

Cork County Development  
Plan Review

Proposed Amendments to

Volume One:  
Main Policy Material

Part 2: Chapters 11 – 19  
Appendices

18<sup>th</sup> January 2022



Comhairle Contae Chorcaí  
Cork County Council



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# 1 Introduction

It is intended that the new Cork County Development Plan 2022 will be the first consolidated Plan for the entire functional area of Cork County Council and relates to the new administrative boundary of the county, following the implementation of the new Local Government arrangements in Cork in May 2019. The functional areas of the 9 former Town Council Towns and the settlements contained within the current 8 Municipal District Local Area Plans will also be incorporated into the new County Development Plan.

**In this regard, the new County Development Plan will therefore replace not just the current County Development Plan (as varied) but also the following documents:**

- **The current Clonakilty, Cobh, Fermoy, Kinsale, Macroom, Mallow, Midleton, Skibbereen and Youghal Town Development Plans and**
- **The current 8 Municipal District Local Area Plans made in 2017.**

## Proposed Amendments

The Proposed Amendments to the Draft Plan are set out as follows;

- **Proposed Amendments to Volume One: Main Policy Material, two parts**
  - Chapter(s) 1-10
  - **Chapter(s) 11-19**
- Proposed Amendments to Volume Two: Heritage and Amenity
- Proposed Amendments to Volume Three: North Cork (Chapter 1 Fermoy MD and Chapter 2 Kanturk Mallow MD)
- Proposed Amendments to Volume Four: South Cork, two parts
  - Chapter 1 Carrigaline MD and Chapter 2 Cobh MD
  - Chapter 3 East Cork MD and Chapter 4 Macroom MD.
- Proposed Amendments to Volume Five: West Cork, two parts
  - Chapter 1 Bandon Kinsale MD
  - Chapter 2 West Cork MD.
- Environmental Reports – The proposed amendments to the Draft Plan have been assessed in terms of their potential for impact on the environment, areas at risk of flooding and European sites, and these assessments are detailed in the following documents;
  - Addendum to SEA Environmental Report;
  - Updated Strategic Flood Risk Assessment
  - Habitats Directive Screening Assessment Report.
- Draft Plan Map Browser: Updated to show:
  - (1) Updated Flood Maps Layers (Updated Flood Zone A and Updated Flood Zone B) on which the Updated Strategic Flood Risk Assessment is based and
  - (2) Location of all proposed mapped amendments.
- Updated Cork County and Cork City Councils Draft Joint Housing Strategy 2022-2028.

## What Format are the Proposed Amendments to the Draft Plan available in?

Volume	Title	Hard-Copy	Online
		<b>Availability</b>	
One (Two Parts)	Proposed Amendments to Main Policy Material	√	√
Two	Proposed Amendments to Heritage and Amenity	√	√
Three	Proposed Amendments to North Cork	√	√
Four (Two Parts)	Proposed Amendments to South Cork	√	√
Five (Two Parts)	Proposed Amendments to West Cork	√	√
	Environmental Reports <ul style="list-style-type: none"> <li>➤ Addendum to SEA Environmental Report;</li> <li>➤ Updated Strategic Flood Risk Assessment</li> <li>➤ Habitats Directive Screening Assessment Report.</li> </ul>	–	√
	Map Browser	–	√
	Updated Cork County and Cork City Councils Draft Joint Housing Strategy 2022-2028	–	√
<p>a) Proposed Amendments to Volume(s) One; Two; Three; Four; and Five; Environmental Reports and the Updated Draft Joint Housing Strategy are available online for inspection and download from the County Council's website <a href="https://www.corkcoco.ie/en/cork-county-development-plan-2022-2028">https://www.corkcoco.ie/en/cork-county-development-plan-2022-2028</a></p> <p>b) Proposed Amendments to Volume(s) One; Two; Three; Four and Five are also available in hard copy.</p> <p>c) Proposed Amendments to Volume One; Volume Two; Volume Three; Volume Four and Volume Five are available to purchase. Enquiries to the Planning Policy Unit at 021 4285900.</p>			

## How to inspect the Proposed Amendments to the Draft Plan

**Subject to COVID 19 Protocols** – Proposed Amendments to Volume(s) One; Two; Three; Four; Five of the Draft Plan (hard copy or electronic format) together with Environmental Reports and Updated Draft Map Browser in electronic format only, may be inspected (each day excluding weekends and public holidays) from 9.00 a.m. to 4.00 p.m. from **Tuesday 18<sup>th</sup> January, 2022 to midnight on Tuesday 15<sup>th</sup> February 2022** at the following locations:

1. Online at <https://www.corkcoco.ie/en/cork-county-development-plan-2022-2028> at all times.
2. Planning Department, Floor 1, County Hall, Cork.

3. Planning Department, Norton House, Skibbereen, Co. Cork.
4. Cork County Council Divisional Office, Annabella, Mallow, Co. Cork.

Subject to COVID 19 Protocols – the Proposed Amendments to the Draft CDP documents will also be available at County Library and Branch Libraries – Please check at your local library regarding reopening and availability of PCs for accessing electronic documents.

If you have any queries with regard to the policy content of the documents please contact the Planning Policy Unit at 021-4285900 or email [planningpolicyunit@corkcoco.ie](mailto:planningpolicyunit@corkcoco.ie) or please consult a list of FAQs available to view on <https://www.corkcoco.ie/en/cork-county-development-plan-2022-2028>

### **How to make a submission/observation**

Submissions or observations regarding the Proposed Amendments to the Draft County Development Plan are hereby invited from members of the public, children, or groups or associations representing the interests of children and other interested parties during the period from **Tuesday 18<sup>th</sup> January 2022 to midnight on Tuesday 15<sup>th</sup> February 2022** in either of the following two ways:

- On-line <https://www.corkcoco.ie/en/cork-county-development-plan-2022-2028> and following the instructions provided. [Please resize large attachments to avoid any technical issues].

**OR**

- In written form to the Senior Planner, Planning Policy Unit, Cork County Council, Floor 13, County Hall, Cork.

**A Step-by-Step Guide on how to make a submission is available on the Council website [www.corkcoco.ie](http://www.corkcoco.ie)**

All such submissions lodged within the above period will be taken into consideration prior to the adoption of the new County Development Plan.

Cork County Council cannot accept email submissions.

For legal reasons, we cannot accept submissions outside the period from **Tuesday 18<sup>th</sup> January, 2022 to midnight on Tuesday 15<sup>th</sup> February 2022.** All such submissions lodged within the above period will be taken into consideration prior to the adoption of the new Cork County Development Plan.

**Please make your submission by one medium only i.e. via the website or in hard copy.** This will avoid the duplication of submission reference numbers and will streamline the process.

Where possible, please include your name and address on a separate page to the content of your submission in order to assist Cork County Council in complying with the provisions of the Data Protection Act. Your assistance on these issues is appreciated.

**Please include where possible the Proposed Amendment Number to which the submission relates.**

**Because of the large volume of submissions expected the public are advised to make their submissions/observations to the Council well in advance of the closing date.**

Please note that in accordance with Section 19 of the Planning and Development (Amendment) Act, 2018 all valid submissions received by the Council shall be published on the Cork County Council website within 10 working days of its receipt by the Council. The planning process is an open and public process and therefore your submission (in part or in total) will be available to view online at [https://www.yourcouncil.ie/service/Planning\\_Policy\\_Submissions](https://www.yourcouncil.ie/service/Planning_Policy_Submissions).

### **Important Note**

In some cases the Proposed Amendments may give rise to consequential changes to other Proposed Amendments and/or the Draft Plan. These consequential changes will be made once the final list of approved Amendments are adopted by the Elected Members as part of the Final Adopted Plan.



# Proposed Amendments to the Draft Plan Volume One Main Policy Material Chapters 11-19

## 2 Chapter 11 Water Management

### **PROPOSED AMENDMENT NO. 1.11.1**

#### **INCLUSION OF NEW FLOODING POLICY AND OBJECTIVES TO REFLECT THE OUTPUTS AND RECOMMENDATIONS OF THE UPDATED STRATEGIC FLOOD RISK ASSESSMENT.**

#### **ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions, the Office of the Planning Regulator and the updated Strategic Flood Risk Assessment.

#### **PROPOSED AMENDMENT**

Delete existing paragraphs 11.11.1 – 11.11.25 and objectives WM-11-14 and WM 11-15 and replace with new text and objectives. (For clarity - Objective WM 11-13 is being retained and is subject to a separate amendment below).

*Flooding when it occurs has often devastating effects on local communities across the county. The impact of climate change is visible through increased rainfall days per year, more intense rainfall events, sea level rises, increased river flows and surface water flooding. In order to reduce the impact of increased flood risk for the County, there are options available which may include flood protection works, stormwater attenuation and avoidance of development in floodplains except in very limited circumstances.*

*A key function of floodplains and wetlands subject to flooding is to hold excess water until it can be released slowly back into the river system or seep into the ground as a storm surge subsides. Floodplains or wetlands subject to flooding should, therefore, be recognised and preserved to the maximum extent possible, in both urban and rural areas as green infrastructure which provides a natural defence against flood risk.*

*The Coastal and Flood Projects Department in Cork County Council works in partnership with the Office of Public Works (OPW) on the delivery of major flood relief schemes within the county. This section also coordinates the funding application process for smaller flood mitigation schemes under the OPW's Minor Flood Mitigation Works and Coastal Protection Scheme and also procures the delivery of capital coastal infrastructure projects, with funding assistance from Government Departments, principally the Department of Agriculture, Food and Marine.*

*An updated Strategic Flood Risk Assessment (SFRA) has been carried out on this Plan based on best available data and mapping and in accordance with The Planning System and Flood Risk Management Guidelines for Planning Authorities. This updated SFRA should be consulted as additional guidance in the application of the flooding policies set out hereunder and provides significant information on how flood risk has been appraised in each settlement including the outcome of Justification Tests containing site specific guidance.*

#### **Flood Risk Management**

*The coordination and implementation of the EU Floods Directive (2007/60/EC) is the responsibility of the Office of Public Works (OPW). They are responsible for preparing predictive flood mapping and catchment-based flood risk management plans. The OPW are responsible for a €1 billion investment over a 10-year*

period in a programme of flood relief measures. Their delivery is set out in the OPW publication 'Implementing the National Flood Risk Policy'.

The OPW in partnership with Cork County Council, have recently completed a number of Major Flood Relief Schemes in the county in Mallow, Fermoy, Bandon, Skibbereen and Clonakilty. There are several Flood Relief Schemes at design stage around the County for example at Castlemartyr, Innishannon, Macroom and Midleton and Ballinacurra. There are several more projects at design stage, which may lead to works to mitigate flood risk. Also, a number of smaller schemes / studies are being carried out under the OPW Minor Works Programme. A full list of Flood Relief Schemes across the county can be viewed in the updated SFRA.

#### *The Planning System and Flood Risk Management*

The national approach to planning and flood risk management is set out in the 2009 Guidelines for Planning Authorities 'The Planning System and Flood Risk Management' issued by the then Minister for the Environment, Heritage and Local Government and Circular PL 2/2014.

The approach is to:

- Avoid inappropriate development in areas at risk of flooding; and
- Avoid new developments increasing flood risk elsewhere, including that which may arise from surface water run-off;
- Ensure effective management of residual risks for development permitted in floodplains;
- Avoid unnecessary restriction of national, regional or local economic and social growth;
- Improve the understanding of flood risk among relevant stakeholders; and
- Ensure that the requirements of EU and national law in relation to the natural environment and nature conservation are complied with at all stages of flood risk management.

National Policy Objective (NPO) 57 reiterates and expands on these guidelines by ensuring flood risk management informs place-making by avoiding inappropriate development in areas at risk of flooding. Further the objective seeks to ensure that the River Basin Management Plan objectives should be fully considered throughout the physical planning process and sustainable water management solutions should be integrated to create safe places.

#### *Overall Approach to Flood Risk Assessment*

The Flood Zones are shown on the zoning maps in the development plan, and they provide information on two main areas of flood risk i.e. Flood Zone A – High Probability of Flooding from rivers and the sea, and Flood Zone B – Moderate Probability of Flooding from rivers and the sea. The third area, Flood Zone C, is all the areas of the County which are not in Zones A or B, and is not specifically highlighted on the maps. The Flood Zones are described in Section 2 of the Guidelines for Planning Authorities 'The Planning System and Flood Risk Management'. Localised flooding from sources other than rivers and the coast can still occur within Flood Zone A, B or C and will need to be taken into account at the pre planning and planning application stage. Flooding from other sources does not inform the extents of the flood zones, in accordance with the Guidelines. As is set out in detail in the SFRA the most up to date data has been used to inform the Flood Zone mapping.

#### *Flood Risks and 'Zoning'*

Generally, proposals for new zoning which significantly conflict with the 'Flood Zones' have not been included as zoned land unless the proposed use or development satisfied the 'Justification Test for Development Plans' set out on page 37 of the Ministerial Guidelines. The Justification Tests are included within the updated SFRA.

A strategic approach to managing flood risk in County Cork has been taken in this Plan. Specifically;

- Areas at risk of flooding have been identified.
- A precautionary approach has largely been employed, applying the sequential approach to landuse zoning to direct development away from areas at risk of flooding.

- Areas at risk of flooding as identified which are being put forward for landuse zoning have been subject to assessment through the Justification Test for Development Plans.
- A flood risk assessment / drainage impact assessment will be required to support all planning applications, including those in Flood Zone C.
- Where particular areas within Flood Zone A and B were identified as being strategically important for the consolidated and coherent growth of the county's settlements and zoned accordingly, and the Justification Test for Development Plans has been applied and passed as part of this Development Plan, the Development Management Justification Test will also need to be passed. This will be undertaken as part of the design stage of a specific development and will include, under Part 3, a site-specific flood risk assessment and mitigation measures for site and building works will be required to be integrated.
- Where sites are subject to a specific development objective and are within Flood Zone A or B an “\*” has been included as part of the objective to highlight the need for a site specific flood risk assessment. This does not remove the need to undertake a flood scoping/ drainage assessment of all other sites.
- On sites which are not subject to a specific zoning objective, or have failed the Justification Test for Development Plans, highly and less vulnerable development within Flood Zones A and highly vulnerable development in Flood Zone B will not be permitted.

#### *Applications for Planning Permission in Areas at Risk of Flooding*

##### *Requirements for Flood Risk Assessment*

*It is recommended that intending applicants for planning permission should carry out this first stage of the site-specific flood risk assessment process well in advance of the submission of their application for planning permission and that its recommendations should be brought to the attention of Council staff as part of a pre-planning meeting.*

*Assessment of flood risk is required in support of all proposals for development. The level of detail will vary depending on the risks identified and the proposed land use. As a minimum, all proposed development, including that in Flood Zone C, must carry out a flood risk screening assessment to include:*

- *An examination of all potential sources of flooding that may affect a particular location – in addition to the fluvial and tidal risk represented in the Flood Zone maps. This may include flooding associated with overland flows, flooding from artificial drainage systems, ground water flooding, pluvial flooding, flooding from unmapped streams, and flooding indicated by OPW's benefiting lands (See [www.floodinfo.ie](http://www.floodinfo.ie) for more information about Arterial Drainage Schemes).*
- *A review of all available flood related information, including the flood zone maps and historical flood records (from [www.floodinfo.ie](http://www.floodinfo.ie), and through wider internet / newspaper / library search, local knowledge of the flooding area).*
- *Assessment of potential impact of development on adjoining land and development, whether in Flood Zones A, B or C, particularly with respect to surface water management and*
- *the potential impacts of climate change.*

*The assessment may be a qualitative appraisal of risks, including consideration of the impact of surface water flood risk on drainage design. Alternatively, the findings of the CFRAM, or other detailed study, may be drawn upon to inform site design and layout and finished floor levels or the need for other mitigation measures. In other circumstances a more detailed flood risk assessment, including modelling study may need to be undertaken.*

*The detailed flood risk assessment process will generally include:*

- *Plans showing the site and development proposals and its relationship with watercourses and structures which may influence local hydraulics;*
- *Survey of site levels and cross-sections relating to relevant development levels to sources of flooding and likely flood water levels;*
- *Description of the site and surrounding area, including ground conditions, levels and land use.*
- *Assessments of:*

- All potential sources of flooding that may affect a particular location – in addition to the fluvial and tidal risk represented in the indicative flood risk maps. This may include flooding associated with overland flows, flooding from artificial drainage systems, ground water flooding, pluvial flooding, flooding from unmapped streams, and flooding from benefiting lands (See [www.floodinfo.ie](http://www.floodinfo.ie) for more information about Arterial Drainage Schemes);
- A review of all available flood related information, including the flood zone maps and historical flood records (from [www.floodinfo.ie](http://www.floodinfo.ie), and through wider internet / newspaper / library search, local knowledge of the flooding area).
- Flood alleviation measures already in place;
- The potential impact of flooding on the site;
- How the layout and form of the development can reduce those impacts, including arrangements for safe access and egress;
- Proposals for surface water management according to sustainable drainage principles;
- The effectiveness and impacts of any necessary mitigation measures;
- The residual risks to the site after the construction of any necessary measures and the means of managing those risks; and
- A summary sheet which describes how the flood risk have been managed for occupants of the site and its infrastructure.

Where it can be satisfactorily shown in the detailed site-specific flood risk assessment that the proposed development, and its infrastructure, will avoid significant risks of flooding in line with the principles set out in the Ministerial Guidelines, then, subject to other relevant proper planning considerations, permission may be granted for the development. Guidance on how to carry out a detailed site-specific flood risk assessment including potential sources of information and key outputs of any assessment are outlined in the SFRA and the 'Planning system and Flood Risk Management Guidelines 2009, and Technical Appendices A'.

It should be noted that for residential buildings within Flood Zone A or B, bedroom accommodation is more appropriate at upper floor levels. For commercial operations, business continuity must be considered, and steps taken to ensure operability during and recovery after a flood event for both residential and commercial developments. Emergency access must be considered as in many cases flood resilience will not be easily achieved in the existing build environment.

#### Drainage Impact Assessment

All proposed development must consider the impact of surface water flood risks on drainage design. The drainage design should ensure no increase in flood risk to the site, or the downstream catchment. For larger sites (i.e. multiple dwellings or commercial units) master planning should ensure that existing flow routes are maintained, through the use of green infrastructure. Where possible, and particularly in areas of new development, floor levels should at a minimum be 300mm above adjacent roads and hard standing areas to reduce the consequences of any localised flooding. Where this is not possible, an alternative design appropriate to the location may be prepared.

The use of Sustainable Drainage Systems and green infrastructure in developments are addressed in more detail earlier in this chapter and also in [Chapter 14 Green Infrastructure and Recreation of the Plan](#).

#### Minor Developments

Section 5.28 of the Planning Guidelines on Flood Risk Management identifies certain types of development as being 'minor works' and therefore exempt from the Justification Test. Such development relates to works associated with existing developments, such as extensions, renovations and rebuilding of the existing development, small scale infill and changes of use. The SFRA has clearly identified zoning objectives which are at flood risk but where the land has remained zoned to reflect the existing use, but where new development is limited to Section 5.28 only.

While the 'Sequential Approach' and 'Justification Test' does not apply in these areas, an assessment of the risks of flooding should accompany such applications. This must demonstrate that the development would not increase flood risks, by introducing significant numbers of additional people into the flood plain and/or put additional pressure on emergency services or existing flood management infrastructure. The

development must not have adverse impacts or impede access to a watercourse, floodplain or flood protection and management facilities. The design of built elements in these applications should demonstrate principles of flood resilient design.

#### Climate Change

The impacts of climate change on flood risk, and in particular residual flood risk, should be considered for all proposed developments. This is particularly important for development near areas at risk of tidal flooding. For example, a development which is currently in Flood Zone C may be shown to be at risk when 0.5m is added to the design (1 in 200 year) tide level. Development proposals should include consideration of climate change impacts on fluvial, pluvial and tidal source of flooding.

Areas which benefit from flood defences can be highly sensitive to climate change impacts as an increase in flood levels will increase the likelihood of defence failure; it is important that this is recognised in the FRA although the means of managing increased risks may be associated with the longer term scheme maintenance and adaptation plan.

The Flooding Guidelines recommend that a precautionary approach to climate change is adopted due to the level of uncertainty involved in the potential effects. Specific advice on the expected impacts of climate change and the allowances to be provided for future flood risk management in Ireland is given in the OPW draft guidance<sup>1</sup>. However, this guidance is over 10 years old now and climate science, particularly in relation to sea level rise, has developed rapidly. There are many coastal related climate change impacts, these include:

- continued sea level rise;
- potentially more severe Atlantic storms, which could generate more significant storm surges and extreme waves;
- increased water depths lead to larger waves reaching the coast.

The OPW guidance recommends two climate change scenarios are considered and an allowance provided. These are the Mid-Range Future Scenario (MRFS) and the High-End Future Scenario (HEFS). The allowances should be applied to the 1% AEP fluvial or 0.5% AEP tidal levels. Where a development is critical or extremely vulnerable (see Table 11.4) the impact of climate change on 0.1% AEP flows should also be applied, and greater climate change allowances tested for resilience purposes.

Development vulnerability	Fluvial climate change allowance (increase in flows)	Tidal climate change allowance (increase in sea level)	Storm water/ surface water
Less vulnerable	20%	0.5m (MRFS)	20% increase in rainfall
Highly vulnerable	20%	0.5M (MRFS)	
Critical or extremely vulnerable (e.g. hospitals, major sub-stations, blue light services)	30%	1.0M (HEFS)	
<i>Note: there will be no discounting of climate change allowances for shorter lifespan developments.</i>			

<sup>1</sup> OPW Assessment of Potential Future Scenarios, Flood Risk Management Draft Guidance, 2009

Further work on the impacts of climate change on flood levels was undertaken as part of the various CFRAM Studies and the ICPSS. The studies provided flood extents for both fluvial and coastal risk, which are available on [www.floodinfo.ie](http://www.floodinfo.ie). Assessment of climate change impacts can be carried out in a number of ways more detail on which can be found in the updated SFRA.

#### **Flood Resilient Design**

For any development proposal in an area at moderate or high risk of flooding that is considered acceptable in principle (i.e. has passed the Plan Making Justification Test), the site specific FRA must demonstrate that appropriate mitigation measures can be put in place and that residual risks can be managed to acceptable levels. This may include the use of flood-resistant construction measures that are aimed at preventing water from entering a building and that mitigate the damage floodwater causes to buildings. Alternatively, designs for flood resilient construction may be adopted where it can be demonstrated that entry of floodwater into buildings is preferable to limit damage caused by floodwater and allow relatively quick recovery. See Section 4 - Designing for Residual Flood Risk of the Technical Appendices to the DoEHLG Flooding Guidelines for further guidance. Further detail on flood mitigation measures at site design can be found in the updated SFRA.

#### **County Development Plan Objective**

##### **WM- 11-XX: Strategic Flood Risk Management**

- a. *Support the implementation of*
  - *the EU Flood Risk Directive (20010/60/EC) on the assessment and management of flood risks,*
  - *the Flood Risk Regulations (SI No 122 of 2010),*
  - *the Guidelines on 'The Planning System and Flood Risk Management' (2009) and*
  - *the recommendations of the South Western CFRAM study.*
- b. *Application of the flood policies of this Plan shall be fully informed by the recommendations contained in the updated Strategic Flood Risk Assessment (January 2022) accompanying the Plan, including the conclusions of Justification Tests contained therein.*

#### **County Development Plan Objective**

##### **WM- 11-XX: Flood Risk Assessments**

*To require flood risk assessments to be undertaken for all new developments within the County in accordance with The Planning System and Flood Risk Management – Guidelines for Planning Authorities (2009) and the requirements of DECLG Circular P12/2014 and the EU Floods Directive.*

- *For sites within Flood Zone A or B, a site specific Flood Risk Assessment will be required.*
- *For sites within Flood Zone C, an examination of all potential sources of flooding, and consideration of climate change (flood risk screening assessment), will be required. In limited circumstances where the 'Flood Risk Screening assessment' identifies potential sources of flood risk, a site specific flood risk assessment may also be required.*
- *All proposed development must consider the impact of surface water flood risks on drainage design through a Drainage Impact Assessment. The drainage design should ensure no increase in flood risk to the site, or the downstream catchment.*

## County Development Plan Objective

### WM 11-xx: Flood Risks – Overall Approach

*Take the following approach in order to reduce the risk of new development being affected by possible future flooding:*

- *Avoid development in areas at risk of flooding; and*
- *Apply the sequential approach to flood risk management based on avoidance, substitution, justification and mitigation of risk.*
- *Where development in floodplains cannot be avoided, applications for development must meet the definition of Minor Development or have passed the Justification Test for Development Plans in the updated SFRA and can pass the Justification Test for Development Management to the satisfaction of the planning authority.*
- *Consider the impacts of climate change on the development.*

*In areas where the Justification Test for Development Plans has not been applied, or has been failed, the sequential approach should be applied as follows:*

- *In areas where there is a high probability of flooding - 'Flood Zone A' - avoid highly and less vulnerable development as described in Section 3 of 'The Planning System and Flood Risk Management – Guidelines for Planning Authorities' issued in November 2009 by DoEHLG.*
- *In areas where there is a moderate probability of flooding - 'Flood Zone B' - avoid 'highly vulnerable development' described in section 3 of 'The Planning System and Flood Risk Management – Guidelines for Planning Authorities' issued in November 2009 by DoEHLG.*
- *In areas where there is low probability of flooding – 'Flood Zone C' all uses may be considered subject to a full consideration of all flood risks.*

## County Development Plan Objective

### WM 11-xx: Development in Flood Risk Areas

*When considering proposals for development, which may be vulnerable to flooding, and that would generally be inappropriate as set out in Table 3.2 of the Guidelines, the following criteria must be satisfied:*

1. *The subject lands have been zoned or otherwise designated for the particular use or form of development in an operative development plan, which has been adopted or varied taking account of these Guidelines.*
2. *The proposal has been subject to an appropriate flood risk assessment that demonstrates:*
  - a. *The development proposed will not increase flood risk elsewhere and, if practicable, will reduce overall flood risk;*
  - b. *The development proposal includes measures to minimise flood risk to people, property, the economy and the environment as far as reasonably possible;*
  - c. *The development proposed includes measures to ensure that residual risks to the area and/or development can be managed to an acceptable level as regards the adequacy of existing flood protection measures or the design, implementation and funding of any future flood risk management measures and provisions for emergency services access; and*

- d. The development proposed addresses the above in a manner that is also compatible with the achievement of wider planning objectives in relation to development of good urban design and vibrant and active streetscapes.*

*The acceptability or otherwise of levels of residual risk should be made with consideration of the type and predicted future use of the development and the local development context.*

*The development is assessed not to have the potential to give rise to negative or adverse impacts on the integrity of Natura 2000 sites or Natural Heritage Areas or proposed Natural Heritage Areas.*

*In conjunction with the guidance on 'Planning system and Flood Risk Management' (2009), Sustainable Drainage Systems and Green Infrastructure it is also important that all developments adhere to the Office of Public Works statutory consent process to assist in mitigating flood risk. The Office of Public Works (OPW) have a number of statutory consent processes required under the Arterial Drainage Acts (ADA) and SI 122. These consents are under a separate statutory process and are required to be put in place by the applicant (body or person) prior to commencement of the development. These consents are:*

*Section 50: Arterial Drainage Amendment Act, 1945 and EU (Assessment and Management of Flood Risks) Regulations SI 122 of 2010 - Restrictions on the construction or alteration of bridges and culverts. This requires all bodies and persons proposing to carry out any works to a bridge or culvert (new or alteration to an existing) to seek consent from the OPW prior to construction. A Section 50 consent is required on watercourses which appear on 6-inch maps or a watercourse where there is a known flood risk (where it has caused flooding in the past).*

*Section 9: Arterial Drainage Amendment Act, 1995 - Modification or Relocation of Watercourse, Embankment or Other Works. All bodies and persons proposing to carry out alterations to existing watercourses or structures in Drainage Schemes, must seek the consent of the OPW. This section applies to regrading or relocation of watercourses, replacement or relocation of embankments and various other works on Drainage Schemes (i.e. a Flood Relief Scheme).*

*Section 47: Arterial Drainage Act, 1945 - Restrictions on the Erection/Alteration of Weirs. A person planning to erect or alter a weir must first get consent from the Commissioners or all the affected landowners.*

#### **County Development Plan Objective**

##### **WM- 11-XX: Arterial Drainage Schemes and Flood Relief Schemes**

- a. Ensure that access requirements are preserved for the maintenance of Arterial Drainage Schemes, Drainage Districts and Flood Relief Schemes.*
- b. Where the construction, replacement or alteration of bridges and culverts over any watercourse is proposed, appropriate consent from the Commissioners is required under Section 50 of the Arterial Drainage Act 1945.*

**TEXT CHANGE ONLY**



**PROPOSED AMENDMENT NO. 1.11.2**

**ADDITIONAL TEXT TO CLARIFY THE FUNDING OF NETWORK IMPROVEMENTS AND LIAISON WITH IRISH WATER**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Insert new paragraph after Paragraph 11.7.2 to give greater clarity on the funding of network improvements and the need to liaise with Irish Water prior to application, as follows;

*The assessment of capacity in this Plan is based on best available information at the time of preparation in relation to water and wastewater treatment plants, however, developers should engage directly with Irish Water at pre-planning stage to confirm the availability and suitability of water services, in particular network upgrades or extensions. Where network upgrades or extensions are required these will be developer funded unless there are committed Irish Water projects in place to progress such works. Evidence of consultation with Irish Water should be submitted with development applications as appropriate.*

**TEXT CHANGE ONLY**

***PROPOSED AMENDMENT NO. 1.11.3***

**DELETION OF INACCURATE TEXT**

***ORIGIN OF AMENDMENT***

This amendment is required to address inaccurate text in the Draft Plan.

***PROPOSED AMENDMENT***

Delete part of paragraph 11.7.3 as follows;

The following capacity schedule outlines the status of towns with respect to water services infrastructure. ~~As well as the water services status within the town, the schedule quantifies the tiered residential land supply.~~

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.11.4**

**INCLUSION OF TEXT ON FACTORS THAT MAY DICTATE THE WIDTH OF THE RIPARIAN BUFFER ZONE**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised in submissions.

**PROPOSED AMENDMENT**

Additional text is to be included to paragraph 11.10.06 to outline the factors that may dictate the width of the riparian zone, as follows;

At an ecological level, streamside riparian zones are particularly valuable as they are positioned at the interface between aquatic and terrestrial environments and are home to many species. They also help buffer the stream from excess nutrients and pollutants in the landscape. *The appropriate width of the riparian/buffer zone will depend on factors such as land use, land topography, soil type, channel width/gradient and critical habitats to be protected.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.11.5**

**ADDITIONAL OBJECTIVE IN RELATION TO PROTECTION OF NATIONAL ROAD NETWORK DRAINAGE REGIMES**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised in a submission.

**PROPOSED AMENDMENT**

Additional part to be included in Objective WM 11-10 to highlight the need to protect national road drainage regimes, as follows;

*e) The capacity and efficiency of the national road network drainage regimes will be safeguarded for national road drainage purposes.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.11.6**

**ADDITIONAL TEXT ON CONSIDERATION OF IMPACT OF ABSTRACTION TO SUSTAIN INTEGRATED  
CONSTRUCTED WETLANDS**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised in a submission.

**PROPOSED AMENDMENT**

Insert a new paragraph after paragraph 11.9.6 in relation to wetland systems to highlight the benefits of such systems but also the potential impact on surface water systems, as follows;

*The extensive size and water demands of some Integrated Constructed Wetlands will require consideration of the impact of surface water abstractions to sustain the wetlands during periods of dry weather or drought periods, including impacts on the assimilative capacity of the watercourse from which any abstraction is taken and ensuring the ecological status of all waters is protected and where possible improved in accordance with the requirements of the Water Framework Directive.*

**TEXT CHANGE ONLY**

### **PROPOSED AMENDMENT NO. 1.11.7**

#### **INCLUSION OF A NEW SECTION AND OBJECTIVE ON WATER SENSITIVE URBAN DESIGN**

#### **ORIGIN OF AMENDMENT**

This amendment is required to address issues raised in a submission and improvements to policy advocated by the PPU.

#### **PROPOSED AMENDMENT**

a) Insert new text as part of Section 11.10 Surface Water to put greater emphasis on nature based management of urban surface water, as follows;

##### *Water Sensitive Urban Design*

*The focus of surface water management has shifted from volumetric control to wider benefits for water quality and biodiversity. Nature based solutions to surface water management are an effective means of adapting to climate change and creating climate resilient communities. A mechanism for integrating all of these considerations is through water sensitive urban design. This involves projects being designed with surface water in mind from the inception stage and provides synergies with the approach to flooding set out later in this chapter.*

*It is useful to link water sensitive urban design to the wider provision of Green Infrastructure. Chapter 14 highlights the green infrastructure approach at settlement and site level and complimenting this, green infrastructure diagrams provided for the main towns of the County in Volumes 3-5, show how water sensitive urban design can be used to deliver, enhance, and strengthen green infrastructure at settlement level.*

*Resources for considering good practice in relation to nature based solutions and water sensitive urban design include:*

- *Natural Water Retention Measures - <http://nwrn.eu/>*
- *Water Sensitive Urban Design in the UK - CIRIA - [wsud\\_ideas\\_book.pdf \(susdrain.org\)](https://www.ciria.org/resources/publications/wsud_ideas_book.pdf)*

b) Change the title of Objective WM 11-10 to include Water Sensitive Urban Design.

WM 11-10: Surface Water, ~~and~~ SuDS *and Water Sensitive Urban Design*

c) Insert new part b) in Objective WM11-10, as follows;

*b) Encourage the application of a Water Sensitive Urban Design approach in the design of new development or other urban interventions. Opportunities to contribute to, protect or re-enforce existing green infrastructure corridors or assets should be maximised.*

#### **TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.11.8**

**UPDATE OF TEXT TO ENSURE APPLICATION TO ALL WETLANDS**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised in a submission.

**PROPOSED AMENDMENT**

Amend Objective WM11-13 (b), as follows;

b) Ensure that development does not impact on ~~important~~ important wetland sites within river / stream catchments and seek the restoration of degraded wetlands.

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.11.9**

**INCLUSION OF TEXT TO LIMIT THE IMPACT OF RIVER CROSSINGS ON FISH MIGRATION AND PASSAGE**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised in a submission.

**PROPOSED AMENDMENT**

In order to limit the impact of river crossings on fish migration and passage, include additional part in Objective WM11-11, as follows;

*c) Where river crossings are considered necessary, clear span river crossing structures shall be used on fisheries waters where possible. The Council will consult with Inland Fisheries Ireland in relation to any such proposals.*

**TEXT CHANGE ONLY**



**PROPOSED AMENDMENT NO. 1.11.10**

**INCLUDE ADDITIONAL TEXT IN OBJECTIVE TO SUPPORT SUPPLY OF SUSTAINABLE DRINKING WATER**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised in a submission.

**PROPOSED AMENDMENT**

Amend Objective WM 11-8 a), as follows;

a) Support the prioritisation of the supply of adequate *sustainable* drinking water for the resident population and invest and expand the water supply in line with future population targets.

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.11.11**

**INCLUSION OF GLENBEG LOUGH/ GLANMORE BOG IN THE WATER SENSITIVE CATCHMENTS SECTION**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised in the Strategic Environmental Assessment of the Plan.

**PROPOSED AMENDMENT**

Expand the Sensitive Water Catchments section to include additional text in relation to Glenbeg Lough/ Glanmore Bog SAC, as follows;

***Glenbeg Lough/ Glanmore Bog SAC***

***The abstraction point for drinking water for Castletownbere and Ardroom is Glenbeg Lough which lies in the Glanmore Bog SAC. The current levels of abstraction have been identified to be having negative consequences for freshwater habitats associated with this lake, so new development will not be permitted where it would result in an increase in the volume of water required to be abstracted from Glenbeg Lough.***

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.11.12**

**UPDATE TEXT IN RELATION TO EMISSION LIMIT VALUES**

**ORIGIN OF AMENDMENT**

This is a supplemental amendment and is required to address issues raised by Elected Members.

**PROPOSED AMENDMENT**

Amend paragraph 11.5.13 relating to Emission Limit Values to include additional text as follows;

In assessing the capacity of a WWTP to cater for future development where an ELV issue pertains, the assessment has been based on the hydraulic and organic loadings of the treatment plant relative to its design capacity on the assumption that the ELV issue will be resolved in an approach that will be determined/ agreed at a national level ~~between Irish Water and the EPA~~ *in the context of the National Development Plan and the National Planning Framework.*

**TEXT CHANGE ONLY**

### **PROPOSED AMENDMENT NO. 1.11.13**

#### **UPDATE TEXT IN RELATION TO ADDITIONAL WATER SERVICES FUNDING PROGRAMMES**

#### **ORIGIN OF AMENDMENT**

This amendment is required following discussion at the Special Municipal District Meeting for the Kanturk Mallow MD on the 11<sup>th</sup> November 2021.

#### **PROPOSED AMENDMENT**

Include additional text after paragraph 11.4.5 to include reference to the Enhanced Ambition Programme included in the Government's National Recovery and Resilience Plan and the National Certificate Authorisation Programme, as follows;

*The National Recovery and Resilience Plan includes provision for a new €20m funding programme, River Basin Management Plan – Enhanced Ambition Programme, which seeks to achieve the upgrading of a minimum of 10 wastewater treatment plants nationally not currently scheduled for upgrade, whose discharges have been identified as being significant pressures on receiving water bodies. Feasibility studies for a further 20 wastewater treatment plant projects will also be completed. Furthermore, the National Certificate Authorisation Programme makes provision for investment in smaller wastewater treatment plants (<500PE) to support future proofing and facilitate growth. The Council will support the implementation of any projects in the County arising from these programmes.*

#### **TEXT CHANGE ONLY**

## 3 Chapter 12 Transport and Mobility

### **PROPOSED AMENDMENT NO. 1.12.1**

#### **INCLUDE REFERENCE TO N/M20 AS A MAJOR NATIONAL PROJECT**

#### **ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

#### **PROPOSED AMENDMENT**

Add new text to the end of paragraph 12.16.2 as follows:

*The N/M20 project is identified in the NDP, in relation to enhanced regional accessibility/connectivity, as a major national infrastructure project.*

#### **TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.2**

**INCLUDE REFERENCE TO CLIMATE CHANGE IN TEXT REGARDING NEW/UPGRADE ROADS PROJECTS**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Add new text to paragraph 12.16.3 as follows:

Many of the new /upgrade roads projects identified in this plan are in environmentally sensitive areas. It is important that *climate change*, environmental, nature conservation and heritage considerations are taken account of in the identification of routes/works areas, and at design and construction stages.

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.3**  
**INCLUDE CORRECT REFERENCE FOR N/M20 PROJECT**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

In relation to the N/M20 Cork to Limerick Project each reference in the plan to the M20 project will be amended as follows:

~~M20~~

**N/M20**

County Development Plan Objective TM 12.12: National, Regional and Local Road Network

a. Support the sustainable development of infrastructure that strengthens the quality of inter-regional connectivity from Cork to Limerick (proposed ~~M20~~ **N/M20** and Rail), and from Cork to Waterford (N25) as identified in the NDP.

c. Support the following National, Regional and Local Road investment projects as outlined in Project 2040 and the RSES for the Southern Region:

Key Project 2040 projects:

- ~~M20~~ **N/M20** Cork to Limerick ~~Motorway~~

Paragraph 12.20.6: Investment in port infrastructure must be complemented by the sustainable development of improved access infrastructure. Transport connectivity proprieties for the port, supported by this plan, are as follows:

- M8 Dunkettle Interchange.
- N28 Cork to Ringaskiddy.
- Upgrading of the R624 Regional Road linking N25 to Marino Point and Cobh and designation to National Road Status.
- Rail Connection to Marino Point.
- Upgrading of the R586 linking Bandon to Bantry and designation to National Road Status.
- Upgrading of the R630 linking Midleton to Whitegate and designation to National Road Status.
- ~~M20~~ **N/M20** Cork to Limerick.
- Northern Ring Road.

Volume 1, Appendix D: Core Strategy Critical Infrastructure

Table D1 Countywide Strategic Infrastructure

2. ~~M20~~ **N/M20** Cork to Limerick ~~Road~~

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.4**

**DELETE REFERENCE TO ACCESS JUNCTIONS IN RELATION TO N25 UPGRADE**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Delete text from Volume 1, Appendix D, Table D1 as follows:

Table D1 Countywide Strategic Infrastructure

6. N25 Carrigtwohill to Midleton Road Upgrade

~~Requires new access junctions between N25 and Midleton, Carrigtwohill, Ballyadam, R624 Road to Cobh (Cobh Cross)~~

**TEXT CHANGE ONLY**



**PROPOSED AMENDMENT NO. 1.12.5**

**UPDATING OF TEXT TO REFLECT WORDING OF THE NATIONAL DEVELOPMENT PLAN 2021**

**ORIGIN OF AMENDMENT**

This amendment is required to reflect wording of the National Development Plan 2021.

**PROPOSED AMENDMENT**

Delete and update text in objective TM 12.12 National, Regional and Local Road Network, d) as shown below:

Support the following projects identified in the RSES as strategic regional priorities to achieve NSO Enhanced Regional Accessibility:

- ~~Cork Northern Ring Road~~ **Cork Northern Transport Project** (a complementary scheme to the N/M20 Cork to Limerick Road Improvement Scheme, identified in the NDP)

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.6**

**INCLUDE EXAMPLES OF ACTIONS IN RELATION TO ENSURING, TO PERSONS WITH DISABILITIES, ACCESS ON AN EQUAL BASIS WITH OTHERS**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Add text to paragraph 12.7.2 as follows:

Active travel measures must achieve inclusivity with the needs and requirements of people of all ages and those with disabilities (including mobility, sensory and cognitive impairments) considered. This Plan supports the requirement of the UN Convention on the Rights of Persons with Disabilities, ratified by Ireland, to ensure to persons with disabilities, access, on an equal basis with others, to the physical environment and to transportation, both in urban and in rural areas; and supports the National Disability Inclusion Strategy 2017-2021 *which includes specific actions assigned to Local Authorities such as in relation to ‘dishing ‘ of footpaths and in relation to accessible infrastructure, including bus stops.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.7**

**INCLUDE REFERENCE TO DMURS INTERIM ADVICE NOTE – COVID-19 PANDEMIC RESPONSE (2020)**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Add additional paragraph after paragraph 12.7.7 as follows:

*The DMURS Interim Advice Note – Covid-19 Pandemic Response (2020) provides guidance to Local Authorities in order to assist in the implementation of measures to deliver improved walking and cycling infrastructure across the country, in response to the Covid-19 pandemic.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.8**

**INCLUDE DESCRIPTION OF THE 'WHOLE JOURNEY' APPROACH TO TRANSPORT PROVISION**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Add additional text to paragraph 12.8.4 as follows:

It is important that public transport is inclusive and that the 'whole journey' approach, to make public transport fully accessible to all people, including those with disabilities, is adopted.

*This approach refers to all elements that constitute a journey from the starting point to destination. Local Authorities are a key stakeholder in this regard in the context of ensuring a universal design approach to the built environment, including footpaths, cycle paths, roads, pedestrian crossing points, town greenways and bus stops/shelters.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.9**  
**EXPAND TEXT REGARDING LOCAL LINK**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Add text to paragraph 12.8.14 as follows:

The NTA provides rural transport services through the Local Link Rural Transport Programme which aims to provide a quality nationwide community based public transport system in rural Ireland which responds to local needs. This Plan acknowledges the role rural transport services can perform in providing for social and economic activity between small villages/rural areas and larger towns and supports the Local Link Rural Transport Programme Strategic Plan 2018-22.

*Its key priorities include the reduction of social exclusion and the integration of rural transport services with other public transport services. Also, one of its key objectives is greater interaction/co-ordination with Local Authorities regarding the assessment of strategic transport needs and in the development of proposed transport plans for local areas.*

The Council recognises that there may be potential to expand and diversify the Local Link service to broaden its passenger base in response to local needs.

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.10**  
**UPDATE TEXT REGARDING EV CHARGING PROVISION**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Add text in objective TM 12.11: EV Charging, c), as follows:

New applications for non-residential development with more than 10 parking spaces, *or applications for substantial renovation of a building with more than 10 associated parking spaces*, are to provide for the installation of at least one EV recharging point (or as required by national policy should such requirement specify a higher provision).

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.11**

**INCLUDE REFERENCE TO LIAISON WITH TII IN RELATION TO A PARK AND RIDE IMPLEMENTATION PLAN**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Add additional text to objective 12.10 Park and Ride as follows:

The Council will liaise with the NTA *and TII* to develop an overall Park and Ride Implementation Plan, including the provision of multimodal facilities (e.g. EV charging/bicycle parking).

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.12**

**INCLUDE CORRECT REFERENCE TO MALLOW NORTHERN RELIEF ROAD**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Amend text in objective 12.12 c) National, Regional and Local Road Network under Key Project 2040 projects as follows:

~~N20 Mallow Relief Road~~

*N72/N73 Mallow Northern Relief Road*

**TEXT CHANGE ONLY**



**PROPOSED AMENDMENT NO. 1.12.13**

**INCLUDE REFERENCE TO TII STANDARD DN-GEO-03084 'THE TREATMENT OF TRANSITION ZONES TO TOWNS AND VILLAGES ON NATIONAL ROADS'**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Add additional text after the end of paragraph 12.7.10 as follows:

This Plan promotes high quality urban environments that maximise sustainable travel permeability to the standards in the Design Manual for Urban Roads and Streets (DMURS, 2020 or later revisions). Land use patterns and settlement patterns in this plan will not encourage private car use. To encourage more sustainable travel patterns and higher quality environments, pedestrian and cyclist use must be prioritised. DMURS sets out an integrated approach to street design in urban areas to balance user needs and create connected physical, social and transport networks that promote sustainable alternatives to car journeys. New developments shall comply with latest DMURS standards. The National Transport Authority's Permeability Best Practice Guide (2015) is a useful guide. *TII Standard DN-GEO-03084 'The Treatment of Transition Zones to Towns and Villages on National Roads describes the requirements that shall be implemented on National Roads on the approaches to towns and villages in terms of the provision of traffic calming measures and pedestrian crossings.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.14**

**AMEND THRESHOLD FOR PREPARATION OF LOCAL TRANSPORT PLANS**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Add additional text to objective TM-12-1 Integration of Land Use and Transport, g) and delete text as follows:

Local Transport Plans will be prepared for *key towns and* larger towns with a *population at or approaching 10,000* ~~population over 10,000 where considered appropriate~~ in order to maximise the integration of land use and transport planning.

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.15**

**ADD TEXT REGARDING LOCAL TRANSPORT PLANS AND PERMEABILITY TO SPECIFIC OBJECTIVE**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Add text to objective TM-12-1 Integration of Land Use and Transport, g) as follows:

*The preparation of Local Transport Plans will include a detailed analysis of permeability to facilitate the delivery of the 10-minute town concept optimising the potential for climate change mitigation and adaptation, providing protection for biodiversity and enhancing public realm.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.16**

**ADD OBJECTIVE TEXT REGARDING LOCAL TRANSPORT PLANS AND NTA/TII CONSULTATION AND GUIDANCE**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Add text to objective TM-12-1 Integration of Land Use and Transport, g) as follows:

*Local Transport Plans will be prepared in consultation with NTA and TII and will have regard to NTA/TII Area Based Transport Assessment (ABTA) Advice Note (2018 or any subsequent revision) and supplementary ABTA How to Guide, Guidance Document, Pilot Methodology (2021).*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.17**

**DELETE TEXT REGARDING LOCAL TRANSPORT PLANS FROM SPECIFIC OBJECTIVE TO AVOID DUPLICATION**

**ORIGIN OF AMENDMENT**

This amendment is required to consolidate objectives relating to Local Transport Plans

**PROPOSED AMENDMENT**

Delete text from objective TM-12-2 Active Travel, TM 12.2.1 e) as follows:

~~The preparation of Local Transport Plans will include a detailed analysis of permeability of the County's towns to identify opportunity for enhancement to promote the 10-minute town concept.~~

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.18**  
**ADD NEW SECTION REGARDING LOCAL TRANSPORT PLANS**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions

**PROPOSED AMENDMENT**

Add new section heading and text before paragraph 12.4.7 as follows:

*Local Transport Plans*

*Local Transport Plans will guide the future development of towns in a manner which effectively integrates the functions of land use and transport planning, supporting objectives relating to sustainable transport and supporting the consolidation of future development within a more compact urban form.*

*They will be informed by the NTA/TII document Area Based Transport Assessment and NTA/TII supplementary How to Guide Guidance Document Pilot Methodology (2021) and will be prepared for towns in accordance with objective TM 12-1 Integration of Land Use and Transport . It is intended that Local Transport Plans would:*

- *Maximise the opportunities for the integration of land use and transport planning;*
- *Assess the existing traffic, transport and movement conditions within the Plan area and in its wider context;*
- *Plan for the efficient movement of people, goods and services within, to and from the Plan area;*
- *Identify the extent to which estimated transport demand associated with local development objectives can be supported and managed on the basis of existing transport assets; and*
- *Identify the transport interventions required within the Plan area and in the wider context, to effectively accommodate the anticipated increase in demand.*
- *Local Transport Plans should optimise the potential for climate change mitigation and adaptation, providing protection for biodiversity and enhancing public realm.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.19**

**AMEND TEXT REFERRING TO PUBLIC TRANSPORT PROVISION OUTSIDE THE METROPOLITAN AREA**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Delete text from paragraph 12.4.5 and replace with alternative text as follows:

This Plan recognises that successful implementation of national policy on density across the county is very much dependent on a satisfactory level of public transport service provision in towns which are outside of County Metropolitan Cork and, application of similar level of densities to those required to be achieved in County Metropolitan Cork ~~may not be appropriate until such time as sustainable transport provision can support same.~~ *may support enhanced public transport provision in those towns outside the Metropolitan area.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.20**  
**ADD CLARIFICATION TO TABLE 12.1**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Amend table 12.1 to include additional text in the table cell in row 'Framework' and column 'Improve' as shown below. See also proposed amendment no. 1.12.55 relating to the relocating of this text to the 'Shift' column.

Road infrastructure improvements *to facilitate sustainable transport and sustainable development.*

**TEXT CHANGE ONLY**



**PROPOSED AMENDMENT NO. 1.12.21**  
**ADD CLARIFICATION TO TABLE 12.1**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Amend table 12.1 to include additional text in the table cell in row 'Initiatives' and column 'Improve' as shown below. See also proposed amendment no. 1.12.55 relating to the relocating of this text to the 'Shift' column.

Road upgrades/realignment *to facilitate sustainable transport and sustainable development.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.22**  
**ADD CLARIFICATION TO TABLE 12.1**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Amend table 12.1 to include additional text in the table cell in row 'Initiatives' and columns 'Shift' as follows:

Permeability and connectivity – safe, convenient and attractive routes *to facilitate sustainable transport.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.23**

**ADD CROSS REFERENCE TO OBJECTIVE TM 12-7 CMATS TO OBJECTIVE TM 12-1 INTEGRATION OF LAND USE AND TRANSPORT**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Add text to objective TM 12-1 Integration of Land Use and Transport as follows:

*k) See also TM 12-7 CMATS*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.24**

**DELETE TEXT FROM OBJECTIVE TM 12-1 INTEGRATION OF LAND USE AND TRANSPORT**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Delete text from objective TM 12-1 Integration of Land Use and Transport d) as follows:

d. New employment and residential development will be consolidated and intensified in a manner which renders it serviceable by public transport and ensures that it is highly accessible, by walking, cycling and public transport. Within Metropolitan Cork, ~~except in limited planned circumstances,~~ trip intensive developments or significant levels of development will occur, ~~where possible,~~ in locations which are well served by existing or proposed high capacity public transport;

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.25**

**ADD TEXT TO OBJECTIVE TM 12-2, ACTIVE TRAVEL, REGARDING EQUAL ACCESS TO ALL**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Add text to objective TM 12-2 Active Travel as follows:

TM12.2.1: Deliver a high level of priority and permeability for walking and cycling to promote accessible, attractive, liveable, vibrant and safe settlements to work, live, shop and engage in community life, within a ten minute walk of one's home. Prioritise development in our settlements that is well located and designed to facilitate walking, cycling and public transport trips. *Promote equal access for all through the adherence to universal design in the external built environment to facilitate greater use of public transport, walking and cycling.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.26**  
**ADD NEW SECTION 'CONNECTING IRELAND'**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Add new section heading and text after paragraph 12.8.14 as follows:

*Connecting Ireland*

*The NTA is currently working with Cork County Council and other local authorities in the development of Connecting Ireland, the objective of which is to improve the quantity, quality and utility of public transport outside of the major urban areas; to introduce a systematic and strategic approach to planning new routes and services and to apply a partnership approach to bus network planning.*

*In addition to conventional scheduled services, Connecting Ireland is also exploring the potential of non-conventional measures in addressing the current mobility deficit, including the expansion of existing Demand Responsive Transport Services (DRT), the examination of new technology in DRT and the piloting of new approaches to increasing mobility, for example, the integration of non-emergency HSE services. A general context for Connecting Ireland and its objectives will be the identification and promotion of complementary measures that reduce the need to travel, including the integration of land use and transport planning, the localisation of service provision and the development of technology hubs.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.27**

**ADD REFERENCE TO MOBILITY MANAGEMENT PLANS TO OBJECTIVE TM 12-5-1 BUS TRANSPORT**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Add new text to objective TM 12-5-1 Bus Transport as follows:

Large scale development proposals (over 100 residential units or employment related development likely to give rise to over 50 jobs) will be required to include a comprehensive public transport assessment, *as part of a mobility management plan*, to include:

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.28**

**ADD REFERENCE TO LOCAL TRANSPORT PLANS TO OBJECTIVE TM 12-8 WITH REGARD TO TRAFFIC AND TRANSPORT ASSESSMENTS**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Add new text to the end of objective TM 12.8 Traffic/Mobility Management and Road Safety, a), as follows:

Where traffic movements associated with a development proposal have the potential to have a material impact on the safety and free flow of traffic on a National, Regional or other Local Routes, the submission of a Traffic and Transport Assessment (TTA) and Road Safety Audit will be required as part of the proposal. *Where a Local Transport Plan exists, it will inform any TTA.*

**TEXT CHANGE ONLY**



**PROPOSED AMENDMENT NO. 1.12.29**

**ADD REFERENCE TO LOCAL TRANSPORT PLANS TO OBJECTIVE TM 12-8 WITH REGARD TO MOBILITY MANAGEMENT PLANS**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Add new text to the end of objective TM 12.8 Traffic/Mobility Management and Road Safety, c), as follows:

For developments of 50 employees or more, residential developments over 100 units, all education facilities, community facilities, health facilities, as well as major extensions to existing such uses developers will be required to prepare mobility management plans (travel plans), with a strong emphasis on sustainable travel modes consistent with published NTA guidance to promote safe, attractive and convenient, alternative sustainable modes of transport as part of the proposal. *Where a Local Transport Plan exists, it will inform any mobility management plan.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.30**

**ADD TEXT REGARDING LOCAL TRANSPORT PLANS AND PARKING PROVISION**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Add new text to the end of paragraph 12.12.8 as follows:

As transport policy reduces the use of the private car and achieves modal shift to sustainable transport forms, car parking requirements will reduce accordingly. Greater sustainable mode share and a more compact growth form will be substantially less dependent on road capacity and car parking requirements, with less land being required for the latter thereby reducing costs for developers who choose to locate in an area well served by sustainable transport modes. Car parking provision must be carefully managed so as not to allow an overprovision of parking which could undermine measures to achieve modal shift. Reduced availability of car parking forms part of a range of tools to promote modal shift. *Where a Local Transport Plan exists, it may determine the appropriate level of car parking provision.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.31**

**DELETE TEXT FROM TABLE 12.6 CAR PARKING REQUIREMENTS FOR NEW DEVELOPMENTS**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Delete the following text from Table 12.6 Car Parking Requirements for New Developments:

~~2. — The maximum parking requirement for residential development may be exceeded in areas outside of Metropolitan Cork which are not located in a town centre and are not located within walking distance of a high quality public transport service. This will be based on house type, design and layout of the estate.~~

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.32**

**DELETE TEXT FROM TABLE 12.6 CAR PARKING REQUIREMENTS FOR NEW DEVELOPMENTS**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Delete the following text from Table 12.6 Car Parking Requirements for New Developments:

~~3. — For all other development types, in areas outside of Metropolitan Cork which are not located in a town centre and are not located within walking distance of a high quality public transport service, these parking requirements will not be exceeded by more than 10% except where the planning authority are satisfied that the requirement to provide additional parking is essential to avoid unacceptable local traffic conditions.~~

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.33**

**ADD TEXT REGARDING IMPLEMENTATION OF DMURS IN PLANS AND IN DEVELOPMENT MANAGEMENT PROCESS TO OBJECTIVE TM 12-1 INTEGRATED LAND USE AND TRANSPORT**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Add the following text to Objective TM 12-1 Integrated Land Use and Transport, i), as follows:

- i. The design of all roads and streets within the urban areas, including suburbs, towns and villages within the 60 kph zone shall be as per the Design Manual for Urban Roads and Streets, being the designated appropriate road design standards for such locations.

*DMURS will be implemented in the preparation of all statutory and non-statutory plans and through the development management process.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.34**

**ADD REFERENCE TO ECONOMIC, HEALTH, CLIMATE ACTION AND SOCIAL BENEFITS OF SUSTAINABLE TRANSPORT**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Amend paragraph 12.6.2 and add additional text as follows:

~~Significant economic, health, climate action and social benefits are to be derived from realising the 10 minute town concept.~~ ***Realising the 10 minute town concept, and an increased sustainable transport mode share generally, will deliver significant economic, health, climate action and social benefits.*** Such benefits include reduced transport costs, reduced travel times, improved health and fitness, increased footfall in retail areas, increased vibrancy, increased social contact, improved air quality, resource efficiency and climate action progress. The 10 minute town concept facilitates thriving local economies. Significantly, in the context of transport, it reduces the distances travelled and offers the opportunity to choose active travel modes.

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.35**

**INCLUDE ADDITIONAL TEXT REGARDING PUBLIC REALM AND EV CHARGE POINT PROVISION IN OBJECTIVE TM 12-11**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Add text to objective TM 12-11 EV Charging, b).as follows:

- b. The Council will liaise with other agencies to secure the retrospective provision of EV recharging points within the public realm of settlements where appropriate. *Within public realm enhancements or reconfiguration schemes, any provision of EV charge points will be located so as not to inhibit pedestrian or cyclist movement or priority.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.36**

**ADD TEXT TO TABLE 12.7, DIMENSIONS OF PARKING BAYS, REGARDING MINIMUM CIRCULATION AREA FOR DISABLED PARKING BAYS**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Add text to Table 12.7 Dimensions of Parking Bays as follows:

Disabled Car Parking Bay <i>(not including minimum 1.2m circulation area to be provided as required).</i>	4.9m x 3.0m minimum
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**TEXT CHANGE ONLY**



**PROPOSED AMENDMENT NO. 1.12.37**

**AMEND TEXT REGARDING PROVISION OF CYCLE PARKING FACILITIES**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Add text to paragraph 12.12.3 as follows:

Cycle parking should be convenient, accessible and be sited as close as possible to the principal destination and routes to cycle parking should be of a high standard and should benefit from passive surveillance to increase personal safety. Visitor parking should be easy to find and located next to all main entrances. The provision of secure bicycle lockers may be appropriate and their use within the public realm or at public transport nodes may be considered. However, they must be the subject of effective management regimes that cover their allocation, access and monitoring of use. Secure cycle parking facilities should be provided at new and upgraded public *strategic* transport Interchanges *such as bus and rail interchanges*, multi storey car parks and public buildings.

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.38**

**INCLUDE ADDITIONAL TEXT REFERRING TO ECONOMIC BENEFIT OF SHIFT TO SUSTAINABLE TRANSPORT MODES AND CLIMATE ACTION GENERALLY**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Add text to paragraph 12.1.4 as follows:

The National Planning Framework and its compact growth objectives, and the increased urgency for action in addressing climate change, as highlighted in the Government's Climate Action Plan, provide the substantive context for sustainable transport policy. *It is worth noting that a shift to sustainable transport modes, and climate action generally, will have a considerable economic benefit.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.39**

**INCLUDE ADDITIONAL TEXT REGARDING ROLE OF CORK AIRPORT**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Add text to paragraph 12.23.1 as follows:

Cork International Airport, within Cork City Council administrative area, is an important strategic asset to the County and an important economic driver for the South West Region. It plays a key role in terms of access to the region from Britain and other destinations in Europe in particular. *This Plan supports the role of Cork Airport as a key tourism and business gateway to Cork and the wider Southern Region.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.40**

**ADD TEXT REGARDING PROVISION OF SECURE CHARGING FACILITIES FOR ELECTRIC MICRO MOBILITY VEHICLES**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Add text to paragraph 12.12.3 as follows:

Cycle parking should be convenient, accessible and be sited as close as possible to the principal destination and routes to cycle parking should be of a high standard and should benefit from passive surveillance to increase personal safety. Visitor parking should be easy to find and located next to all main entrances. The provision of secure bicycle lockers may be appropriate and their use within the public realm or at public transport nodes may be considered. However, they must be the subject of effective management regimes that cover their allocation, access and monitoring of use. Secure cycle parking facilities should be provided at new and upgraded public transport Interchanges, multi storey car parks and public buildings. *Where appropriate, consideration is to be given to the provision of secure charging facilities for electric micro mobility vehicles.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.41**

**INCLUDE ADDITIONAL TEXT REGARDING CYCLE PARKING PROVISION AT TRIP DESTINATIONS**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Add text to paragraph 12.12.2 as follows:

Quality bicycle parking needs to be provided at trip destinations - within the public realm of our urban areas and within almost all new developments including *residential*, employment, schools, public transport nodes, shops, community facilities and recreational areas. Secure bicycle storage facilities at trip origins is also critical. Proposals for new development in town centre areas, public transport accessible locations, or other appropriate location must be comprehensively equipped with high quality cycle parking and storage facilities for residents and visitors.

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.42**

**ADD TEXT TO OBJECTIVE TM 12.2, ACTIVE TRAVEL, REGARDING SENSITIVE DESIGN OF NEW PATHS/CYCLEWAYS/GREENWAYS OR UPGRADES TO SAME**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions to the Draft Plan

**PROPOSED AMENDMENT**

Add text to objective TM 12.2 Active Travel as follows:

*TM 12.2.5 New paths and cycleways/ greenways and upgrades to existing paths and cycleways/greenways will be sensitively designed having regard to environmental, nature conservation, landscape and other heritage considerations, and committing, in particular to providing appropriate set-backs from water courses where new paths and cycleways/greenways are proposed along rivers, streams, lakes or other sensitive areas. The development of a greenway strategy for the County is required to guide consideration of future greenway identification and development in a plan-led approach.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.43**

**INCLUDE ADDITIONAL TEXT REGARDING SENSITIVE LOCATIONS AND ACTIVE TRAVEL INFRASTRUCTURE PROVISION**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions to the Draft Plan

**PROPOSED AMENDMENT**

Add additional text to paragraph 12.7.7 as follows:

Active travel infrastructure includes hard measures such as infrastructure design (foot and cycle paths) as well as soft measures such as safety, attractive environment, greening of routes and a high quality public realm.

*Some locations, due to their sensitivity, might not accommodate minimum active travel standards such as minimum cycleway widths. This may be due to environmental, nature conservation, landscape or other heritage considerations.* The identification, design and construction of new cycling and walking routes will be subject to Ecological Impact Assessment at the project *inception* stage.

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.44**

**ADD TEXT TO OBJECTIVE TM 12.12, NATIONAL, REGIONAL AND LOCAL ROAD NETWORK, REGARDING COMPLIANCE WITH EU ENVIRONMENTAL DIRECTIVES AND MINIMISING IMPACTS**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions to the Draft Plan

**PROPOSED AMENDMENT**

Amend objective TM 12.12 National, Regional and Local Road Network, (k) as follows:

Ensure that all route upgrades are planned, designed and constructed to avoid and prevent significant negative environmental or heritage impacts. *to be compliant with EU environmental directives and to minimise impacts on biodiversity, built heritage and landscape.*

**TEXT CHANGE ONLY**



**PROPOSED AMENDMENT NO. 1.12.45**

**ADD FOOTNOTE TO OBJECTIVE TM 12.12, NATIONAL, REGIONAL AND LOCAL ROAD NETWORK, REGARDING SENSITIVITY OF LOCATION OF R624 UPGRADE**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised in submissions.

**PROPOSED AMENDMENT**

Include footnote to objective TM 12.12, National, Regional and Local Road Network, as follows:

*The upgrading of the R624 may require the development of a new crossing of the Belvelly Channel as well as road widening in a sensitive location relative to the Cork Harbour SPA and the Great Island Channel SAC. In addition to natural heritage considerations, there are significant built and archaeological heritage sensitivities at this location. All of these constraints will need to be considered carefully at design stage and construction stages. The proposed project will be subject to all necessary environmental, ecological (including Appropriate Assessment) and built heritage assessments as part of the consenting process. The project will only proceed if it is assessed to be compatible with the requirements of EU environmental directives and the principles of proper planning and sustainable development.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.46**

**ADD REFERENCE TO FOOTNOTE REGARDING SENSITIVITY OF LOCATION OF R624 UPGRADE TO OBJECTIVE TM 12.12, NATIONAL, REGIONAL AND LOCAL ROAD NETWORK**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by the Ecology section of the Council.

**PROPOSED AMENDMENT**

Amend objective TM 12.12, National, Regional and Local Road Network, (e) to include additional text as follows:

T12.12 (e) Upgrade of the R624 Regional Road linking N25 to Marino Point and Cobh and designation to National Road Status. *See also TM 12.2 footnote.*

Note: see PROPOSED AMENDMENT NO. 1.12.45

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.47**

**ADD REFERENCE TO TM 12.12 E AND TO FOOTNOTE REGARDING SENSITIVITY OF LOCATION OF R624 UPGRADE TO OBJECTIVE TM 12.12, NATIONAL, REGIONAL AND LOCAL ROAD NETWORK**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by the Ecology section of the Council.

**PROPOSED AMENDMENT**

Amend objective TM 12.14 Port of Cork and Other Ports, to include additional text as follows which will link this objective to TM 12.12 e & TM 12.12 footnote and related proposed amendments:

- b. Ensure delivery of the upgrading and realignment of the N28 Cork to Ringaskiddy Road and the upgrading of the R624 Regional Road linking N25 to Marino Point and Cobh and designation to National Road Status to provide appropriate road transport capacity to facilitate sustainable development of port facilities at Ringaskiddy, Whitegate and Marino Point. *(see also TM 12.12 e & TM 12.12 footnote)*

Note: see PROPOSED AMENDMENT NO. 1.12.45

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.48**

**ADD OBJECTIVE TO DELIVER THE CORK HARBOUR GREENWAY AND ADD REFERENCE TO TM 12.2.5**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised in submissions.

**PROPOSED AMENDMENT**

Amend objective TM 12.2 Active Travel to include additional text as shown below and a reference to TM 12.2.5 (see proposed amendment 1.12.42):

*TM 12.2.6: Deliver the Cork Harbour Greenway, a component of the Lee to Sea Greenway, subject to environmental assessment. See also TM 12.2.5*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.49**

**ADD NEW PARAGRAPH REGARDING SUPPORT FOR THE PRINCIPLE OF REDUCED SPEEDS IN SETTLEMENTS**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised in submissions.

**PROPOSED AMENDMENT**

Include additional text after paragraph 12.6.7, in section 12.6 Transport Demand Management: Liveable Towns, as follows:

*12.6.8 This plan supports the principle of reduced speed limits in towns and villages. Lower speeds will create more pleasant urban environments and will increase the safety of our most vulnerable road users such as pedestrians, cyclists and children. This is critical to the delivery of objectives in this plan to promote active travel and also complements other objectives in the development plan, particularly those of Chapter 3, Settlements and Placemaking and Chapter 9, Town Centres and Retail, to create more attractive urban environments. The application of speed limits in particular towns and villages is a separate legislative and procedural process outside the remit of this plan.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.50**

**ADD TEXT SUPPORTING THE SAFE ROUTES TO SCHOOL PROGRAMME**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised in submissions.

**PROPOSED AMENDMENT**

Include additional text after paragraph 12.7.14 as follows:

*This plan supports the Safe Routes to School Programme funded by the NTA and co-ordinated by An Taisce's Green Schools programme. The Safe Routes to School programme aims to create safer walking and cycling routes within communities, alleviate congestion at the school gates and increase the number of students who walk or cycle to school by providing walking and cycling facilities along school access routes close to schools and at schools. Interventions may range from an upgraded footpath or new cycle lane to a complete reworking of the road outside a school's entrance and may include provision of cycle and scooter parking.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.51**  
**ADD DIAGRAM OF CORK HARBOUR CYCLE NETWORK**

**ORIGIN OF AMENDMENT**

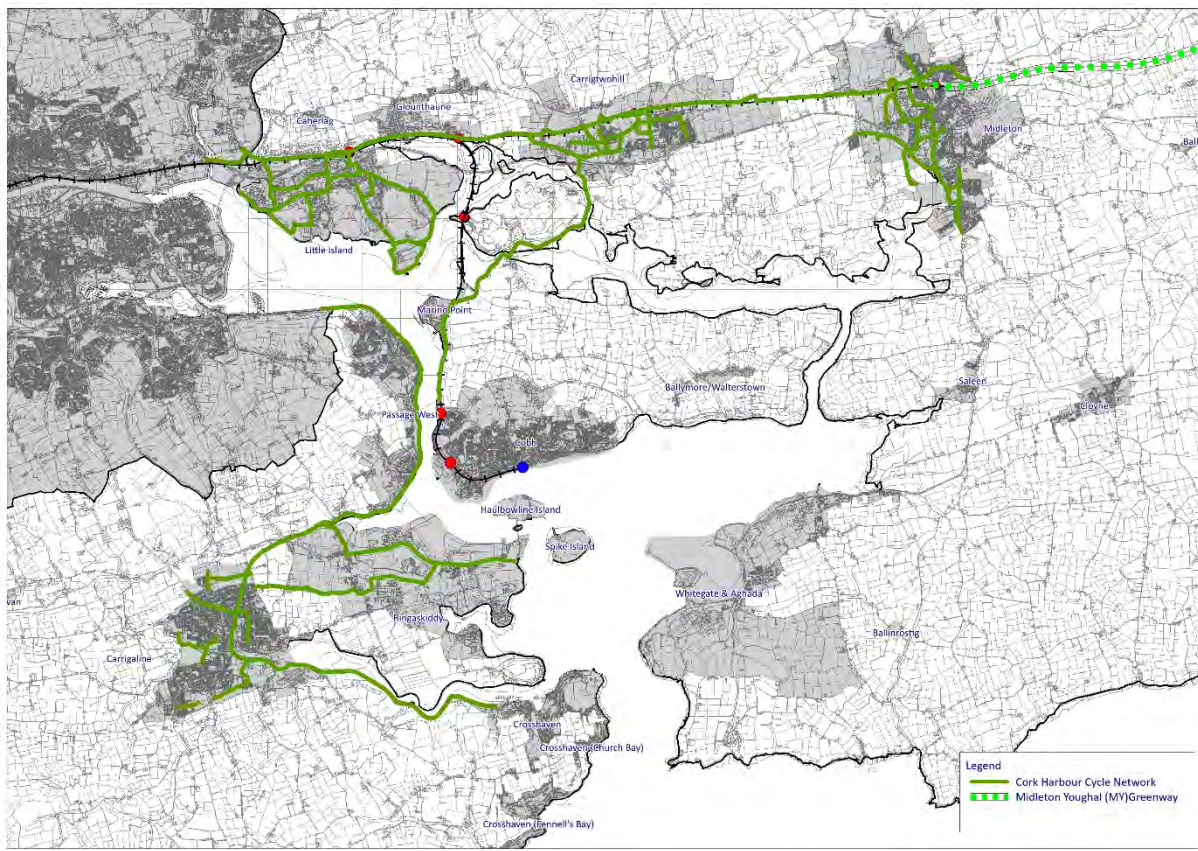
This amendment is required to diagrammatically represent the Cork Harbour Cycle Network.

**PROPOSED AMENDMENT**

Include new diagram after paragraph 12.7.22 as follows:

*Figure TM 12.x Cork Harbour Cycle Network*

**TEXT CHANGE ONLY (DIAGRAM WITHIN TEXT)**



**PROPOSED AMENDMENT NO. 1.12.52**

**INCLUDE NEW OBJECTIVE TO PROTECT EXISTING DISUSED RAIL INFRASTRUCTURE**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by PPU.

**PROPOSED AMENDMENT**

Include new objective after objective TM 12-3 Rail Transport as follows:

***TM 12-3: Protecting Existing Disused Rail Infrastructure***

*Where there is a strong case supporting the potential reopening of an existing or disused railway station (or railway infrastructure) for service, it is an objective to safeguard the station (or infrastructure), its access and the surrounding lands, against encroachment by inappropriate uses, which could compromise the future development as a rail facility. The use of disused railways for the provision of active travel infrastructure may be considered as such a use retains the option to reinstate to rail use at a future point.*

**TEXT CHANGE ONLY**



**PROPOSED AMENDMENT NO. 1.12.53**

**ADD TEXT REFERENCING SPATIAL PLANNING AND NATIONAL ROADS GUIDELINES IN THE CONTEXT OF MOTORWAY SERVICE AREAS**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised in submissions.

**PROPOSED AMENDMENT**

Add text to paragraph 12.16.5 as follows:

TII's Service Area Policy (2014) sets out the policy basis on which service areas will be provided to meet the needs of road users on the national road network. In relation to off-line facilities it states that, provided off-line facilities are in close proximity to the roadway and of sufficient standard, the TII will take these locations into account when evaluating the level of provision and prioritisation of development for on-line TII service areas. The Service Area policy is currently under review and any updates to it will apply in this plan. *Section 2.8 of the Spatial Planning and National Roads Guidelines relates to motorway service areas. Motorway service area proposals are to comply with same.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.54**

**CHANGE SECTION 12.14 HEADING, LOCAL MOBILITY HUBS / CAR POOLING, TO SMART MOBILITY AND INCLUDE ADDITIONAL TEXT**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised in submissions.

**PROPOSED AMENDMENT**

Amend section 12.14 Local Mobility Hubs / Car Pooling as follows:

Local Mobility Hubs / Car Pooling *Smart Mobility*

*Smart mobility refers to mobility measures, including digital innovation, to facilitate multi modal travel and/or mobility as a service. This plan supports measures which will support emerging innovations in the transport and mobility sector and assist in delivering multi modal integration such as through the provision of facilities for Bike and Ride, Park and Cycle, Park and Car Pool, public bicycle sharing, car sharing, bike charging, EV charging, taxi drop off etc.*

CMATS proposes that strategic Park and Ride facilities be complemented by a number of smaller, local facilities referred to as mobility hubs. These may include formalising existing car parks at locations including Little Island. Typically, they will be supported by frequent public transport, quality active travel network catchments, and facilities such as those listed above.

Carpooling is more energy efficient than using single occupancy vehicles on our roads and results in reduced pollution and GHG emissions relative to single occupancy vehicles. As it reduces the number of cars on the road it decreases congestion. It also provides an opportunity for shared fuel costs and reduced running costs. It can be a feature of multi modal travel integration.

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.55**  
**INCLUDE NEW OBJECTIVE TO SUPPORT SMART MOBILITY**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised in submissions.

**PROPOSED AMENDMENT**

Include new objective after paragraph 12.14.2 as follows:

*TM 12.x Smart Mobility*

*Support smart mobility to encourage innovation in sustainable mobility to facilitate multi-modal travel and mobility as a service.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.56**

**AMEND TABLE 12.1, INTEGRATED LAND USE AND TRANSPORT STRATEGY TO RECATEGORISE ITEMS UNDER AVOID, SHIFT AND IMPROVE COLUMN HEADINGS**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised in submissions and an error in Table 12.1.

**PROPOSED AMENDMENT**

Amend Avoid Shift Improve Table as follows:

Each Item in the ‘Improve’ column in table12.1, except EV charging, will be moved so that each is under the ‘Shift’ column. Note this table will be updated as a consequence of other amendments to reflect relevant objectives.

<b>Table 12.1 Integrated Land Use and Transport Strategy</b>			
	Avoid	Shift	Improve
Framework	Transport Demand Management	Active Travel Public Transport <i>Road infrastructure improvements</i> <i>Public transport infrastructure improvements</i>	EVs charging <del>Road infrastructure improvements</del> <del>Public transport infrastructure improvements</del>
Initiatives	Remote working	Active travel as a realistic choice:	EV charge point provision in new developments.
	Compact Growth 10-minute town concept Enhanced mix of land uses including location of employment and residential development.	Permeability and connectivity – safe, convenient and attractive routes.	EV charge point provision in public realm.

Table 12.1 Integrated Land Use and Transport Strategy			
	Avoid	Shift	Improve
		<p><i>Road upgrades/realignment.</i></p> <p>Attractive public realm.</p> <p>Support viability of Bus, including Local Link, and Rail.</p> <p>Locate development to maximise the opportunity of Bus, including Local Link, and Rail.</p> <p>Park and Ride.</p> <p>Maximum car parking standards.</p> <p><i>Enhanced access to public transport.</i></p> <p><i>Multi modal connectivity.</i></p> <p><i>Provision for transport multimodal interchange.</i></p>	<p><del>Road upgrades/realignment.</del></p> <p><del>Enhanced access to public transport.</del></p> <p><del>Multi modal connectivity.</del></p> <p><del>Provision for transport multimodal interchange.</del></p> <p>Renewable energy.</p>
Plan Response	Objectives TM 4-1 <del>12-1</del> to TM 5-4 <del>12-2</del> Objective TM 6-1	Objectives TM 4-1 <del>12-1</del> to TM 9-2 <del>12-10, TM-12-12</del>	Objectives TM 5-6 to TM 5-8 Objective TM 6-1

**Table 12.1 Integrated Land Use and Transport Strategy**

	Avoid	Shift	Improve
	<p>Objectives EC <del>8-2</del>, EC <del>8-3</del>, EC 8-5, EC <del>8-10</del> (see Economy and Employment Chapter 8).</p> <p>Objectives HOU 4-<del>5</del><b>7</b>, HOU 4-<del>6</del> <b>8</b> (see Housing Chapter 4).</p> <p>Objectives SC 6-1, SC 6-3-SC6-<del>8</del><b>10</b> (see Social and Community Chapter 6).</p> <p>Objectives RP 5-1, RP 5-9, RP 5-22 (see Rural Cork Chapter 5)</p> <p>Objectives TO 10-7 to TO 10-9 (see Tourism Chapter 10)</p> <p><i>Objectives PL-3-1, PL 3-2, PL 3-3</i></p> <p><i>Objectives RP 5-1, RP 5-2</i></p> <p><i>Objectives TCR-9-1, TCR 9-2, TCR 9-13</i></p>		<p><del>Objectives TM9-1 to TM9-4</del> <b>12.11</b></p>

Table 12.1 Integrated Land Use and Transport Strategy			
	Avoid	Shift	Improve
Programmes and Measures	<p>€15.8 million NTA funding to Cork County Council for sustainable travel projects.</p> <p>CMATs</p> <p>Midleton to Youghal Greenway</p> <p>Eastern Corridor: Inter- Urban Cycle Route/ Greenway</p> <p>Cork Harbour Greenway</p> <p>Project ACT (Activating County Towns)</p> <p>Little Island Transport Strategy</p> <p>Castletownbere Transport Strategy residential development.</p> <p>Bandon Transportation and Public Realm Enhancement Plan, 2016</p> <p>Carrigaline Transportation and Public Realm Enhancement Plan (in preparation)</p>		<p>EV pilot programme.</p> <p>Bus shelter programme: over €1.2m of NTA funding between 2020 and 2021 will see the upgrade of 44 no. bus stops countywide, 35 no. to accessible standard.</p>
Targets and Monitoring	<p>Commuting to work and school by sustainable mode at countywide and main town level.</p> <p>Active travel infrastructure usage.</p> <p>Active Travel Projects delivered.</p>		<p>EV purchase</p> <p>Public transport usage</p> <p>Delivery of road investment.</p> <p>Bus shelter enhancement programme.</p>

Note: There may be consequential amendments to this table to update the Plan Response references.

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.57**

**ADD TEXT TO OBJECTIVE TM 12.12, NATIONAL, REGIONAL AND LOCAL ROAD NETWORK, TO SUPPORT THE UPGRADE OF COBH CROSS JUNCTION**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by the Roads Directorate of the Council.

**PROPOSED AMENDMENT**

Include additional text between e) and f) in objective TM12.12 National, Regional and Local Road Network as follows:

*Support upgrade of Cobh Cross junction.*

**TEXT CHANGE ONLY**



**PROPOSED AMENDMENT NO. 1.12.58**

**INCLUDE ADDITIONAL TEXT RELATING TO ENGAGEMENT WITH IARNROD EIREANN REGARDING INTEGRATION OF CYCLEWAYS AND WALKWAYS WITH EXISTING RAIL STATIONS ALONG THE EASTERN RAIL CORRIDOR.**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised in submissions.

**PROPOSED AMENDMENT**

Add text to paragraph 12.7.15 as follows:

Greenways are significant infrastructure developments and with a range of economic, social and environmental benefits. They increase visitor numbers offering a significant boost to local economies. The recreational value of greenways is widely recognised but it is important to maximise the potential of this active travel infrastructure and to seek opportunities to connect greenways to nearby residential, employment, town centre areas and public transport nodes. *The Council will engage with Iarnród Éireann regarding any integration of cycleways and walkways with the existing rail stations along the eastern rail corridor.* See also Chapter 10 Tourism.

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.59**

**UPDATE TEXT TO REFLECT THAT CMATS SUCCEEDS THE CORK CYCLE NETWORK PLAN AND CORRECT ERROR IN TABLE 12.2 RELEVANT EXISTING MODAL SHIFT TARGETS**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised in submissions.

**PROPOSED AMENDMENT**

As CMATS succeeds the Cork Cycle Network Plan it is proposed to remove text from paragraph 12.5.4 and table 12.2, Relevant Existing Modal Shift Targets, as shown below. It is also proposed to replace ‘Bus’ with ‘Public Transport’ to correct an error as follows:

12.5.4 Smarter Travel (2009-2020), the Government’s sustainable transport policy, set mode share targets for work related commuting – targets which are reflected in the Regional, Spatial and Economic Strategy for the Southern Region (RSES). The Smarter Travel policy document is currently under review and should the updated policy set sustainable transport targets these will apply in County Cork. CMATS also included am peak mode share targets to 2040 for the entire Metropolitan Area. CMATS sets out that the daily demand for travel in 2040 will have increased by 56% over 2011 levels. ~~The Cork Metropolitan Area Cycle Network Plan, which now forms a component of CMATS, has individual cycle mode share targets for employment and education commuting purposes, to 2025, for Cork Metropolitan Towns, with total cycle mode share for work and education in 2025 ranging from 5% to 7%.~~

**Table 12.2 Relevant Existing Modal Shift Targets**

Smarter Travel National Sustainable Transport Policy	Cork Metropolitan Area Strategic Plan AM Peak Mode Share Targets 2011-2040			Cork Metropolitan Area Cycle Network Plan Cycling Mode Share
45% of work related commuting by private car by 2020	Car:	66% 2011	49.3% 2040	-
55% of work related commuting by sustainable transport by 2020	Walking:	21% 2011	21% 2040	-
	<del>Bus:</del> <b>Public Transport</b>	10% 2011	25.7% 2040	-
	Cycling:	1% 2011	4% 2040	<del>Cycling: 5% – 9% 2025</del>

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.60**

**ADD TEXT REGARDING AN ACTIVE TRAVEL ROUTE BETWEEN MIDLETON AND WHITEGATE**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by elected members of the Council.

**PROPOSED AMENDMENT**

Include additional text after paragraph 12.7.20 as follows:

*In the future an active travel route between Middleton and Whitegate may be provided which could connect to route IU-1.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.61**

**INCLUDE ADDITIONAL TEXT REGARDING PROVISION OF RAIL INFRASTRUCTURE/DEPOT**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by senior management within the Council.

**PROPOSED AMENDMENT**

Include additional text within objective TM 12.3 Rail Transport between point c) and point d) as follows:

*TM 12.3 Support the provision of rail infrastructure, including depot facilities, to deliver CMATS objectives for rail service provision.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.62**

**ADDITIONAL TEXT REGARDING MANAGEMENT OF ON STREET PARKING**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised at Special Development Committee Meeting on 3<sup>rd</sup> December 2021.

**PROPOSED AMENDMENT**

Add text to paragraph 12.12.13 as follows:

Given the requirement to deliver 30% of all new urban development on infill/brownfield sites within the built footprint of existing settlements, and in order to encourage and incentivise those wishing to invest in and develop town/village centre locations, the County Council will not normally seek the provision of onsite parking or a monetary contribution in lieu of car parking where the development involves the re-use/refurbishment of an existing occupied or vacant building, any change of use, or where small scale infill developments (including residential) are proposed within the town centre or village centre. *The Council will monitor town centre parking provision to ensure that on-street parking does not negatively impact the placemaking and sustainable mobility aims of this County Development Plan. If deficiencies in specific areas arise the Council will seek to address them through the development management process and by the provision of adequate off-street public parking.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.12.63**

**ADD TEXT TO THE REFERENCE TO THE UN CONVENTION ON THE RIGHTS OF PERSONS WITH DISABILITIES**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised at Special Development Committee Meeting on 3<sup>rd</sup> December 2021.

**PROPOSED AMENDMENT**

Add text to paragraph 12.7.2 as follows:

Active travel measures must achieve inclusivity with the needs and requirements of people of all ages and those with disabilities (including mobility, sensory and cognitive impairments) considered. This Plan supports, *and will actively seek to implement*, the requirement of the UN Convention on the Rights of Persons with Disabilities, ratified by Ireland, to ensure to persons with disabilities, access, on an equal basis with others, to the physical environment and to transportation, both in urban and in rural areas; and supports the National Disability Inclusion Strategy 2017-2021.

**TEXT CHANGE ONLY**

## 4 Chapter 13 Energy and Telecommunications

### *PROPOSED AMENDMENT NO. 1.13.1*

#### **RENEWABLE ENERGY STRATEGY**

##### *ORIGIN OF AMENDMENT*

This amendment is required to address issues raised by Submissions.

##### *PROPOSED AMENDMENT*

It is proposed to make a change to the Draft Plan to insert additional text to paragraph 13.4.4 as follows:

Energy generation in Cork is likely to evolve significantly over the next number of years as the move towards a low carbon economy increases and the need to produce more energy ~~for~~*from* renewal sources. Cork is well positioned to become self-sufficient in renewable energy and contribute to the achievement of national energy targets outlined above. *During the life of this plan, the Planning Authority will prepare a renewable energy strategy for the county.*

It is proposed to amend the draft plan, to insert additional text to Objective ET 13.1 Energy, as follows:

County Development Plan Objective ET 13.1 Energy

*a) Ensure that County Cork fulfils its potential in contributing to the sustainable delivery of a diverse and secure energy supply and to harness the potential of the county to assist in meeting renewable energy targets and managing overall energy demand.*

*b) During the life of this plan, the Planning Authority will prepare a renewable energy strategy for the county*

#### **TEXT CHANGE ONLY**

## **PROPOSED AMENDMENT NO. 1.13.2**

### **REPOWERING OF EXISTING INFRASTRUCTURE**

#### **ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions and as a consequential amendment arising from the publication of the national Climate Action Plan 2021 on 4<sup>th</sup> November 2021.

#### **PROPOSED AMENDMENT**

It is proposed to make a change to the Draft Plan to insert additional text to objective ET 13.4 Wind Energy as follows:

In order to facilitate increased levels of renewable energy production consistent with national targets on renewable energy and climate change mitigation as set out in the National Energy and Climate Plan 2021-2030, the Climate Action Plan ~~2019~~, **2021**, and any updates to these targets, and in accordance with Ministerial Guidelines on Wind Energy Development, the Council will support further development of on-shore wind energy projects including the upgrading, **repowering** or expansion of existing infrastructure, at appropriate locations within the county in line with the Wind Energy Strategy and objectives detailed in this chapter **and other objectives of this plan in relation to climate change, biodiversity, landscape, heritage, water management and environment etc.**

#### **TEXT CHANGE ONLY**



### **PROPOSED AMENDMENT NO. 1.13.3**

#### **INCLUDE WAVE AND TIDAL ENERGY IN HYBRID ENERGY**

##### **ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by Submissions.

##### **PROPOSED AMENDMENT**

It is proposed to make a change to the Draft Plan to insert additional text to paragraph 13.5.7 as follows:

Hybrid Energy Systems usually consists of two or more renewable energy sources used together to provide the energy security needed that a standalone resource will never be able to supply due to various conditions and constraints. Solar, Hydrogen and battery storage have all been linked with wind energy to create hybrid systems. Solar and Wind can also work well together with solar having its peak output in the summer while wind output is likely to be greatest over the other seasons. *Other hybrid combinations, such as wave and tidal energy also have potential to contribute to meeting our renewable energy targets.* The renewable energy sector is becoming increasingly competitive and Hybrid Energy/co-location of renewable energy systems, where feasible, will expand the sector by optimising the energy potential of a location.

##### **TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.13.4**

**INCLUDE AIRPORT INFRASTRUCTURE**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by Submissions.

**PROPOSED AMENDMENT**

It is proposed to amend the draft plan, to insert additional text to Objective ET 13.14 Solar Farm Development, as follows:

- f) All proposed solar developments locating in close proximity to any roads *and airport infrastructure will* undergo a full glint and glare assessment.

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.13.5**

**INCLUDE WIDER CUMULATIVE IMPACTS**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by Submissions.

**PROPOSED AMENDMENT**

It is proposed to amend the draft plan, to insert additional text to Objective ET 13.17 Bioenergy, as follows:

d) In all cases, visual, noise, odour, and amenity impact on adjacent properties, uses and amenity areas **and wider cumulative impacts** will be key considerations when assessing any such proposals.

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.13.6**

**REDUCE OVERALL ENERGY DEMAND**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by Submissions.

**PROPOSED AMENDMENT**

It is proposed to amend the draft plan, to insert additional text to paragraph 13.4.5, as follows:

Other aspects of energy use are also likely to change over the life of this plan as carbon pricing creates behavioural change, buildings became more energy efficient and transport demand is reduced due to modal shift, greater alignment between where people live and work, and reduced commuting due to increased take up of remote working. *The need to reduce overall energy demand is also acknowledged.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.13.7**

**EXPAND TO SAY GAS STORAGE**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by Submissions.

**PROPOSED AMENDMENT**

It is proposed to amend the draft plan, to amend text in Objective ET13.19 Carbon Capture and Storage, as follows:

Objective ET 13.19: ~~Carbon Capture and Storage~~ **Gas Storage**

Support the potential provision for **Gas Storage and particularly** ~~Carbon and~~ Carbon Capture and Storage development in Cork having regard for existing infrastructure available, and where practicable and feasible **and sustainable** within the county.

**TEXT CHANGE ONLY**

## **PROPOSED AMENDMENT NO. 1.13.8**

### **COMMUNICATIONS AND DIGITAL CONNECTIVITY**

#### **ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by Submissions.

#### **PROPOSED AMENDMENT**

It is proposed to amend the draft plan, to omit text as follows:

##### **13.18 Telecommunications Infrastructure**

~~The Council recognises the provision of a modern, efficient telecommunications system is essential for the economic development of the region and can improve the quality of life by offering new choices in education, employment, entertainment, and communications. While the primacy of this infrastructure is acknowledged, it is equally as important that the landscape, both urban and rural, are considered and protected from any significant impact caused by this form of infrastructure. Visual impact should be minimal in the landscape and therefore, telecommunications infrastructure will be subject to a Visual Impact Assessment and Appropriate Assessment screening, and those that could have significant effect on a Natura 2000 site, will undergo a full Appropriate Assessment prior to development.~~

and replace with new section, as follows:

#### ***Communications and Digital Connectivity***

***13.8.1 Access to high quality digital and mobile telecommunications infrastructure is critical to the social and economic wellbeing of communities and can support the revitalisation of towns, villages and rural areas. Developments in digital, information and communications technology continue to fundamentally change how our society and economy functions. The relational proximity of all locations will improve with advances in technology. To optimise the opportunities from smart technology, access to high-speed, high capacity digital and communications infrastructure needs to improve across the County.***

***13.8.2 The Council recognises the provision of a modern, efficient communications system and digital connectivity is essential for the economic development of the region and supports the development of the new Smart Region and Smart Technology initiatives that are coming on stream in urban and rural areas. Enhanced digital connectivity and the roll out of smart technologies can improve quality of life by offering new choices in services, education, employment, entertainment, communications, mobility etc.***

***13.8.3 While the importance of telecommunications infrastructure is acknowledged, it is equally as important that the landscape, both urban and rural, are considered and protected from any significant impact caused by such infrastructure. Visual impact should be minimal in the landscape and therefore, telecommunications infrastructure will be subject to a Visual Impact Assessment. Environmental, heritage and ecological impacts of any such infrastructure will also be assessed in accordance with standard Council policies and procedures.***

#### **TEXT CHANGE ONLY**

### **PROPOSED AMENDMENT NO. 1.13.9**

#### **UPDATE THE DIRECTIVE**

#### **ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by Submissions.

#### **PROPOSED AMENDMENT**

It is proposed to amend the draft plan, to insert additional text to paragraph 13.15.1 and paragraph 13.15.2, as follows:

13.15.1 Heating and operation of buildings represent a significant proportion of Ireland's total energy consumption. EU Directives in 2002 and 2010 *as amended by Directive 2018/844/EU (EPBD)* on the Energy Performance of Buildings contain a range of provisions aimed at improving energy performance of residential and non-residential buildings, both new build and existing. These directives assist the long-term EU strategy to decarbonise the economy can be climate neutral by 2050 in line with the objectives of the Paris Agreement (2015).

13.15.2 Heating and operation of buildings represent a significant proportion of Ireland's total energy consumption. EU Directives in 2002 and 2010 *as amended by Directive 2018/844/EU (EPBD)* on the Energy Performance of Buildings contain a range of provisions aimed at improving energy performance of residential and non-residential buildings, both new build and existing. These directives assist the long-term EU strategy to decarbonise the economy can be climate neutral by 2050 in line with the objectives of the Paris Agreement (2015).

#### **TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.13.10**

**UPDATE WORDING IN OBJECTIVE**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by Submissions.

**PROPOSED AMENDMENT**

It is proposed to amend the draft plan, to amend text in Objective ET. 13.20: Building Energy Efficiency and Conservation, as follows:

~~Encourage~~ **Require** innovative new building design and retrofitting of existing buildings, to improve building energy efficiency, **reduce embodied energy**, energy conservation and the use of renewable energy sources in accordance with national regulations and policy requirements.

**TEXT CHANGE ONLY**



**PROPOSED AMENDMENT NO. 1.13.11**

**INCLUDE LAND BASED INFRASTRUCTURE**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by Submissions.

**PROPOSED AMENDMENT**

It is proposed to add additional text to Objective ET 13.16: Ocean and Off-shore Wind Energy, as follows:

Support the appropriate development of ocean and offshore wind energy production off the Cork Coast by ensuring adequate provision of land-based infrastructure in line with national policy, and in a way that avoids significant adverse impacts on sites of ecological value and protects the wider environmental, heritage, landscape and marine resources of the area. The need for *land-based* infrastructure to support the assembly, deployment, and maintenance of the off shore energy structures is recognised, as is the need for an integrated approach to the use and management of the coastal zone and coastal resources.

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.13.12**

**EXPAND OBJECTIVE ET 13.6 ACCEPTABLE IN PRINCIPLE**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by Submissions and the Ecology Unit.

**PROPOSED AMENDMENT**

It is proposed to add additional text Objective ET 13.6: Acceptable in Principle, as follows:

Commercial wind energy development is normally encouraged in these areas subject to protection of residential amenity particularly in respect of noise, shadow flicker, visual impact and the requirements of the Habitats, Birds, Water Framework, Floods and EIA Directives *and taking account of protected species of conservation concern.*

**TEXT CHANGE ONLY**

### **PROPOSED AMENDMENT NO. 1.13.13**

#### **EXPAND OBJECTIVE ET 13.7 OPEN TO CONSIDERATION**

##### **ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by DoHLG&H Submission and the Ecology Unit.

##### **PROPOSED AMENDMENT**

It is proposed to amend text in Objective ET 13.7: Open to Consideration, as follows:

Commercial wind energy development is open to consideration in these areas where proposals can avoid adverse impacts on:

- Residential amenity particularly in respect of noise, shadow flicker and visual impact;
- Urban areas and Metropolitan/Town Green Belts;
- Natura 2000 Sites (*SPA's and SAC's*), Natural Heritage Areas (NHA's), *proposed Natural Heritage Areas or adjoining areas and locations affecting their integrity and other sites and locations of significant ecological value.*
- Architectural and archaeological heritage;
- Visual quality of the landscape and the degree to which impacts are highly visible over wider areas. In planning such development, consideration should also be given to the cumulative impacts of such proposals.

#### **TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.13.14**

**ADDITIONAL OBJECTIVE FOR SOLAR FARMS**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions and the Ecology Unit.

**PROPOSED AMENDMENT**

It is proposed to add additional text to Objective ET 13.14 Solar Farm Development, as follows:

*g) Proposals for development of new solar developments and associated infrastructure including grid connections will be subject to ecological impact assessment and, where necessary Appropriate Assessment, with a view to ensuring the avoidance of negative impacts on designated sites, protected species and on sites or locations of significant ecological value.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.13.15**

**UPDATE WORDING IN PARAGRAPH 13.6.6**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by Submissions and Ecology Unit.

**PROPOSED AMENDMENT**

It is proposed to amend the draft plan, to amend text in paragraph 13.6.6., as follows:

Acceptable in Principle': These areas (River Ilen basin north of Skibbereen and an area south of Macroom) are an optimal location for wind farm development ~~without significant~~ **with minimal** environmental impacts. They have viable wind speeds (>7.5m/s) and good proximity and access to the grid. These areas exclude urban areas and town green belts, avoid Natura 2000 Sites (SPA and SACs), high value landscapes and Natural Heritage Areas (NHA's).

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.13.16**

**UPDATE OBJECTIVE ET 13.5 WIND ENERGY PROJECTS**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by Submissions and Ecology Unit.

**PROPOSED AMENDMENT**

It is proposed to amend text in Objective ET13.5 Wind Energy Projects, as follows:

b) On-shore wind energy projects should focus on areas considered 'Acceptable in Principle' and 'Areas Open to Consideration' and generally avoid "Normally Discouraged" areas *as well as sites and locations of ecological sensitivity* in this Plan.

**TEXT CHANGE ONLY**

***PROPOSED AMENDMENT NO. 1.13.17***

**ADD WORDING AIR AND WATER TO ET13.17 BIOENERGY**

***ORIGIN OF AMENDMENT***

This amendment is required to address issues raised by Submissions and Ecology Department.

***PROPOSED AMENDMENT***

It is proposed to amend the draft plan, to add text in Objective ET13.17 Bioenergy, as follows:

a) Encourage the development of commercial bioenergy plants on brownfield sites which are adjacent to industrial areas or on lands which are reserved for industrial uses or on brownfield sites in rural areas. The Council may consider other lands for bioenergy production where the applicant has suitably demonstrated a location specific need for the type and scale of facility proposed and there is no adverse environmental or ecological impact on surrounding land, *air, water* and properties.

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.13.18**

**UPDATE PARAGRAPH 13.4.3**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by Submissions.

**PROPOSED AMENDMENT**

It is proposed to amend text in paragraph 13.4.3 as follows:

Gas Networks Ireland has confirmed Ireland's first Central Grid Injection (CGI) facility for delivering renewable gas into the national gas network is the GRAZE Gas project, in Mitchelstown, Co Cork, due to be implemented by 2022. The Mitchelstown facility will be the first of ~~17~~ *Gas Networks Irelands proposal for 70* CGI facilities *in Ireland*, and GRAZE Gas will deliver 8% of Ireland's residential gas demand, the equivalent to demand from 56,000 homes. This development will allow local on-farm Anaerobic Digestion Plants to inject into the CGI plant. The GRAZE Gas project will be another stepping-stone in reaching the 50% Gas supply targets by 2050 *and will cater for trucks and buses to transition from diesel to renewable gas*. ~~It is also planned to fund development of over 70 Compressed Natural Gas (CNG) stations by Gas Networks Ireland as part of the GRAZE Project, to cater for trucks and buses to transition from diesel to renewable gas.~~

**TEXT CHANGE ONLY**



**PROPOSED AMENDMENT NO. 1.13.19**

**REMOVE TEXT REFERRING TO INIS EALGA AND UPDATE TO OFFSHORE TARGETS**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by Submissions and as a consequential amendment arising from the publication of the national Climate Action Plan 2021 on 4<sup>th</sup> November 2021.

**PROPOSED AMENDMENT**

It is proposed to amend text in paragraph 13.9.3 and 13.9.4, as follows:

The Climate Action Plan 2019 has set a target for the generation of 3.5 GW of offshore renewable energy by 2030 and highlights in Actions 25, 26, and 27, the need to support offshore renewables. *The Programme for Government and Climate Action Plan 2021 has increased this target to 5GW of offshore renewable energy by 2030.* To date Ireland has only one off shore wind farm with six turbines off the coast of Arklow, Co. Wicklow. Seven further offshore wind projects are currently progressing through the site investigation / feasibility / pre-planning process in Ireland, off the coast of Louth, Dublin, Wicklow and Galway. *Energy Ireland has plans to develop the largest wind energy project off the Cork coast, at the Inis Ealga site near Ballycotton.* ~~Investigations are underway to determine the feasibility of the development of a 1GW offshore wind energy project.~~

~~The Draft National Marine Planning Framework indicates that a new spatial system of designation of marine zones for specific activities including off shore energy will be rolled out in the future. The areas will be designated by government.~~

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.13.20**

**INCLUDE PART D) TO OBJECTIVE ET 13.2 RENEWABLE ENERGY**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by Submissions.

**PROPOSED AMENDMENT**

It is proposed to amend the draft plan, to add text in Objective ET13.2 Renewable Energy, as follows:

*d) to promote the potential of micro renewables where it can be demonstrated that that it will not have adverse impacts on the surrounding environment (including water quality), landscape, biodiversity or amenities.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.13.21**

**INCLUDE WATER STORAGE TO PARAGRAPH 13.7.1**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by Submissions.

**PROPOSED AMENDMENT**

It is proposed to amend the draft plan, to add text in paragraph 13.7.1, as follows:

Site drainage, *water storage* and hydrological effects such as water supply and quality and watercourse crossings; management plans to deal with any potential material impact on watercourses; the hydrological table; flood risk including mitigation measures;

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.13.22**

**SMART CITY/ SMART REGION INITIATIVE**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by Submissions.

**PROPOSED AMENDMENT**

It is proposed to amend the draft plan, to add text to Objective ET13.28 Information and Communications Technology, as follows:

*c) Support the role of Smart City / Smart Region initiatives and the roll of smart technologies to urban and rural areas.*

**TEXT CHANGE ONLY**

### PROPOSED AMENDMENT NO. 1.13.23

#### **EXPAND GRID CONNECTIONS BULLET**

##### ORIGIN OF AMENDMENT

This amendment is required to address issues raised by Transport Infrastructure Ireland.

##### PROPOSED AMENDMENT

It is proposed to amend the draft plan, to add text in section 13.7.1 as follows:

All planning applications for wind energy development should include a comprehensive assessment of the potential impacts of the proposed development on the receiving environment and landscape. The Planning Authority will require the following criteria to be covered by prospective applicants;

- The requirement for Environmental assessments (EIA, AA etc.).
- Community engagement and participation aspects of the proposal.
- Grid Connection. *Details In particular grid connections with the potential to impact on the strategic function of the national road network should be discussed and agreed with Transport infrastructure Ireland and should use alternative available routes where feasible in the first instance.*

It is also proposed to amend the draft plan, to add text in section 13.8.5, as follows:

At present, there are no national planning guidelines to guide the future development of solar farm proposals. In the absence of same, the Council will assess the appropriateness of individual applications received having regard to all other statutory requirements and guidelines, environmental sensitivity factors (if any) of the application site, similar development guidance internationally, and the overall proper planning and sustainable development of the area. Proposals for solar farms should consider a range of issues, including, but not limited to, the following:

- Landscape character;
- Layout of the proposal including the scale of land cover, panel height, landscaping, road access, noise, etc:
- Site suitability – lands of high environmental / biodiversity value are not generally suitable for such development while
- brownfield land may be suitable:
- Drainage and flooding,
- Environment;
- Visual and landscape impact;
- The effects of glint and glare on neighbouring sites and transportation routes,
- Grid connections. *In particular grid connections with the potential to impact on the strategic function of the national road network should be discussed and agreed with Transport infrastructure Ireland and should use alternative available routes where feasible in the first instance.*

#### **TEXT CHANGE ONLY**

## **PROPOSED AMENDMENT NO. 1.13.24**

### **UPDATE BIOLIQUIDS AND BIOFUELS**

#### **ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by Planning Policy Unit.

#### **PROPOSED AMENDMENT**

It is proposed to amend the draft plan, to-amend text in section 13.10.3 and 13.10.4 as follows:

~~13.10.3 Bioliquids may be defined as the “liquid fuel for energy purposes other than for transport, including electricity and heating and cooling, produced from biomass”. Bioliquid sources include vegetable oils (rapeseed, soya, and palm), animal fats and used cooking oils. The liquids may be used to produce heating, cooling, and electrical energy.~~

~~13.10.4 Biofuels may be defined as the ‘liquid fuel for energy purposes other than for transport, including electricity and heating and cooling, produced from biomass. A number of conversion techniques are used to produce biodiesel, bioethanol and biomethane~~

Replace text with the following

*Both Bioliquids and Biofuels may be defined as the ‘liquid fuel for energy purposes other than for transport, including electricity and heating and cooling, produced from biomass. Bioliquid sources include vegetable oils (rapeseed, soya, and palm), animal fats and used cooking oils. The liquids may be used to produce heating, cooling, and electrical energy. In Biofuel production, a number of conversion techniques are used to produce biodiesel, bioethanol and biomethane.*

#### **TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.13.25**

**UPDATE TEXT IN SECTION 13.15.7**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by Planning Policy Unit and as a consequential amendment arising from the publication of the national Climate Action Plan 2021 on 4<sup>th</sup> November 2021.

**PROPOSED AMENDMENT**

It is proposed to amend the draft plan, to update text in section 13.15.7 as follows:

13.15.7 The Council will promote energy efficiency in transport in line with national policy set out by the Government and the Transport and Mobility chapter in this Plan. In May 2017, the National Policy Framework on Alternative Fuels for Transport in Ireland 2017 to 2030 was published, setting out ambitions that by 2030, all new cars and vans sold Ireland will be zero emissions. There are a number of charging points around the county. and Action 72 in the Climate Action Plan aims to grow EV's to 800,000 by 2030, thus additional infrastructure to meet the demand will be required. During the lifetime of this Plan, the council will promote and further **EV charge point** installation across the county to charge these **EV** vehicles. The Climate Action Plan recognises the need to increase the renewable biofuel use in motor vehicles. Action 76 in The Climate Action Plan and RPO 93 from RSES aims to develop the CNG fuelling network to support the uptake of CNG vehicles.

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.13.26**

**UPDATE TEXT IN 13.18.11( L)**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by Planning Policy Unit.

**PROPOSED AMENDMENT**

It is proposed to amend the draft plan, to update text in section 13.18.11 ( l ) as follows:

l) avoidance of sites of particular ecological or landscape importance / sensitivity. ~~unless impacts can be appropriately addressed.~~

**TEXT CHANGE ONLY**



***PROPOSED AMENDMENT NO. 1.13.27***

**DELETE WORD ENERGY**

***ORIGIN OF AMENDMENT***

This amendment is required to address issues raised by Planning Policy Unit.

***PROPOSED AMENDMENT***

It is proposed to amend the draft plan, to delete text in section 13.7.5 as follows:

The White ~~Energy~~ Paper for Energy 2015 places emphasis on the need for people to be supported in a change 'From Passive Consumers to Active Citizens' and outlines that community-based energy initiatives will emerge to facilitate and drive the energy transition.

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.13.28**

**CHANGE TO 5GW**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by Submissions.

**PROPOSED AMENDMENT**

It is proposed to amend text section 13.3.1, as follows:

- Taking all of the above policy documents together, key national energy targets for 2030 include the following: A 34% share of renewable energy in energy consumption by 2030.
- Increase electricity generated from renewable sources to 70%.
- ~~At least 3.5 GW~~ **5GW** of offshore renewable energy

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.13.29**

**ADD THE WORD SUSTAINABLE**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by Submissions.

**PROPOSED AMENDMENT**

It is proposed to add text in ET13.24 as follows,

ET 13.24: Gas Network Infrastructure

Facilitate the *sustainable* delivery, improvement, and expansion of natural gas infrastructure throughout the County and have regard to the location of existing gas infrastructure in the assessment of planning applications.

**TEXT CHANGE ONLY**

### **PROPOSED AMENDMENT NO. 1.13.30**

#### **UPDATE HYDRO POWER OBJECTIVE**

##### **ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by Submissions.

##### **PROPOSED AMENDMENT**

It is proposed to amend text in Objective ET13.15 as follows,

- ~~a) Support the sustainable development of hydroelectric power generation pumped hydroelectric storage and small hydro power developments, especially when developed in combination with other forms of renewable energy infrastructure, such as wind energy, in accordance with the requirements of the Habitats, Birds, Water Framework, Floods, SEA and EIA Directives and the requirements of flood risk management. Proposals will need to demonstrate that significant adverse impacts can be avoided.~~
- ~~b) By virtue of their nature, proposals for development of hydroelectric schemes are unlikely to be suitable for locations within sites designated for nature conservation, or for the protection of fisheries, or other sites of ecological sensitivity.~~
- ~~↻ Support the development of expanded or new river / lake based hydroelectricity plants, subject to due consideration of environmental and ecological impacts in particular, the free flow of fish and maintenance of biodiversity corridors.~~

**a) Support the sustainable development of hydroelectric power generation, pumped hydroelectric storage and small hydro power developments, especially when developed in combination with other forms of renewable energy infrastructure, such as wind energy. New development proposals must be designed to be compatible with the requirements of the Habitats, Birds, Water Framework and Floods Directives and must also be designed to avoid significant impacts on protected species, as well as on sites and locations of ecological sensitivity.**

#### **TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.13.31**

**UPDATE WORDING**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by Submissions.

**PROPOSED AMENDMENT**

It is proposed to amend text in ET13.5 a) as follows.

a) Support a plan led approach to wind energy development in County Cork through the identification of areas for wind energy development. The aim in identifying these areas is to ensure that there are ~~no significant~~ *minimal* environmental constraints, which could be foreseen to arise in advance of the planning process.

**TEXT CHANGE ONLY**

## PROPOSED AMENDMENT NO. 1.13.32

### EXPAND HYDROGEN SECTION

#### ORIGIN OF AMENDMENT

This amendment is required to address issues raised by PPU.

#### PROPOSED AMENDMENT

It is proposed to amend text in section 13.11 Hydrogen Energy, as follows:

13.11.1 Hydrogen *is not a source or energy but an energy carrier and must be produced from another substance and stored before use*. It can be found in water, hydrocarbons, and organic matter. *In its simplest form, Hydrogen is an odourless, invisible non-toxic gas, which* is becoming a major part of the clean energy mix in Europe and will be key to the decarbonisation of our economy. A Hydrogen Strategy for a Climate-Neutral Europe' outlines the European Commission's objectives to increase hydrogen production and use. The strategy *aims for* Europe to have 'at least 6 GW of renewable hydrogen electrolyzers in the EU by 2024 and 40 GW of renewable hydrogen electrolyzers by 2030'.

*At present, there is no national policy for the production of hydrogen in Ireland, but the Department of the Environment, Climate and Communications is working with various stakeholders to develop a pathway for hydrogen use in Ireland. The Department of Transport is also in the advanced stages of testing hydrogen as a fuel to power buses as part of Department of Transport's Low Emission Bus Trial. It is anticipated that it will be advanced further to power other vehicles in the future.*

*The sources of hydrogen can vary and are divided into nine different colour codes, depending on the source and the process used to make it. Naming conventions can also vary across different countries. At its simplest, Grey Hydrogen is produced from fossil fuels, while Blue Hydrogen is a refinement of Grey Hydrogen where the carbon dioxide emitted during production is captured and stored away (carbon capture and storage). Green hydrogen is a low or zero emission hydrogen produced using clean energy sources.*

Hydrogen can be extracted by several methods, but most commonly from electrolysis or by reforming natural gas. Hydrogen can be ~~stores~~ *stored* as a gas when under high pressure and as a liquid under low pressure. It can be used *as* a feedstock, a fuel, or an energy carrier *or for storing energy* and storage, and has many possible applications across industry, transport, power and *the* buildings sectors. Another positive benefit to the use of blue and green hydrogen is that it does not emit CO2 and has very little air pollution. ~~Although in very early to know the certainty, t~~ There is potential for Ireland to produce green hydrogen as a by-product from offshore wind and help decarbonise key sectors such as heavy vehicles and maritime traffic.

*Green Hydrogen, also known as clean hydrogen, has the potential to replace the use of fossil fuels in the energy mix, supporting progress to carbon neutrality, particularly in the transport and heating sectors. There are several challenges in the way of transitioning completely to green hydrogen which include storage, transport, costs and availability of infrastructure and deployment, so it will take time for the transition to occur. Until then, Ireland may need to rely on blue hydrogen to scale up and increase the supply and demand of hydrogen energy.*

#### County Development Plan Objective ET 13.18: Hydrogen Energy

Support the ~~research and~~ *sustainable*-development of green hydrogen energy *at suitable locations across the county, and in accordance with the other objectives of this plan, as part of the overall clean energy mix for the county and to support decarbonisation*. ~~a fuel for power generation, manufacturing, energy storage and transport~~

#### TEXT CHANGE ONLY

**PROPOSED AMENDMENT NO. 1.13.33**

**DELETE TEXT**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by PPU.

**PROPOSED AMENDMENT**

It is proposed to delete text as in paragraph 13.12.3 as follows:

13.12.3 Carbon Capture and Storage (CCS) applied to hydrogen generation from hydrocarbons can create an emission-free fuel for industry, transport, and heating, creating potential for large-scale emissions reductions from sectors that may be difficult to decarbonise otherwise. In 2020 the European Commission published 'A Hydrogen Strategy for a climate neutral Europe' which presents the plans to boost hydrogen production and use in Europe. Hydrogen is described as 'essential' in supporting carbon- neutrality goals. ~~Green hydrogen, also known as clean hydrogen, could be crucial for transport and heating as we look to replace fossil fuels in the energy mix.~~

**TEXT CHANGE ONLY**

## **PROPOSED AMENDMENT NO. 1.13.34**

### **CONSEQUENTIAL UPDATE FOLLOWING PUBLICATION OF NATIONAL CLIMATE ACTION PLAN 2021**

#### **ORIGIN OF AMENDMENT**

This amendment is a consequential amendment arising from the publication of the National Climate Action Plan 2021 on 4<sup>th</sup> November 2021.

#### **PROPOSED AMENDMENT**

Consequential to the publication of the national Climate Action Plan 2021 it is proposed to update text throughout the Draft Plan as appropriate and it is proposed to amend paragraphs 13.2.6, 13.2.11, 13.15.6, and Objective ET 13.27: Carbon Emissions reduction as follows:

13.2.6 The Climate Action Plan ~~2019~~ **2021** defines a roadmap for how to achieve carbon neutrality, setting out over 180 actions across all relevant sectors - electricity, industry, enterprise, housing, heating, transport, agriculture, waste and the public sector. Policy has five key aspects:

- Decarbonisation which includes reducing GHG emissions and greater use of renewable energy;
- Energy Efficiency- improving energy rating of buildings, phasing out of oil and gas boilers etc.
- Energy Security – increase indigenous renewable sources of energy etc.
- Internal Energy Market - maintain and develop links with energy markets, improve interconnectedness.
- Research, Innovation and Competitiveness – support the development of new technology.

13.2.11 The Regional Spatial and Economic Strategy (RSES) 2020, for the Southern Region has committed to implement regional policy consistent with the Climate Action Plan ~~2019~~ **2021** and the National Planning Framework to transition to a low carbon economy and society.

13.15.6 The Council supports ~~Action 165 in~~ the Climate Action Plan ~~2019~~ **2021** requiring local authorities to identify and develop plans for a Decarbonising Zone in Cork County during this Plan period. See Climate chapter for details.

#### **ET 13.27: Carbon Emissions reduction**

To reduce carbon emissions in the county by achieving national, regional and any potential county targets to progress the national targets as set out in the Climate Action Plan (~~2019~~ **2021**).

To seek to reduce greenhouse gas emissions by promoting energy efficiency and the development of renewable energy sources utilising the natural resources of County Cork in an environmentally sustainable manner consistent with best practice and planning principles.

#### **TEXT CHANGE ONLY**



**PROPOSED AMENDMENT NO. 1.13.35**

**OBJECTIVE 13.29 – DATA CENTRES. OMIT THE WORD SUSTAINABLE FROM FIRST LINE OF OBJECTIVE.**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by Elected Members on the 3<sup>rd</sup> December.

**PROPOSED AMENDMENT**

It is proposed to make a change to the Draft Plan update Objective ET 13.29: Data Centres as follows:

County Development Plan Objective ET 13.29: Data Centres

a) Support the national objective to promote Ireland as an ~~sustainable~~ international destination for ICT infrastructures such as data centres at appropriate locations and having regard to the available capacity in, and ease of connection to, supporting infrastructure including roads, water services, power supply, fibre optic infrastructure etc. In addition, proposals should ensure compatibility with surrounding land uses and the protection of biodiversity, natural and built heritage and general amenities of the area and minimise environmental impacts.

b) Data centres are significant consumers of energy. Proposals should address the likely impact of the development, individually and cumulatively with other data centres.

c) Promote co-location of data centres with renewable energy sources at appropriate locations subject to proper planning and sustainable development considerations. d) Proposals should make provision for recycling and re-using of water and the provision of appropriate SuDS to manage surface water.

**TEXT CHANGE ONLY**

## 5 Chapter 14 Green Infrastructure and Recreation

### **PROPOSED AMENDMENT NO. 1.14.1**

#### **GREEN INFRASTRUCTURE: ADDITIONAL TEXT REFERENCING BLUE INFRASTRUCTURE**

##### **ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

##### **PROPOSED AMENDMENT**

Include new text in paragraph 14.1.1 to reference Blue Infrastructure, as follows:

Green infrastructure is the network of green spaces, habitats and ecosystems within a defined geographic area, which can range in size from an entire country to a neighbourhood. This includes a wide range of natural and semi-natural land cover, including mountains, uplands and agricultural lands across the county, as well as smaller sites such as parks, amenity spaces and gardens, hedgerows, woodlands and single trees. Blue infrastructure refers to waterbodies, including coastline, rivers and streams, reservoirs, lakes and ponds. Together they are known as 'Green and Blue Infrastructure'. *Although primarily referred to as Green Infrastructure in this plan, it is accepted that this term also refers to different elements of blue infrastructure where applicable.*

##### **TEXT CHANGE ONLY**

## **PROPOSED AMENDMENT NO. 1.14.2**

### **GREEN INFRASTRUCTURE: ADDITIONAL TEXT RE. ECOSYSTEM SERVICES**

#### **ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by PPU.

#### **PROPOSED AMENDMENT**

Include the following additional text in paragraph 14.1.6 as follows;

Ecosystem services *provided through various types of green and blue infrastructure* are the direct and indirect contributions/benefits of ecosystems to human well-being. This can include a wide range of direct benefits and indirect benefits. *Parks for example can offer a wide range of ecosystem services. If well managed, they may promote pollination, provide habitat and improve connectivity for a number of species. In addition to educational and recreational opportunities, parks offer the potential to improve physical and mental health through the provision of opportunities for social interaction and exercise.* Ecosystem services can be categorized into four main types:

#### **TEXT CHANGE ONLY**

### **PROPOSED AMENDMENT NO. 1.14.3**

#### **GREEN INFRASTRUCTURE: NEW TEXT ON NATURE BASED SOLUTIONS**

##### **ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions

##### **PROPOSED AMENDMENT**

Include new heading and text after paragraph 14.1.9 and Fig 14.1, as follows;

###### ***Nature Based Solutions***

*Increasingly green and blue infrastructure interventions are being considered as 'nature based solutions'. Nature-based solutions to societal change are solutions that are inspired and supported by nature, which are cost-effective, simultaneously provide environmental, social and economic benefits and help build resilience. Such solutions bring more, and more diverse, nature and natural features and processes into cities, landscapes and seascapes, through locally adapted, resource-efficient and systemic interventions.*

*Nature Based Solutions can play a particularly important role in mitigating climate change and impacts on the environment (addressing the causes) and supporting adaptation (addressing the effects and future-proofing to better cope with climate change). Examples of nature based solutions include natural flood management, water sensitive urban design or SuDS (see Chapter 11 Water Management) but can also include an urban forest or a rewilding project.*

*The Council will seek to advance the use of nature based solutions as an alternative to traditional infrastructure. See also Chapter 15 Biodiversity and Environment.*

##### **TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.14.4**

**GREEN INFRASTRUCTURE: ADDITIONAL PARAGRAPH TEXT ON GREEN INFRASTRUCTURE ELEMENTS**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Include the following text in paragraph 14.1.13 as follows:

However, there may be some conflicts between designing corridors for human use and appreciation and ecological outcomes. It is important therefore to consider exactly what we want corridors *and other green infrastructure elements* to do and carefully weigh the trade-offs between ecological function, management costs and human uses. Where intensification of usage is proposed it should be plan led (such as objective TO 10-9 Greenway Strategy) in order that it is subject to Appropriate Assessment (Habitats Directive) and Strategic Environmental Assessment (SEA).

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.14.5**

**GREEN INFRASTRUCTURE: TEXT REFERENCING COMMUNITY GARDENS**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Include the following text in table 14.1: Different scales of Green and Blue Infrastructure alongside the final bullet point

- Gardens (*including community gardens*)

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.14.6**

**GREEN INFRASTRUCTURE: INCLUSION OF CLIMATE RESILIENCY AS A THEME**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions in relation to climate change.

**PROPOSED AMENDMENT**

Include an additional theme 'Theme 4 – Climate Resiliency' and text in Table 14.2: Green and Blue Infrastructure Themes for Cork County as follows:

**Theme 4 – Climate Resiliency**

*Climate Resiliency is based on the role and potential of green and blue infrastructure, particularly through the ecosystem services that they provide, to contribute to climate mitigation and climate adaptation.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.14.7**

**GREEN INFRASTRUCTURE: ADDITIONAL TEXT RE. GREEN INFRASTRUCTURE NETWORK**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by the Strategic Environmental Assessment.

**PROPOSED AMENDMENT**

Include the following new text in paragraph 14.2.5 as follows;

On a county wide level, the approach to green and blue infrastructure must be strategic or 'big picture'. *There exists considerable natural capital in County Cork and this plan promotes the strengthening and enhancement of the green infrastructure network focusing in particular on enhancing connections and removing barriers between urban areas and their surrounding rural hinterlands.* Given the Plan remit as a land use framework its role has limitations, with the focus on providing objectives that facilitate the identification, and encourage the enhancement of, green and blue infrastructure through measures such as the incorporation of green and blue infrastructure into proposed schemes

**TEXT CHANGE ONLY**



### **PROPOSED AMENDMENT NO. 1.14.8**

#### **GREEN INFRASTRUCTURE: ADDITIONAL TEXT REGARDING IMPORTANCE OF WATERCOURSES**

#### **ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by the Strategic Environmental Assessment.

#### **PROPOSED AMENDMENT**

Include the following new text in paragraph 14.2.6 as follows;

Natura 2000 sites provide a strategic focus for improving our natural environment and enhancing the quality of our lives. At the same time, implementing a Green Infrastructure approach beyond protected areas can help to strengthen the coherence of the Natura 2000 network by making the core areas more resilient, providing buffers against impacts on the sites, and offering practical real-life examples of how healthy protected ecosystems can be used in a way that provides multiple socio-economic benefits to people as well as to nature. *Watercourses (rivers, streams, etc) and their wider riparian corridors are one of the natural foundations for multi-functional green and blue infrastructure corridors. In particular, this plan supports the strengthening of ecological linkages which watercourses have with other water dependent habitats as well as with hedges/treelines, woodland and scrub in the wider landscape.*

#### **TEXT CHANGE ONLY**

### PROPOSED AMENDMENT NO. 1.14.9

#### **GREEN INFRASTRUCTURE: TEXT REGARDING STRENGTHENING AND ENHANCING BIODIVERSITY**

#### **ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by the Strategic Environmental Assessment.

#### **PROPOSED AMENDMENT**

Include the following new paragraph after 14.2.6 as follows;

*Strengthening and enhancement of biodiversity and ecosystems is a fundamental of green infrastructure and is particularly relevant to the wider countryside/rural areas where it can have substantial impacts. As part of the European Green Deal to make Europe the first climate-neutral continent by 2050 the 2030 EU Biodiversity Strategy sets out a long term plan to protect nature and reverse degradation of ecosystems. It includes specific commitments to enlarge existing protected areas promoting the development of a truly coherent and resilient Trans European Nature Network to include ecological corridors to prevent genetic isolation, allow for species migration, and maintain and enhance healthy ecosystems. To support the long-term sustainability of both nature and farming, the strategy aims to work in tandem with the new Farm to Fork Strategy and the new Common Agricultural Policy (CAP), including by promoting eco-schemes and result-based payment schemes. If successful the different interventions arising from the delivery of this 2030 strategy at national/local level (County Biodiversity Plan) are likely to see a significant strengthening of the green infrastructure resource within the county (particularly in rural areas) with real potential to create a strong, coherent and well connected countywide network. See also Chapter 15 Biodiversity and Environment.*

#### **TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.14.10**

**GREEN INFRASTRUCTURE: ADDITIONAL TEXT REGARDING STRENGTHENING GREEN INFRASTRUCTURE**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Include the following new text in objective GI 14-1 a) and b) as follows;

- a) Create an integrated and coherent green infrastructure for the County by encouraging the retention *and strengthening* of substantial networks of green space in urban, urban fringe and the wider countryside to serve the needs of communities now and in the future ~~including the need to adapt to climate change~~ *and as a key contributor to climate mitigation and climate adaptation.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.14.11**

**GREEN INFRASTRUCTURE: ADDITIONAL OBJECTIVE TEXT REFERENCING NATURE BASED SOLUTIONS**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Include the following new text in objective GI 14-1 c) as follows;

- c) Capitalise on and highlight the multifunctional benefits/opportunities (ecosystem services) that green and blue infrastructure can present. *Seek to advance the use of nature based solutions as an alternative to traditional infrastructure.* Seek to advance an ecosystem services approach and ecosystem services valuation as a decision-making tool in plans and projects.

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.14.12**

**GREEN INFRASTRUCTURE: UPDATE TO TEXT REGARDING NET GAIN**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Include the following new text in objective GI 14-1 f) as follows;

f) **Achieve** Seek a net gain in green infrastructure through the protection and enhancement of existing assets and through the provision of new green infrastructure as an integral part of the planning process. Encourage the provision of different green infrastructure elements ~~in urban areas~~, such as trees in urban areas and green roofs in town centres, so that a net gain in green infrastructure is achieved over the lifetime of this Development Plan.

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.14.13**

**GREEN INFRASTRUCTURE: ADDITIONAL TEXT RE GREEN INFRASTRUCTURE**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Include the following new text in objective GI 14-1 i) as follows;

- i) Support initiatives and programmes which seek to strengthen the green and blue infrastructure and work with communities *and other stakeholders* in furthering the green and blue infrastructure concept.

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.14.14**

**GREEN INFRASTRUCTURE: ADDITIONAL TEXT REGARDING RECREATION AND AMENITY POLICY**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Include the following new text in paragraph 14.3.1 as follows;

Both the National Planning Framework and the Regional Spatial and Economic Strategy require that Green Infrastructure is integrated into land use planning. It is at settlement level (main towns) where much of our future population growth is planned and where we have the greatest level of information on our green infrastructure assets. As urban life continues to attract people with legitimate expectations for a high quality of life, urban areas will face increasing pressure to provide access to well-designed open space *and other amenities. The preparation of a new Recreation and Amenity Policy during the lifetime of the plan can also consider such matters.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.14.15**

**GREEN INFRASTRUCTURE: ADDITIONAL OBJECTIVE TEXT REFERENCING NATURE BASED SOLUTIONS**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by PPU.

**PROPOSED AMENDMENT**

Include the following new text in objective GI 14-2 d) as follows;

d) Where other statutory plans/masterplans are being prepared it will be a requirement that they include detailed *and integrated* green and blue infrastructure proposals *with a particular focus on nature based solutions to significant infrastructure and climate change challenges.*

**TEXT CHANGE ONLY**



**PROPOSED AMENDMENT NO. 1.14.16**

**GREEN INFRASTRUCTURE: ADDITIONAL TEXT RE NATURE BASED SOLUTIONS**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Include the following text in paragraph 14.4.2 as follows:

Any development should at a minimum seek to enhance the overall ecological value of the site. *This should be informed by the best available ecological information and addressed from the start of the development process.* There should be a net gain in green infrastructure. *Where infrastructure is proposed proposals should demonstrate that due consideration has been given to nature-based solutions in the first instance.*

Where feasible this should be achieved through the protection and enhancement of existing assets/biodiversity and through the provision of new green infrastructure. Initially the principal consideration should be to assess the potential impact of the proposed development on the existing biodiversity of the site and its surrounding context. In this regard the council has produced a useful guidance document 'Biodiversity and the Planning Process – guidance for developments on the management of biodiversity issues during the planning process'. <https://www.corkcoco.ie/sites/default/files/2017-04/biodiversity%20and%20planning%20process.pdf>

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.14.17**

**GREEN INFRASTRUCTURE: AMENDMENT TO EXISTING TEXT**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Amend the text as follows in objective GI 14-3 a)

- a) Require new development and redevelopment proposals, ~~where considered appropriate,~~ to contribute to the protection, management and enhancement of the existing green and blue infrastructure of the local area in terms of the design, layout and landscaping of development proposals.

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.14.18**

**GREEN INFRASTRUCTURE: ADDITIONAL OBJECTIVE TEXT REFERENCING RURAL AREA**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by the Strategic Environmental Assessment.

**PROPOSED AMENDMENT**

Amend the text as follows in objective GI 14-3 b)

- b) Require all development to submit a green infrastructure statement outlining how the proposal contributes to green and blue infrastructure both within its environs as well as within the wider settlement *or rural area*. Larger developments (multiple residential developments including Part 8 applications, retail, industrial, mineral extraction, etc) will be expected to prepare a Landscape/Green (and Blue) Infrastructure Plan including a Landscape Design Rationale. This Plan should identify environmental assets and include proposals which protect, manage and develop green infrastructure resources in a sustainable manner.

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.14.19**

**GREEN INFRASTRUCTURE: AMENDED TEXT RE GUIDANCE NOTE FOR GREEN INFRASTRUCTURE**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Amend the text as follows in objective GI 14-3 c)

- c) Over the lifetime of the Plan the Council will ~~consider the need to~~ prepare a guidance note/update on best practice in integrating green and blue infrastructure/biodiversity within development proposals.

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.14.20**

**GREEN INFRASTRUCTURE: ADDITIONAL TEXT RE RECREATIONAL NEEDS AND FUTURE POLICY**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Include additional text in paragraph 14.5.5 as follows:

Despite the 2006 policy needing updating many of these provisions are still relevant and have been retained as objectives until such time as a revised policy approach is in place. It is the intention of the Council to prepare a new Recreation and Amenity Policy to replace the current Interim Policy within ~~the lifetime of the Plan~~ *two years of the plan being adopted. Amongst other considerations it is expected that this will take into account the recreational and amenity needs of diverse communities across the County and examine appropriate mechanisms through which amenities can be most effectively provided.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.14.21**

**GREEN INFRASTRUCTURE: NEW OBJECTIVE ON METROPOLITAN CORK OPEN SPACE, RECREATION AND GREENBELT STRATEGY**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by the Southern Regional Assembly.

**PROPOSED AMENDMENT**

Include additional objective GI 14-4 d)

- c) To work with the various relevant stakeholders in the preparation of a Metropolitan Cork Open Space, Recreation and Greenbelt Strategy.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.14.22**

**GREEN INFRASTRUCTURE: AMEND TEXT AND OBJECTIVES REGARDING RIGHTS OF WAY**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by multiple submissions.

**PROPOSED AMENDMENT**

It is proposed to amend the text in sections 14.6.7 to 14.6.11 as follows:

**Rights of Way**

Public rights of way are an important amenity, economic and tourism asset to the County. The Council recognises the importance of maintaining established rights of way and supporting initiatives for establishing walking routes and general accessibility. *It is also noted that routes such as pilgrim routes or mass paths can have a unique and local cultural heritage value.*

The Planning and Development (Amendment) Act 2010 introduced a new mandatory requirement for Development Plans to include an objective for the preservation of public rights of way which give access to seashore, mountain, lakeshore, riverbank or other places of natural beauty or recreational utility.

The retention of existing public rights of way is a material planning consideration in assessing any proposals for development.

*Section 10(2)(o) of the Planning and Development Acts 2000 as amended states that a Development Plan shall include an objective for ‘the preservation of public rights of way which give access to seashore, mountain, lakeshore, riverbank or other place of natural beauty or recreational utility, which public rights of way shall be identified both by marking them on at least one of the maps forming part of the development plan and by indicating their location on a list appended to the development plan’. This is, by its nature, a lengthy process which will be considered through the lifetime of this Development Plan.*

The Council do not intend to carry out an appraisal of all Rights of Way in the County, given the considerable legal and administrative difficulties envisaged in establishing an accurate register. However, the Council is required to consider any request received for the formal inclusion, for the first time, of a provision in the Development Plan relating to the preservation of a specific Public Right of Way under Section 14 of the Planning and Development Act 2000 (as amended). This process provides for the referral to the Circuit Court, by the landowner affected, of a proposal to include a right of way and where the court is satisfied that no right of way exists, the planning authority may not include it in its development plan.

It is important to note that the existence or validity of any public right of way is not affected by its exclusion from the Plan and that the retention of existing public rights of way is a material planning consideration in assessing any proposals for development.

**County Development Plan Objective**

**GI 14-8 – Rights of Way**

~~Where requested, give consideration to the need to preserve public rights of way which give access to seashore, mountain, lakeshore, riverbank or other place of natural beauty or recreational utility, under the provisions of Section 14 of the Planning and Development Act 2000 (as amended).~~

*To examine the feasibility of identifying and mapping Public Rights of Way across the county in the context of emerging national guidance over the lifetime of the plan.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.14.23**

**GREEN INFRASTRUCTURE: ADDITIONAL TEXT RE GREEN INFRASTRUCTURE DIAGRAMS**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Add text to first bullet point of 14.3.2, as follows:

Highlight the principal areas of green and blue infrastructure within main towns on a green and blue network map (see note following). This *diagrammatic* map can be found for each main town as part of the settlement material in Volumes Three, Four and Five of the Plan.

Add text to paragraph 14.3.3 as follows:

The purpose of these green and blue infrastructure network maps (*which are diagrammatic in nature*) is to highlight the existing and emerging network within main towns, to inform the zoning approach and drafting of specific objectives and to set out the green and blue infrastructure context in which future proposals within our towns should be considered. The maps are ~~used~~ for spatial illustration purposes only and may not show every asset (particularly those at a smaller scale). They represent an important step in attempting to address green and blue infrastructure in a more holistic way at settlement level.

On our zoning maps the former open space zoning category has now been replaced by a new Green Infrastructure zoning (GI) based on the approach outlined. This new zoning seeks to capture and recognise the more multifunctional nature/potential of many of the green *and contiguous blue spaces* present within our settlements. Further details in relation to this new category of zoning can be found in Chapter 18 - Zoning and Land Use.

**TEXT CHANGE ONLY**



**PROPOSED AMENDMENT NO. 1.14.24**

**GREEN INFRASTRUCTURE: UPDATE TO PROMINENT AND STRATEGIC METROPOLITAN GREENBELT MAP (FIGURE 14-3)**

**ORIGIN OF AMENDMENT**

This amendment is a consequential amendment arising from changes to the zoning maps.

**PROPOSED AMENDMENT**

Update the Prominent and Strategic Metropolitan Greenbelt Map (figure 14-3) in Chapter 14 to reflect changes to the zoning maps proposed through other amendments.

**MAP CHANGE ONLY**

## 6 Chapter 15 Biodiversity and Environment

### **PROPOSED AMENDMENT NO. 1.15.1**

#### **UPDATE THE BIODIVERSITY ACTION PLAN WITHIN 12 MONTHS OF THE PLAN**

#### **ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

#### **PROPOSED AMENDMENT**

Add text to the end of Paragraph 15.2.3 to commit to updating the Biodiversity Action Plan as follows:

*The Planning Authority intends to commence the process of reviewing the County Biodiversity Action Plan within 12 months of the adoption of the Plan.*

#### **TEXT CHANGE ONLY**

***PROPOSED AMENDMENT NO. 1.15.2***

**CORRECT THE DATE OF THE NATIONAL BIODIVERSITY ACTION PLAN**

***ORIGIN OF AMENDMENT***

This amendment is required to address issues raised by submissions.

***PROPOSED AMENDMENT***

Amendment to Objective BE15-1(a) to reference the relevant National Biodiversity Action Plan as follows:

Support and comply with the objectives of the National Biodiversity Plan **2017-2021** ~~2011—2016~~ (and any future National Biodiversity Plan which may be adopted during the period of this Plan) as appropriate.

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.15.3**

**INCLUDE REFERENCE TO THE AUDITING OF GEOLOGICAL SITES WHICH IS CURRENTLY UNDERWAY.**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Add text in new paragraph after Paragraph 15.3.10 as follows:

*As part of the Irish Geological Heritage Programme, there is currently a process underway of auditing the Geological Sites of County Cork. In anticipation of the completion of this work in the lifetime of the Plan, the Planning Authority will seek to protect and maintain the conservation value of such sites from inappropriate development.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.15.4**

**INLCUDE REFERENCE TO PROTECTION OF GEOLOGICAL SITES AND THE NOTIFICATION PROCESS.**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Amendment to Objective BE15-2(d) to protect geological heritage sites as follows:

Recognise the value of protecting geological *heritage sites* features of local and national interest, *as they become notified to the local authority, and protect them from inappropriate development.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.15.5**

**INCLUDE TEXT REGARDING PROTECTION AND ENHANCEMENT UNDER ARTICLE 10 OF THE HABITATS DIRECTIVE AS AN OBJECTIVE RATHER THAN GENERAL TEXT.**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Amendment to Paragraph 15.3.9 and Objective BE 15-2 to better align with the mandatory objective requirements of Section 10(2)(c) of the Act as follows:

15.3.9 These corridors and links are a critical component of a functioning ecological network, and their protection is advocated in Article 10 of the Habitats Directive and Section 10(2) (ca) of the Planning and Development Act 2000, as amended, as follows: ~~“the encouragement, pursuant to Article 10 of the Habitats Directive, of the management of features of the landscape, such as traditional field boundaries, important for the ecological coherence of the Natura 2000 network and essential for the migration, dispersal and genetic exchange of wild species”.~~

County Development Plan Objective

BE 15-2 Protect sites, habitats and species

*e) Encourage, pursuant to Article 10 of the Habitats Directive, the protection and enhancement of features of the landscape, such as traditional field boundaries, important for the ecological coherence of the Natura 2000 network and essential for the migration, dispersal and genetic exchange of wild species;*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.15.6**

**STRENGTHEN THE BIODIVERSITY OBJECTIVE TO INCLUDE COUNCIL PROPERTIES AND REQUIRE A NET GAIN.**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Amendment to Objective BE 15-5 to achieve a net gain for biodiversity on Council owned land and property as follows:

Objective BE 15-5 Biodiversity on Council owned and managed land *and property*.

- a) Protect *biodiversity* and *support the principle of biodiversity net gain* where possible enhance the biodiversity value of *on* land *and property* owned and managed by Cork County Council.
- b) Support the implementation of positive conservation management on lands *and property* which are owned or managed by Cork County Council

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.15.7**

**PROMOTE PRIMARILY NATIVE PLANTING IN COUNCIL LANDSCAPING SCHEMES**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Amendment to Objective BE 15-5 to add another bullet point relating to the planting of a majority of indigenous/local species as follows:

- g) *The Council will incorporate primarily native planting into new landscaping schemes within its own developments.*

**TEXT CHANGE ONLY**



**PROPOSED AMENDMENT NO. 1.15.8**

**INCLUDE REFERENCE TO BIODIVERSITY NET GAIN AND THE COUNCIL'S GUIDANCE DOCUMENT 'BIODIVERSITY AND THE PLANNING PROCESS'.**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Amendment to Objective BE 15-6 to deliver enhancement/net gain of biodiversity as follows:

Ensure the protection of biodiversity *Provide for the protection and enhancement of biodiversity* in the development management process and when licensing or permitting other activities by:

- a) Providing ongoing support and guidance to developers on incorporating biodiversity considerations into new development through preplanning communications and *the Council's guidance document 'Biodiversity and the Planning Process – guidance for developments on the management of biodiversity issues during the planning process'* ~~Council Guidelines: Biodiversity and the Planning Process~~ and any updated versions of this advice;
- b) Encouraging the retention and integration of existing trees, hedgerows and other features of high natural value within new developments;
- f) Ensuring that the implementation of appropriate mitigation (including habitat enhancement, new planting or other habitat creation initiatives) is incorporated into new development, where the implementation of such development would result in unavoidable impacts on biodiversity - supporting the principle of ~~no net biodiversity loss~~ *biodiversity net gain*.

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.15.9**

**STRENGTHEN OBJECTIVE TO REQUIRE A MAJORITY OF NATIVE TREES AND PLANTS IN NEW LANDSCAPING**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Amendment to Objective BE 15-6 (c) to increase the proportion of native plants in landscaping schemes as follows:

Ensure the protection of biodiversity in the development management process and when licensing or permitting other activities by:

- c) Encouraging ~~the use of~~ **Requiring** the use of **incorporation of primarily** native tree and other plant species, particularly pollinator friendly species in the landscaping of new developments.

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.15.10**

**COMMIT TO UPDATING THE COUNCIL'S 'BIODIVERSITY AND THE PLANNING PROCESS' GUIDELINES DURING THE LIFETIME OF THE PLAN**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Add text in Paragraph 15.7.1 to commit to updating the Council's 'Biodiversity and the Planning Process' Guidelines during the lifetime of the plan as follows:

Cork County Council has a significant role to play in the protection of biodiversity through its roles in the management and control of new development as well as its roles in licensing discharges to water courses and issuing waste management permits. This role emanates from legal requirements as set out in planning and nature conservation legislation which provide strict protection to European and nationally important sites, wetlands, protected species as well as protection to features of the countryside which act as ecological stepping stones linking designated areas. *The Planning Authority has produced a useful guidance document 'Biodiversity and the Planning Process – guidance for developments on the management of biodiversity issues during the planning process' - [https:// www.corkcoco.ie/sites/default/files/2017-04/biodiversity%20and%20planning%20process.pdf](https://www.corkcoco.ie/sites/default/files/2017-04/biodiversity%20and%20planning%20process.pdf). The Planning Authority intends to update these guidelines during the lifetime of the Plan.* See Chapter 11 Water Management for more extensive policies in relation to development in proximity to watercourses/ riparian zone and Sustainable Drainage Systems (SuDS).

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.15.11**

**RECOGNISE THE BIODIVERSITY VALUE OF LIVING TREES AND DEAD WOOD**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Add text to paragraph 15.7.2 to recognise the value of living trees and dead wood as follows:

Trees will play an increasingly important role in urban environments as a means of providing for urban shading and cooling to mitigate climate change impacts. *Living trees and dead wood are also important components of functioning ecosystems and contribute to the County's biodiversity.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.15.12**

**HIGHLIGHT THE OBJECTIVE IS TO RETAIN EXISTING TREES AS A FIRST PREFERENCE.**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Add text to paragraph 15.7.4 to highlight the presumption of retaining existing trees, as a first preference, in any new development as follows:

Development can, if not sensitively designed, located and built, result in loss of or damage to important trees. It is therefore desirable *The Council has a presumption in favour of retaining* that existing trees *as a first preference* are taken into consideration in the formulation and assessment of development proposals.

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.15.13**  
**RECOGNISE THE VALUE OF POORER SOILS FOR WILDLIFE.**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Amendment to Objective BE 15-10 (b) to acknowledge the potential value of soil for wildlife as follows:

Identify areas of poorer soil in the County *acknowledge their potential value for wildlife*, and respect their limitations, particularly in terms of their assimilative properties to prevent pollution.

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.15.14**  
**RECOGNISE AND MANAGE DARK SKY ASSETS IN THE COUNTY**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Add text to Section 15.11.3 to recognise and manage dark sky assets in the County as follows:

While artificial lighting is essential for a safe and secure night-time environment, the Council recognises the impacts light pollution (glare, skyglow, light trespass, clutter and spillage) can have on the visual, wildlife and residential amenities of surrounding areas. *Dark skies and unpolluted night skies are an asset to the County. The Planning Authority will explore how best to identify and manage areas of dark sky/unpolluted sky in the County during the lifetime of the Plan. In general lighting should:*

- *Only be on when needed;*
- *Only light the area that needs it;*
- *Be no brighter than necessary;*
- *Minimize blue light emissions;*
- *Be fully shielded and pointing downward.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.15.15**

**INCLUDE AN OBJECTIVE TO MANAGE NOISE-SENSITIVE DEVELOPMENTS AND MAJOR NOISE SOURCES**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Amendment to Objective BE 15-13(a) to consider noise-sensitive developments and major noise sources as follows:

a) Seek the minimisation and control of noise pollution associated with activities or development, having regard to relevant standards, published guidance and the receiving environment.

*b) Ensure noise-sensitive developments are adequately protected from potential sources of noise (e.g. national roads). New developments should take account of, and mitigate against, any existing noise sources.*

**TEXT CHANGE ONLY**



**PROPOSED AMENDMENT NO. 1.15.16**

**INCLUDE DARK SKY PRINCIPLES IN THE MANAGEMENT OF LIGHT POLLUTION**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Amendment to Objective BE 15-13(c) to include dark sky principles as follows:

(c) Seek the minimisation and control of light pollution associated with activities of development, having regard to relevant standards, published guidance and the receiving environment *and Dark Sky principles.*

**TEXT CHANGE ONLY**

***PROPOSED AMENDMENT NO. 1.15.17***  
**CONSIDER IMPACTS OF PUBLIC LIGHTING ON NIGHT SKIES**

***ORIGIN OF AMENDMENT***

This amendment is required to address issues raised by submissions.

***PROPOSED AMENDMENT***

Amendment to Objective BE 15-13(d) to consider dark skies in the Council public lighting guidelines as follows:

(d) Review and update Cork County Council Policy Guidelines for Public Lighting to take account of impacts of public lighting on wildlife *and night skies*.

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.15.18**

**CORRECT THE INFORMATION REGARDING BROWN BIN SERVICE REQUIREMENTS**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Amendment to paragraph 15.12.15 to be factually correct regarding brown bin service requirements as follows:

~~There is now a requirement for all authorised waste providers to service brown organic waste bins for all householders.~~ *All households living in a population agglomeration of more than 500 people are entitled to a Food Waste Recycling service from their waste collector.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.15.19**

**INLCUDE REFERENCE TO THE ANTICIPATED NATIONAL WASTE MANAGEMENT PLAN AND GUIDELINES FOR SITING WASTE MANAGEMENT FACILITIES**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Add text to paragraph 15.12.7 to refer to the anticipated national waste management plan and guidelines for siting waste management facilities as follows:

The current Southern Region Waste Management Plan 2015 – 2021 (WMP), is the framework for the prevention and management of wastes in a safe and sustainable manner. The strategic vision of the regional waste management plan is to encourage a rethink in our approach to managing wastes, by viewing our waste streams as valuable material resources which can lead to a healthier environment and sustainable commercial opportunities for our economy. In order to achieve this vision, the WMP sets out three specific performance targets which are:

- Aim to achieve a 1% reduction per annum in the quantity of household waste generated per capita over the Plan period;
- Reduce to 0% the direct disposal of unprocessed residual municipal waste to landfill (from 2016 onwards) in favour of higher value pre-treatment processes and indigenous recovery practices; and
- Aim to achieve a recycling rate of 50% of managed municipal waste by 2020.

*There is currently in preparation a draft of the National Waste Management Plan for a Circular Economy and this new national plan will be the successor to the current regional waste management plans. The upcoming National Waste Management Plan will incorporate guidance entitled 'Waste Management Infrastructure – Guidance for Siting Waste Management Facilities' which the planning authority will support the implementation of once adopted.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.15.20**

**EMPHASISE THE KEY PRINCIPLE OF AVOIDING DEMOLITION IN THE FIRST INSTANCE**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Add text to paragraph 15.12.22 to emphasise the key principle of avoiding demolition in the first instance as follows:

A significant amount of waste generated in Cork County is as a result of construction activity. *The Council recognises the inherent sustainability of retention and refurbishment, compared with the whole life energy costs and waste impacts that would result from demolition and replacement. The reuse of existing structures preserves the embodied energy expended in the original construction, minimises waste and reduces the use of new materials. The Council will, therefore, promote circularity by seeking to avoid demolition and encourage re-purposing of existing buildings in the first instance.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.15.21**

**REFER TO THE NEW EPA GUIDELINES FOR CONSTRUCTION AND DEMOLITION WASTE**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Amendment to Section 15.12.23 to refer to the new EPA guidelines for Construction and Demolition Waste as follows:

In order to continue to achieve the target with regard to reuse or recycling of C&D waste, the Council will have regard to and require compliance with the *Environment Protection Agency* 'Best Practice Guidelines for the Preparation of Waste *Resource* Management Plans for Construction and Demolition *Waste* Projects', (~~July 2006~~ *April 2021 or as subsequently updated*) in the management of waste from construction and demolition projects.

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.15.22**

**REFERENCE LOCAL AUTHORITY WASTE CERTIFICATES OR PERMITS**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Add text to paragraph 15.12.26 to reference local authority certificates or permits as follows:

With the exception of Bring Sites, these facilities raise different levels of environmental and social concerns and impacts and require licensing from the Environmental Protection Agency (EPA) *or certificates/permits from the local authority.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.15.23**

**RECOGNISE THE PRINCIPLE OF AVOIDING DEMOLITION IN THE FIRST INSTANCE**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Amendment to paragraph 15.12.24 to recognise the principle of avoiding demolition in the first instance as follows:

*In circumstances where it has been agreed that demolition is appropriate*, ~~In the first instance,~~ developers should seek to reuse excavated material from their development sites for landscaping, land restoration or to be reused in the building process.

**TEXT CHANGE ONLY**



**PROPOSED AMENDMENT NO. 1.15.24**  
**INCLUDE GENERAL TREE AND HEDGEROW PROTECTION**

**ORIGIN OF AMENDMENT**

This amendment is required following discussion at the Special Development Committee Meeting on the 3<sup>rd</sup> December 2021.

**PROPOSED AMENDMENT**

Amend Objective BE 15-8 Trees and Woodlands as follows:

- a) Protect trees the subject of Tree Preservation Orders;
- b) Make use of Tree Preservation Orders to protect important trees or groups of trees which may be at risk or any tree(s) that warrants an order given its important amenity or historic value.
- c) Encourage the provision of trees for urban shading and cooling in developments in urban environments and as an integral part of the public realm
- d) Preserve and enhance the general level of tree cover in both town and country. Ensure that development proposals do not compromise important trees and include an appropriate level of new tree planting.*
- e) Where appropriate, to protect mature trees/groups of mature trees and mature hedgerows that are not formally protected under Tree Preservation Orders.*

**TEXT CHANGE ONLY**

***PROPOSED AMENDMENT NO. 1.15.25***

**CORRECT THE DATE OF THE NATIONAL HAZARDOUS WASTE MANAGEMENT PLAN**

***ORIGIN OF AMENDMENT***

This amendment is required following discussion at the Special Development Committee Meeting on the 3<sup>rd</sup> December 2021.

***PROPOSED AMENDMENT***

Amend Objective BE 15-17 Waste Prevention and Management as follows:

d) Support the implementation of the recommendations and policies of the National Hazardous Waste Management Plan ~~2008-2012~~ 2014-2020.

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.15.26**

**RECOGNISE THE VARIOUS ROLES AND RESPONSIBILITIES ASSOCIATED WITH INVASIVE SPECIES INCLUDING THE NATIONAL PARKS AND WILDLIFE SERVICE**

**ORIGIN OF AMENDMENT**

This amendment is required following discussion at the Special Development Committee Meeting on the 3<sup>rd</sup> December 2021.

**PROPOSED AMENDMENT**

Add text to the end of section 'Control of Invasive Species' to recognise the various roles and responsibilities associated with invasive species including the National Parks and Wildlife Service as follows:

Invasive alien species are animals and plants that are introduced accidentally or deliberately into the wild where they are not normally found, which have adverse impacts on the environment. Invasive alien species can have significant impacts on conservation and economic interests, and may in some cases pose threats, directly or indirectly, to human safety. Current legislation makes it an offence to plant, breed, disperse, allow dispersal or cause to grow, a range of plant and animal species, or to import or transport these or vector materials such as soil or spoil from which they can grow. *The National Parks and Wildlife Service (NPWS) is part of the Heritage Division of the Department of Housing, Local Government & Heritage and is tasked with securing the implementation and enforcement of legislation relating to invasive species. All landowners are obliged to meet regulatory requirements where invasive species are present on their own land.*

**TEXT CHANGE ONLY**

## 7 Chapter 16 Built and Cultural Heritage

### *PROPOSED AMENDMENT NO. 1.16.1*

#### **UPDATE PARAGRAPH 16.1.4 INTRODUCTION**

##### *ORIGIN OF AMENDMENT*

This amendment is required to address issues raised by Department of Housing, Local Government and Heritage.

##### *PROPOSED AMENDMENT*

Update Paragraph 16.1.4 as follows;

At a regional level, the Regional Spatial and Economic Strategy (RSES) for the Southern Region recognises the vibrant and diverse cultural attributes that exist across the cities, towns, rural areas and islands of the Southern Region. The Region boasts a rich tapestry of national *and recorded* monuments, national parks and nature reserves, cultural institutions, historic cities, towns and villages along with a history of folklore, music, dance, arts, crafts and local traditions. The RSES strongly supports the unique linguistic and cultural heritage of our Region's Gaeltacht areas and supports the statutory functions of Údarás na Gaeltachta under the Gaeltacht Act 2012. Special recognition is attributed to the designation of Gaeltacht Service Towns such as Macroom and the location of Language Planning Areas such as Múscraí and Oileán Cléire in County Cork as spatial designations which support the growth and sustainability of Gaeltacht areas.

#### **TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.16.2**

**ADDITIONAL WORDING TO PARAGRAPH 16.1.5 IN RELATION TO ENVIRONMENTAL IMPACT ASSESSMENT**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by Department of Housing, Local Government and Heritage.

**PROPOSED AMENDMENT**

Additional wording to Paragraph 16.1.5 as follows;

The County's national heritage is protected by a number of different pieces of legislation. The National Monuments Acts (1930-2004) provide for the protection of our archaeological heritage. Our buildings, townscapes and landscapes are protected under the Planning and Development Acts. In addition, there are a number of international conventions and agreements relating to our heritage, which Ireland has ratified *including the Environmental Impact Assessment Directive, which clearly requires that Environmental Impact Assessment (EIA) includes consideration of impact on archaeological heritage.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.16.3**

**ADDITIONAL WORDING TO PARAGRAPH IN RELATION TO ZONES OF NOTIFICATION (ZONS)**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by Department of Housing, Local Government and Heritage and County Archaeologist.

**PROPOSED AMENDMENT**

Update Paragraph Zones of Archaeological Potential as follows;

Zones of Archaeological Potential

The evident physical remains of an archaeological monument are not necessarily the full extent of the original monument. Further archaeological remains often remain buried in the ground in its vicinity. This is the Zone of Archaeological Potential (ZAP) of the monument. This can vary in extent relative to the monument type. The SMR database ([www.archaeology.ie](http://www.archaeology.ie)) identifies Zones of Notification (ZONs) for each monument to assist authorities, and other agencies in this regard *and developers in locating known and/or suspected monuments. ZONs may not fully incorporate the entire extent of a monument and/or any associated subsurface features. Therefore it is important to note that ZONs should be seen only as a guide to the location of a monument and 'notification of works' should not be limited to this zone alone. The County Archaeologist can advise in this regard.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.16.4**

**NEW PARAGRAPH IN RELATION TO ACCESS TO ARCHAEOLOGICAL MONUMENTS**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by Department of Housing, Local Government and Heritage and County Archaeologist.

**PROPOSED AMENDMENT**

New heading and paragraph 16.2.24 as follows:

*Access to Archaeological Monuments*

*Cork County Council will support the provision of appropriate forms of access (including disabled access) to archaeological monuments, where appropriate including maintaining or developing means of access in cooperation with landowners to secure appropriate access over private lands. This shall be accompanied by appropriate, accurate signage and/or interpretive material (even where no physical remains are visible). In certain circumstances the use of appropriate forms of virtual access may be provided where physical access is not possible. All signage shall be in compliance with statutory legislation and approval of the Heritage Unit of Cork County Council.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.16.5**

**NEW PARAGRAPH IN RELATION TO EXTENSIONS TO HISTORIC GRAVEYARDS OR CEMETERIES**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by the County Archaeologist.

**PROPOSED AMENDMENT**

New paragraph in relation to extensions to historic graveyards or cemeteries as follows:

*In the case of extensions to historic graveyards or cemeteries over 0.5ha, it is recommended that an archaeological assessment be carried out prior to any cemetery extension to demonstrate there are no burial/ subsurface archaeology in the extended area. In certain archaeological sites, such as Early Ecclesiastical Sites with large outer enclosures, graveyard extensions would not be compatible with development.*

**TEXT CHANGE ONLY**



**PROPOSED AMENDMENT NO. 1.16.6**

**NEW PARAGRAPH AND OBJECTIVE IN RELATION TO MANAGEMENT OF MONUMENTS WITHIN DEVELOPMENT SITES**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by Department of Housing, Local Government and Heritage and County Archaeologist

**PROPOSED AMENDMENT**

New paragraph and New Objective HE 16-9b as follows:

*Management of Monuments Within Development Sites*

*In general, the accommodation of archaeological sites within a modern housing development will be discouraged unless it can be demonstrated it is suitably located/ conserved and a long-term management plan is in place to avoid negative impacts on the monument and its setting. Where an archaeological site is discovered during an assessment and it is considered it could be accommodated on site, the monument needs to be protected during construction and a long-term management plan will be required and agreed in advance with the County Archaeologist.*

**County Development Plan Objectives**

**HE 16-9b: Management of Monuments within development sites**

*Where archaeological sites are accommodated within a development it shall be appropriately conservation/ protection with provision for a suitable buffer zone and long-term management plan put in place all to be agreed in advance with the County Archaeologist.*

**TEXT CHANGE ONLY**

### **PROPOSED AMENDMENT NO. 1.16.7**

#### **ADDITIONAL WORDING TO ZONES OF ARCHAEOLOGICAL POTENTIAL**

##### **ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by Department of Housing, Local Government and Heritage.

##### **PROPOSED AMENDMENT**

New text in section on Zones of Archaeological Potential and Map Updates on Browser as follows:

*Cork has an extensive network of historical urban centres ranging from crossroads settlements, small villages to substantial towns. Seventeen Historic Towns are identified in The Urban Archaeological Survey of County Cork (1995). These are Bandon, Buttevant, Castlemartyr, Clonakilty, Cloyne, Cobh, Fermoy, Glanworth, Innishannon, Kinsale, Liscarroll, Macroom, Mallow, Midleton, Rosscarbery, Skibbereen and Youghal. In the case of each of these towns a Zone of Archaeological Potential is (ZAPs) mapped showing the area most likely to contain archaeological remains, both upstanding and sub-surface. Of particular importance and interest are the three Medieval Walled Towns of Buttevant, Kinsale and Youghal and the post-Medieval walled town of Bandon. The Zones of Archaeological Potential around Historic Towns can be viewed on the Map Browser.*

#### **TEXT AND MAP CHANGE**

**PROPOSED AMENDMENT NO. 1.16.8**

**NEW SECTION AND NEW OBJECTIVE UNDISCOVERED ARCHAEOLOGICAL SITES**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by Department of Housing, Local Government and Heritage.

**PROPOSED AMENDMENT**

New section and new Objective Undiscovered Archaeological Sites HE 16-10c as follows:

*Undiscovered Archaeological Sites*

*The Planning Authority is aware of the potential to identify previously unrecorded archaeological sites as part of development proposals across the County. To date these have particularly been identified in upland areas or as a result of Archaeological investigation on large scale development but not exclusively so. Development management need to factor this potential when assessing planning applications. There should always be a presumption in favour of avoiding developmental impacts on the archaeological heritage and preservation in situ is the recommended approach. Preservation by record will only be considered in exceptional circumstances.*

**County Development Plan Objectives  
HE 16-10c: Undiscovered Archaeological Sites**

*To protect and preserve previously unrecorded archaeological sites within County Cork as part of any development proposals. The Council will require preservation in situ to protect archaeological monuments discovered. Preservation by record will only be considered in exceptional circumstances.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.16.9**

**ADDITIONAL WORDING IN RELATION TO UPDATES TO RECORD OF PROTECTED STRUCTURES**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by third party Submission.

**PROPOSED AMENDMENT**

Update paragraph 16.3.8 as follows:

As a first step in addressing the Ministers request Cork County Council has identified the structures of International and National Importance on the NIAH list which are currently on the Cork County Council Record of Protected Structures. Other structures of Regional importance associated with these structures were also considered for inclusion. *Where resources allow, further updates will be considered to the Record of Protected Structures, having regard to the National Inventory of Architectural Heritage and conservation advice.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.16.10**

**ADDITIONAL WORDING ON ARCHITECTURAL CONSERVATION AREAS**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by third party Submission.

**PROPOSED AMENDMENT**

New text at end of paragraph 16.3.13:

Such an area is known as an Architectural Conservation Area (ACA) and it is defined as a place, area, group of structures or townscape that is of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest or contributes to the appreciation of protected structures. These ACAs are listed in Volume Two Heritage and Amenity, Chapter 2 Architectural Conservation Areas of this plan and are also shown on the CDP Map browser Volume Seven Maps. The number of Architectural Conservation Areas in previous Plans has expanded reflecting previous designations within the 9 former Town Council Development Plans. *The Planning Authority may update review and update the list of Architectural Conservation Areas in the County, where resources allow.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.16.11**

**ADDITIONAL WORDING IN RELATION TO ARCHAEOLOGICAL HERITAGE**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by County Archaeologist.

**PROPOSED AMENDMENT**

Update paragraph on Archaeological Heritage as follows:

**Archaeological Heritage**

Archaeological heritage consists of the material remains left behind by past societies from earliest times up to the post-medieval period and includes all structures, places, caves, sites, feature and portable objects, whether located on land, underwater or in the inter-tidal zone. In general, those parts of the archaeological heritage that are part of or attached to the landscape are referred to as monuments. *Cork has a rich archaeological heritage, which has left its traces across its urban and rural landscape. The Council fully recognises its role in protecting this resource for future generations to enjoy.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.16.12**

**ADDITIONAL WORDING TO PARAGRAPH RELATING TO ARCHAEOLOGICAL HERITAGE**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by County Archaeologist.

**PROPOSED AMENDMENT**

Update paragraph 16.2.3 Archaeological Heritage as follows:

The National Monuments Service (NMS) of the Department of Housing, Local Government and Heritage has specific responsibilities for the identification and protection of our archaeological heritage. The NMS policies regarding these duties are outlined in their publication “Frameworks and Principles for the Protection of the Archaeological Heritage” (1999). The legal provisions for the carrying out of works to designated archaeological monuments are outlined in this document. The Council will have regard to the Departments’ policy documents and any changes to the policies during the lifetime of Cork County Development Plan.

*Development standards outlined in this plan in regard to protection of archaeology are in line with relevant legislation, National policy documents and guidelines. The policies and objectives below are intended to provide mechanisms to facilitate development and manage change in a positive manner while at same time protecting, conserving and raise awareness of the County’s rich archaeological.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.16.13**

**UPDATE TO WORDING TO SECTION ON RECORD OF MONUMENTS AND PLACES**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by County Archaeologist.

**PROPOSED AMENDMENT**

Update paragraph 16.2.4 Record of Monuments and Places as follows:

**Record of Monuments and Places**

The principal legal mechanism for the protection of archaeological monuments is the Record of Monuments and Places (RMP) which was established under Section 12 of the National Monuments (Amendment) Act, 1994. The RMP for County Cork was issued in 1998. The RMP maps and manuals are available for consultation at <https://www.archaeology.ie/publications-forms-legislation/record-of-monuments-and-places>. Monuments listed in the RMP are referred to as Recorded Monuments. Section 12 (3) of the 1994 Act provides that the owner or occupier of a monument included in the Record or any person who proposes, to carry out, or to cause or permit the carrying out of any work at or in relation to such a monument, he or she shall give notice in writing to the Minister for Housing, Local Government and Heritage of the proposed works at least two months in advance and shall not, except in the case of urgent necessity and with the consent of the Minister, commence the work until two months after the giving of notice. The Zone of Notification is identified *for each monument* on *the Historic map viewer and Notification forms are available at [www.archaeology.ie](http://www.archaeology.ie)*. As NMS is a prescribed body, planning referrals occur through the planning process via a formal notification mechanism *and acts as notification in accordance with Section 12 of the National Monuments Act.*

**TEXT CHANGE ONLY**



**PROPOSED AMENDMENT NO. 1.16.14**

**NEW PARAGRAPH IN RELATION TO ZONES OF ARCHAEOLOGICAL POTENTIAL**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by County Archaeologist.

**PROPOSED AMENDMENT**

New paragraph after Zones of Archaeological Potential as follows:

*Development proposals for archaeological sites that fall within the archaeological zone should be subject to pre-planning discussion with the County Archaeologist and applications accompanied by an archaeological assessment. The planning authority may apply conditions relating to archaeology to individual permissions. These requirements are carried out on behalf of a prospective developer by an archaeologist and funded by the developer.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.16.15**

**NEW PARAGRAPH RELATING TO HISTORIC TOWNS**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by County Archaeologist.

**PROPOSED AMENDMENT**

New paragraph in relation to Historic Towns as follows:

*The medieval /late medieval buildings that made up the historic towns was generally replaced by 18th/19th century streetscapes and buildings. In some cases, however, the earlier building was incorporated /reused in the later building and often only detectable by a trained specialist – see Medieval Archaeology.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.16.16**

**ADDITIONAL WORDING RELATING TO MEDIEVAL ARCHAEOLOGY**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by County Archaeologist.

**PROPOSED AMENDMENT**

Update paragraph Medieval Archaeology as follows:

Many of Ireland's medieval structures, both rural and urban, were swept away in the 18th/19th century and replaced with buildings that make up the core of our heritage building stock today. However, potential for archaeology lies within these old buildings, as some were remodelled retaining elements of older, potentially medieval buildings. Buildings shown on the first Ordnance Survey's Maps from 1840's have the potential to contain earlier structures and features. *Prior to development of these buildings an assessment prepared by a suitably qualified heritage building consultant /archaeologist. should be carried out to assess the medieval content and heritage value of the structure.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.16.17**

**ADDITIONAL WORDING TO OBJECTIVE HE 16-7 BATTLEFIELD AMBUSH AND SIEGE SITES AND DEFENSIVE ARCHAEOLOGY**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by County Archaeologist.

**PROPOSED AMENDMENT**

Update text in Objective HE 16-7 (Battlefield, Ambush and Siege Sites and Defensive Archaeology) as follows:

***County Development Plan Objectives***

***HE 16-7 Battlefield, Ambush and Siege Sites and Defensive Archaeology***

Protect and preserve the defensive archaeological record of County Cork including strategic battlefield, ambush and siege sites, and coastal fortifications and their associated landscape due to their historical and cultural value. *Any development within or adjoining these areas shall undertake a historic assessment by a suitably qualified specialist to ensure development does not negatively impact on this historic landscape.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.16.18**

**UPDATE HEADING AND INCLUDE ADDITIONAL WORDING RELATING TO BURIAL PLACES**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by County Archaeologist.

**PROPOSED AMENDMENT**

Update heading and include additional wording as follows:

***Burial ~~Grounds~~ Places***

*The vast majority of our burial places are historic graveyards, however people have always respectfully buried their dead in many different ways. Many of these burial places have no surface expression and are often uncovered as part of archaeological investigations. Respectful preservation in situ of all burial places will be the Council's policy.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.16.19**  
**UPDATE WORDING OF OBJECTIVE HE-16-8**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by County Archaeologist.

**PROPOSED AMENDMENT**

Update text in Objective HE 16-8 as follows:

**County Development Plan Objectives**  
**HE 16-8 Burial ~~Grounds~~ Places**

Protect all burial ~~grounds~~ **places** and their setting in County Cork and encourage their maintenance and care in accordance with appropriate conservation principles.

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.16.20**

**UPDATE WORDING TO SECTION ARCHAEOLOGY AND LARGE SCALE DEVELOPMENT**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by County Archaeologist.

**PROPOSED AMENDMENT**

Update text in section Archaeology and Large Scale Development as follows:

**Archaeology and Large-Scale Development**

The County Council requires that a proposed development whose area is half hectare or more, whose length is 1km or more, including large scale infrastructure schemes such as electricity, sewerage, telecommunications, water supply, flood relief and proposed roadwork's (both realignment and new roads) require an archaeological assessment. It is recommended that the assessment includes appropriate archaeological investigations such as licensed metal detection, geophysical survey and archaeological testing, as appropriate. It is recommended that the assessment is carried out, *following pre planning consultation with the County Archaeologist*, by an appropriately experienced archaeologist to guide the design and layout of the proposed scheme/development, safeguarding the archaeological heritage in line with Development Management Guidelines.

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.16.21**

**UPDATE WORDING OF OBJECTIVE HE-16-9 ARCHAEOLOGY AND INFRASTRUCTURE SCHEMES**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by County Archaeologist.

**PROPOSED AMENDMENT**

Update e HE 16-9 Archaeology and Infrastructure Schemes:

**County Development Plan Objectives  
HE 16-9: Archaeology and Infrastructure Schemes**

All large scale planning applications (i.e. development of lands on 0.5 ha or more in area or 1km or more in length) and Infrastructure schemes and proposed roadworks are subjected to an archaeological assessment as part of the planning application process which should comply with the Department of Arts, Heritage and the Gaeltacht's codes of practice. It is recommended that the assessment is carried out *following pre planning consultation with the County Archaeologist, by an appropriately experienced archaeologist to guide the design and layout of the proposed scheme/development, safeguarding the archaeological heritage in line with Development Management Guidelines and also facilitating a viable development.*

**TEXT CHANGE ONLY**



**PROPOSED AMENDMENT NO. 1.16.22**

**AMEND EXISTING WORDING TO PARAGRAPH RAISING ARCHAEOLOGICAL AWARENESS**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by County Archaeologist.

**PROPOSED AMENDMENT**

Amend paragraph in section Raising Archaeological Awareness as follows:

Cork County Council has an important role to play in promoting initiatives aimed at raising awareness of archaeological heritage. It also has a role in promoting this heritage as tourist and visitor attractions. ~~The Heritage Unit has recently produced a new publication on the Archaeological Heritage of County Cork along with accompanying childrens books to aid in raising awareness of the County's extensive archaeological heritage.~~ *The Historic Monuments Advisory Committee (HMAC) have produced a series of advisory leaflets on care of historic- walls, iron, archaeological monuments, and graveyards. All publications are available on the Council's website.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.16.23**

**UPDATE WORDING TO OBJECTIVE HE 16-6 INDUSTRIAL AND POST MEDIEVAL ARCHAEOLOGY**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by County Archaeologist and Submission.

**PROPOSED AMENDMENT**

Update Objective HE 16-6: Industrial and Post Medieval Archaeology as follows:

**County Development Plan Objectives  
HE 16-6 Industrial and Post Medieval Archaeology**

Protect and preserve industrial and post-medieval archaeology *and long-term management of heritage features* such as mills, limekilns, *forges*, bridges, piers and harbours, water-related engineering works and buildings, penal chapels, dwellings, walls and boundaries, farm buildings, estate features, military and coastal installations. There is a general presumption for retention of these structures and features. Proposals for appropriate redevelopment including conversion should be subject to an appropriate assessment and record by a suitably qualified specialist/s.

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.16.24**

**NEW SECTION AND OBJECTIVE RELATING TO ARCHAEOLOGICAL LANDSCAPES**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by County Archaeologist and SEA Team.

**PROPOSED AMENDMENT**

New heading, section and Objective before Raising Archaeological Awareness

*Archaeological Landscapes*

*Where a concentration of archaeological sites of a similar period but not necessarily so, occur they should be seen as a collective group. Within County Cork there are varied archaeological landscapes such as Allihies Copper mining landscape, fortifications at Cork Harbour, upland prehistoric settlement in Shehy Beg. Where these collections of monuments occur, their protection will be based not only as an individual site but as part of a wider archaeological landscape. These landscapes have not been specifically identified and will be assessed on a case by case basis. Any archaeological assessment should take this into consideration. These landscapes have not been specifically identified, however, archaeological landscapes will be considered in the review and update of the current Draft Cork County Landscape Strategy set out in Objective GI 14-11.*

**New Objective HE 16-9c: Archaeological Landscapes**

**County Development Plan Objectives  
HE 16-9c Archaeological Landscapes**

*To protect archaeological landscapes and their setting where the number and extent of archaeological monuments are significant and as a collective are considered an important archaeological landscape of heritage value.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.16.25**

**ADDITIONAL WORDING RELATING TO VERNACULAR ARCHITECTURE**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by Draft Development Plan Guidelines.

**PROPOSED AMENDMENT**

Additional wording relating to Vernacular Architecture as follows:

*The Built Vernacular Strategy now provides a national framework for the planning and development of vernacular assets within the State. In this context, the Planning Authority wishes to highlight the Dimension Stone/Stone Built Ireland project which aims to document building and decorative stone in Ireland to inform government agencies, building owners and conservationists of the sources for suitable replacement stone in restoration work.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.16.26**

**ADDITIONAL WORDING TO BATTLEFIELD AMBUSH AND SIEGE SITES AND DEFENSIVE INSTALLATIONS**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by Heritage Unit.

**PROPOSED AMENDMENT**

Update paragraph 16.2.17 (Battlefield, Ambush and Siege Sites and Defensive Installations) as follows:

Military campaigns, albeit a large battle field, a siege campaign or an ambush site have a significant place in our history and development of the nation. They contribute to the local historic environment and are ripe for interpretation and development as an economic resource. The Zone of Archaeological Potential of these sites can be quite an extensive landscape and can include associated features such as camp sites, entrenchments fortifications, siege works, and mass burials. These areas are difficult to identify and are currently not outlined on a map. There are significant battle sites in County Cork such as the site of The Battle of Kinsale (1601 and 1690) and Knocknanuss (1647) and in more modern times Cork has a number of important ambush sites that played an import role in Irish history such as Kilmichael or Béal na mBláth. Many of the modern conflict sites occur along established routeways. The Plan supports measures to protect these sites and therefore in assessing any development proposals in these areas, the impacts on the wider defensive landscape should be assessed and generally protected. *In the case of Béal na mBláth a design code is being established for the ambush site to inform development considerations in the area. Over the lifetime of this plan, Cork County Council may undertake additional analysis to inform the extent of the ambush landscape and establish additional protection measures to safeguard this unspoilt historic landscape.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.16.27**

**ADDITIONAL WORDING PARAGRAPH 16.4.12 THE GAELTACHT AND LINGUISTIC HERITAGE**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by Statutory Consultee.

**PROPOSED AMENDMENT**

Update paragraph 16.4.12 the Gaeltacht and Linguistic Heritage as follows:

The Gaeltacht Act (2012) provides a statutory footing to the 20 Year Strategy for the Irish Language, 2010-2030 and also recognises Gaeltacht Language Planning Areas (LPT), Gaeltacht Service Towns and Irish Language Networks. Within Cork County, the Gaeltacht is divided into two Language Planning Areas: Oileán Chléire LPT off the coast of Baltimore, and Múscraí LPT which includes an area to the west of Macroom and adjoining the Kerry boundary including Baile Bhuirne, Baile Mhic Íre, Cúil Aodha, Ré na nDoirí, Cill na Martra, Guagán Barra. and Béal Atha an Ghaorthaidh. These areas require special treatment to protect their linguistic and cultural heritage. The challenge is to promote these areas as a focus for development, whilst ensuring that the development, which does occur, supports or complements the linguistic and cultural heritage *including the promotion of Irish as the community language.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.16.28**

**ADDITIONAL WORDING TO SECTION RELATING TO THE GAELTACHT AND LINGUISTIC HERITAGE**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by Heritage Officer and third party submission.

**PROPOSED AMENDMENT**

Provide additional wording to Section relating to The Gaeltacht and Linguistic Heritage as follows:

*The Múscraí Gaeltacht is an incredibly vibrant place and many of its key attributes have been documented in a recent heritage plan undertaken for the area - a plan that won a National Irish Planning Award in 2020. A fifteen-year plan, it was commissioned by Cork County Council with the support of the Heritage Council and undertaken by Research and Dig, in conjunction with Cork County Council and local Múscraí group Acadamh Fódhla, setting out to highlight the importance and heritage significance of the Múscraí Gaeltacht and to devise a number of heritage policies and actions to ensure that the area is appropriately conserved, managed and maintained into the future. The full title of the plan is: Múscraí heritage plan: conservation, management and interpretation plan 2019-2033 and both the English and Irish versions of the document are available to download from Cork County Council's Heritage webpage.*

*After wide-ranging research, it was concluded that the tangible heritage (e.g. buildings, archaeology, bogs) of Múscraí is inextricably connected with the intangible (e.g. folklore, placenames, customs, music, poetry, ritual) and that there is a deep, complex, and symbiotic relationship between people and place, where the character of its people and landscape are both intertwined and co-dependent. This is the essence of the plan's Statement of Significance, placing Múscraí as a place of local, regional, national and international importance.*

*Good conservation management seeks to protect what is important about a place while at the same time permitting continued sustainable use. It does not try to stop change, rather, it aims to manage it. In the Múscraí Heritage Plan, a number of threats to the significance of the area were identified, and Cork County Council, over the lifetime of this plan, will work to support the implementation of actions and initiatives from the plan that are of benefit to the area and in keeping with the proper planning and sustainable development of the area.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.16.29**

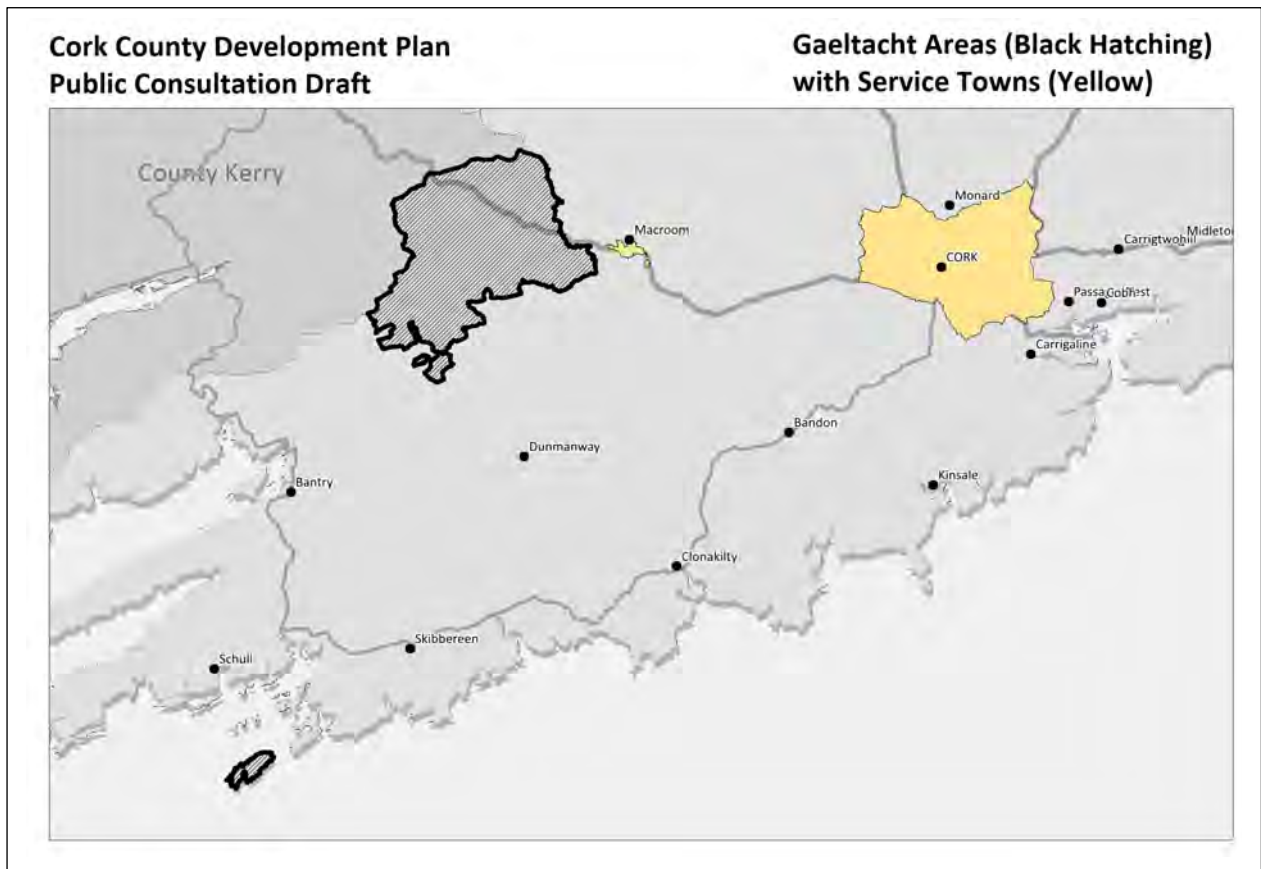
**INSERT MAP OF THE GAELTACHT AREA AND SERVICE TOWNS**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by Statutory Consultee.

**PROPOSED AMENDMENT**

Insert map of Gaeltacht areas and Service Towns as follows:



**MAP CHANGE ONLY**



**PROPOSED AMENDMENT NO. 1.16.30**

**ADDITIONAL WORDING TO OBJECTIVE HE 16-22 GAELTACHT AREAS**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by Statutory Consultee and third party submissions.

**PROPOSED AMENDMENT**

Insert new text in Objective HE 16-22 under i) and j) as follows:

**County Development Plan Objectives**

**HE 16-22: Gaeltacht Areas**

*Protect the linguistic and cultural heritage of the Gaeltacht areas of Cork by:*

- a) Encouraging development within the Gaeltacht and in the Gaeltacht Service Town of Macroom, which promotes, facilitates or complements the cultural heritage, including Irish language use;*
- b) Encouraging development within the Gaeltacht and the Gaeltacht Service Town of Macroom, which provides employment or social facilities, especially, but not exclusively, where these are of relevance to local young people;*
- c) Resisting development within the Gaeltacht, which would be likely to erode the cultural heritage (including the community use of Irish language), unless there are over-riding benefits for the long-term sustainability of the local community or for the proper planning and sustainable development of a wider area;*
- d) Ensuring that where the County Council erects signs within the Gaeltacht, these have Irish as their primary language, unless there are positive and over-riding reasons for doing otherwise;*
- e) Discouraging the exhibition of advertisements within the Gaeltacht which do not use Irish as their primary language;*
- f) Consider the requirement for the use of demanding linguistic impact analyses with planning applications for particular major developments. These would be cases where the potential impact of the development on the use of Irish as the community language is not immediately apparent and pivotal in the determination of the application.*
- g) Facilitate the preparation and implementation of local Gaeltacht Plans, Programmes and Initiatives, including Language Plans and Conservation Plans such as the Múscaí Heritage Plan, in the interests of the proper planning and sustainable development of Cork's Gaeltachts, provided that such plans are in keeping with Council policy.*

- h) Encourage the use of the Irish language, not just in Gaeltacht areas but throughout the County, particularly with regard to service provision, planning and development and Council initiatives/activities.*
- i) The use of the Irish language is promoted in the design of developments e.g. business advertising, recreational and community facilities are clearly identified and provided and shop-front signage should be in the Irish language;*
- j) The Plan encourages collaboration between Gaeltacht stakeholders, Gaeltacht communities and State agencies in the future planning and development projects to ensure the protection and promotion of the Irish language as the community language.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.16.31**

**ADDITIONAL WORDING TO OBJECTIVE HE16-23 THE ARTS**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by Statutory Consultee.

**PROPOSED AMENDMENT**

Insert new text in Objective HE 16-23 under e) and f) as follows

**County Development Plan Objectives**

**HE16-23 The Arts**

- a) *Provide for balanced development of arts infrastructure in County Cork that meets the cultural and artistic needs of communities, supports creative activity and enhances cultural, economic and social life in communities*
- b) *Consider proposals for development of arts spaces and facilities including performance, exhibition, studio and other arts related facilities in appropriate locations, where proposals are in accordance the other policies and objectives of this plan.*
- c) *Encourage the provision of arts, cultural and entertainment facilities, the commissioning of new works of art for the public realm in association with proposals, where appropriate and having regard to Public Art: Per Cent for Art Scheme, General National Guidelines” (2004), as amended in 2019.*
- d) *Promote and facilitate sustainable development and the creation and display of art and heritage works in public areas while complying with the planning and environmental criteria and development management standards.*
- e) *Acknowledge and support the implementation of objectives set out in the Arts Plan and Culture and Creativity Strategy (and any plan / strategy hereafter), which will be supported through effective collaboration with the County Arts Office.*
- f) *Undertake an evidence based ‘needs’ approach during the lifetime of the Development Plan in collaboration with the Arts Office to identify the spatial distribution/concentration of arts and culture ‘assets’ across the county, and to inform future/area needs provision including the co-location of services and activities. This may inform the pursuit of specific arts and arts infrastructure projects in association with the County Arts Office, through the National URDF funding programme or, such other funding programmes during the lifetime of the Development Plan.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.16.32**

**ADDITIONAL WORDING TO PARAGRAPH 16.5.8 THE ARTS**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by Statutory Consultee.

**PROPOSED AMENDMENT**

Update paragraph 16.5.8 as follows:

The Plan supports the implementation of the Cork County Arts Plan 2014-2017 (which is currently under review) ~~as part of the drafting of the new~~ and the Cork County Arts Plan which will cover the period to 2025.

*The Arts Council recently announced 3-year 'Creative Places' investment programme for the seven West Cork inhabited islands of Heir, Bere, Sherkin, Cape Clear, Whiddy, Dursey, Long, and Garnish which is being prepared in partnership with Cork County Council.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.16.33**

**NEW SECTION ON CLIMATE CHANGE AND ARCHAEOLOGY**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by Department of Housing, Local Government and Heritage and County Archaeologist.

**PROPOSED AMENDMENT**

New heading and paragraph Climate Change and Archaeology as follows:

*Climate Change and Archaeology*

*The changing weather conditions likely to occur because of global warming will have a significant impact on the archaeological heritage of the County. With more extreme weather conditions forecasted such as increased frequency of severe storms, intense rainfall, flooding, extreme temperatures will lead to increased weathering and erosion of our monuments both earthen and stone particularly along the coast. The County Development Plan provides a new framework for managing the County's archaeological resource in the context of these climatic threats.*

**TEXT CHANGE ONLY**

## 8 Chapter 17 Climate Action

### **PROPOSED AMENDMENT NO. 1.17.1**

**AMEND TEXT AND TABLE 17.2 CLIMATE ACTION STRATEGY AS A CONSEQUENTIAL CHANGE TO REFLECT NEW CLIMATE ACTION MEASURES PROPOSED AS AMENDMENTS TO OTHER CHAPTERS OF THE DRAFT PLAN.**

### **ORIGIN OF AMENDMENT**

This amendment is required as a consequential change to reflect new climate action measures proposed as amendments to other chapters of the Draft Plan.

### **PROPOSED AMENDMENT**

Amend text and Table 17.2 Climate Action Strategy as a consequential change to reflect new climate action measures proposed as amendments to other chapters of the Draft Plan.

### **TEXT CHANGE ONLY**

## **PROPOSED AMENDMENT NO. 1.17.2**

### **CONSEQUENTIAL UPDATE FOLLOWING PUBLICATION OF NATIONAL CLIMATE ACTION PLAN 2021**

#### **ORIGIN OF AMENDMENT**

This amendment is a consequential amendment arising from the publication of the national Climate Action Plan 2021 on 4<sup>th</sup> November 2021.

#### **PROPOSED AMENDMENT**

Consequential to the publication of the national Climate Action Plan 2021, it is proposed to update references to the Climate Action Plan 2019 throughout the Draft Plan as appropriate and it is proposed to amend paragraphs 17.4.3 and 17.4.4 and preceding subheading, paragraph 17.7.22, objective CA-17-1 and objective CA-17-2 as follows:

Climate Action Plan (~~2019~~ **2021**)

17.4.3 Current national policy *with regard to climate action* is set out in the national Climate Action Plan **2021** which puts in place a decarbonisation pathway to 2030 consistent with the adoption of a net zero carbon emissions target at EU level by 2050, *following the Climate Act 2021, commits Ireland to a legally binding target of net-zero greenhouse gas emissions no later than 2050, and a reduction of 51% by 2030 (compared to 2018 levels)*. The Climate Action Plan initiates a set of policy actions to achieve a net zero carbon energy systems objective for Irish society. It highlights *The previous, 2019, Climate Action Plan highlighted* the requirement for a transformational shift of our economies and societies towards climate resilient and sustainable development and a profound change in the systems and practices which support our lifestyle. It sets out that in line with the UN Sustainable Development Goals, climate action must be seen as complementary to other important policy objectives, such as promoting sustainable economic development pathways, improving energy security, and addressing air pollution impacts on human health. Many of the changes that are required will have positive economic and societal co-benefits, including cleaner air, warmer homes, and a more sustainable economy for the long term.

*The Climate Action Plan (2021) places a renewed emphasis on the urgency of climate action and outlines that the report of the Intergovernmental Panel on Climate Change (August 2021) and the EPA's Climate Status Report for Ireland 2020 confirm that we have a limited window for real action to reduce emissions to ensure that current and future generations can live sustainably in a low-carbon and climate-resilient world.*

*The Climate Action Plan (2021) assumes full implementation of the 2019 plan and introduces additional measures to be undertaken across Irish society and economy to achieve the level of change required. The Plan is to be updated annually, including in 2022.*

17.4.4 While Ireland's GHG emissions, with full implementation of the Climate Action Plan 2019, ~~are~~ *were* projected to decrease by an annual average reduction of 3% between 2021 and 2030, further measures are required to meet national and EU ambitions to keep the global temperature increase to 1.5°C. *Despite the economic impact of COVID-19, GHG emissions in Ireland decreased by only 3.6% in 2020, demonstrating the scale of the decarbonisation challenge for Ireland over the coming decade.*

17.4.5 In May 2019 Dáil Eireann declared a Climate and Biodiversity Emergency.

Decarbonising zones

17.7.22 Action 165 of the national Climate Action Plan is to 'Extend flagship low carbon projects to other towns and villages'. This action requires local authorities to identify and develop plans for one "Decarbonising Zone". *The Climate Action Plan 2021 outlines 'implementing decarbonising zones in each local authority' as*

*one of the targets to meet the required level of emissions reductions, by 2030.* The current working definition of a decarbonizing zone is a spatial area identified by the local authority, in which a range of climate mitigation, adaptation and biodiversity measures and action owners are identified to address local low carbon energy, greenhouse gas emissions and climate needs to contribute to national climate action targets. This would include the exploration of co benefits of climate change mitigation and adaptation. It is intended that this could lead to the development of low carbon town projects for future calls under the Climate Action Fund and early progression of demonstrator projects harnessing a range of technologies and initiatives. The Plan supports the identification and delivery of a decarbonising zone in the County in line with the Department of Housing, Local Government and Heritage Circular LGSM01-2021.

Objective CA 17-1:

CA 17-1: Support national and local climate change objectives set out in the following:

- National Planning Framework
- Southern Region Spatial and Economic Strategy
- Climate Action Plan (~~2019~~ 2021 or any successor plan).
- National Climate Change Adaptation Framework (2018 or any successor framework).
- National Mitigation Plan (2017 or any successor plan).
- Cork County Council Climate Change Adaptation Strategy.

Objective CA 17-5:

CA 17-5: Support the Council's identification and development of decarbonising zones in line with ~~Action 165~~ of the national Climate Action Plan.

**TEXT CHANGE ONLY**



## 9 Chapter 18 Zoning and Land Use

### *PROPOSED AMENDMENT NO. 1.18.1*

#### **ADDITIONAL WORDING TO SECTION ON RESIDENTIAL RESERVE**

#### *ORIGIN OF AMENDMENT*

This change has arisen following the update to the overall population and housing requirements for the plan period and also following the recommendations set out in the submission by the Office of the Planning Regulator and having regard to the Draft Development Plan Guidelines (2021).

#### *PROPOSED AMENDMENT*

Insert additional wording to paragraph 18.3.38 as follows;

18.3.38 Similarly, where such lands exist in the Key towns of Mallow and Clonakilty *and some County Towns*, they have also been included in the Residential Reserve, where considered appropriate.

#### **TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.18.2**

**ADDITIONAL WORDING TO OBJECTIVE ZU-18-12 RESIDENTIAL RESERVE**

**ORIGIN OF AMENDMENT**

This change has arisen following the update to the overall population and housing requirements for the plan period and also following the recommendations set out in the submission by the Office of the Planning Regulator and having regard to the Draft Development Plan Guidelines (2021).

**PROPOSED AMENDMENT**

Insert additional wording to Objective ZU-18-21 Residential Reserve as follows;

**County Development Plan Objective ZU 18-21: Residential Reserve**

Provide a land reserve for the long term orderly development of the Metropolitan towns of Carrigaline, Carrigtwohill, Cobh and Midleton and the Key Towns of Mallow and Clonakilty *and some County Towns where appropriate*. Such lands will not generally be required for development over the period of the Plan to 2028. From the beginning of year four of the Plan (May 2025), consideration may be given to the development of some 'Residential Reserve' lands where the Planning Authority is satisfied that:

a) Delivery of housing on zoned lands is proceeding faster than anticipated and additional land is required for the remaining Plan period, or

b) It can be clearly demonstrated, to the satisfaction of the planning authority, that a zoned parcel of land will not come forward for development due to infrastructural or other demonstrable constraints during the remaining period of the Plan, and the proposed residential lands can be serviced and offer a reasonable substitute in terms of capacity, sequential development, connectivity, access to services and amenity etc., to secure the population and housing targets for the settlement.

c) The Planning Authority is satisfied that delivery of the development can reasonably commence before the end of the Plan period, and infrastructure is in place or can be provided to facilitate same.

d) Where development is considered under (b) above the scale of development shall not generally exceed the capacity of the zoned lands it is replacing.

*e) Objective ZU 18-11 will also apply to lands identified as Residential Reserve.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.18.3**  
**ADDITIONAL WORDING TO PARAGRAPH 18.3.12**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submission.

**PROPOSED AMENDMENT**

Insert additional wording to paragraph 18.3.12 as follows;

18.3.12 This approach will help reduce congestion and unnecessary road journeys, encourage patterns of sustainable development that will support the use of public transport, minimise the area of agricultural land, *or of places of biodiversity value* that will be lost for development and protect the character and amenity of existing areas.

**TEXT CHANGE ONLY**

#### **PROPOSED AMENDMENT NO. 1.18.4**

### **ADDITIONAL WORDING TO OBJECTIVE RESIDENTIAL ZU-18-11 AND NEW PARAGRAPH RELATING TO ADDITIONAL PROVISION**

#### **ORIGIN OF AMENDMENT**

This change has arisen following the update to the overall population and housing requirements for the plan period and also following the recommendations set out in the submission by the Office of the Planning Regulator and having regard to the Draft Development Plan Guidelines (2021).

#### **PROPOSED AMENDMENT**

#### **County Development Plan Objective ZU 18-11: Residential Areas *(including Additional Provision, Long Term Strategic and Sustainable Development Sites/ Further Additional Provision and Residential Reserve)***

Promote development mainly for housing, associated open space, community uses and, only where an acceptable standard of amenity can be maintained, a limited range of other uses that support the overall residential function of the area. Normally discourage the expansion or intensification of existing uses that are incompatible with residential amenity

Insert new paragraph under “Residential” heading **Additional Provision** after Para 18.3.17

#### ***Additional Provision***

*The Draft Guidelines include a number of provisions to ensure sufficient provision of housing lands/sites such as Additional Provision. In providing housing sites for development within settlements, it may be necessary to zone more serviced land and sites for residential (or a mixture of residential and other uses), than would equate to meeting precisely the projected housing demand for that settlement. This approach recognizes that a degree of choice in development sites to be provided locally is desirable to avoid restricting the supply of new housing development through inactivity on a particular landholding or site.*

*The extent of any Additional shall not exceed 20-25% of the required quantum of zoned land and sites in settlements in any planning authority area as a whole, for any six-year plan period.*

The Planning Authority take the view that Additional Provision will apply as required to most Main Towns and Key Villages (>1,500 population) as it is critically important that the maximum amount of residentially zoned land is available to ensure an adequate supply of housing given the current severely dysfunctional housing market where supply of new houses is trailing well behind demand and there is significant unmet demand in the market all cross the county which remains to be satisfied. *It is intended that these sites are available for residential development throughout the lifetime of this plan, subject to proper planning and sustainable development.* See Chapter 2 Core Strategy

*Objective ZU 18-11 will apply to lands identified as Additional Provision.*

#### **TEXT CHANGE ONLY**

### **PROPOSED AMENDMENT NO. 1.18.5**

#### **NEW PARAGRAPH UNDER RESIDENTIAL SECTION IN RELATION TO LONG-TERM AND STRATEGIC DEVELOPMENT SITES/FURTHER ADDITIONAL PROVISION AFTER ADDITIONAL PROVISION (SEE PREVIOUS PROPOSED AMENDMENT)**

#### **ORIGIN OF AMENDMENT**

This change has arisen following the update to the overall population and housing requirements for the plan period and also following the recommendations set out in the submission by the Office of the Planning Regulator and having regard to the Draft Development Plan Guidelines (2021).

#### **PROPOSED AMENDMENT**

Insert new paragraph called Long-Term and Strategic and Sustainable Development Sites/Further Additional Provision as follows;

#### *Long-Term and Strategic and Sustainable Development Sites/Further Additional Provision*

*The Draft Development Plan Guidelines 2021 identifies a number of provisions to ensure sufficient provision of housing lands/sites such as Long Term Strategic and Sustainable Development Sites (Further Additional Provision) which are key development sites that may comprise lands and sites for urban regeneration and/or transport-led development.*

*These sites may comprise either brownfield/infill or greenfield land and may also be subject to Strategic Development Zone (SDZ) status, or other relevant planning-related designation.*

*Such sites are characterised by:*

- their potential for significant residential development to be delivered over a timescale greater than a single six-year development plan period*
- their significant scale – generally several thousand new homes as a new urban extension to a City or NPF Regional Centre*
- A requirement to be aligned and supported by significant water services, transport and other infrastructural investment.*

In the case of Cork County parts of the long established Urban Expansion Areas at Midleton, Carrigtwohill and Cobh and the SDZ at Monard which are not likely/less likely to be delivered during the lifetime of this Plan have been identified as Long-Term and Strategic and Sustainable Development Sites/Further Additional Provision. *It is intended that these sites are available for residential development throughout the lifetime of this plan, subject to proper planning and sustainable development. See Chapter 2 Core Strategy.*

*Objective ZU 18-11 will apply to lands identified as Long Term Strategic and Sustainable Development Sites/Further Additional Provision.*

#### **TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.18.6**

**INSERT CORRECT HEADING TO APPROPRIATE USES IN EXISTING MIXED/GENERAL BUSINESS/INDUSTRIAL AREAS**

**ORIGIN OF AMENDMENT**

This amendment is required to address issue raised by submission.

**PROPOSED AMENDMENT**

**Insert correct heading to Appropriate Uses in Existing Mixed/ General Business/Industrial Uses as follows;**

~~Appropriate Uses in Existing Residential/Mixed Residential and Other Uses Areas~~

General warehousing, trade warehousing and distribution, manufacturing and repairs, storage, builders provider/ yard, food processing facility, logistics, fitting and business to business activity, wholesaling, vehicle sales outlets, high technology manufacturing plant and tool hire, public services, service station, vehicle servicing/maintenance garage, incubator units, childcare facilities.

***Appropriate Uses in Existing Mixed/ General Business/Industrial Uses***

General warehousing, trade warehousing and distribution, manufacturing and repairs, storage, builders provider/ yard, food processing facility, logistics, fitting and business to business activity, wholesaling, vehicle sales outlets, high technology manufacturing plant and tool hire, public services, service station, vehicle servicing/maintenance garage, incubator units, childcare facilities.

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.18.7**

**INSERT CORRECT HEADING TO APPROPRIATE USES IN EXISTING RESIDENTIAL/MIXED RESIDENTIAL AND OTHER USES AREAS**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submission.

**PROPOSED AMENDMENT**

**Insert correct heading to Appropriate Uses in Existing Residential/Mixed Residential and Other Uses as follows;**

~~Appropriate Uses in Existing Mixed/ General Business/Industrial Uses~~

Residential development, residential care, sheltered housing, small scale retail, local centres/neighbourhood centres, small scale commercial, community facilities, childcare facilities, education facilities, places of worship, civic uses, small scale offices, local medical /healthcare services, marine facilities, sports facilities, recreation and amenity facilities, bed and breakfast/guesthouses/hotels.

***Appropriate Uses in Existing Residential/Mixed Residential and Other Uses Areas***

Residential development, residential care, sheltered housing, small scale retail, local centres/neighbourhood centres, small scale commercial, community facilities, childcare facilities, education facilities, places of worship, civic uses, small scale offices, local medical /healthcare services, marine facilities, sports facilities, recreation and amenity facilities, bed and breakfast/guesthouses/hotels.

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.18.8**

**ADDITIONAL WORDING TO PARAGRAPH 18.3.33 APPROPRIATE USES IN UTILITIES AND INFRASTRUCTURE**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submission.

**PROPOSED AMENDMENT**

Insert additional wording to Appropriate Uses in Utilities and infrastructure Areas as follows;

18.3.33 In this Plan lands zoned for utilities and infrastructure uses are largely for operational requirements such as drainage, sanitation, emergency services, electricity, gas, telecommunications, and traffic management and maintenance purposes. New roads, walkways and cycleways are also included on zoning maps under this heading *and it should be noted that such lines are indicative only and are subject to agreement with landowners and other considerations as appropriate.*

**TEXT CHANGE ONLY**



**PROPOSED AMENDMENT NO. 1.18.9**

**ADDITIONAL WORDING TO APPROPRIATE USES IN EXISTING RESIDENTIAL/MIXED RESIDENTIAL AND OTHER USES AREAS**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues arising in submission.

**PROPOSED AMENDMENT**

Insert additional wording to Appropriate Uses in Existing Residential/Mixed Residential and Other Uses as follows;

**Appropriate Uses in Existing Residential/Mixed Residential and Other Uses Areas**

Residential development, residential care, sheltered housing, *specialised housing*, small scale retail, local centres/neighbourhood centres, small scale commercial, community facilities, childcare facilities, education facilities, places of worship, civic uses, small scale offices, local medical /healthcare services, marine facilities, sports facilities, recreation and amenity facilities, bed and breakfast/guesthouses/hotels.

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.18.10**

**COMPLETE WORDING OF OBJECTIVE ZU-18-17 TOWN CENTRES/NEIGHBOURHOOD CENTRES OMITTED IN ERROR**

**ORIGIN OF AMENDMENT**

This amendment is required to address an omission in text and Strategic Environmental Assessment.

**PROPOSED AMENDMENT**

Complete wording of Objective ZU-18-17 Town Centres/Neighbourhood Centres as follows;

b) recognise that where it is not possible to provide the form and scale of development *that is required on a site within the core area, consideration can be given to sites on the edge of the core area based on sequential approach.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.18.11**

**ADDITIONAL WORDING TO SECTION 18.3.20 COMMUNITY AND TO APPROPRIATE USES IN COMMUNITY AREAS**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submission.

**PROPOSED AMENDMENT**

Insert additional wording to Section 18.3.20 Community and Appropriate Uses in Community Areas as follows;

18.3.20 Areas designated for educational, civic land uses generally include community related development including schools and colleges, residential healthcare facilities (e.g. hospitals) *residential care* and development for other community uses (e.g. club meeting facilities such as scout and guide halls). Often significant ancillary facilities such as staff accommodation and dedicated open space or sports facilities are included.

**Appropriate Uses in Community Areas**

Education facilities including schools and colleges, childcare facilities, healthcare facilities, residential healthcare facilities (e.g. hospitals), *residential care*, community related facilities e.g. club meeting facility such as a scout or guide halls, multiuse community facilities, ancillary facilities such as staff accommodation, cemeteries, sheltered housing.

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.18.12**

**ADDITION WORDING TO APPROPRIATE USES IN INDUSTRIAL AREAS AND EXISTING MIXED/GENERAL BUSINESS/INDUSTRIAL USES AREAS**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

**PROPOSED AMENDMENT**

Insert additional wording to Appropriate Uses in Industrial Areas as follows;

Appropriate Uses in Industrial Areas

Medium to large scale warehousing and distribution, bioenergy plants, open storage, recovery and transport operating centres, strategic large scale waste treatment facilities including waste to energy recovery facilities\*(as per objective above), port facilities and port related activities, logistics, heavy industry, offices ancillary to permitted use, laboratories, food related industry, marine related development, general industry, civic amenity site, plant storage, sustainable energy installation, heavy vehicle park, fuel depot/fuel storage, telecommunication structures, biomedical, pharmaceutical, data centres, childcare facilities, *commercial film studio facilities*.

Insert additional wording to Appropriate Uses in Existing Mixed/ General Business/Industrial Uses as follows;

Appropriate Uses in Existing Mixed/ General Business/Industrial Uses

General warehousing, trade warehousing and distribution, manufacturing and repairs, storage, builders provider/ yard, food processing facility, logistics, fitting and business to business activity, wholesaling, vehicle sales outlets, high technology manufacturing plant and tool hire, public services, service station, vehicle servicing/maintenance garage, incubator units, childcare facilities, *commercial film studio facilities*.

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.18.13**

**REVISED WORDING TO OBJECTIVE ZU-18-13 GREEN INFRASTRUCTURE**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by Strategic Flood Risk Assessment and submission.

**PROPOSED AMENDMENT**

**Insert revised wording to objective ZU-18-13 Green Infrastructure Section 18.3.24 as follows;**

*b)* Retain *and generally protect appropriate areas for their* landscape, amenity or *nature* conservation value *or their current or future flood management role*, within Green Conservation (Landscape amenity/nature conservation) area; and

**Insert revised wording Section 18.3.24 as follows**

18.3.24 Green Conservation (GC) - Landscape Amenity/Conservation where the purpose is to retain ~~open~~ ~~space for its~~ landscape amenity or conservation value.

18.3.24 Green Conservation (GC) - Landscape Amenity/Conservation where the purpose is to *generally* retain *appropriate areas for their* landscape, amenity or *nature* conservation value.

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.18.14**

**NEW PARAGRAPH GREEN INFRASTRUCTURE (GI): SUBCATEGORIES TO INCLUDE RECOGNITION OF BLUE INFRASTRUCTURE**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by SFRA.

**PROPOSED AMENDMENT**

Insert new paragraph Green Infrastructure (GI): Subcategories as follows;

*The Green Infrastructure zoning may also include elements of blue infrastructure such as riparian zones and contiguous waterbodies such as rivers, streams and estuaries. Such waterbodies are also afforded protection through various other objectives in the plan. See Chapter 11 Water Management and Chapter 16 Biodiversity and Environment. Green Infrastructure zonings may also be included based on their requirement for current or future flood management such as conveyance or storage of flood water and to protect flood plains from inappropriate development.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.18.15**

**NEW PARAGRAPH TO SECTION ON COMMUNITY IN RELATION TO REQUIREMENT OF NEW TYPES OF BURIAL FACILITIES**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submission and was updated to reflect to reflect Proposed Amendment 1.6.12, Chapter 6 of Volume One following representations from some Elected Members of the Macroom Municipal District, following the Special Municipal District Meeting for the Macroom MD on the 22<sup>nd</sup> of October.

**PROPOSED AMENDMENT**

Insert new paragraph to section on Community Chapter 18 as follows;

*The provision of cemeteries is included within the Community zoning category and Cork County Council also recognize that the requirements for new types of burial facilities including Green Burial Facilities/eco-cemeteries and other similar facilities may be required over the coming years and the Planning Authority will support the delivery of such facilities on their merits as and when the need arises subject to normal planning and development considerations.*

**TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.18.16**  
**ADDITIONAL WORDING TO RESIDENTIAL AREAS**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by and other submissions including OPR submission.

**PROPOSED AMENDMENT**

Insert additional wording to Residential Areas as follows;

Appropriate Uses in Residential Areas

Residential development, residential care, sheltered housing, *specialised housing*, childcare facilities, education facilities, occasional retail, local centres/neighbourhood centres, places of worship, local medical/healthcare services, open space, recreation and amenity uses, community uses.

**TEXT CHANGE ONLY**



# 10Chapter 19 Implementation and Delivery

## **PROPOSED AMENDMENT NO. 1.19.1**

### **ORIGIN OF AMENDMENT**

This amendment is required to provide consistency within the Plan text.

### **PROPOSED AMENDMENT**

It is proposed to Delete Paragraph 19.5.3;

~~19.5.3 An activation mechanism that can deliver these key requirements is set out in section 19.8 below.~~

### **TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.19.2**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by OPR.

**PROPOSED AMENDMENT**

It is proposed to Delete Paragraph 19.6.14;

~~Appendix D provides an overview of the critical infrastructure needs of Cork County and Section 19.8 below sets out an Activation Mechanism identifying a collaborative and targeted process for infrastructure delivery.~~

and replace with new paragraph as follows

*Appendix D provides an overview of the critical infrastructure needs of Cork County and also sets out the NPF Tier 1 or Tier 2 status of all residentially zoned lands, including the required infrastructure interventions to unlock these housing lands. Section 19.8 below sets out an Activation Mechanism identifying a collaborative and targeted process for infrastructure delivery.*

**TEXT CHANGE ONLY**

### PROPOSED AMENDMENT NO. 1.19.3

#### ORIGIN OF AMENDMENT

This amendment is required to address issues raised by OPR.

#### PROPOSED AMENDMENT

It is proposed to Delete Paragraph 19.7 and para 19.7.1;

##### ~~19.7 Infrastructure Funding~~

~~19.7.1 As set out above, the alignment of actions by all actors in the provision of infrastructure to serve communities and future growth is critical. Creating the correct conditions to support growth has always been central to ensuring cost-effective and sustainable growth occurring, however post-economic crash fiscal constraints (in both public and private financing) and macro-prudential lending rules (for housing) has heightened the importance of achieving a high degree of efficiency in delivery development including infrastructure provision.~~

and replace with new paragraph as follows

##### 19.7 Infrastructure Costs and Funding

19.7.1 As set out above, the alignment of actions by all actors in the provision of infrastructure to serve communities and future growth is critical. Creating the correct conditions to support growth has always been central to ensuring cost-effective and sustainable growth occurring, however post-economic crash fiscal constraints (in both public and private financing) and macro-prudential lending rules (for housing) has heightened the importance of achieving a high degree of efficiency in delivery development including infrastructure provision.

In terms of infrastructure costs to unlock residential development lands, there is a range of costs associated with sites and settlements. Furthermore, the estimation of costs cuts across local, regional and nationally scaled infrastructure projects – especially within County Metropolitan Cork where significant infrastructure is needed to be provided to meet regional and national requirements in excess of the needs of local development lands.

Appendix D provides an overview of the critical infrastructure needs of Cork County and also sets out the NPF Tier 1 or Tier 2 status of all residentially zoned lands, including the required infrastructure interventions to unlock these housing lands. Work on the infrastructure costings at the site and settlement levels is ongoing, with an overview provided in the table below.

The delivery of key infrastructure projects will be monitored during the lifetime of the plan.

Settlement	Site Infrastructure Cost Range	Settlement Infrastructure Cost
Carrigaline	€0 – c.€1.1m	
Carrigtwohill	€0 – c.€15m (UEA Lands)	c.€140m (includes national roads investments)
Cobh	€0 – c.€16m (UEA Lands)	c.€105m (includes regional road investment)
Little Island	€TBD (Residential Reserve Lands)	

<b>Midleton</b>	€0 – c.€22m (UEA Lands)	c.€102m (Waste Water & Water Supply, and includes regional road investment)
<b>Passage West/ Glenbrook/Monkstown</b>	€0 – c.€493,000	c.€500,000 (Water Supply)
<b>Bandon</b>		c.€500,000 (Water Supply)
<b>Fermoy</b>	€0 – c.€200,000	€TBD (Waste Water)
<b>Kinsale</b>	€0 – c.€200,000	c.€3.1m (Waste Water)
<b>Macroom</b>		c.€10.3m (Waste Water & Water Supply)
<b>Mallow</b>		c.€20.1m (Waste Water & Water Supply)
<b>Youghal</b>		€TBD (Water Supply)
<b>Buttevant</b>		€TBD (Waste Water)
<b>Charleville</b>	€0 – c.€100,000	c.€11m (Waste Water & Water Supply)
<b>Kanturk</b>	€0 – c.€100,000	€TBD (Waste Water)
<b>Millstreet</b>	€0 – c.€150,000	
<b>Mitchelstown</b>	€0 – c.€75,000	c.€3.1m (Waste Water & Water Supply)
<b>Newmarket</b>	€0 – c.€120,000	c.€1.5m (Waste Water & Water Supply)
<b>Bantry</b>	€0 – c.€1.706m	€TBD (Waste Water & Water Supply)
<b>Castletownbere</b>	c.€100,000 – c.€120,000	
<b>Clonakilty</b>	c.€35,000 – c.€1.85m	€TBD (Water Supply)
<b>Dunmanway</b>	€0 – c.€2.75m	€TBD (Waste Water & Water Supply)
<b>Schull</b>	€0 – c.€50,000	
<b>Skibbereen</b>	€0 – c.€2m	

**TEXT CHANGE ONLY**

#### **PROPOSED AMENDMENT NO. 1.19.4**

#### **ORIGIN OF AMENDMENT**

This amendment is required to provide consistency within the Plan text.

#### **PROPOSED AMENDMENT**

It is proposed to Delete Paragraph 19.8.6;

~~An activation pathway for scheme housing and commercial investment is set out below that will ensure that the County Development Plan identified residential development land bank is activated, housing delivery meets the locational, typology and market price needs of County Cork residents, and that complementary commercial / employment facilities are delivered. This activation pathway features:~~

and replace with new paragraph as follows

*An activation pathway for scheme housing and commercial investment will ensure that the County Development Plan identified residential development land bank is activated, housing delivery meets the locational, typology and market price needs of County Cork residents, and that complementary commercial / employment facilities are delivered. This activation pathway features:*

#### **TEXT CHANGE ONLY**

**PROPOSED AMENDMENT NO. 1.19.5**

**ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by OPR.

**PROPOSED AMENDMENT**

Add new Paragraph after 19.8.7 referencing Local Area Plans and Local Transport Plans as follows:

*In relation to the preparation of Local Area Plans the Local Authority will prepare such Plans where their preparation will act as a key implementation mechanism, especially to promote regeneration and the delivery of significant housing and/or employment growth. Where Local Area Plans are prepared, they will be accompanied by Local Transport Plan where appropriate. Such Local Transport Plans will be prepared in consultation with the NTA and TII.*

**TEXT CHANGE ONLY**

## **PROPOSED AMENDMENT NO. 1.19.6**

### **ORIGIN OF AMENDMENT**

This amendment is required to address issues raised by submissions.

### **PROPOSED AMENDMENT**

Add new Paragraph after 19.9.3 to commit to a stronger monitoring regime and revising the biodiversity monitoring targets and indicators in the Strategic Environmental Assessment as follows:

*19.9.4 The Planning Authority will improve on reporting by establishing a strong, frequent and ongoing monitoring system for the Plan as a permanent function in line with the Draft Development Plan Guidelines for Planning Authorities issued by the Department of Housing, Local Government and Heritage August 2021. The Planning Authority will place particular focus on biodiversity monitoring during the lifetime of the Plan which will be predominately delivered through the Strategic Environmental Assessment (SEA) monitoring process (see Paragraph 19.3.1). In light of this, the biodiversity monitoring targets and indicators in Volume 6 of the Draft Plan have been reviewed and revised with a focus on more tangible measurements and accounting methodologies (see addendum to SEA).*

### **TEXT CHANGE ONLY**







Comhairle Contae Chorcaí  
Cork County Council