macroom. Firstly, the submission states that there are very significant inaccuracies in the overall figures published in the Background Document No 5 regarding the analysis /</p>	<p>That there are very significant inaccuracies in the overall figures published for the analysis / survey figures for uses and number of building types and uses in Macroom.</p> <p>That there is an omission of any significant</p>	<p>The submission makes reference to an omission of an area of the town centre in Macroom and the Methodology for the UCS sets out clearly the reason for this regarding the approach taken for</p>



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		<p>survey figures for uses and number of building types and uses in Macroom town. The submission argues that there is an omission of any significant reference to the majority of the retail / convenience floor space in the town and that there are inconsistencies within the published documentation in relation to the extent of Macroom considered to be the 'Town Centre'.</p> <p>The submission notes that the inclusion of some 'zoning' recommendations are also set out in the background document which it notes realistically cannot be commented on at this preliminary stage. In addition, the submission queries why there is no similar data produced for Bandon town.</p> <p>The submission questions if there is a mechanism to delete Protected Structures and Architectural Conservation Areas as part of the process. Comparisons are drawn between the number of protected structures in Blarney and Macroom. In terms of population size, it considers the number of protected structures in Macroom excessive when compared with Blarney. It questions the level of protection given to certain RPS entries within the town and queries whether there are reports and justifications for their inclusion including evidence of site inspections. It raises the economic viability of renovating a historic property as an issue. The submission notes that, great care has to be taken in specifying a requirement for extremely high densities and suggests an upper limit of 60 units per Ha would be appropriate for a County Town, however, only in the central core, and in favourable circumstances.</p> <p>The submission queries the excessive designation of Architectural Conservation Areas within County Cork and</p>	<p>reference to the majority of the Retail / Convenience floor space in Macroom; That there are inconsistencies within the published documentation in relation to the extent of Macroom considered to be the 'Town Centre'.</p> <p>That the inclusion of some 'zoning' recommendations which realistically cannot be commented on at this preliminary stage;</p> <p>That there is insufficient basis for the definition of extensive area of ACA and excessive number of protected structures in Macroom and that;</p> <p>There are omissions in the published documents in relation to Bandon, the Gaeltacht and Rights of Way.</p>	<p>Town Centres and Regeneration Sites (and also other types of site, including Built-up area within development boundaries, residential subdivision, bringing vacant homes back into use, and Institutional Lands). This will be taken into account in the preparation of the draft plan for Macroom town.</p> <p>The recent Retail Convenience developments were assessed as part of the Mart Regeneration Site and so were recorded separately as per the Methodology. These will be an integral part of the future town centre land use, but is basically down to the fact that the town centre as identified in the Macroom Town Development Plan (2009) includes a number of Regeneration Areas and these were surveyed separately (see (i) and above).</p> <p>It was not intended that the policy suggestion regarding an area of land in the town would be considered as a 'zoning' recommendation rather than the</p>



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		<p>considers the extent and historic value of the Architectural Conservation Area in Macroom unjustified. The issue of enforcement is also raised and more practical policy is required in this regard.</p> <p>The submission states that there is only one word ("language") which relates to the Gaeltacht or our native language in the whole public consultation document, but that there are many pages about all other aspects of Heritage. The submission notes that this is one aspect of our heritage that is uniquely to be found in the Macroom area of the County.</p> <p>Finally, the submission queries whether the draft plan will list any rights of way, noting that many of these are at least culturally, as important as many of the RPS / ACAs and that there is little point in trying to provide increased pedestrian permeability in new developments while allowing it to be lost in other locations.</p>		<p>findings in the study could inform policy and active land management priorities in the town.</p> <p>It is acknowledged that in the case of the former Town Councils that the RPS structures will be moving from the town plan to the county development plan. The existing RPS and the ACAs noted in this report will be given further consideration and an examination of these structures and ACAs will be undertaken as part of the preparation of the draft Record of Protected Structures to be contained in the Draft Plan.</p> <p>It is intended that the draft CDP will reference the Gaeltacht areas in the County as required for under Section 10 (2) (m), Section 19 (1) (a), and Section 20 (2) & (3) of the Planning & Development Acts (as amended) and in so doing, special consideration will be given to the Gaeltacht areas both in the Macroom MD area - Gaeltacht Mhúscraí, and the West Cork MD</p>



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				area - Gaeltacht Chléire. This issue is noted and will be considered where appropriate in the Review of the County Development Plan.
Jack Lynch	PDP223761901	This submission calls for certain exceptions to be made for residential development in 'transitional areas/zones' between two distinct land uses as is adopted in the Dun Laoghaire Rathdown CDP. The submission also points to the approach taken by other planning authorities in the provision of residential development where a Zoning Matrix is used to deal with and manage certain developments which do not always fall within the land use objectives of an area and many have residential development as 'Open for Consideration' across a number of land use objectives and provided there is no perceived conflict between existing and proposed uses, favourable consideration will be given to the proposed development, subject to all other normal requirements and to the principles of the proper planning and sustainable development of the area. The submission states that this approach should be considered for the East Cork MD Local Area Plan and in particular for the town of Midleton. The submission also highlights the need for Midleton Town to grow to its full potential through the provision of additional land for housing which is within walking distance of the town centre and close to the railway line. The submission states that this type of development is in line with the principles of proper planning and sustainable development.	<p>Provide for residential development in 'transitional areas/zones' as adopted in other CDPs.</p> <p>Consider the use of a Zoning Matrix in the CDP to deal with and manage certain developments which do not always fall within the land use objectives of an area.</p> <p>Consider including 'Open for Consideration' across a number of land use objectives in the CDP and in particular for the town of Midleton.</p> <p>Need to provide additional land for housing within the development boundary of Midleton particularly land which is close to the railway line and within walking distance of the town centre.</p>	This submission raises a number of key issues in particular dealing with population growth and housing supply in Midleton. It is intended that the housing land supply issue will be considered further at settlement level as part of the review of the County Development Plan and the preparation of the Core Strategy.
James & Sheila Carty	PDP223542586	Accommodation & Facilities for an Ageing Population Part of this submission addresses the issue of current	Highlights need for review of current policy in relation to Nursing home developments.	The draft plan will review all relevant national policy and will



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		<p>policy in relation to the provision of Nursing homes and appropriate site location and design of these facilities. It states that both providers and government policy developers alike are favouring a shift away from traditional nursing home design which houses all residents in a single building towards retirement communities which offer a variety of accommodation options. It is argued that this model has been trialled extensively in other countries as well a select number of sites in Ireland and found to vastly improve quality of life of residents. It is suggested that this new approach is also required having regard to the nursing home centric spread of the Covid-19 pandemic in traditional nursing homes. The submission highlights that this approach will require a departure from the traditional model, and allow additional space to such facilities to allow for a variety of accommodation types.</p>	<p>Revised approach will require a departure from the traditional model, and allow additional space to such facilities to allow for a variety of accommodation types.</p>	<p>include Age Friendly policies and objectives to support diverse and integrated communities that enjoy a high quality of life and well-being. The preparation of the draft Housing Need Demand Assessment/Housing Strategy will consider carefully the needs of specialised groups including older people and this will inform the Core Strategy and other policies relating to community and housing.</p>
James Riordan	PDP225062357	<p>The submission states the development boundary relating to Myrtleville offers some various options for limited housing expansion. It describes the character of the area in detail. It states there is no dedicated parking in this location which results in hap-hazard parking arrangements on the roadside. It states the Plan should carry forward an objective to provide a car park in Myrtleville to help improve tourism facilities in the area.</p>	<p>The submission states the development boundary relating to Myrtleville offers some various options for limited housing expansion. It states there is no dedicated parking in this location which results in hap-hazard parking arrangements on the roadside. It states the Plan should carry forward an objective to provide a car park in Myrtleville to help improve tourism facilities in the area.</p>	<p>The issues raised will be considered where appropriate in the draft plan.</p>
Jean Buckley	PDP223866497	<p>This submission refers to the proposed Greenway from Passage West to Crosshaven. It states Passage West is not equipped to facilitate a Greenway/cycle route as the road through the town is narrow and constantly busy with commuters from the vicinity and businesses in the area.</p>	<p>Regarding issues with the proposed Greenway through Passage West, Glenbrook and Monkstown.</p>	<p>The issues raised in this submission are noted. See discussion of this issue in Transport and Mobility, Volume One Section 2 of this report.</p>



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		<p>It outlined that during peak times the traffic accessing the cross-river ferry is backed up as far as Glenbrook Wharf and is congested with cars approaching from the opposite direction i.e. Monkstown and surrounding areas. This makes normal flow through traffic difficult and dangerous. It states imposing a greenway to this already complex traffic system would pose an extra hazard to all users.</p> <p>The submission references the footpath from Glenbrook to Monkstown stating it is very narrow in parts. It states it is a Sli na Slainte walking trail already in constant use by pedestrians, of which many are elderly, and is not suitable for cyclists.</p>	<p>States restrictive roadways in Passage West, Glenbrook and Monkstown.</p>	
Jerry Buttimer	PDP211901597	<p>This submission seeks support for the flagship Lee to Sea Greenway supported within the Cork Metropolitan Area Transport Plan and the Cork Metropolitan Area Strategic Plan, stating that it will be readily accessible to a significant city and county population and that it has many sections already in place but in need of improvement/linking. It lists its value to the following: tourism, economy, well being, social inclusion, access to culture, safe and efficient commuting, reduction of noise, emissions and congestion. It seeks the identification and illustration of the most suitable route, support and safeguarding of the greenway through objectives and policies, and the creation of an action plan for phasing, funding and delivery.</p>	<p>Seeks delivery of Lee to Sea Greenway referenced in CMATS.</p> <p>Highlights environmental, economic and well-being benefits of the greenway.</p>	<p>See discussion of this issue in Transport and Mobility, Volume One Section 2 of this report.</p>
Jessica O'Loughlin	PDP223873134	<p>1. Submission wishes to see innovative policy that encourages new local businesses to be developed in the countryside as many services have closed in the last number of years. The Tracton Community Arts Centre is a</p>	<p>Employment and Economy - Innovative policy that encourages local businesses to be developed in the countryside is required.</p>	<p>Climate change, and mitigation and adaption measures will be a key consideration of the draft County Development Plan. See</p>



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		<p>much appreciated asset and needs to be further developed and maintained.</p> <p>2. Eradication of wild spaces due to individual housing developments and industrial parks is one of the main threats to biodiversity. It is imperative that wild corridors in town plans are considered in order to enable biodiversity to thrive alongside human activity. Such wild spaces slow and reduce the flow of water and accordingly reduce flood risks.</p> <p>3. Farmers should be encouraged through information and funding projects to rewild significant areas of natural landscape and widen field margins for biodiversity. This submission suggests that a rewilding project would be appropriate in their area. Such a project would benefit diversity and help reconnect people with nature, reduce flood risks and benefit the local economy. Rewilding projects and ecotourism have the potential to boost local economies to help them become more resilient and provide better services for residents.</p> <p>4. The Plan should include a rewilding policy that aims to create larger areas of wilderness and corridors to connect such areas. Covid 19 has informed us how much green and blue spaces are vital for the benefit of our mental health and wellbeing as well as demonstrating a resurgence of wildlife where there is less activity and reduced air and noise pollution.</p> <p>5. The council should have a policy to increase communication and engagement and be proactive in consulting with the needs of communities in the area. In addition it is imperative that public toilets and waste collection must be available at beach facilities in the county.</p>	<p>Needs to be further investment in community facilities such as arts centres.</p> <p>Green Infrastructure – imperative that biodiversity corridors are developed in town plans in order to sustain biodiversity, manage flood risk and water flow.</p> <p>Rewilding needs to be encouraged and promoted. Rewilding projects and ecotourism have the potential to boost local economies to help them become more resilient.</p> <p>Biodiversity - Plan should include a rewilding policy that aims to create larger areas of wilderness and corridors to connect such areas.</p> <p>Green Infrastructure - Green and blue spaces are vital for the benefit of our mental health and wellbeing, wildlife and reducing pollution.</p> <p>Council should be increasingly proactive in consulting with the needs of communities.</p> <p>Coastal - public toilets and waste collection must be available at beach facilities in the county.</p>	<p>Climate Change, Volume One Section 2 of this report where this is discussed in more detail.</p> <p>The draft County Development Plan will seek to protect and enhance biodiversity. See Biodiversity, Volume One Section 2 of this report where this is discussed in more detail.</p> <p>Green Infrastructure is discussed in more detail in volume One section 2 of this report.</p> <p>See also Economy and Employment in Volume One Section 2 of this report.</p> <p>Other issues raised in this submission are noted and will be considered in preparation of the draft plan where appropriate.</p>



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Jessica Pasteiner	PDP223857388	<p>This submission refers to an objection to the proposed wind farm on Mushera Mountain. The submission is of relevance to the energy chapter in the plan and the Wind Energy Strategy. The submitter acknowledges the need to transition to a low-carbon energy plan but is seeking other ways to achieve this goal. The submission notes a number of issues with regard to the impacts of wind farms on communities including, health issues and effects on the rural landscape. The submission is proposing a native woodland in the area to act as a carbon sink in order to preserve local wildlife, archaeology and communities. The submission is of the view that Commercial projects should create something in harmony with the local landscape and have a native planting scheme.</p> <p>The submission addresses the issue of mid-summer hedge cutting in rural Cork and the effects it has on wildlife. The submission is seeking a no spray/ cut policy along public roadways in Cork. Lastly the submission is seeking for the Council to encourage farmers to manage the land in a way that protects and preserves native trees and biodiversity.</p>	<p>Objecting to the wind farm proposal on Mushera Mountain.</p> <p>Proposes a native woodland in the Mushera area to act as a carbon sink in order to preserve local wildlife, archaeology and communities.</p> <p>Concerns over mid-summer hedge cutting, seeking a no spray/cut policy along the public roadways.</p> <p>Encourage farmers to manage the land in a way that protects and preserves native trees and biodiversity.</p>	<p>The issues in relation to wind farms will be addressed as part of the update of the Wind Energy Strategy for the county.</p> <p>All other issues will be addressed where appropriate in the preparation of the draft plan.</p> <p>Protecting biodiversity is an important issue facing the county. Existing County Development Plan policies in relation to Biodiversity will be reviewed and updated as part of the review of the plan.</p>
Jim Barrett	PDP223406143	<p>Ballingurteen</p> <p>This submission outlines the role for villages such as Ballingurteen in the strategic delivery of employment lands over the lifetime of the plan. This rationale is supported with reference to the National Planning Framework & RSES providing a renewed emphasis on the importance of villages and their capacity to accommodate residential and other forms of employment development on the basis of their comparative advantages, a role supported by the CDP & MDLAP. It is suggested that</p>	<p>Suggests that villages such as Ballingurteen must have a much stronger policy framework, to achieve a mix of uses, including residential & employment in order to become self-sufficient</p> <p>Highlights that zoned lands should follow existing physical boundaries, such as field patterns on the ground.</p>	<p>The issues raised in relation to the role of villages such as Ballingurteen in the West Cork MD are noted. The draft plan will seek to strengthen the role & function of villages.</p>



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		villages such as Ballingurteen must have a much stronger policy framework, to achieve a mix of uses, including residential & employment in order to become self-sufficient. It considered essential that the forthcoming plan makes adequate provision for this. This could be achieved through the reuse of existing development areas. Furthermore, the submission argues that zoned lands should follow existing physical boundaries, such as field patterns on the ground, in order to provide guidance on the form and character of future development and provide certainty to the local community. In accordance with guidelines, zoning should take a logical sequential approach extending outwards from the centre.		
Jim Foley	PDP222292851	Submission outlines a number of issues of concern in the village of Timoleague including road safety, a need for improved pedestrian connectivity with Our Lady's Well, vacancy issues and a need for village renewal works to follow DMURS standards.	A number of issues are prevalent in Timoleague, namely: <ul style="list-style-type: none"> • Road Safety • A need for improved connectivity with Our Lady's Well; • Vacancy; • A need for village renewal works designed to DMURS standards. 	These issues will be considered further as part of the Review of the County Plan.
Jim O'Driscoll	PDP223753494	The submission sets out strategic issues relating to the provision of public open space in Bandon. It sets out proposals to upgrade an important historic green space within the town: Gallows Green. An accompanying landscape assessment and proposals are included prepared by an accredited landscape architect company. It requests that the Review considers these proposals as part of the Plan Review process.	The provision of quality green space in Bandon should be encouraged to enhance the historic environment.	These issues will be considered further as part of the Review of the County Plan.
Jimmy Carrick	PDP226180335	This submission refers to an objection to the proposed wind farm on Musher Mountain. The submission is of relevance to the energy chapter in the plan and the Wind	Objection to wind farm proposal on Musher Mountain.	The issues in relation to wind farms will be addressed as part of the update of the Wind Energy



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		<p>Energy Strategy. The submission notes a number of issues with wind turbines including health issues, noise pollution and visual impacts. The submission is seeking a change in the law to ensure that no industrial turbine is located within 2km of a dwelling.</p> <p>The submission is seeking to protect the Musher Mountain area and in particular, protection for the Hen Harrier. Submission highlights that Musher Mountain is not yet spoiled by masts or roads and has the potential for mixed woodland planting. Submission is of the view that Ireland is not suited to the amount and scale of these wind farms and that offshore wave and wind is a more efficient.</p>	<p>Seeking protection for Musher Mountain and of the view that Ireland is not suited to the amount and scale of wind farms.</p>	<p>Strategy for the county.</p>
Joanne O'Sullivan	PDP222982993	<p>The submitter requests that a 'legally binding green belt' is designated for Carrigaline to restrict further sprawl. It refers to development occurring without supporting infrastructure or services, resulting in increased urbanisation and anonymisation of the community. It proposes that the green belt would include designated biodiversity areas on settlement outskirts to counteract wildlife habitat loss over the last few decades and to offer a nature refuge for residents to visit.</p>	<p>Request for a legally binding green belt in Carrigaline (to include biodiversity areas).</p>	<p>The draft County Development Plan will seek to protect and enhance biodiversity. See Biodiversity, Volume One Section 2 of this report where this is discussed in more detail.</p> <p>Much of the town of Carrigaline, with the exception of an area to the south, adjoins Prominent and Strategic Metropolitan Greenbelt in the current plan. Greenbelt extent and policy will be considered in preparation of the draft plan. See Rural Housing Volume One Section 2 of this report.</p>
Joanne	PDP222981553	<p>This submits that the delay in the implementation of the</p>	<p>Seeks implementation of the Cork</p>	<p>The draft plan will seek to</p>



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O'Sullivan		Cork Metropolitan Area Cycle Network Plan (2017) is impacting on tourism development, divestment from fossil fuels, provision of safe cycle routes and citizens' well being in the County. It states that the implementation of the Crosshaven to Cork Greenway, the path of which has been ready for over 20 years, needs to be prioritised in order to boost tourism and local use of the harbour area and that it would facilitate inter urban connections for those living/working in town such as Passage, Monkstown, Carrigaline and Crosshaven with minimal environmental impact and that it would provide a option to commute to work or school by bike.	Metropolitan Area Cycle Network Plan and prioritisation of Crosshaven to Cork Greenway to benefit tourism and promotion of active commuting modes.	<p>promote active travel and enhance pedestrian and cycle connectivity and permeability. See Volume One, section 2 Transport and Mobility of this report.</p> <p>The Crosshaven to Cork greenway forms part of the Lee to Sea Greenway see discussion of this issue in Transport and Mobility, Volume One Section 2 of this report.</p>
JOD Developments Ltd	PDP223750593	<p>The submission outlines the strategic and local planning policy framework in Bandon and significant inward investment by Irish Water in the town. It outlines that 408 house completions were recorded between 2012-19, however, there has been a marked decline in completions since 2016 with a corresponding contraction of the population.</p> <p>It sets out that there is already a clear shortfall in the delivery of housing units in settlements across the County and this is being undermined by the high degree of individual housing in the unserved area of the County. It requests that increased growth be allocated to the Settlement going forward, having regard to its strategic role as the gateway to West Cork, its capability to perform a regional enabler function and the evident infrastructural constraints in the lower order settlements of the Municipal District, which could be re-allocated to the</p>	<p>The submission outlines the strategic and local planning policy framework in Bandon. It outlines there are approximately 102ha of land zoned in Bandon where significant infrastructural investment is required, including the Northern Relief Road.</p> <p>It requests that increased growth be allocated to the Settlement going forward, having regard to its strategic role as the gateway to West Cork, its capability to perform a regional enabler function and the evident infrastructural constraints in the lower order settlements of the Municipal District, which could be re-allocated to the town.</p> <p>A new focus needs to be placed on lands south-west of the town where infrastructure constraints are not an issue and which can</p>	<p>The issues raised in this submission are addressed in Volume One CE Opinion and Recommendations. This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 Population and Core Strategy and Housing Density and Placemaking.</p>



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		<p>town.</p> <p>It outlines there are approximately 102ha of land zoned in Bandon where significant infrastructural investment is required, including the Northern Relief Road.</p> <p>It requests a fresh planning approach be adopted with a delivery orientated strategy as advocated in the NPF. Lands that are serviceable, available and deliverable should be prioritised. It outlines that lands in (south west of the town) are not reliant on long term critical infrastructural constraints and should be considered and could contribute to Placemaking principles and the sustainable development of the town.</p>	<p>enable the delivery of a sustainable neighbourhood and facilitate Placemaking principles.</p>	
Joe Hallissey	PDP221443261	<p>The submission raises the following issues:</p> <p>Additional development should be accommodated in Glantane village to cater for urban generated housing as well as for those who are born and reared in the area. Glantane has all the services required for residential development e.g. school, church, sporting facilities and more.</p> <p>Glantane needs a Waste Water Treatment Plant.</p> <p>Flood Zone maps in Glantane will need to be revised to have them reflect the actual situation on the ground. Recommendations from the attached flood Study report (J.B.A) should be taken on board.</p>	<p>Accommodate additional development in villages to avail of existing community and recreational infrastructure.</p> <p>The need for additional waste water infrastructure.</p>	<p>The draft plan will consider appropriate policies to support the settlement hierarchy including guidance in relation to the capacity for villages to accommodate growth.</p> <p>The draft plan will consider appropriate policies to support the servicing of settlements in the settlement hierarchy including the provision of wastewater infrastructure</p>
Joe, Margaret and Mark Scally	PDP223148984	<p>This submission requests that Cork County Council give consideration to the role that Little Island can play in</p>	<p>Consideration of the potential role of towns with a strong employment function, in</p>	<p>It is anticipated that Little Island's strong employment role will be</p>



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		<p>responding to the population and housing uplift targets identified for the County. This submission is made in acknowledgement of Little Island's established function in policy terms as the largest Strategic Employment Location for the County outside Cork City, and submits that this function should be retained in the new County Development Plan. The submission is set in context of NPF (including growth provision for the Southern Region, compact growth requirement), RSES, CMATS and the Little Island Transportation Study 2018.</p>	<p>particular Little Island, in delivering population growth in the County.</p> <p>Seeks retention of Strategic Employment Location role of Little Island.</p>	<p>retained and supported in the new plan. See Economy and Employment, volume One section 2 of this report. In recognition of the Little Island's strong employment role and the need to reduce the need to travel consideration will be given to the potential of Little Island to deliver an increased housing provision.</p>
John Crean	PDP223265230	<p>The submission requests that the review process considers options for applying different density standards in different areas so as to reflect the different challenges faced in different parts of the County in delivering housing at increased densities, including topography, unit size, ground conditions etc.</p> <p>The density approach should reflect on the challenge in delivering residential units on a units per Ha basis only and should expand the density measures to habitable rooms per ha.</p> <p>Focusing on "Density" and not delivery and viability creates many unintended impacts. The submission sets out the approach advocated to areas with and without public transport service and recommends taking a long term view in this regard.</p>	<p>A diverse set of density standards are required to reflect the different challenges faced in different parts of the County.</p> <p>Density should be quantified on a habitable rooms per ha basis.</p> <p>Delivery and viability are intrinsically linked to density. A number of approaches are recommended to locations with and without public transport and taking a long term view.</p>	<p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 Housing Density and Placemaking.</p>
John Luke & Nora McCarthy	PDP220677911	<p>Rural Housing The submission highlights that the current County Development Plan states the number of new units to be delivered in Clonakilty from 2011-2022 to facilitate growth is 1,500;</p>	<p>Need for additional GB 1-2 rural areas in Clonakilty to help provide alternative housing in the area and reduce pressure for housing in serviced rural areas.</p>	<p>This issue is noted and will be given further consideration in the drafting of the Plan where appropriate.</p>



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		<p>It refers that the Issues paper states that it is anticipated that overall about 61,620 additional housing units will be required to accommodate the population of 437,000 in Cork County by 2040;</p> <p>The submission states that the GB1-2 and extended area would enable a credible alternative to the demand for one-off housing and in turn, reduce the pressure for housing in un-serviced rural locations in the rural hinterland of Clonakilty and this part of West Cork.</p>		
John Luke & Nora McCarthy	PDP219866776	<p>Accommodation and Facilities for an Ageing Population</p> <p>In terms of policy, the submission discusses the current county development plan framework for "planning for the ageing". This seeks to provide for the needs of an ageing community and to provide the facilities that people require to maintain a good quality of life as they get older. This is guided by the National Positive Ageing Strategy. It states policy objective SC7-1 aims to make Cork an age-friendly county and to recognise the demographic challenges that face the county. This means that planning for the provision of services should have regard not just to age structure of the population but also to the way it is dispersed in rural areas. The requirements of policy objective SC 7-3 should be achieved through the Local area plan process, responding to the needs of each Municipal District. The submission notes that section 5.7.14 of the county development plan suggests that these facilities should be located within settlements in order to provide access to amenities, reduce social isolation and provided easy access to staff and visitors. However the submission argues that there is a need for a more flexible approach to rural areas such as West Cork where there is a generally weaker settlement structure</p>	<p>Highlights the need for a review of policy relation to the care & provision of accommodation for Older persons.</p> <p>Highlights the need for greater flexibility in terms of the location of these facilities. Rural locations should be considered.</p> <p>Suggest that a policy of directing all forms of accommodation, for older people to the larger settlements could, in some cases be at variance with the national guidelines</p>	<p>The draft plan will review all relevant national policy and will include Age Friendly policies and objectives to support diverse and integrated communities that enjoy a high quality of life and well-being.</p> <p>The preparation of the draft Housing Need Demand Assessment/Housing Strategy will consider carefully the needs of specialised groups including older people and this will inform the Core Strategy and other policies relating to community and housing.</p> <p>The preparation of the draft Housing Need Demand Assessment/Housing Strategy will consider carefully the needs of specialised groups including older people and this will inform the</p>



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		<p>and a predominantly rural population. It states that older people in West Cork would prefer to spend their retirement in a more rural setting closer to their former neighbours and traditional activities. They further argue that a policy of directing all forms of accommodation, for older people to the larger settlements could, in some cases be at variance with the national guidelines. In order to meet objective 3.2 of the Positive Ageing Strategy should not necessarily mean homes should be provided within larger settlements. It is suggested that planning policy should allow for the possibility that the most suitable accommodation for older people with strong rural connections may be outside the development boundary of a settlement but still be accessible to the facilities they need. The submission also notes that there is a shortfall in provision of sheltered accommodation for Older people in West Cork.</p>		<p>Core Strategy and other policies relating to community and housing.</p>
John McCarthy	PDP223352345	<p>Dunmanway This submission focuses on Dunmanway and sets out the existing development strategy for both residential and employment growth in the current CDP and West Cork MDLAP. It also discusses the town in the context of the issues paper and main themes from background papers.</p> <p>The submission requests that the development boundary of Dunmanway be regularised for the proper sequencing of zoned residential land and that a robust and flexible approach to employment zoning in the forthcoming Development Plan review.</p> <p>It notes that there are a number of residential zoned sites within the settlement boundary located on the periphery</p>	<p>Requests the regularisation of the development boundary of Dunmanway to allow for the proper sequencing of zoned residential land i.e. make provision for the development of land closest to the town centre</p> <p>Highlights the decline in employment opportunities in the town.</p> <p>Requests a more flexible land use zoning to attract small/medium size employers to the town. Requests that a mix of business, employment and industry uses on business zoned lands would encourage larger</p>	<p>The Council recognises that a key aspect of the draft plan will be the formulation of an employment strategy guided by national and regional principles of promoting jobs led growth in line with the county's redefined settlement hierarchy. Furthermore, a strong focus will be recognising that future population growth will be jobs-led with a greater alignment between where people work and live reducing the need to travel and the promotion of active</p>



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		<p>of the settlement. It argues that some of these sites are located further from the town centre than unzoned lands for example to the south of the town. A rationalisation of this boundary is requested allowing for the zoning of lands in a more appropriate form in a sequential zoning/compact context, benefiting the town in a numbers of ways and aligning to the national and regional guidelines. It notes that the majority of the zoned employment lands are located to the south of the town, and therefore this area would benefit from residential growth, thereby locating houses close to employment areas.</p> <p>The submission also discusses the decline in employment opportunities in the town with the closure of a number of factories. In relation to the business zoned lands, the submission argues that a mix of business, employment and industry uses on business zoned lands would encourage larger employers to establish themselves on these lands. It is argued that a more flexible land use zoning is required which has the potential to attract small/medium size employers to the town, perhaps with a focus on the agri-food sector.</p>	<p>employers to establish themselves on these lands.</p>	<p>travel modes. The future role of towns such as Dunmanway will be considered as part of the draft plan's employment strategy.</p> <p>These issues and the approach to employment land supply and related policy are discussed further within Volume One, Section 2 Economy and Employment of this report.</p>
John Michael Foley	PDP224835579	<p>The submission outlines a number of strategic planning policy considerations that apply to Timoleague. There is a clear imbalance in Cork County Council's delivery of its housing targets in urban areas which is in contrast to the high level of one-off housing completions.</p> <p>It outlines there has been very little development in the past 15 years and there is a need for additional residential development. The village has the benefit of 3G, local</p>	<p>It advocates that the Plan Review considers a higher housing target for Timoleague given its ability to meet National Planning Framework Objectives of employment-led growth, sustainable travel and the renewal and development of existing settlements.</p> <p>It requests that the Review consider connectivity issues within the village which</p>	<p>The issues raised in this submission will be considered further in the plan review.</p>



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		<p>employment and a new wastewater treatment plant. There is a great sense of community and an annual Harvest festival.</p> <p>It advocates that the Plan Review considers a higher housing target for the Village given its ability to meet National Planning Framework Objectives of employment-led growth, sustainable travel and the renewal and development of existing settlements.</p> <p>It requests that the Review consider connectivity issues within the village which focus on walking routes, road improvements along the main access routes and a new footpath/ cycleway linking the village to the GAA grounds. A letter of support is included from the GAA, local school and Staunton Foods.</p>	<p>focuses on walking routes, road improvements along the main access routes and a new footpath/ cycleway linking the village to the GAA grounds.</p>	
John O' Sullivan	PDP223660346	<p>This submission refers to an objection to the proposed wind farm on Mushera Mountain. The submission is also of relevance to the Energy chapter of the plan and the Wind Energy Strategy.</p> <p>The submission expresses concern about how communities are consulted in relation to proposed wind farm developments. It notes that the Mushera area is an area of particular scenic beauty and has concerns over the visibility of wind turbines from great distances. Submission highlights that the area is an important habitat for the hen harrier and expresses worry that these turbines are a danger to the hen harrier and the skylark.</p> <p>The submission gives details of the history of Mushera Mountain and notes the site is of archaeological importance in the area as it is recognised as having the</p>	<p>Objecting to a wind farm proposal on Mushera Mountain.</p> <p>The need for the current Wind Energy Strategy to offer enough protection to areas of scenic beauty, areas rich in biodiversity and locally significant habitats / species such as the hen harrier and skylark or areas of historical or archaeological significance. The issue of whether the Wind Energy Strategy does enough to address the concerns of communities or individuals living close to wind farm developments who are impacted by noise and other issues, or address the cumulative impacts of concentrated wind farm developments in certain parts of the county.</p>	<p>The issues raised in this submission will be considered further in the preparation of the draft plan and in the update of the wind energy strategy.</p>



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		<p>greatest density of archaeological monuments in Europe. It notes that the wind farm in Musher Mountain has a number of issues including; pollution in natural water wells, interference with communications and health issues.</p> <p>The submitter expresses concerns over the distances provided in the 2019 wind guidelines stating that a wind turbine should be kept at a minimum of 500m from a dwelling. Submission wishes to highlight that the noise from wind turbines existing in the area can be heard from over 1.5 miles away. Submission is requesting the consultation with the community should start at the beginning of wind farm plans.</p> <p>Submission refers to Background Document no. 9 for Energy and notes County Cork currently provides 15.4% of the country's overall wind energy and questions the impact this has on the people living in those areas. It questions the intensity of concentration of wind farm developments in the Millstreet area and has deep concerns about how many more turbines could be erected in this part of Cork.</p> <p>Submission includes an article from the World Health Organization regarding Wind Turbine Noise as a Health Hazard to support the submission.</p> <p>Unrelated to above, the submission wishes to question why the public sewer system in Millstreet does not extend back past the Finnow Bridge on the Killarney Road. The submission notes that the Tubrid Well is supplying 25</p>	<p>Concerns over the inadequate separation distances between houses and wind farms provided for in the wind energy guidelines. Seeking a separation distance greater than the 500m proposed.</p> <p>Inadequate consultation takes place with the communities where wind farms are proposed.</p> <p>Highlights the intensity of concentration of wind farm developments in the Millstreet area.</p> <p>Raises the issue why the public sewer system in Millstreet does not extend back past the Finnow Bridge on the Killarney Road and whether septic tanks in the area are creating a public health risk.</p>	



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John O'Regan and Tom Stapleton	PDP223521774	<p>dwelling and a care home which all have private septic tanks and has concerns of contamination.</p> <p>Strategic opportunities exist to develop lands within Mallow to cater for more sustainable forms of transport and to maximise the commercial potential of sites within close proximity to existing and proposed infrastructure services. Mallow is strategically located in terms of its location to public transport services, key infrastructure routes, access to a strong employment base; and town centre and educational services; and its growth should continue to be supported in line with its designation as a Key Town.</p> <p>It is submitted that the forthcoming development plan seeks to achieve the following strategic objectives to facilitate the sustainable growth of Mallow:</p> <p>For Mallow to develop as a Key Town there is a need to maximise the potential of commercial lands to promote employment and provide services and facilities to support the target population growth.</p> <p>There is a need to provide a positive planning framework to bring forward lands for commercial development, which are well located in terms of proximity to existing and proposed transport routes.</p> <p>There is a need to maximise the benefit to be delivered by planned infrastructure and consideration should be given to potential synergy between public and private sector investment to enhance the capacity of lands for commercial development.</p> <p>In light of the national policy objectives to move towards electric vehicles, there will be a need for specific policy</p>	<p>Need for specific policy objective to deliver electric vehicle infrastructure such as Rapid Charging Hub services stations</p> <p>Recognise the important function that retail will perform in sustaining the commercial viability of rapid charging hub sites and provide more flexible policy guidance in accessing floorspace requirements.</p>	<p>This issue is noted and will be given further consideration in the drafting of the Plan. See Volume One Section 2 Transport and Mobility,</p>



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		objectives to deliver the appropriate infrastructure, including Rapid Charging Hub services stations; and to ensure that they are viable and attractive to customers; Need to recognise the important function retail will perform in sustaining the commercial viability of rapid charging hub sites and provide more flexible policy guidance in accessing floorspace requirements. Important that floor caps be increased to recognise the longer waiting times of users and to provide additional retail and eatery facilities to cater for users during standard dwell time.		
John O'Sullivan	PDP223872834	This submission refers to an objection to the proposed wind farm on Mushera Mountain. The submission is of relevance to the energy chapter in the plan and the Wind Energy Strategy. The submission notes the following issues with the wind farm; the lack of communication with the community, interference with aqua ducts feeding water wells, the destruction of birds, wildlife and landscape, visual impacts, and health risks.	Objecting to wind farm proposal on Mushera Mountain	Issues in relation to wind farm developments will be considered as part of the review of the Wind Energy Strategy for the county.
John P. McCarthy	PDP223880126	Clonakilty This submission identifies the need for additional play and recreational facilities in Clonakilty. Specifically, it is suggested that the town could benefit from the development of a skate board park. The existing skateboard park in Bandon is cited as an example, as it is used frequently by youths. The submission notes that Skate boarding is a very active sports and will support physical well-being.	Highlights the need for a Skate Board Park type facility in Clonakilty	The issues raised are noted. The Council's policy on Recreation & Amenity provision will be set out in the Draft Plan. Open space / recreation needs requirements will be considered further at a settlement level as part of the review of the County Development Plan.
John P. McCarthy	PDP223881607	States that - there is approx a 300m stretch of road from the junction on the N71 up the R600 road where there is no footpath,	Need adequate footpath provision to facilitate pedestrian safety.	The issue raised in this submission is noted however it is largely outside the remit of the



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		<p>and further up the road the footpath is intermittent; - there are nearly 60 families, many of whom often walk on that road and more so now with the new green way on the N71; Requests that a footpath is provided from the junction N71 up the road to meet the existing footpath and that any gaps in footpath provision are filled in. Includes aerial photo of road as part of submission.</p>		<p>plan See Transport and Mobility, Volume One Section 2 of this report.</p>
John Punch	PDP216639324	<p>This submission raises the issue of a lack of nursing home facilities in Cobh and Ireland's aging population, making reference to an increase in the proportion of the population aged over 65 between 2010 and 2015, population projections to 2031 and 2050 for the proportions of older populations, and age dependency ratio projections to 2050. It highlights the there are health and care implications of a changed age profile and that services for older people in Ireland have suffered in the face of acute pressures on services. It references recommendations for Local Authorities regarding age friendly housing set out by Amarach Research. It argues that the current Local Area Plan population target for Cobh will give rise to a demand for augmented social and community infrastructure which should be delivered in tandem with planned population growth.</p>	<p>Raises issue of an aging population and an increased age dependency ratio.</p> <p>Consideration of requirements for appropriate accommodation and services for the elderly to be provided in tandem with planned population growth.</p>	<p>Issues regarding provision of community facilities, including accommodation for older persons will be given further consideration during the drafting of the Development Plan. See Community, Volume One Section 2 of this report.</p>
John Punch	PDP218391062	<p>This submission provides supplementary information to submission PDP216639324. It raises the issue of increased longevity and the need for the elderly to have the option of self assisted living and a nursing home in their home town at a suitable location, close to services. The submitter feels that many would benefit from having a small house to live in and access to a realm that would facilitate socialising.</p>	<p>As per PDP216639324.</p>	<p>As per PDP216639324.</p>



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John Reynolds	PDP221608225	Submission recommends that the County Development Plan identify and map the most suitable and feasible route for the Lee to Sea Greenway; support and safeguard the greenway in 2 phases - phase 1, Passage West to Crosshaven, and, Phase 2, Inniscarra Dam to Ballincollig Regional Park; and create an action plan for phasing, funding and associated delivery. It references support for the greenway in CMATS.	Seeks delivery of Lee to Sea Greenway referenced in CMATS.	See discussion of this issue in Transport and Mobility, Volume One Section 2 of this report.
Joseph Anthony	PDP223740462	This submission refers to an objection to the proposed wind farm on Musher Mountain. The submission is of relevance to the energy chapter in the plan and the Wind Energy Strategy. Submission wishes to highlight that a wind farm development on Musher Mountain will have a negative impact on the landscape, the nature reserve and a number of tourist attractions. The submission notes concerns of noise pollution from the turbines and the effect the turbines will have on the wild native wildlife.	Objecting to the proposed wind farm on Musher Mountain.	These issues will be considered as part of the review of the Wind Energy Strategy for the county.
JR Oronco	PDP223550309	Submission seeks the following: Updating of the County Development Plan Policy so that it is fully consistent with NRA Policy and Standards for Motorway Service Areas including the expansion of existing Motorway Service Areas in line with NRA Policy; Review of greenbelt policies as they apply to the sites of motorway services facilities in light of NRA policy for such facilities.	Need to update County Development Plan Policy for Motorway Service Areas in line with NRA Policy. Need to review greenbelt policies as they apply to the sites of motorway services facilities in light of NRA policy for such facilities.	The issues raised in this submission are noted and will be given further consideration in the preparation of the draft plan. TII national policy (currently under review) is reflected in the current plan and it is intended that it will continue to be reflected in the new plan.
JR Oronco	PDP223442168	Duplicate Submission See Ref. PDP223550309.		
Judith Graepel	PDP223554694	This submission refers to the proposal to bring the greenway through Passage West, Glenbrook and Monkstown. It outlines that parts of the route through	Regarding issues with the proposed Greenway through Passage West, Glenbrook and Monkstown.	The issues raised in this submission are noted.



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		<p>Glenbrook and Monkstown have already been proposed as exempt from the greenway route and, given the unsuitability and restrictiveness (i.e. narrow roads, residential parking on street and bus routes) of the R610 through Passage West and the rest of Glenbrook and Monkstown. It states it would be an expensive and incompatible venture.</p> <p>It states residents, locals and pedestrian visitors choose Glenbrook and Monkstown to walk, and find that walking the Line on the far side of Passage to be an uncomfortable and upsetting experience.</p> <p>It states it is generally recognised that once cyclists use the same facilities as pedestrians the experience of pedestrians is severely compromised. Cyclists travel at a speed which makes it difficult and dangerous for both themselves and pedestrians where there is inadequate space for both.</p> <p>It states the Glenbrook to Monkstown footpath has long provided a safe route for the elderly and infirm giving them the opportunity to socialise and exercise which is very important for their mental health and wellbeing. Presently pedestrians are having to contend with cyclists on the path, despite it being designated cycle free, and are subjected to abuse/disregard for their safety by a large majority of the cyclists. It states they have been advised that there will be a Code of Conduct and appropriate signage but state they cannot see how this Code of Conduct can be implemented and monitored effectively.</p>	<p>States restrictive roadways in Passage West, Glenbrook and Monkstown.</p> <p>Conflict between pedestrians, cyclists and vehicles.</p>	<p>See discussion of this issue in Transport and Mobility Volume One Section 2, of this report.</p>



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		<p>The footpath from Glenbrook to Monkstown is a Sli na Slainte route, which is defined as a designated "walking trail." Sli na Slainte is promoted by the Healthy Heart Foundation specifically for walkers of all ages to benefit from regular exercise and is used by many walkers, joggers, dog walkers, elderly, and parents with small children/prams, etc. It states the walking trail is utilised by pedestrians every day. It refers to the proposal of adding cyclists to this scenario and states it will cause discomfort and danger for all as the footpaths are busy and narrow in places and are high beside a very busy road.</p> <p>It states the route proposed for the greenway is not of adequate width in many sections and providing a two-way cycle path is not feasible and marking a path with lines to make it a greenway/cycle route is not workable to reduce the danger to pedestrians, elderly etc.</p> <p>It states there are clear conditions on what a greenway or cycle path should be, and believes Passage West with its many pinch points does not conform to this principle.</p> <p>It lists areas in Glenbrook and Monkstown which are prohibitive for safe cycling including the cross-river ferry, car park, sailing club, marina, rowing club which are utilised by lots of people and young children doing courses and year round.</p> <p>The submission states the Lee to Sea project be incorporated into the new section of N28. Proper consideration can be given to the needs of cyclists of all</p>	<p>Suggests facilitating the Lee to Sea project by incorporating it into the new section of N28.</p>	



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		<p>abilities and provide them with one continuous route from the city to Crosshaven. The greenway from Passage West could be linked to the new section of road to provide access to Cork City for commuters and could also to be connected so as to access the route to Carrigaline and Crosshaven.</p>		





Comhairle Contae Chorcaí

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